



# **P**arking Reimagined

Planning Commission Work Session  
June 22, 2023

# Timeline



# Meeting project goals

## Challenges

- Little flexibility for parking
- Rates not fully responsive to development density and multimodal availability
- Rates leading to overparking
- Rates difficult to interpret
- Excess administrative requirements
- No codified bicycle parking requirement

## Responses

- Tiered framework
- Right-sized rates
- Flexibility and options
- Simplification
- Streamlining
- Minimum parking for bicycles

# Primary concerns from community feedback

- Net environmental impacts
- Adequacy of proposed bicycle requirements
- Authority of the Director to approve parking adjustments
- Impacts of Parking Reimagined on neighboring properties
- The effects of the changes on development practices



# Significant proposed modifications since February 2023



- Director authority to approve adjustments lowered and defined
- Adjustments must demonstrate no adverse impact
- Modification to multifamily parking requirements in Revitalization districts
- Increased minimum bicycle parking requirements
- Added bicycle tabulation requirement

# Residential Rates Summary

- Single Family Detached - No Change
- Single Family Attached - Require visitor spaces
- Stacked Townhomes - Require visitor spaces
- Multifamily - Lowered to reflect national trends

Use	Current	Proposed Base	Suburban Center (90% of base)	Revitalization (80% of base)	TSA (bedroom rate)	TOD (bedroom rate)	PTC (bedroom rate)
Multifamily Residential	1.6 spaces/unit	1.3 spaces/unit	1.17 spaces/unit	1.04 spaces/unit	0.4 space per bedroom  <i>Proposed range = 0.4 up to 0.8 space per bedroom</i>	0.3 space per bedroom  <i>Proposed range = 0.3 up to 0.7 space per bedroom</i>	0.2 space per bedroom  <i>Proposed range = 0.2 up to 0.6 space per bedroom</i>

