Community Presentation

Why Reimagine Parking?

- A key element of land design

- Need to consider its role in land development

- Weigh the value of parking against other community goals

- Need to modernize and be forward-thinking

What Are The Goals?

- Parking rates and regulations tailored to the context of land use

- Flexibility
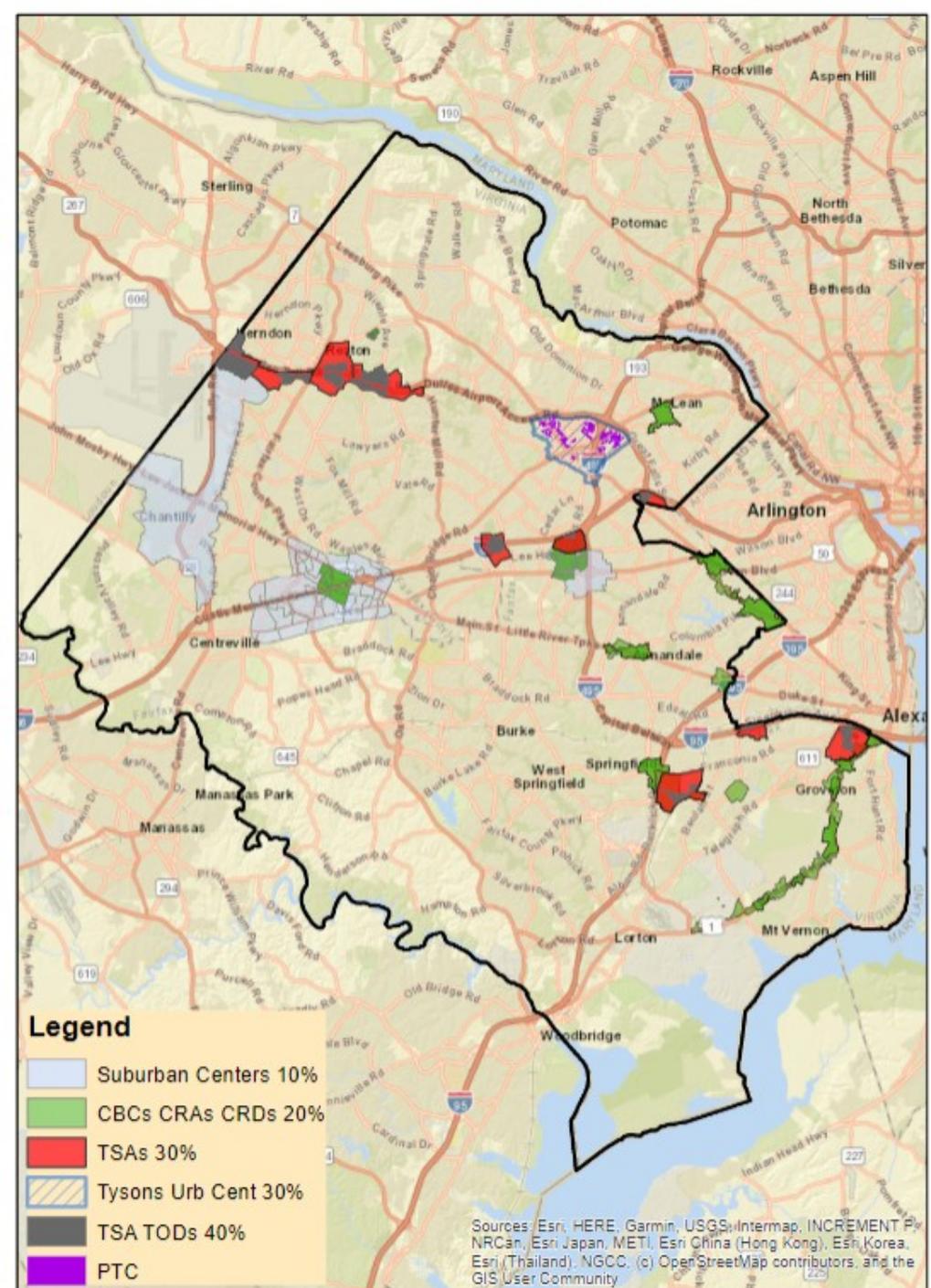
- Simplification and predictability

