

**County of Fairfax, Virginia
Planning Commission Meeting
September 13, 2023
Planning Commission Action**

ZONING ORDINANCE AMENDMENT – PARKING REIMAGINED
(Countywide)

(The first public hearing was held on July 26, 2023)

PLANNING COMMISSION RECOMMENDATION:

On September 13, 2023, the Planning Commission voted 10-0 (Commissioners Jimenez and Lagana were absent from the meeting) to recommend to the Board of Supervisors adoption of the proposed Zoning Ordinance Amendment for Parking Reimagined and adoption of the staff-recommended options and the proposed amendments to Appendix 1 relating to previous approvals, as set forth in the Staff Report Addendum dated August 16, 2023, along with the amendment to subsection 6100.6.C set forth in the staff memorandum to the Planning Commission dated August 30, 2023, and that the amendment become effective at 12:01 a.m., January 1, 2024, to allow staff time to update the County website, develop training materials, and provide training to staff and other stakeholders.

The main motion was amended by the following motions to recommend to the Board of Supervisors:

- Approval of the option for the multifamily dwelling unit requirements to be 1.45 spaces per dwelling unit in Table 6100.2 located on page 13 of the Staff Report Addendum.

8-2 (Commissioners Cortina and Shumate voted in opposition. Commissioners Jimenez and Lagana were absent from the meeting)

- Approval of the option for the Religious Assembly use and Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center requirement to be 1 space per 4 seats in Table 6100.2 located on page 14 of the Staff Report Addendum.

10-0 (Commissioners Jimenez and Lagana were absent from the meeting)

- Approval of the option for the multifamily dwelling unit requirement to be 0.6 spaces per bedroom for transit station areas in Table 6100.7 located on page 22 of the Staff Report Addendum.

8-2 (Commissioners Cortina and Shumate voted in opposition. Commissioners Jimenez and Lagana were absent from the meeting)

- Approval of the option for the multifamily dwelling unit requirement to be 0.4 spaces per bedroom for transit-oriented development areas in Table 6100.8 located on page 22 of the Staff Report Addendum.

8-2 (Commissioners Cortina and Shumate voted in opposition. Commissioners Jimenez and Lagana were absent from the meeting)

- Approval of the option for multifamily dwelling units in the PTC district in Table 6100.9 located on page 23 of the Staff Report Addendum to have a minimum parking requirement of 0.3 spaces per bedroom when located less than 1/8 mile to a Metro station and 0.35 spaces between 1/8 and 1/4 mile to a Metro station and 0.4 spaces per bedroom when between 1/4 mile to 1/2 mile to a Metro station.

8-2 (Commissioners Cortina and Shumate voted in opposition. Commissioners Jimenez and Lagana were absent from the meeting)

- Clarify language associated with multifamily maximum rates in the PTC District in Table 6100.9 located on page 23 of the Staff Report Addendum dated August 16, 2023, to state the following: The maximum rates for less than 1/8 mile and 1/8 to 1/4 mile to the metro station are 1.3 spaces for 1-bedroom units, 1.6 spaces for 2-bedroom units, and 1.9 spaces for 3 or more-bedroom units. The maximum rates for 1/4 to 1/2 mile to the metro station and non-Transit-Oriented Development Districts are 1.4 spaces for 1-bedroom units, 1.7 spaces for 2-bedroom units, and 2 spaces for 3 or more-bedroom units and, note that maximum is based on spaces per bedroom.

10-0 (Commissioners Jimenez and Lagana were absent from the meeting)

- Add “or approved” after pending to read: (a) There is a pending or approved rezoning, special exception, or proffered condition amendment application for the site; to subsection 6100.6.A(4)(a) located on page 26 of the Staff Report Addendum.

6-3-1 (Commissioners Cortina, Bennett, and Shumate voted in opposition. Commissioner Murphy abstained from the vote. Commissioners Jimenez and Lagana were absent from the meeting)

- Amend the adjustment for the transit related adjustment in subsection 6100.6.C(2) located in the Planning Commission memorandum dated August 30, 2023, to permit a 15 percent adjustment instead of a 30 percent adjustment.

8-2 (Commissioners Spain and Shumate voted in opposition. Commissioners Jimenez and Lagana were absent from the meeting)

- Amend subsection 6101.2.M(1) and 6101.2.M(2)(a) located on page 31 of the Staff Report Addendum, for clarity to read as follows:
 - Adequate receiving facilities are not subject to the size restrictions for loading spaces in subsection 6101.2, if it can be demonstrated to the Director that a

smaller loading space is sufficient for loading activities without encroaching into, or interfering with traffic circulation, drive aisles or other parking spaces; and

- Reserved parking space sufficient for loading activities.

10-0 (Commissioners Jimenez and Lagana were absent from the meeting)

- Approval of the option for standard rounding for parking requirements in subsection 6100.3.B located on page 12 and the option for standard rounding for bicycle parking in subsection 6102.1.B located on page 33 of the Staff Report Addendum dated August 16, 2023;

10-0 (Commissioners Jimenez and Lagana were absent from the meeting)

- Amend the table reference in subsection 6100.1.D(2)(d) located on page 8 of the Staff Report Addendum dated August 16, 2023, from Table 4100.2 to Table 4101.1 and 4101.2; and

10-0 (Commissioners Jimenez and Lagana were absent from the meeting)

- Amend the Appendix located on page 42 of the Staff Report Addendum and remove the words “its being in” located in paragraph B(1)(c) since it is redundant.

10-0 (Commissioners Jimenez and Lagana were absent from the meeting)

A motion to amend the main motion to recommend to the Board of Supervisors that transit related adjustment in subsection 6100.6.A(4) located on page 26 of the Staff Report Addendum to add the following: (c) It has not been demonstrated to the satisfaction of the Director that: (1) Fewer spaces than those required by this Article will adequately serve the use; and (2) The reduction will not adversely affect the area within a quarter mile radius of the applicant site failed 4-5-1 (Commissioners Cortina, Bennett, Sargeant and Shumate voted in opposition. Commissioner Murphy abstained from the vote. Commissioners Jimenez and Lagana were absent from the meeting).

The Planning Commission also voted 10-0 (Commissioners Jimenez and Lagana were absent from the meeting) to recommend to the Board of Supervisors the following follow-on motions:

- That the Board of Supervisors direct the Director of Land Development Services to establish before January 1, 2024, a readily accessible “Monitoring Parking Implementation” link to a webpage that, among other purposes, permits the public to sign up for a list serve and be notified when a request is made for a parking reduction that is not a part of a land use entitlement application and associated public hearing.

- That the Board of Supervisors direct Land Development Services and the Department of Planning and Development to monitor the effect of adopted changes to the parking requirements to include collection of relevant data to assess their effect. The relevant data could include trends in provided parking, the number of requests and approvals of parking adjustments, operational effects of the Ordinance changes on parking-related processes, our experience with the Transportation Demand Management program, and other relevant measures of effectiveness. Data collection should be designed to help evaluate whether further modifications to the Ordinance are warranted. While data will begin to accumulate from the effective date, a report to the Board will be provided no sooner than January 1, 2027, and no later than December 31, 2029, to allow time to gauge significant, long-term effects of the adopted changes.
- That the Board of Supervisors direct Department of Transportation staff to continue its work to identify walkability needs/gaps for all mixed-use centers, and potential arrangements for financing the public share of pedestrian infrastructure improvements; and to facilitate cooperative funding agreements with the private sector; and to return to the Board with its recommendations. Public and private reinvestment in mixed-use centers is critical to responsibly managing future growth and expanding housing and economic opportunities for all in the County.
- That, rather than incorporating formulas into the parking rate structure and adding further complexity, the Board of Supervisors direct Land Development Services and Department of Planning and Development staff to continue their efforts through the Resilient Fairfax Implementation Planning Process to examine County codes that directly address imperviousness, open space, trees, and green space requirements. Reductions in parking requirements should provide additional opportunities to encourage more climate-ready development.
- Advise the Board of Supervisors that the Planning Commission is supportive of staff efforts currently underway on the Landscaping and Screening amendment of the Zoning Ordinance to increase the percentage of required tree canopy in parking lots and street tree requirements.
- That the Board of Supervisors direct the Director of Land Development Services to review the accessible parking design standards in the Public Facilities Manual and the *Code of Virginia* to determine if additional signage is necessary to discourage vehicles

from blocking accessible spaces and routes and to direct delivery vehicles to the correct delivery location.

- That the Board of Supervisors add to its State legislative agenda authorizing the County to establish guidelines or requirements for electric vehicle chargers with new development.

The Planning Commission also voted 9-1 (Commissioner Cortina voted in opposition. Commissioners Jimenez and Lagana were absent from the meeting) to recommend to the Board of Supervisors the following additional follow-on motion:

- That the Board of Supervisors consider waiving County fees for older townhome communities that may seek a minor variation for parking relief.

ATTACHED DOCUMENTS:

Staff Report Addendum dated August 16, 2023

Staff Recommendations dated August 30, 2023

SS



FAIRFAX COUNTY

PROPOSED ZONING ORDINANCE AMENDMENT

Parking Reimagined

STAFF REPORT ADDENDUM

Parking and Loading

August 16, 2023

Hearing Dates

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

September 13, 2023
@ 7:30 PM

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

Staff Contacts

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PLANNING & DEVELOPMENT



Zoning Administration Division

<https://www.fairfaxcounty.gov/planning-development>

Land Development Services

<https://www.fairfaxcounty.gov/landdevelopment>



Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice. For additional information on ADA call 703-324-1334 or TTY 711 (Virginia Relay Center).