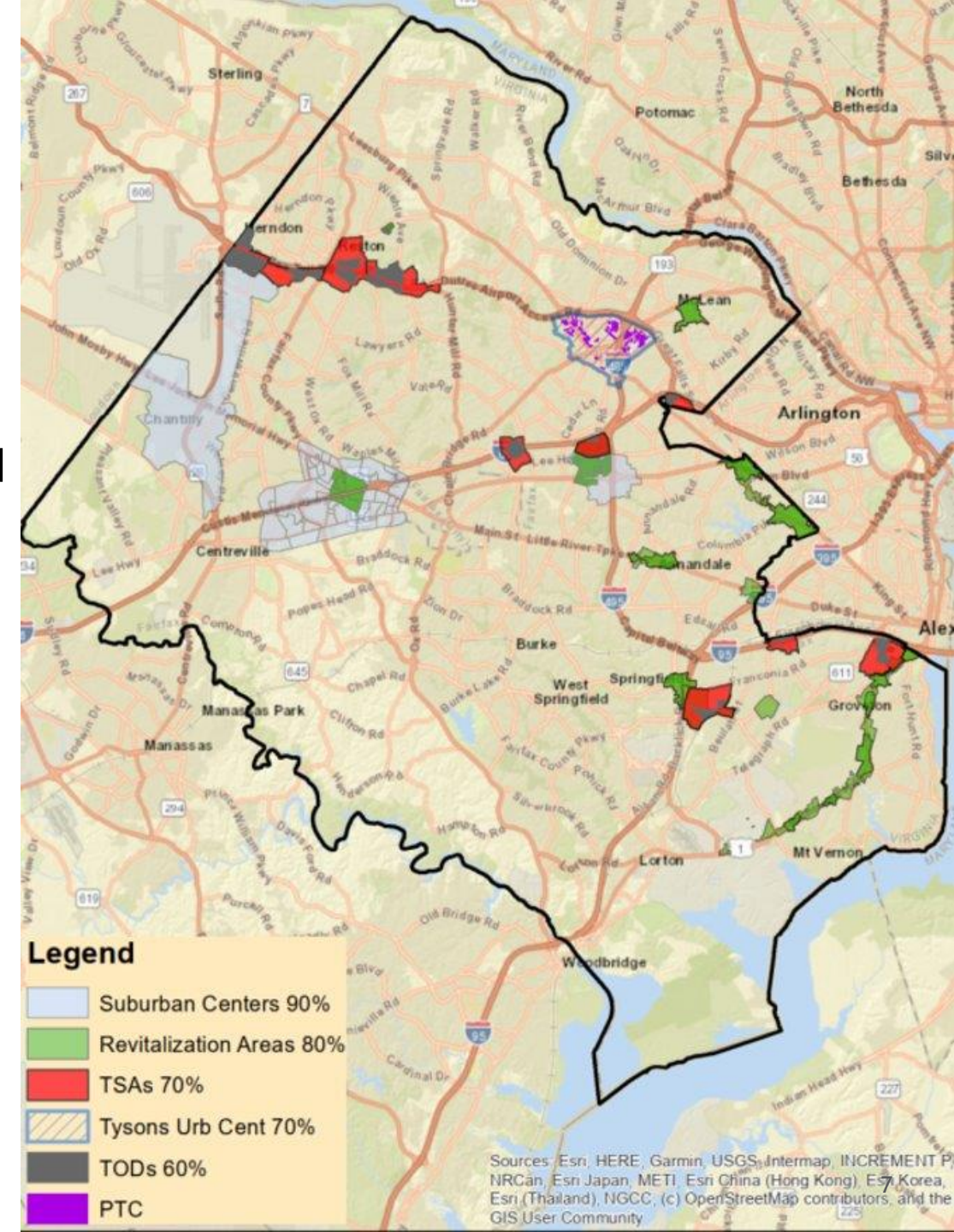
# Tiered Framework

## Does:

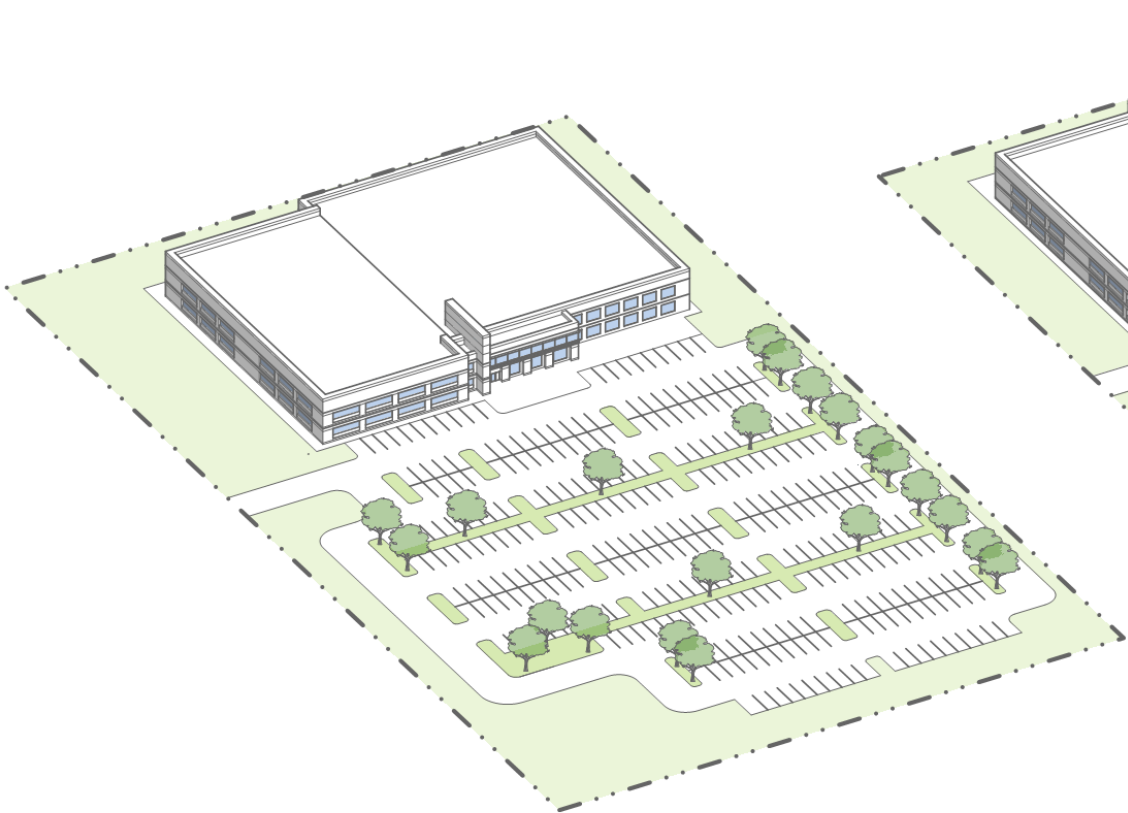
- Align parking requirements with Comprehensive Plan recommendations
- Reduce the influence of parking requirements on land development choices
- Support placemaking
- Create parking and land development flexibility