Project Benefits

- Reduces influence of auto-centric design

- Better utilization of land area

- Capitalizes investment in transit and planning for transit-related densities

- Easier to understand

- Easier to meet requirements
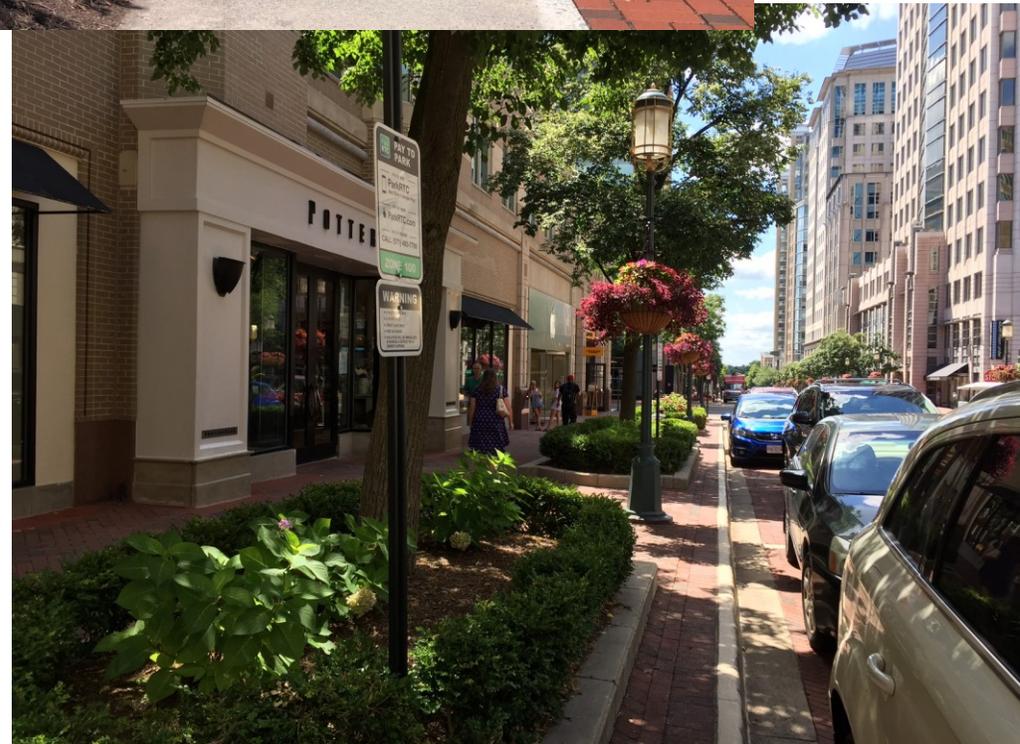
Proposed Framework

- Base Rates

- Suburban Centers

- Revitalization

- Transit Station Area (TSA) and Tysons Urban Center

- Transit Oriented Development (TOD)

- Planned Tysons Corner Urban District (PTC)

Legend

- Suburban Centers 10%
- CBCs CRAs CRDs 20%
- TSAs 30%
- Tysons Urb Cent 30%
- TSA TODs 40%
- PTC

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

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Sample Base Rates

Use	Current	Proposed
Dwelling Single Family Attached	2.7 spaces per unit where only 1 such space is required to have convenient access to the street,	2 spaces per unit where only 1 such space is required to have convenient access to the street, plus 0.7 spaces per unit for visitor or shared use

Sample Base Rates

Use	Current	Proposed
Dwelling Multifamily	1.6 spaces per unit	1.3 spaces per unit (Range under consideration: 1.3-1.6 spaces per unit)