BACKGROUND

On July 26, 2023, the Planning Commission held a public hearing on the proposed revisions to the parking and loading requirements found in Article 6 of the Zoning Ordinance also known as Parking Reimagined. Since that public hearing staff has made edits to the text provided in the July 12, 2023, [staff report](#). The proposed changes are detailed below and highlighted in strikethrough and underline. The revised text is provided as Attachment 1 and page numbers are included for ease of location for the proposed changes.

Calculations of Off-Street Parking – Subsection 6100.3 (Page 12)

- Subsection 6100.3 is reorganized to insert new subsection 6100.3.D as stated below. The addition clarifies that when the parking requirements are based on bedrooms for multifamily dwelling units in the Transit Station Area, Transit-Oriented Development, and PTC District tiers a studio or efficiency apartment is considered a one-bedroom unit.

D. For the purpose of determining the minimum parking requirement for multifamily dwelling units when based on bedrooms, a studio or efficiency unit is considered a one-bedroom unit.

- Subsection 6100.3.I is clarified to ensure that the maximum required number of accessible spaces will be provided. Accessible spaces are required as part of the Americans with Disabilities Act (ADA) and is enforced locally as part of the building code. Normally ADA spaces are based on the number of provided spaces, but staff wants to ensure that when the required number of spaces decreases through the tiered framework, the number of accessible spaces will also not decrease. Instead, the number of accessible spaces will be calculated on the base rate. A clarification is proposed that when a development provides spaces above the minimum base rate, the number of accessible spaces will be calculated on the number of provided spaces.

I. Accessible parking spaces are included in the calculation of the required number of parking spaces. The number of accessible spaces provided is based on the number of provided spaces or the minimum number of spaces required for the use or building prior to any adjustments permitted in subsections 6100.5 or 6100.6, whichever is greater.

Adjustments To Minimum Required Off-Street Parking - Subsection 6100.6 (Page 26)

- Based on the staff recommendations in the initial staff report, the Director of Land Development Services (Director) is limited to approving adjustments for shared parking (subsection 6001.6.B) and for transit-related parking (subsection 6100.6.C) in areas not located in the transit-oriented development (TOD) or PTC tier as stated in subsection 6100.5 (Tiered Framework). For shared parking adjustments, the considerations are based on Table 6100.10 and not a strict percentage of the base rate. The transit-related adjustment proposals are either 10 percent or 30 percent with additional clarified limitations. Subsection 6100.6.A is revised to remove the 30 percent limit on Director approvals, since revisions to 6100.6.C now specifically states the percentage and the criteria for administrative adjustments. It remains important to provide an ability to administratively adjust parking for sites in the tiered framework that meet the defined transit criteria. For example, in the Richmond Highway corridor, Bus Rapid Transit (BRT) is expected to provide robust transit service, thus meriting additional adjustments to support that service. However, as an option to

address concerns about administrative adjustments, language is provided for consideration that would require Board of Supervisor approval for the 30 percent transit-related adjustment.

A. Generally

- (1) Adjustments to the minimum parking requirements may be approved by the Board, including those not approved by the Director. The Board may approve an adjustment in conjunction with the approval of a rezoning or special exception in accordance with subsections 6100.6.B through G. Adjustments as used in this subsection indicate a reduced parking requirement. The applicant must demonstrate to the Board's satisfaction that:
 - (a) Fewer spaces than those required by this Article will adequately serve the use; and
 - (b) The reduction will not adversely affect the site or the adjacent area.
 - (2) ~~Unless otherwise stated, the~~ The Director may approve adjustments to the minimum parking requirements in accordance with subsection 6100.6.B and ~~up to 30 percent~~ (Option to consider 30 up to 50) percent less than the minimum requirement in accordance with subsection 6100.6.C. (Option: The Director may approve adjustments to the minimum parking requirements in accordance with subsection 6100.6.B and subsection 6100.6.C(1).)
 - (3) ~~With the exception of subsection 6100.6.B, any parking adjustment greater than 30~~ (Option to consider 30 up to 50) percent or otherwise not approved by the Director may be approved by the Board.
- For the transit-related parking adjustment in subsection 6100.6.C(1) below, the subsection has been reorganized and revised to state that the 10 percent adjustment does not apply to the TOD or PTC tiers. The subsection 6100.6.C(2) revisions below propose to remove the proportional requirement. A proportional determination is not needed as the adjustment criteria recognizes and defines that an adjustment is appropriate after determining the site's proximity to the relevant transit facility and meeting two of three provisions.

C. Transit-Related Parking Adjustment

- (1) For uses not subject to subsection 6100.5, a 10 percent adjustment of the minimum parking requirements in Tables 6100.2 or 6100.3 may be approved when the use is located within 1,000 feet walking distance of a transit facility stop.
 - (a) A transit facility stop for purposes of this subsection consisting includes a streetcar, bus rapid transit, express bus service, or bus stop that serves a rail station or transit facility that will be constructed or implemented within 10 years after approval of the adjustment.
 - (b) This adjustment is not applicable to the areas identified in subsection 6100.5 as Transit Oriented Development or PTC.
- (2) A transit-related adjustment greater than ~~the 10 percent adjustment permitted under subsection 6100.6.C(1) above, or greater than permitted under the percentage adjustment allowed in subsection 6100.5, may be approved if the requirements of subsection 6100.6.C(1) above are met. and the~~ For an administrative approval, the

applicant must demonstrate that the adjustment does not exceed 30 percent (30 up to 50 percent) of the required parking in subsection 6100.5 ~~is proportional~~ and includes at least two of the following supporting elements:

- (a) A proffered transportation demand management (TDM) program that meets Fairfax County Department of Transportation criteria.
 - (b) Bicycle parking provided in accordance with Section 6102.
 - (c) A walk or bike score of greater than 70 in accordance with the most recent Walk Score® methodology.
- Two additional options associated with subsection 6100.6.C(2) are provided. These options are not staff recommendations but are offered for consideration by the Planning Commission. The first option limits an administrative approval by the Director to 30 percent inclusive of the reduction for the tiered framework. As an example, in the revitalization tier, a property is allowed to construct 20 percent less commercial parking than the base rate requirements. Under Option 1, an administrative approval of a transit-related adjustment is limited to 30 percent. This effectively allows only an additional 10 percent administrative adjustment above what is permitted in the tier. Whereas the staff recommendation would permit the Director to approve a 30 percent administrative adjustment in addition to the reduced rate in the tiered framework.

Option 2 permits the Director to approve an additional 15 percent (option of 10 up to 20 percent) adjustment above what would be permitted in the tiered framework for sites not located in TOD or PTC designated areas. The proposed range is offered to provide flexibility for consideration. Under Option 2 the potential adjustment of 15 percent is consistent between the suburban center and transit station area tier.

Below is an application of the staff recommendation and the two options using a base rate that requires 100 spaces.

Tier	Base Rate Required Parking	Tier Required Parking	Staff Proposed Required Parking with 30% Adjustment from Tier	Option 1 Required Parking with 30% Adjustment from Base	Option 2 Required Parking with 15% Adjustment from Tier
Suburban Center	100 spaces	90 spaces (90% of base)	63 spaces (90 spaces minus 30% adjustment)	70 spaces (30% adjustment from base)	76 spaces (90 spaces minus 15% adjustment)
Revitalization	100 spaces	80 spaces (80% of base)	56 spaces (80 spaces minus 30% adjustment)	70 spaces (30% adjustment from base)	68 spaces (80 spaces minus 15% adjustment)
Transit Station Area	100 spaces	70 spaces (70% of base)	49 spaces (70 spaces minus 30% adjustment)	70 spaces (30% adjustment from base)	59 spaces (70 spaces minus 15% adjustment)

OPTION 1

- (2) *A transit-related adjustment greater than permitted under subsection 6100.6.C(1), or greater than permitted under subsection 6100.5, may be approved if the requirements of subsection 6100.6.C(1) are met. The applicant must demonstrate the adjustment does not exceed 30 percent (30 up to 50 percent) of the required parking in Tables 6100.2 or 6100.3 and includes at least two of the following supporting elements:*
- (a) *A proffered transportation demand management (TDM) program that meets Fairfax County Department of Transportation criteria.*
 - (b) *Bicycle parking provided in accordance with Section 6102.*
 - (c) *A walk or bike score of greater than 70 in accordance with the most recent Walk Score® methodology.*

OPTION 2

- (2) *A transit-related adjustment greater than the 10 percent adjustment permitted under subsection 6100.6.C(1) or greater than permitted under subsection 6100.5, may be approved if the requirements of subsection 6100.6.C(1) are met. The applicant must demonstrate that the adjustment does not exceed 15 percent (10 up to 20) of the required parking in subsection 6100.5 and includes at least two of the following supporting elements:*
- (a) *A proffered transportation demand management (TDM) program that meets Fairfax County Department of Transportation criteria.*
 - (b) *Bicycle parking provided in accordance with Section 6102.*
 - (c) *A walk or bike score of greater than 70 in accordance with the most recent Walk Score® methodology.*

Off-Street Loading – Subsection 6101 (Page 31)

Subsection 6101.2.M is reformatted, and additional requirements are proposed related to the location for adequate receiving facilities. This clarifies the intent that these spaces should be near the entrance to the building. Further, it ensures that an adequate receiving facility would not restrict access to an accessible space.