## Does Not:

- Increase F.A.R.
- Decrease open space or landscaping requirements
- Require existing sites to reduce onsite parking

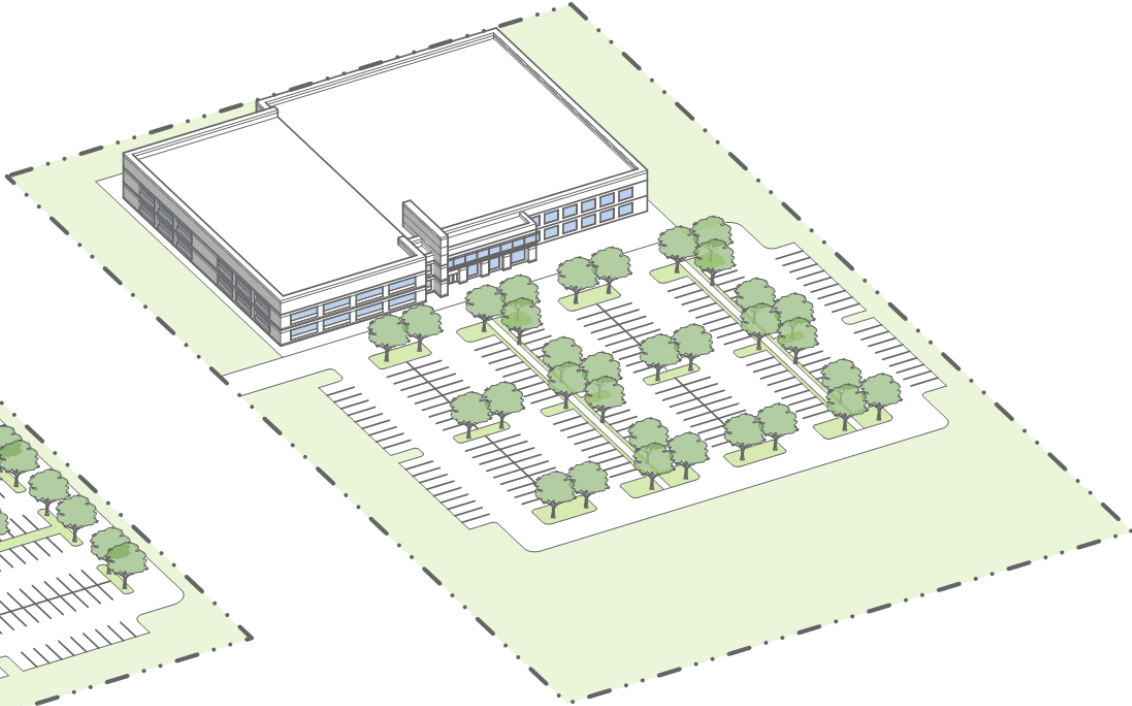


# Parking Reimagined and Landscaping Amendment



**Scenario 1**

Lot size: 250,000 sq ft      300 parking spaces  
Building: 100,000 sq ft      5% landscaping  
FAR: 0.4  
Open Space: 30.5%



**Scenario 2**

Lot size: 250,000 sq ft      200 parking spaces  
Building: 100,000 sq ft      10% landscaping  
FAR: 0.4      Pedestrian route  
Open Space: 46%



# What is the effect of a right-sized parking?

- More flexibility to meet the realistic need for the use rather than a general standard
- Maximizes impacts of investment in transit and planning for transit-related densities
- Creates incentives for better project design and innovative approaches for land development
- Space for people rather than space for cars



# Other municipalities and our future

## What are they doing?

- Parking reform is gaining national prominence
- Our approach being implemented regionally and nationally
- Increasing activity to eliminate all minimum requirements
- Communities are reducing/eliminating requirements to seek better economic outcomes and more affordable housing

## Where do we want to be?

- Our proposals are not an overreach but an anticipation of the future
- Need to reinforce our planned goals for higher density communities
- Reduce the burden of parking on economic opportunity and affordability
- Balance of parking requirements with the cross-section of development

# **P**arking Reimagined

Project website:

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

Website has:

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