Sample Base Rates

Use	Current	Proposed
Restaurant	**Gross floor area of less than 5,000 square feet:** 10 spaces per 1,000 square feet and 10 spaces per 1,000 square feet of outside seating area in excess of 20 outdoor seats. **Gross floor area of more than 5,000 square feet:** 11 spaces per 1,000 square feet and 11 spaces per 1,000 square feet of outside seating area in excess of 32 outdoor seats. Spaces designated for curb-side pickup cannot be counted toward the minimum required number of parking spaces.	8 spaces per 1,000 square feet of gross floor area, and 8 spaces per 1,000 square feet of outdoor seating area in excess of 1,000 square feet. (Range under consideration: 8-10 spaces per 1,000 SF GFA)

Sample Base Rates

Use	Current	Proposed
Retail Sales, General	1 space per 200 square feet of the first 1,000 square feet, plus 6 spaces for each additional 1,000 square feet	4 spaces per 1,000 square feet (Range under consideration: 3-5 spaces per 1,000 SF of GFA)

Sample Base Rates

Use	Current	Proposed Base	Suburban Center (10%)	Revitalization (20%)	TSA (30%)	TOD (40%)	PTC*
Retail Sales, General	1 space per 200 square feet of the first 1,000 square feet, plus 6 spaces for each additional 1,000 square feet	4 spaces per 1,000 square feet of gross floor area	3.6 spaces per 1,000 square feet of gross floor area	3.2 spaces per 1,000 square feet of gross floor area	2.8 spaces per 1,000 square feet of gross floor area	2.4 spaces per 1,000 square feet of gross floor area	No minimum requirement except in non-TOD, which is 75% of the base rate

* PTC rate also establishes a maximum number of parking spaces. The table above only reflects the minimum rates. No change is proposed to the maximum rates.

Sample Base Rate

Use	Current	Proposed
Office	50,000 square feet of gross floor area or less: 3.6 spaces per 1,000 square feet Greater than 50,000 but less than 125,000 square feet of gross floor area: 3 spaces per 1,000 square feet Greater than 125,000 square feet of gross floor area: 2.6 spaces per 1,000 square feet	50,000 square feet of gross floor area or less: 3 spaces per 1,000 square feet of gross floor area (Range under consideration 3-3.6 spaces per 1,000 square feet) Greater than 50,000 square feet of gross floor area: 2.5 spaces per 1,000 square feet of gross floor area (Range under consideration 2-3 spaces per 1,000 square feet)

Sample Base Rates

Use	Current	Proposed Base	Suburban Center (10%)	Revitalization (20%)	TSA (30%)	TOD (40%)	PTC*
Office (125,000 sf)	3 spaces per 1,000 SF of GFA	2.5 spaces per 1,000 SF of GFA	2.25 spaces per 1,000 SF of GFA	2 spaces per 1,000 SF of GFA	1.75 spaces per 1,000 SF of GFA	1.5 spaces per 1,000 SF of GFA	No minimum requirement except in non-TOD to match the TSA rate