- M.** An adequate receiving facility, ~~as determined by the Director,~~ is required for all structures under 10,000 **(5,000 up to 25,000)** square feet of gross floor area that the Director determines are likely to receive or make deliveries from vehicles of a size or at a frequency that may interfere with vehicle parking or circulation on the parcel.
- (1) Adequate receiving facilities are not subject to the size restrictions for loading spaces in subsection 6101.2 ~~above~~.
 - (2) Adequate receiving facilities, as determined by the Director, ~~and~~ may include, but are not limited to, the following:
 - (a) Reserved parking space for loading activities.
 - (b) Pull off area along the curb that does not restrict vehicular movement.
 - (c) Area within the structure for loading activities.
 - (d) Undeveloped areas of the parcel not designated for parking or landscaping and not necessary for vehicle, pedestrian, or bicycle circulation.

- (3) An adequate receiving facility must be located near an entrance to the building.
- (4) An adequate receiving facility may not block or restrict access to an accessible space.

SUMMARY

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

ATTACHMENT

1. Proposed Revised Draft Text

Attachment 1 - August 16, 2023 – Staff Report Addendum

Article 6 includes changes from the text released with the July 12, 2023, Staff Report. Additions are shown as underlined while deletions are shown as ~~strike-through~~.

#1 INSTRUCTION: Repeal and Replace Article 6 with the following text. Advertised options are included *(in parentheses, italics and bold)*. When an option is presented as a range the Board may approve any number within the advertised range. In subsection 6100.4, the proposed rate is considered the high end of the option, unless otherwise noted, and the Board may

6100. Off-Street Parking

1. Applicability

A. Generally

- (1) Any structure built, and any use established, must provide accessory off-street parking in accordance with this Article.
- (2) For redevelopment that retains some use or structure and eliminates some on-site parking during the redevelopment process, a temporary adjustment or relocation of the minimum required off-street parking spaces may be approved either by the Board, in conjunction with a rezoning or special exception, or by the Director, in conjunction with a site plan. As conditions to any such an approval, the applicant must demonstrate that adequate measures will be taken to ensure the continuation of safe and adequate parking on the property, and the Board or the Director will impose time limitations.
- (3) Parking of commercial vehicles in R districts is regulated by subsections 4102.1.B(2) and 4102.1.E(4).
- (4) The provisions of this Article do not apply to vehicle storage or display parking areas associated with a vehicle sales, rental and service establishment.
- (5) The Director may adjust the minimum off-street parking requirements for an existing parking lot to allow for installation of electric vehicle parking infrastructure as an accessory use.
- (6) The Director may adjust the minimum off-street parking requirements by up to 20 percent **(10 up to 30 percent)** for a parking lot existing as of (effective date of ZOA 112.2-2023-xx) to provide interior or peripheral parking lot landscaping in accordance with subsection 5108.5.

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

- (1) A change in use or an expansion of an existing structure or use is subject to the following:
 - (a) No additional parking is required for a change in use or expansion of an existing structure or use resulting in the same or a lesser parking requirement than the previous use.
 - (b) No additional parking is required for a change in use or expansion of a structure or use unless the change or expansion results in the higher of more than a 10 percent **(10 up to 30 percent)** increase or an increased requirement of more than 10 spaces **(5 up to 15 spaces)** in the on-site parking supply.
 - (c) When a site contains two or more uses, the increases referenced in subsection 6100.1(B)(1)(b) are measured cumulatively for all uses on the site, not each individual use.
 - (d) If the change in use or expansion of use or structure results in the higher of more than a 10 percent increase in the parking supply **(10 up to 30 percent)** or more than 10 spaces **(5 up to 15 spaces)**, additional parking is required for the increase above 10 percent **(10 up to 30 percent)** or 10 spaces **(5 up to 15 spaces)**.
 - (e) Compliance with the minimum off-street parking requirements is not required to the extent the expansion is to provide an accessibility improvement.

C. Commercial Parking in a Residential District

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

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

D. Parking Tabulation

- (1) A vehicle parking tabulation and a bicycle parking tabulation in conformance with Section 6102 approved by the Director and demonstrating compliance with the minimum required off-street parking for all uses on a lot is required in any of the following situations:
 - (a) A site plan or minor site plan is submitted in accordance with subsection 8101.4.
 - (b) A change in use resulting in an increased parking requirement, in accordance with subsection 6100.1.B, from that shown on the approved site plan or minor site plan.
- (2) Parking tabulations are not required for the following:
 - (a) Change in use that results in no greater parking requirement than the previous use.
 - (b) Change in use within a shopping center in accordance with subsection 6100.4.B.
 - (c) Change in use within an office building in accordance with subsection 6100.4.C.
 - (d) Change in use identified within the industrial use classification in Table 4100.2, to another use identified in the industrial use classification, commercial use classification, college or university, or a specialized instruction center.
 - (e) Change in use that substantially conforms with the mix of uses on an approved development plan or PRC plan.
 - (f) Changes in site layout or expansion of a structure exclusively to provide an accessibility improvement.
 - (g) Changes in site layout exclusively to provide electric vehicle parking spaces or its infrastructure.
- (3) When a parking tabulation is not required, no additional parking for the site is required.

E. Use of Off-Street Parking Lots

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

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

A. General Location

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

B. Parking in Residential Districts

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

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

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

C. Off-Street Parking Design and Layout

(1) Generally

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

(2) Accessible Parking

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

(3) Pedestrian Routes

To encourage parking lot design that enhances pedestrian safety and access, pedestrian routes must be provided in accordance with this subsection. Such routes allow a person to use a direct pedestrian pathway instead of a vehicle travel aisle to reach the principal building. This requirement does not apply to parking lots with 50 **(20 up to 100)** or fewer spaces or to parking structures. The pedestrian route:

- (a) Must be at least five feet wide.
- (b) Must be designed to serve at least 25 percent **(10 up to 50 percent)** of the provided off-street parking spaces.
- (c) Must connect the entrance of the principal building to the on-site pedestrian route. Where an off-site pedestrian route abuts the parking lot and is within right-of-way, the on-site route must connect to it.
- (d) Must be clearly marked with hatched pavement markings or contrasting pavement material when crossing a travel aisle.
- (e) May serve the parking spaces located directly across the travel aisle, if the pedestrian route is adjacent to the principal structure. In this instance, pavement markings for a crossing of the travel aisle are not required.
- (f) Must be shown on a site plan for new construction or for expansion of an existing parking lot by more than 30 spaces **(10 up to 50 spaces)**.

The Director may adjust the minimum off-street parking requirements by the minimum number of spaces necessary up to 20 percent **(10 up to 50 percent)** in existing parking lots to facilitate the construction of pedestrian routes.

(4) Surface and Dimensional Standards

- (a) All off-street parking lots and driveways, except those required for single-family detached dwellings, and agricultural and related uses, must be constructed and maintained with a dustless surface in accordance with the Public Facilities Manual. The Director may approve a modification or waiver of the dustless surface requirement in accordance with the Public Facilities Manual.
- (b) All off-street parking lots must comply with the geometric design standards in the Public Facilities Manual.

- (c) Except when provided for and on the same lot with a single-family detached, attached, or stacked townhouse dwelling, each parking space must be clearly delineated in accordance with the design standards in the Public Facilities Manual.

(5) Redesignation Plan

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

D. Tandem Parking

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

3. Calculation of Off-Street Parking

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

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

A. Table of Required Off-Street Parking Spaces

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

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
AGRICULTURAL AND RELATED USES	
Agricultural and Related Uses	
Agricultural Operation	No minimum requirement
Agritourism	<p>When by right: No minimum requirement</p> <p>When by administrative permit: Subject to the Zoning Administrator's determination that a parking plan demonstrates adequate parking is provided on-site.</p> <p>When by SE: Based on a review of each proposal to include such factors as the number of spaces required to accommodate employees and visitor parking.</p>
Farm Winery, Limited Brewery, or Limited Distillery	<p>When by right: No minimum requirement</p> <p>When by SE: Based on a review of each proposal to include such factors as the number of spaces required to accommodate employees and visitor parking.</p>
Stable, Riding or Boarding	Based on a review by the Board or BZA of each proposal to include such factors as the number of spaces to accommodate employee and visitor parking and the availability of areas on-site that can be used for auxiliary parking in times of peak demand.
RESIDENTIAL USES	
Household Living	
Dwelling, Multifamily	1.3 spaces per unit (1.3 up to 1.6 spaces per unit)
Dwelling, Single-Family Attached	2.7 spaces per unit of which 0.2 space per unit is located on common property and available for visitor or shared use (Options for Board's consideration: 2.7 spaces per unit or 2.7 spaces per unit of which up to 0.7 spaces per unit is located on common property and available for visitor or shared use)
Dwelling, Single-Family Detached and Accessory Living Unit	2 spaces per unit for lots with frontage on a public street and 3 spaces per unit for lots with frontage on a private street Accessory living unit (administrative permit): 1 additional space
Dwelling, Stacked Townhouse	2.3 spaces of which 0.3 space per unit is located on common property and available for visitor or shared use (Options for Board's consideration: 2 spaces per unit or up to 2.7 spaces per unit of which up to 0.7 spaces per unit is located on common property available for visitor or shared use)
Group Residential Facility	Applicable rate for the dwelling unit type
Live-Work Development	Applicable residential rate
Manufactured Home	1.5 spaces (2 spaces) per unit
Group Living	
Congregate Living Facility	1 space (No minimum up to 3 spaces) per 3 residents
Group Household	See subsection 4102.3.F

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Religious Group Living	1 space (No minimum up to 3 spaces) per 3 residents
Residence Hall	1 space (No minimum up to 3 spaces) per 3 residents
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
Community, Cultural, and Educational Facilities	
Adult Day Support Center	2 spaces (No minimum up to 3 spaces) per 1,000 square feet of gross floor area
Alternate Use of Public Facility	See most similar use
Child Care Center	2 spaces (No minimum up to 3 spaces) per 1,000 square feet of gross floor area
Club, Service Organization, or Community Center	6 spaces (No minimum up to 8 spaces) per 1,000 square feet of gross floor area
College or University	Applicable office rate for classroom and office facilities; all other facilities associated with the use are subject to the requirements for the most similar use
Community Swim, Tennis, and Recreation Club	Community Pool: 1 space for every 7 persons lawfully permitted in the pool at one time. The Director may proportionally reduce the number of spaces based on the number of members who live within one half mile (1,000 feet up to one half mile) walking distance of the pool. (Option: No minimum requirement) Tennis Club: 2 spaces per court Recreation Club: 6 spaces (No minimum up to 8 spaces) per 1,000 square feet of gross floor area
Convention or Conference Center	5 spaces (No minimum up to 5 spaces) per 1,000 square feet of gross floor area
Cultural Facility or Museum	3 spaces per 1,000 square feet of gross floor area
Public Use	Library: 4 spaces (No minimum up to 7 spaces) per 1,000 square feet of gross floor area Park: See Quasi-Public Park, Playground, or Athletic Field School: See School, Private All Other Public Uses: Determined by the Director based on the number of spaces required to accommodate employees, public use vehicles anticipated to be on-site at any one time, visitor parking, and the availability of areas on-site that can be used for auxiliary parking in times of peak demand. The number of spaces required for government office use may not be less than that required for office.
Religious Assembly	1 space per 3 seats (1 space per 4 seats) in the principal place of worship when located in R district or 1 space per 4 seats in the principal place of worship when located in a P, C or I district
Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center	1 space per 3 seats (1 space per 4 seats) in the principal place of worship when located in R district or 1 space per 4 seats in the principal place of worship when located in a P, C or I district

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
School, Private	Elementary and Intermediate School: 1 space per faculty member and other full-time employee plus 4 spaces for visitors High School: 1 space per employee, plus 5 spaces per 100 students based on total maximum enrollment (Option: 1 space per faculty member and other full-time employee and 0.3 spaces per student)
Specialized Instruction Center	2 spaces per each 3 employees (Option: 2-4 spaces per 1,000 square feet of gross floor area)
Funeral and Mortuary Services	
Cemetery	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less, except funeral homes located on the site are parked at the funeral home requirement.
Crematory	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Funeral Home	1 space per 4 seats in the main chapel or parlor
Health Care	
Adult Day Care Center	2 spaces (No minimum up to 3 spaces) per 1,000 square feet of gross floor area
Continuing Care Facility	0.75 space per separate unit or bed approved on the development plan
Independent Living Facility	0.75 space (No minimum up to 1.3 spaces) per unit
Medical Care Facility	Hospital: 2.9 spaces per bed licensed by the State Institution providing intensive special medical or mental care: 1 space per 2 patients Assisted Living or Nursing Facility: 1 space per 3 residents
Transportation	
Airport	Determined by the Board based on an analysis of expected parking demand
Helipad	No minimum requirement
Transit Facility	No minimum requirement
Utilities	
Solar Power Facility	No minimum requirement
Utility Facility, Heavy	No minimum requirement
Utility Facility, Light	No minimum requirement
Wireless Facility	No minimum requirement
COMMERCIAL USES	
Animal-Related Services	
Animal Shelter	2 spaces per 1,000 square feet of gross floor area Gross floor area does not include any outdoor exercise or dog run area that is enclosed by a roof or fencing material.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Kennel	2 spaces per 1,000 square feet of gross floor area Gross floor area does not include any outdoor exercise or dog run area that is enclosed by a roof or fencing material.
Pet Grooming Establishment	4 spaces (No minimum up to 5 spaces) per 1,000 square feet of gross floor area
Veterinary Hospital	2 spaces per 1,000 square feet of gross floor area
Food and Lodging	
Bed and Breakfast	Applicable single family dwelling rate plus 1 space per guest room
Catering	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Hotel or Motel	1 space (No minimum up to 1.5 spaces) per rental unit or guest room
Restaurant	8 spaces (No minimum up to 10 spaces) per 1,000 square feet of gross floor area
Restaurant, Carryout	4 spaces (No minimum up to 5 spaces) per 1,000 square feet of gross floor area
Restaurant with Drive-Through	6 spaces (No minimum up to 12 spaces) per 1,000 square feet of gross floor area
Retreat Center	1 space (0.75 up to 1.5 spaces) per rental unit or guest room
Office and Financial Institutions	
Alternative Lending Institution	4 spaces per 1,000 square feet of gross floor area
Drive-Through Financial Institution	4 spaces per 1,000 square feet of gross floor area
Financial Institution	4 spaces per 1,000 square feet of gross floor area
Office	50,000 square feet of gross floor area or less: 3 spaces (No minimum up to 3.6 spaces) per 1,000 square feet Greater than 50,000 square feet of gross floor area: 2 spaces (No minimum up to 3 spaces) per 1,000 square feet
Office in a Residential District	3 spaces (No minimum up to 3.6 spaces) per 1,000 square feet
Personal and Business Services	
Business Service	4 spaces per 1,000 square feet of gross floor area
Household Repair and Rental Service	4 spaces per 1,000 square feet of gross floor area
Massage Therapy Establishment	4 spaces per 1,000 square feet of gross floor area
Personal Service	4 spaces per 1,000 square feet of gross floor area
Recreation and Entertainment	
Banquet or Reception Hall	8 spaces (No minimum up to 10 spaces) per 1,000 square feet of gross floor area
Campground	No minimum requirement

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Commercial Recreation, Indoor	Generally: 1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less Bowling Alley: 2 spaces per alley (<i>Option: No minimum up to 4 spaces per 1,000 square feet of gross floor area</i>) Commercial Swimming Pool: 1 space per 4 persons lawfully permitted in the pool at one time Theater: 1 space per 3 seats (<i>No minimum up to 1 space per 5 seats</i>)
Commercial Recreation, Outdoor	Generally: 1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less Commercial Swimming Pool: 1 space per 4 persons lawfully permitted in the pool at one time
Entertainment, Adult	1 space per 3 seats (<i>No minimum up to 5 seats</i>)
Entertainment, Public	8 spaces (<i>No minimum up to 10 spaces</i>) per 1,000 square feet of gross floor area
Golf Course or Country Club	As determined by Board based on anticipated membership and employees
Health and Exercise Facility, Large	4 spaces (<i>No minimum up to 5 spaces</i>) per 1,000 square feet of gross floor area
Health and Exercise Facility, Small	4 spaces (<i>No minimum up to 5 spaces</i>) per 1,000 square feet of gross floor area
Marina, Commercial	No minimum requirement
Marina, Private Noncommercial	No minimum requirement
Quasi-Public Park, Playground, or Athletic Field	No minimum requirement. (<i>Option: No minimum requirement for Neighborhood Parks and Urban Parks. Remainder of parks, Determined by the Director</i>)
Smoking Lounge	4 spaces (<i>No minimum up to 6 spaces</i>) per 1,000 square feet of gross floor area
Stadium or Arena	1 space per 3 seats (<i>No minimum up to 5 seats</i>)
Zoo or Aquarium	As determined by the Board or BZA
Retail Sales	
Convenience Store	4 spaces (<i>No minimum up to 5 spaces</i>) per 1,000 square feet of gross floor area
Drive-Through, Other	4 spaces (<i>No minimum up to 5 spaces</i>) per 1,000 square feet of gross floor area
Drive-Through Pharmacy	4 spaces (<i>No minimum up to 5 spaces</i>) per 1,000 square feet of gross floor area
Drug Paraphernalia Establishment	4 spaces (<i>No minimum up to 5 spaces</i>) per 1,000 square feet of gross floor area
Garden Center	4 spaces (<i>No minimum up to 5 spaces</i>) per 1,000 square feet of gross floor area plus 2 spaces per 1,000 square feet of greenhouse sales area and outdoor sales/display area
Pawnshop	4 spaces (<i>No minimum up to 5 spaces</i>) per 1,000 square feet of gross floor