* PTC rate also establishes a maximum number of parking spaces. The table above only reflects the minimum rates. No change is proposed to the maximum rates.
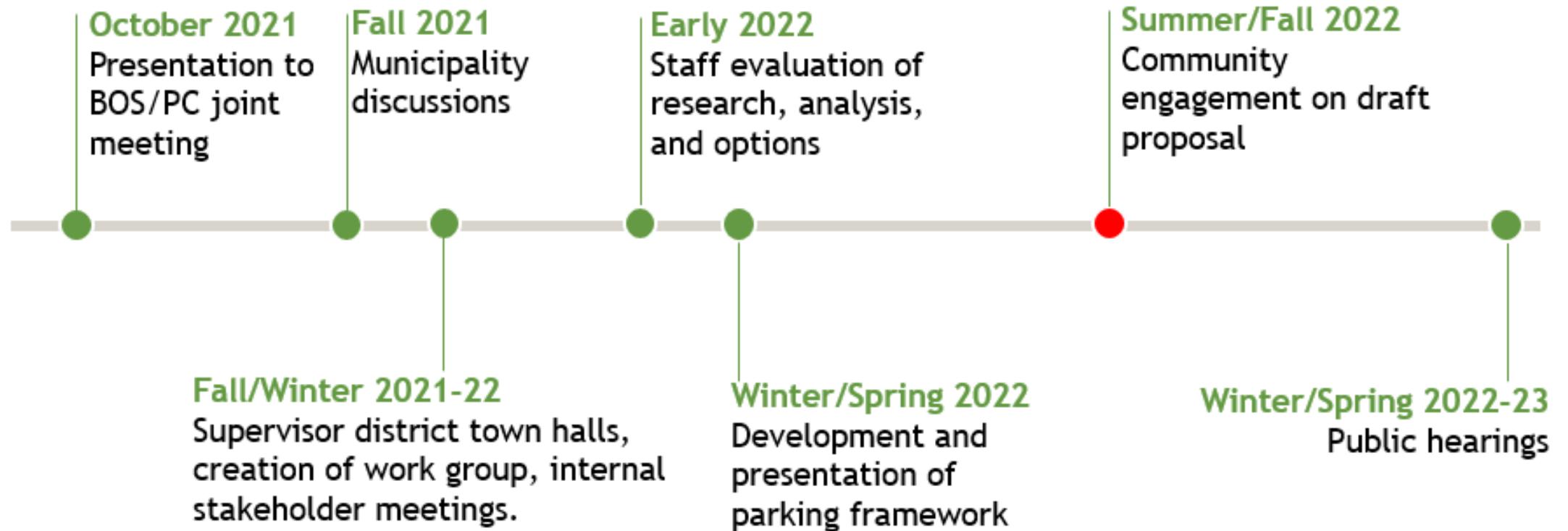
Sample Base Rates

USE	Current	Proposed
Warehouse	1 space per 1.5 employees, plus 1 space per company vehicle, plus sufficient space to accommodate the largest number of visitors anticipated to be on-site at any one time, but with a minimum of 1 space per 1,000 square feet (SF) of gross floor area (GFA)	1 space per 1,000 SF of GFA or 1 space per employee on major shift, whichever is less

Draft Residential Uses Parking Requirements

RESIDENTIAL USES	
Household Living	
Dwelling, Multifamily[1]	1.3 spaces per unit ~~1.6 spaces per unit~~
Dwelling, Single-Family Attached[2]	2 spaces per unit where only 1 such space is required to have convenient access to the street, plus 0.7 space per unit for visitor or shared use ~~2.7 spaces per unit where only 1 such space is required to have convenient access to the street~~
Dwelling, Single-Family Detached and Accessory Living Unit	2 spaces per unit for lots with frontage on a public street and 3 spaces per unit for lots with frontage on a private street, where only 1 such space is required to have convenient access a to a street Accessory living unit (administrative permit): 1 additional space
Dwelling, Stacked Townhouse[3]	2 spaces per unit where only 1 such space is required to have convenient access to the street, plus 0.7 spaces per unit for visitor or shared use ~~2.3 spaces per unit where only 1 such space is required to have convenient access to the street~~
Group Residential Facility	Applicable rate for the dwelling unit type
Live-Work Development[4]	Applicable residential rate or as determined by the Board ~~Applicable office rate or as reduced by the Board~~
Manufactured Home	1.5 spaces per unit

Project Timeline

October 2021
Presentation to BOS/PC joint meeting

Fall 2021
Municipality discussions

Early 2022
Staff evaluation of research, analysis, and options

Summer/Fall 2022
Community engagement on draft proposal

Fall/Winter 2021-22
Supervisor district town halls, creation of work group, internal stakeholder meetings.

Winter/Spring 2022
Development and presentation of parking framework

Winter/Spring 2022-23
Public hearings

Parking Reimagined

Project website:

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

Website has:

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