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
	area
Retail Sales, General	4 spaces (No minimum up to 5 spaces) per 1,000 square feet of gross floor area
Retail Sales, Large	4 spaces (No minimum up to 5 spaces) per 1,000 square feet of gross floor area
Vehicle-Related Uses	
Car Wash	As determined by the Board
Commercial Off-Street Parking	No minimum requirement
New Vehicle Storage	No minimum requirement
Truck Rental Establishment	2 spaces per 1,000 square feet of enclosed sales and rental floor area
Vehicle Fueling Station	2 spaces (No minimum up to 5 spaces) per service bay, plus 4 spaces per 1,000 square feet of gross floor area devoted to retail sales
Vehicle Repair and Maintenance, Heavy	2 spaces per service bay
Vehicle Repair and Maintenance, Light	2 spaces per service bay
Vehicle Sales, Rental, and Service	2 spaces per 1,000 square feet of enclosed sales and rental floor area
Vehicle Transportation Service	1 space per 1 employee
INDUSTRIAL USES	
Freight Movement, Warehousing, and Wholesale Distribution	
Data Center	2 spaces (No minimum up to 3 spaces) per 1,000 square feet of gross floor area of office space associated with the use
Freight Distribution Hub	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Goods Distribution Hub	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Self-Storage	3 spaces (No minimum up to 3 spaces) per 1,000 square feet of gross floor area of office space associated with the use
Warehouse	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Wholesale Facility	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Industrial Services and Extraction of Materials	
Building Materials Storage and Sales	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Contractor's Office and Shop	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Extraction Activity	As determined by the BZA
Petroleum Products Storage Facility	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Specialized Equipment and Heavy Vehicle Sale, Rental, or Service	1 space per 1,000 square feet of enclosed sales and rental floor area

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Storage Yard	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Vehicle Storage or Impoundment Yard	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Production of Goods	
Craft Beverage Production Establishment	8 spaces (No minimum up to 10 spaces) per 1,000 square feet of gross floor area, excluding area devoted to the production and processing of craft beverages
Production or Processing	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Production or Processing, Heavy	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Small-Scale Production Establishment	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Waste and Recycling Facilities	
Junkyard	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Mixed Waste Reclamation Facility	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Recycling Center	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Solid Waste Disposal Facility	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less

B. Shopping Centers

(1) Parking Requirement Calculation

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

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

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

Shopping Center Size [1]	Minimum Parking Requirement
≤100,000 square feet gross floor area	4 spaces (No minimum up to 4 spaces) per 1,000 square feet of gross floor area
>100,000 but ≤800,000 square feet gross floor area	3 spaces (No minimum up to 4 spaces) per 1,000 square feet of gross floor area
>800,000 square feet gross floor area	2.5 spaces per 1,000 square feet of gross floor area

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

C. Office Buildings

- (1) The off-street parking requirement for an office building is the applicable office rate based on building size and applies to all uses identified below.
 - (a) All uses in the commercial classification.
 - (b) College or University.
 - (c) Specialized Instruction Centers.
 - (d) Craft Beverage Production Establishment.
 - (e) Small-Scale Production Establishment.
- (2) For the purpose of parking, an office building is defined as a single building, or coordinated development of two or more buildings sharing a common parking lot and whose gross floor area is, at least 50 percent **(25 up to 50 percent)** occupied by office use.

D. Stacking Spaces

- (1) Stacking spaces must be provided in accordance with the minimum stacking requirement established in Table 6100.4.
- (2) Stacking spaces must be designed to avoid impeding pedestrian or vehicular circulation on the site and along any abutting street.
- (3) All required stacking spaces must be at least 18 feet long.
- (4) The geometric design of the stacking aisle, including but not limited to the radius and width of the travel aisle, is subject to the approval of the Director.

TABLE 6100.4: Stacking Space Requirement

Use	Minimum Stacking Space Requirement
Car Wash	10 stacking spaces (8 up to 10 stacking spaces) per bay or stall for an automated establishment
Drive-Through Financial Institution	4 stacking spaces (4 up to 5 stacking spaces) for each drive-through lane, including drive-through ATM
Drive-Through, Other	4 stacking spaces (4 up to 5 stacking spaces) for each drive-through window
Drive-Through Pharmacy	4 stacking spaces (4 up to 5 stacking spaces) for each drive-through window
Restaurant with a Drive-Through	11 total stacking spaces (8 up to 11 total stacking spaces) for the drive-through window

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

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

A. Suburban Centers

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

TABLE 6100.5: Suburban Center Parking Requirements

Use	Minimum Parking Requirement
Dwelling, Multifamily	90 percent (80 up to 100 percent) of the parking rate established in Table 6100.2 (1.3 up to 1.6 spaces per unit or up to 1.0 space per bedroom)
Dwelling Multifamily – ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	90 percent (80 up to 100 percent) of the parking rate established in Table 6100.2 or 6100.3

B. Revitalization Areas

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

TABLE 6100.6: Revitalization Area Parking Requirements

Use	Minimum Parking Requirement
Dwelling, Single-Family Detached	2 spaces per unit (2 spaces per unit for lots with frontage on a public street and 3 spaces per unit for lots with frontage on a private street)
Dwelling, Single-Family Attached	1.8 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. (1 up to 2.7 spaces per dwelling unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)
Dwelling, Single Family Attached – ADU Development	
Dwelling, Stacked Townhouse	1.8 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. (1 up to 2.3 spaces per dwelling unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)
Dwelling, Stacked Townhouse - ADU Development	
Dwelling, Multifamily	80 percent (70 up to 90 percent) of the per unit parking rate established in Table 6100.2 (0.6 space (0.4 to 0.8 spaces) per bedroom)
Dwelling, Multifamily - ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	80 percent (70 up to 80 percent) of the parking rate established in Table 6100.2 or 6100.3

C. Transit Station Areas

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

TABLE 6100.7: Transit Station Area Parking Requirements

Use	Minimum Parking Requirement
Dwelling, Single-Family Detached	2 spaces per unit <i>(2 spaces per unit for lots with frontage on a public street and 3 spaces per unit for lots with frontage on a private street)</i>
Dwelling, Single-Family Attached	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. <i>(1 up to 2.7 spaces per unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Single Family Attached – ADU Development	
Dwelling, Stacked Townhouse	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. <i>(1 up to 2.3 spaces per unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Stacked Townhouse- ADU Development	
Dwelling, Multifamily	0.4 space <i>(0.4 up to 0.8 space)</i> per bedroom <i>(or 60 up to 80 percent of the per unit parking rate established in Table 6100.2)</i>
Dwelling, Multifamily - ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	70 percent <i>(60 up to 80 percent)</i> of the parking rate established in Table 6100.2 or 6100.3

D. Transit Oriented Development (TOD)

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

TABLE 6100.8: Transit Oriented Development Parking Requirements

Use	Minimum Parking Requirement
Dwelling, Single-Family Detached	2 spaces per unit <i>(2 spaces per unit for lots with frontage on a public street and 3 spaces per unit for lots with frontage on a private street)</i>
Dwelling, Single-Family Attached	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. <i>(1 up to 2.7 spaces per unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Single Family Attached – ADU Development	
Dwelling, Stacked Townhouse	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. <i>(1 up to 2.3 spaces per unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Stacked Townhouse- ADU Development	
Dwelling, Multifamily	0.3 space <i>(0.3 up to 0.7 space)</i> per bedroom <i>(or 50 up to 70 percent of the per unit parking rate established in Table 6100.2)</i>
Dwelling, Multifamily – ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	60 percent <i>(50 up to 70 percent)</i> of the parking rate established in Table 6100.2 or 6100.3

E. PTC District – Off-Street Parking

- (1) The number of off-street parking spaces provided for a development in the PTC District must be established with a parking plan that is accompanied by an application for rezoning to the PTC District.
- (a) At a minimum, the parking plan must identify all the following:
1. The appropriate parking requirements as set forth in Table 6100.9 below.
 2. The number and general location of all off-street parking spaces.
 3. The general location of all ingress and egress points to all parking structures utilized by the property.
 4. Justification of shared parking arrangements, if applicable.
- (b) Where parking is to be provided in phases in accordance with a phased development proposal, the parking plan must provide the information set forth above in subsection 6100.6.E(1)(a) for each proposed phase. If the total development parking will be constructed in early phases of the project, shared parking spaces for the remaining phases must be identified when it is demonstrated that such additional parking in the early phase(s) is necessary due to construction requirements or in furtherance of the objectives of the Comprehensive Plan. When parking is provided in this manner, the development must provide shared parking for the later phases of the project to the satisfaction of the Board. Additionally, when an existing use is proposed to be retained as an interim use, the parking accessory to any such interim uses must conform to the rates set forth above. In all cases, parking at the build out phase of the development must conform to the total number of spaces approved for the entire development.

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

Use	Per unit, bedroom, or 1,000 square feet of gross floor area	Less than 1/8 mile to Metro Station Entrance* (TOD District)		1/8 to ¼ mile to Metro Station Entrance* (TOD District)		More than ¼ to ½ mile to Metro Station Entrance* (TOD District)		Non-TOD Districts	
		Min	Max	Min.	Max	Min	Max	Min	Max
Single-Family Attached	Space(s) per unit	1 (1 up to 1.75)	2.2	1 (1 up to 1.75)	2.2	1 (1 up to 2)	2.5	1.3	2.7
Stacked Townhouse		1 (1 up to 1.5)	1.9	1 (1 up to 1.5)	1.9	1 (1 up to 1.7)	2.1	1.3	2.3
Multifamily	Per bedroom	0.2 (0 up to 0.4)	1.3 space for first bedroom and 0.3 space per additional bedroom	0.2 (0 up to 0.4)	1.0 1.3 space for first bedroom and 0.3 space per additional bedroom	0.3 (0 up to 0.4)	1.4 space for first bedroom and 0.3 space per additional bedroom	0.4	1.4 space for first bedroom and 0.3 space per additional bedroom
Hotel/Motel	Per rental unit	none	1.0	none	1.0	none	1.05	0.7	1.10

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

Use	Per unit, bedroom, or 1,000 square feet of gross floor area	Less than 1/8 mile to Metro Station Entrance* (TOD District)		1/8 to ¼ mile to Metro Station Entrance* (TOD District)		More than ¼ to ½ mile to Metro Station Entrance* (TOD District)		Non-TOD Districts	
		Min	Max	Min.	Max	Min	Max	Min	Max
Office	Spaces per 1,000 square feet of gross floor area	none	1.6	none	2.0	none	2.2	1.4	2.4

* As set forth in the Comprehensive Plan

(c) A parking plan must be in accordance with the following:

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

F. PTC District Special Exception for Increase in Parking

- (1)** The Board may approve a special exception to allow an increase in parking in the PTC District above the parking maximums in Table 6100.9 when the applicant has demonstrated to the Board's satisfaction that:
 - (a)** The proposed uses cannot be adequately served by the combination of allowed parking, transit access, shared parking arrangements and similar means.
 - (b)** The increase in the number of parking spaces will not hinder or preclude the achievement of the Transportation Demand Management (TDM) goals for the property or the Tysons Urban Center, as set forth in the Comprehensive Plan.
 - (c)** The additional parking is needed for one of the following reasons:
 - 1.** The design of a parking structure necessitates the construction of additional parking. To qualify under this provision, the additional parking spaces must be available for public use for at least 12 hours a day, five days a week.
 - 2.** The applicant is proposing a use with unique parking needs to justify an increase in the parking rate.
 - 3.** The need for an increase in parking is the result of a change in previously approved shared parking, valet, or shuttle arrangements. To qualify under this provision, the additional parking spaces must be available for public use for at least 12 hours a day, five days a week.
 - 4.** The applicant proposes a single phase development that will precede the operation of mass transit opportunities, such as metro, circulator bus or other features that are planned to serve the Tysons Urban Center.
- (2)** All off-street parking spaces approved under this special exception may be administered by an entity established to manage the additional parking. Tools for managing the additional parking may include parking fees, controlled access, and any other operational management methods necessary to ensure satisfaction of the TDM goals for the property and the Tysons Urban Center. Additionally, the Board may impose conditions on the special exception including a requirement that the need for the additional parking be reevaluated within a specified period, based on changes in development patterns, uses, or other factors in and around the application property.

6. Adjustments to Minimum Required Off-Street Parking

A. Generally

- (1) Adjustments to the minimum parking requirements may be approved by the Board, including those not approved by the Director. The Board may approve an adjustment in conjunction with the approval of a rezoning or special exception in accordance with subsections 6100.6.B through G. Adjustments as used in this subsection indicate a reduced parking requirement. The applicant must demonstrate to the Board's satisfaction that:
 - (a) Fewer spaces than those required by this Article will adequately serve the use; and
 - (b) The reduction will not adversely affect the site or the adjacent area.
- (2) ~~Unless otherwise stated, the~~ The Director may approve adjustments to the minimum parking requirements in accordance with subsection 6100.6.B and up to 30 percent ~~(Option to consider 30 up to 50) percent less than the minimum requirement in accordance with subsection 6100.6.C.~~ (Option: The Director may approve adjustments to the minimum parking requirements in accordance with subsection 6100.6.B and subsection 6100.6.C(1).)
- ~~(3) With the exception of subsection 6100.6.B, any parking adjustment greater than 30 (Option to consider 30 up to 50) percent or otherwise not approved by the Director may be approved by the Board.~~
- (3) If it is determined by the Director or Board that a parking adjustment has resulted in inadequate site parking and has created adverse off-site impacts to public health and safety, a parking utilization study must be submitted at the request of Director or Board. The parking utilization study must be based on applicable requirements of *The Code of the County of Fairfax, Virginia*, and the Zoning Ordinance in effect at the time of the study's submission. Following review of that study, or if a study is not submitted within 90 days after its request, the Director or Board may require alternative measures to satisfy the on-site parking needs of the property. Such measures may include, but are not limited to, compliance with the parking requirements for the site.
- (4) A parking adjustment may not be approved by the Director if:
 - (a) There is a pending rezoning, special exception, or proffered condition amendment application for the site; or
 - (b) The number of parking spaces is specified by a proffered condition, special exception condition, or special permit condition, unless the approval allows such adjustments.
- (5) Any approved parking adjustment may be vacated by the Director or Board upon request when it is no longer required.

B. Shared Parking Options

- (1) Adjustments in the minimum required parking for two or more uses may be approved when a shared parking calculation and, if applicable, a parking agreement between the shared uses, is submitted. Any such agreement is subject to approval by the Director or Board to ensure continued availability of the spaces. The shared parking calculation must be based on the following methodology in accordance with Table 6100.10 below:
 - (a) Determine the minimum parking requirements for each individual use based on Table 6100.2 and, if applicable, subsection 6100.5.
 - (b) Multiply each amount by the corresponding percentage for each of the time periods in the table.
 - (c) Sum the total requirement for each use for each time period.

- (d) The time period with the highest value will be the minimum parking requirement for all uses sharing the space. If a use is not in the table, it must undergo a separate analysis as defined in subsection 6100.6.B.(2) below.

TABLE 6100.10: Shared Parking Options

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

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

C. Transit-Related Parking Adjustments

- (1) For uses not subject to subsection 6100.5, a 10 percent adjustment of the minimum parking requirements in Tables 6100.2 or 6100.3 may be approved when the use is located within 1,000 feet walking distance of a transit facility stop.
 - (a) A transit facility stop for purposes of this subsection consisting includes a streetcar, bus rapid transit, express bus service, or bus stop that serves a rail station or transit facility that will be constructed or implemented within 10 years after approval of the adjustment.
 - (b) This adjustment is not applicable to the areas identified in subsection 6100.5 as Transit Oriented Development or PTC.
- (2) ~~A transit-related adjustment greater than the 10 percent adjustment permitted under subsection 6100.6.C.(1) above, or greater than the percentage adjustment allowed in permitted under subsection 6100.5, may be approved if the requirements of subsection 6100.6.C.(1) above are met. and the~~ For an administrative approval the applicant must demonstrate that the adjustment does not exceed 30 percent (30 up to 50 percent) of the required parking in subsection 6100.5 is proportional and includes at least two of the following supporting elements:
 - (a) A proffered transportation demand management (TDM) program that meets Fairfax County Department of Transportation criteria.
 - (b) Bicycle parking provided in accordance with Section 6102.
 - (c) A walk or bike score of greater than 70 in accordance with the most recent Walk Score® methodology.

OPTION 1

- (2) ***A transit-related adjustment greater than permitted under subsection 6100.6.C(1), or greater than permitted under subsection 6100.5, may be approved if the requirements of subsection 6100.6.C(1) are met. The applicant must demonstrate the adjustment does not exceed 30 percent (30 up to 50 percent) of the required parking in Tables 6100.2 or 6100.3 and includes at least two of the following supporting elements:***
 - (a) ***A proffered transportation demand management (TDM) program that meets Fairfax County Department of Transportation criteria.***
 - (b) ***Bicycle parking provided in accordance with Section 6102.***
 - (c) ***A walk or bike score of greater than 70 in accordance with the most recent Walk Score® methodology.)***

OPTION 2

- (2) ***A transit-related adjustment greater than the 10 percent adjustment permitted under subsection 6100.6.C(1) or greater than permitted under subsection 6100.5, may be approved if the requirements of subsection 6100.6.C(1) are met. The applicant must demonstrate that the adjustment does not exceed 15 percent (10 up to 20) of the required parking in subsection 6100.5 and includes at least two of the following supporting elements:***
 - (a) ***A proffered transportation demand management (TDM) program that meets Fairfax County Department of Transportation criteria.***
 - (b) ***Bicycle parking provided in accordance with Section 6102.***
 - (c) ***A walk or bike score of greater than 70 in accordance with the most recent Walk Score® methodology.***

D. Affordable Housing

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

E. Publicly Accessible Parking Areas

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

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

F. Public Benefit

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

- (1) The adjustment will provide for preservation or avoiding adverse impact of a historic structure or site identified on the Fairfax County Inventory of Historic Sites.
- (2) The adjustment will provide for preservation or avoiding damage to significant trees, as determined by the Urban Forester.
- (3) The adjustment will facilitate an increase in open space more than 10 percent **(10 up to 30 percent)** above the minimum requirement.
- (4) The adjustment will mitigate stormwater run-off above the minimum Public Facilities Manual requirement.

G. Other Parking Adjustments

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

6101. Off-Street Loading

1. Applicability

A. Applicability

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

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

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

2. General Provisions

- A. All required off-street loading spaces must be located on the same lot as the use served. However, the Director may waive this requirement when the off-street loading spaces are provided cooperatively for two or more uses, subject to arrangements approved by the Director that ensures the continued availability of such spaces for all uses.
- B. Required off-street loading spaces and their appurtenant aisles and driveways may not be encroached upon or adjusted in any manner, except with approval by the Director in the following circumstances:
 - (1) Adjustments due to a reduction in size or change in use that lowers the requirement.
 - (2) Adjustments for an existing structure or use to provide an accessibility improvement.
 - (3) Adjustments to allow for colocation with refuse and recycling facilities.
- C. Loading spaces may not be located in a required front setback.
- D. Required off-street loading spaces may not be used to satisfy the off-street parking requirements.
- E. Loading spaces must not interfere with the free circulation of vehicles in any off-street parking lot.
- F. No motor vehicle repair work, except emergency service, is permitted within any required off-street loading space.
- G. All off-street loading spaces must be provided with safe and convenient access to a street. If any such space is located contiguous to a street, the street side must be curbed, and ingress and egress may be provided only through driveway openings whose dimension, location, and construction is in accordance with the provisions of the Public Facilities Manual.
- H. All off-street loading areas, including aisles and driveways, are required to be constructed and maintained with a dustless surface in accordance with construction standards in the Public Facilities Manual; however, the Director may approve a modification or waiver of the dustless surface requirement in accordance with the Public Facilities Manual.
- I. All off-street loading spaces must be a minimum of 15 feet wide, 25 feet long and 15 feet high, except that where one such loading space has been provided, any additional loading space abutting along the long dimension of the first loading space need not be wider than 12 feet.
- J. Where a structure contains a combination of uses, loading spaces must be provided based on the sum of the required spaces for each use.
- K. Where the minimum required loading spaces are not identified for a particular use, and there is no similar use listed, the Director, in consultation with the Zoning Administrator, will determine the minimum requirement for the most similar general type of use.
- L. Calculation of required loading spaces is as follows:
 - (1) If the structure is under 10,000 **(5,000-25,000)** square feet no loading is required, and adequate receiving facilities are required in accordance with subsection 6101.2.M.

- (2) If the structure is over 10,000 **(5,000-25,000)** square feet the entire square footage of the structure is used to determine the loading requirement. When the calculated number of spaces results in a number containing a fraction, the required number of spaces is rounded down when the fractional unit is less than 0.5 and is rounded up when the fractional unit is greater than 0.5.

M. An adequate receiving facility, ~~as determined by the Director~~, is required for all structures under 10,000 **(5,000 up to 25,000)** square feet of gross floor area that the Director determines are likely to receive or make deliveries from vehicles of a size or at a frequency that may interfere with vehicle parking or circulation on the parcel.

- (1) Adequate receiving facilities are not subject to the size restrictions for loading spaces in subsection 6101.2 ~~above~~
- (2) Adequate receiving facilities, as determined by the Director, and may include, but are not limited to, the following:
- (a) Reserved parking space for loading activities.
 - (b) Pull off area along the curb that does not restrict vehicular movement.
 - (c) Area within the structure for loading activities.
 - (d) Undeveloped areas of the parcel not designated for parking or landscaping and not necessary for vehicle, pedestrian, or bicycle circulation.
- (3) An adequate receiving facility must be located near an entrance to the building.
- (4) An adequate receiving facility may not block or restrict access to an accessible space.

3. Minimum Required Off-Street Loading Spaces

- A.** Minimum off-street loading spaces accessory to the listed use classifications as defined in Table 6101.1 must be provided in accordance with the following table; however, there is no loading space required for a structure with less than 10,000 **(5,000 up to 25,000)** square feet of gross floor area:

Table 6101.1: Minimum Required Off-Street Loading Spaces

Use	Minimum Loading Requirement
AGRICULTURAL AND RELATED USES	
Agricultural and Related Uses	No minimum requirement
RESIDENTIAL USES	
Dwelling, Multifamily; Dwelling Multifamily-ADU Development Congregate Living Facility Residence Hall	1 space per each 100,000 square feet of gross floor area, except that: <ul style="list-style-type: none"> No more than 2 loading spaces are required for a structure.
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
Public, Institutional, and Community Uses	1 space per each 100,000 square feet of gross floor area, except that: <ul style="list-style-type: none"> No more than 3 loading spaces are required for a structure when located in a Commercial Revitalization District as defined in Section 3102, or in an area identified by the Comprehensive Plan as a Commercial Revitalization Area, Commercial Business Center, Suburban Neighborhood in the Richmond Highway Corridor, Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center; and No more than 5 loading spaces are required for a structure in any other area.

Table 6101.1: Minimum Required Off-Street Loading Spaces

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

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

6102. Bicycle Parking Requirements

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

1. General Provisions

- A. The required minimum number of bicycle parking spaces is based on the minimum number of vehicle spaces required for the use or building prior to any adjustments permitted in subsection 6100.5 or 6100.6.
- B. When the calculated number of spaces results in a number containing a fraction, the number is rounded up to the nearest whole number. Where a site or building contains a combination of uses, the bicycle parking requirement is based on the sum of spaces required for the individual uses. ***(Option for Board to consider standard rounding: When the calculated number of spaces results in a number containing a fraction, the required number of spaces is rounded down when the fractional unit is less than 0.5 and is rounded up when the fractional unit is 0.5 or more.)***
- C. Unless otherwise specified in this section, each use is required to provide at least two bicycle parking spaces.
- D. Bicycle spaces may consist of bicycle racks, bicycle storage facilities, or a combination of both and they must conform with the Public Facilities Manual and the Fairfax County Department of Transportation Bicycle Guidelines.
 - (1) A bicycle rack or storage facility must:
 - (a) Allow each bicycle to be securely held upright with its frame supported in at least two places and allow the frame and one wheel to be locked by a durable high-security lock.
 - (b) Be securely anchored and mounted on a dustless surface.
 - (2) Each bicycle rack or storage facility location must:
 - (a) Be at least ten feet from any fire hydrant or fire hose connection and three feet from any other obstruction, including another bicycle rack.
 - (b) Be in a publicly accessible location and not interfere with pedestrian movement.
 - (3) At least 50 percent ***(25 up to 75 percent)*** of the required bicycle parking spaces must meet the following:
 - (a) When located in an outdoor rack, the bicycle spaces must be within 50 feet ***(50 up to 100 feet)*** of the main entrance to the building.
 - (b) When located in a storage facility, bicycle spaces must be within 100 feet ***(100 up to 300 feet)*** of the main entrance to the building, or inside the building at ground level. Each space must be available and accessible for all building tenants and visitors during the hours of operations of the use. For residential structures each space must be accessible 24 hours a day, 7 days a week.
 - (c) The Director, in consultation with the Fairfax County Department of Transportation, may modify the location of the outdoor racks or storage facility requirements when it is demonstrated compliance is not feasible due to site constraints.
- E. When bicycle parking spaces are required by Table 6102.1, bicycle parking must be installed when any of the following occurs:
 - (1) New construction of a principal building.
 - (2) Expansion of an existing principal building resulting in a requirement of more than five additional ***(1 up to 10)*** bicycle spaces.
 - (3) Change of use or expansion of a use resulting in a requirement of more than five additional ***(1 up to 10)*** bicycle spaces.
- F. The Board may adjust the number or location of bicycle spaces required by this section when the applicant has demonstrated to the Board's satisfaction that fewer spaces than those required will adequately serve the use.

2. Minimum Required Bicycle Parking Spaces

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

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
AGRICULTURAL AND RELATED USES	
Agricultural and Related Uses	2 spaces (2 up to 12 spaces)
RESIDENTIAL USES	
Dwelling, Multifamily	<ul style="list-style-type: none"> 10 percent (3 up to 10 percent) of the required vehicle parking spaces; or 15 percent (5 up to 15 percent) of the required vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or 20 percent (10 up to 20 percent) of the required vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
Dwelling, Multifamily-ADU Development	
Residence Hall	
All other Residential Uses	No minimum requirement
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
Club, Service Organization, or Community Center	<ul style="list-style-type: none"> 5 percent (3 up to 10 percent) of the required vehicle parking spaces; or 10 percent (5 up to 15 percent) of the required vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or 15 percent (10 up to 20 percent) of the required vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
College or University	
Community Swim, Tennis, and Recreation Club	
Congregate Living Facility	
Cultural Facility or Museum	
Independent Living Facility	
Medical Care Facility	
Public Use	
Religious Assembly	
Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center	
Specialized Instruction Center	
School, Private	

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
All other Public, Institutional, and Community Uses	<ul style="list-style-type: none"> 2 spaces (2 up to 4 spaces); or 4 spaces (2 up to 8 spaces) if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or 8 spaces (6 up to 12 spaces) if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
COMMERCIAL USES	
Commercial Recreation, Indoors	<ul style="list-style-type: none"> 10 percent (3 up to 10 percent) of the required vehicle parking spaces; or 15 percent (5 up to 15 percent) of the required vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or 20 percent (10 up to 20 percent) of the required vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
Commercial Recreation, Outdoors	
Hotel or Motel	
Office	
Restaurant	
Restaurant, Carryout	
Retreat Center	
Retail Sales, General	
Retail Sales, Large	
Shopping Center	
Stadium	
Quasi-Public Park, Playground, or Athletic Field	<ul style="list-style-type: none"> 1 space per 20 provided vehicle parking spaces; or 1 space per 10 provided vehicle parking spaces or a minimum of 6 bike spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
All Other Commercial Uses	<ul style="list-style-type: none"> 2 spaces (2 up to 4 spaces); or 4 spaces (2 up to 8 spaces) if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
All Other Commercial Uses	<ul style="list-style-type: none"> 8 spaces (6 up to 12 spaces) if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
INDUSTRIAL USES	
Industrial Uses	<ul style="list-style-type: none"> 2 spaces (2 up to 4 spaces); or 4 spaces (2 up to 8 spaces) if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or 8 spaces (6 up to 12 spaces) if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center

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

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

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

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

- (b) Additional off-street parking and loading requirements in the PTC District are included in Section 6100 ~~6102~~.
- (c) All off-street parking, loading, and stacking spaces for existing uses must be included as a part of the parking plan in Section 6100 ~~6102~~. Existing surface parking may be retained, provided this parking is redesigned, to the extent feasible, if it achieves the following:
1. Minimizes pedestrian conflicts by limiting the number of curb cuts;
 2. Provides clearly identified pedestrian access through the parking lot; and
 3. Provides appropriate interior and perimeter landscaping and screening to minimize the potential adverse impacts on adjacent property.

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

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

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

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

- (2) Accessible off-street parking spaces and related access aisles and accessible routes must be provided in accordance with Article 6. All other provisions of Article 6 do not apply; instead, the parking lot must comply with the following standards:
- (a) The Director may approve a temporary ~~surfacing~~ surface material in accordance with the following requirements:
1. Pavement must be placed from the edge of existing pavement for a minimum distance of 25 feet into the interior of the site at each entrance and exit to prevent the parking lot ~~area~~ ~~surfacing~~ surface materials from entering the abutting street.
 2. Temporary paved sidewalks must be provided within and adjacent to the parking lot ~~area~~ at all locations where significant pedestrian traffic is anticipated.
 3. Safe and convenient pedestrian access must be provided from the parking lot ~~area~~ to the station entrance.
 4. The ~~surfacing~~ surface material must be maintained in good condition at all times.

- (4) In approving the special exception, the Board may impose conditions and restrictions it deems necessary to assure that the off-street parking lot area will be compatible with and not adversely impact the adjacent area or adversely impact the site itself in a manner that would hinder future development in accordance with the existing zoning and Comprehensive Plan. Conditions may include, but are not limited to the following:
- (6) In residential districts, the following requirements apply in addition to subsections (1) through (5) above:
 - (a) The minimum lot size is five acres.
 - (b) More than 50 percent of the proposed parking lot area must be located within a 1,500-foot radius of a Metro Station platform entrance.
 - (c) The number of off-street parking spaces allowed within the vicinity of any one Metro Station may not exceed the number of Metro Station parking spaces temporarily displaced during construction on the Metro Station site.
 - (d) At a minimum, Transitional Screening 3 is required at the outer boundaries of the lot where the lot abuts or is across the street from a Residential district. Adequate landscaping and screening must be provided to assure compatibility of the parking lot area with adjacent property and the surrounding vicinity. The Board may require the preservation of existing natural screening and plant materials.
 - (e) The Board must impose a time limitation on the special exception to ensure that the use will not be operational before the displacement or after the re-establishment of the Metro Station parking spaces; however, the special exception may be renewed in accordance with the provisions of subsection 8101.3.
- (7) In commercial and industrial districts, and on land in residential districts that is designated for commercial or industrial development, the following requirements apply in addition to subsections (1) through (5) above:
 - (a) More than 50 percent of the proposed parking lot area must be located within a 2,000-foot radius of a Metro Station platform entrance.
 - (b) The number of temporary off-street parking spaces allowed within the vicinity of any one Metro Station must not exceed the difference between the ultimate number of Metro Station parking spaces planned for the station and the number existing at the time the application is filed; however, in the case of an in-line station serving temporarily as a terminus, the Board may allow an appropriate portion of the future Metro Terminal Station's parking allocation to be temporarily located in the vicinity of the in-line station, if the applicant demonstrates that there is presently a need for the additional parking spaces.
 - (c) The provisions of Section 5108 do not apply. Adequate landscaping and screening must be provided to assure compatibility of the parking lot area with adjacent property and the surrounding vicinity. The Board may require the preservation of any natural screening and plant materials.

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

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

Subsection 8101.2.C(1)(c)4 Zoning Map Amendments

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

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

Section 9102 General Terms

Street Line

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

Section 9103 Uses

Transit Facility

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

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

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

(2) Parking

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

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

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

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

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

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

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

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

Subsection 4102.5.H(4) Restaurant, Carryout Standards when permitted by special exception

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

Subsection 4102.5.CC(6) Convenience Store standards when permitted by special exception

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

Subsection 4102.5.NN(12) Vehicle Fueling Station standards when permitted by special exception

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

Subsection 4102.6.B(8) Goods Distribution Hub standards when permitted by special exception

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

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

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

(4) In the I-3, I-4, I-5, and I-6 Districts, craft beverage production establishments are permitted by right in accordance with the following:

(a) A tasting room, consisting of up to 30 percent of the total gross floor area of the establishment, for the consumption of products produced on-site may be permitted as an accessory use. Any food served must be as an accompaniment to those products produced on-site and is limited to pre-packaged food items or food items that require limited preparation or reheating; and

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

(b) ~~(c)~~ Retail sales may be permitted as an accessory use, as long as the associated retail sales area is limited to 10 percent of the gross floor area of the establishment.

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

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

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

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

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

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

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

7. To add parking or loading spaces if the request:
- A. Does not exceed ten percent (**Board option to consider 10 to up to 30 percent**) of the area occupied by the approved parking lot; ~~and~~
 - B. Does not reduce the open space below the minimum required for the zoning district; ~~and~~
 - C. Does not have a materially adverse impact on the effectiveness of approved transitional screening, buffering, landscaping, open space, or stormwater management facilities; and
 - D. ~~Any parking added under this provision is subject to~~ Satisfies the parking lot landscaping requirements of subsection 5108.5.

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

Loading Space

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

Parking, Bicycle

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

Parking Tabulation

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

Parking, Tandem

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

Parking, Valet

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

Stacking Space

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

#12 INSTRUCTION: Amend Appendix 1 to add the following

B. Amendments Adopted After May 10, 2023

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

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

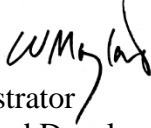



County of Fairfax, Virginia


To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

DATE: August 30, 2023

TO: Planning Commission

FROM: William Mayland, AICP 
Assistant Zoning Administrator
Department of Planning and Development – Zoning Administration Division

Michael Davis, AICP 
Parking Program Manager
Land Development Services

Austin Gastrell 
Senior Planner
Department of Planning and Development – Zoning Administration Division

SUBJECT: Parking Reimagined Staff Report Addendum

With the publication of the staff report addendum dated August 16, 2023, updates were recommended to several subsections. Revisions to the transit-related adjustment in subsection 6100.6.C were proposed for clarity and to provide additional options. Staff has continued to review this subsection and feels additional editorial revisions are appropriate to improve its clarity.

Staff recommends replacing the text proposed in the staff report addendum with the revised text below. For ease of review the proposed text is not presented in a strikethrough and underline format. Subsection 6100.6.C(1) relating to the permitted 10 percent adjustment by the Director is not proposed to be revised. The two options provided in the [staff report addendum](#) are also not proposed to be revised.

However, subsection 6100.6.C(2) is revised and reformatted for clarity. The intent of this subsection is to permit the Board to approve a transit related adjustment for properties located within 1,000 feet of a transit stop. It excludes areas designated as transit-oriented development or zoned PTC. The Director can also approve this adjustment, but the adjustment would be limited to 30 percent of the required parking under the base rate or tiered framework, whichever is applicable. Further, for an administrative approval, the applicant will have to demonstrate compliance with two of the three identified elements (TDM, bike parking, walk score). These are objective elements that can be clearly met and do not require demonstration of a proportional relationship.



PLANNING & DEVELOPMENT

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Therefore, staff recommends that the Planning Commission substitute the provisions of subsection 6100.6.C in the staff report addendum with the following language.

C. Transit-Related Parking Adjustment

- (1)** For uses not subject to subsection 6100.5, a 10 percent adjustment of the minimum parking requirements in Tables 6100.2 or 6100.3 may be approved when the use is located within 1,000 feet walking distance of a transit stop. For purposes of this subsection, a transit stop includes a streetcar, bus rapid transit, express bus service, or bus stop that serves a rail station or transit facility that will be constructed or implemented within 10 years after approval of the adjustment.
- (2)** A transit-related adjustment, greater than the 10 percent permitted under subsection 6100.6.C(1), or greater than the minimum parking requirements under subsection 6100.5, may be approved when it meets the following criteria:
 - (a)** The use is located within 1,000 feet walking distance of a transit stop as defined in subsection 6100.6.C(1).
 - (b)** The use is not located within an area identified in subsection 6100.5 as a Transit Oriented Development or PTC District.
 - (c)** An administrative adjustment may only be approved if:
 - 1.** The use meets the location restrictions of 6100.6.C(2)(a) and (b); and,
 - 2.** The adjustment does not exceed 30 percent of the required parking of subsection 6100.4 or 6100.5, as applicable; and
 - 3.** At least two of the following supporting elements are met:
 - (a)** A proffered transportation demand management (TDM) program that meets Fairfax County Department of Transportation criteria.
 - (b)** Bicycle parking provided in accordance with Section 6102.
 - (c)** A walk or bike score of greater than 70 in accordance with the most recent Walk Score® methodology.

Please note of copy of this memorandum will be posted on the [Parking Reimagined webpage](#) after distribution to the Planning Commission.

CC: Rachel Flynn, Deputy County Executive
Tracy Strunk, Director, Department of Planning and Development (DPD)
Bill Hicks, Director, Land Development Services (LDS)
Leslie B. Johnson, Zoning Administrator, DPD
Jill Cooper, Director, Clerk Services
Matthew Hansen, Director, Site Development and Inspections Division, LDS