

COMPARISON OF CURRENT AND PROPOSED OFF-STREET PARKING ADJUSTMENT AUTHORITIES FOR DIRECTOR OF LAND DEVELOPMENT SERVICES AFFECTING RESIDENTIAL HOUSING

SHARED PARKING

PROVISION	CURRENT ORDINANCE	ADVERTISED ORDINANCE
Right to adjust rates for shared parking	Yes	Yes
Percent reduction authorized	Generally 30%	Not specified for Shared Parking in general terms; determined by a formula, included in the text; see below.
General conditions that must be met	<ol style="list-style-type: none"> 1. Fewer spaces than those required will adequately serve two or more uses by reason of the sum of the hourly parking demand of such uses; and 2. The reduction will not adversely affect the site or the adjacent area 	<ol style="list-style-type: none"> 1. Fewer spaces than those required will adequately serve two or more uses, as determined by a formula that multiplies the applicable minimum parking rate for each use at the location by the sum of the hourly parking demand for each use, per included table of uses and estimated demand; the time period with the highest value will be the minimum parking requirement for all uses sharing the space. 2. No provision that reduction must not adversely affect the site or adjacent area.
When adjustments may not be approved	<ol style="list-style-type: none"> 1. There is a pending rezoning, special exception, or proffered condition amendment application for the site; 2. There is a Residential Permit Parking District within 1,000 feet of the subject site; or 3. The number of parking spaces on the site is specified by an approved proffered condition, special exception, special permit, or a parking reduction approved by the Board, unless the approval allows such administrative reductions. 	<ol style="list-style-type: none"> 1. There is a pending rezoning, special exception, or proffered condition amendment application for the site; or 2. No provision banning adjustments when Residential Permit Parking Districts nearby. 3. The number of parking spaces is specified by a proffered condition, special exception condition, or special permit condition, unless the approval allows such adjustments.
Applicable Shared Use Categories	No list. Simply states that off-street parking spaces may serve two or more uses when the total number of spaces provided equals the sum of the minimum spaces required for each separate use except as may be permitted under an approved	Listed categories in Table addressing adjustments: <ul style="list-style-type: none"> • Religious Assembly and Religious Assembly with Private School, Specialized Instruction Center or Child Care;

Key differences in terms of potential residential impacts are Bolded.

	<p>parking reduction by the LDS Director or BOS (under Sections 6100.5 or 6100.6) or a previously approved parking reduction based on a proffered transportation demand management program</p>	<ul style="list-style-type: none"> • Residential (multifamily, live-work, and independent living facility); and/or • Public, Institutional, and Community Uses; • Office; • Hotel; • Restaurant, Craft Beverage Production Establishment and Entertainment, Public; • Other Commercial Uses and Shopping Centers; • Industrial Uses
<p>Additional Provisions allowing parking adjustments on a site by use of spaces on an adjacent site</p>	<p>Adjustments of up to 50% permitted for a religious assembly located within 500 feet of any public parking lot or any commercial parking lot where sufficient spaces are available by permission of the owner(s) without charge, during the time of services to make up the additional spaces required.</p> <p>For a use where the minimum number of required parking spaces is provided on-site in accordance with this Article, but additional off-site parking may be desired, the Director may, subject to appropriate conditions, approve the use of a portion of an adjacent site's required parking spaces based on the sum of the hourly parking demand of such uses when the applicant has demonstrated that the use of such spaces will not adversely affect the site or the adjacent area.</p>	<p>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, and there is no adverse off-site impact:</p> <p>(a) The supplied off-site parking is more than the parking required for the off-site use, or that the sum of the hourly parking demand of the uses on the adjacent can allow sharing; or</p> <p>(b) The required spaces for the use are subject to an agreement or arrangements that will ensure the continuing availability of the spaces; or</p> <p>(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.</p> <p>For a shared parking adjustment that does not meet the criteria above, or for an adjustment exceeding the limits permitted, 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.</p>

TRANSIT-RELATED OFF-STREET PARKING

PROVISION	CURRENT ORDINANCE	ADVERTISED ORDINANCE
<p>Right to adjust rates</p> <p>Percent reduction authorized</p>	<p>No; only BOS may adjust rates</p> <p>None authorized, but the conditions for BOS authorization, listed below, are relevant for comparison purposes:</p> <ul style="list-style-type: none"> • The proposed development is within: <ul style="list-style-type: none"> (a) Reasonable walking distance to a mass transit station that either exists or is programmed for completion within the same time frame as the completion of the subject development; (b) An area designated in the Comprehensive Plan as a Transit Station Area; (c) Reasonable walking distance to an existing transportation facility consisting of a streetcar, bus rapid transit, or express bus service or such a facility that is programmed for completion within the same timeframe as the completion of the subject development and will provide high-frequency service; or (d) Reasonable walking distance to a bus stop(s) when service to this stop(s) consists of more than three routes and at least one route serves a mass transit station or transportation facility and provides high-frequency service. • The applicant has demonstrated that the spaces proposed to be eliminated are unnecessary based on the projected reduction in the parking demand resulting from its proximity to a mass transit station, transportation facility, or bus service, and the reduction will not adversely affect the site or the adjacent area, including potential impacts on existing overflow parking in nearby neighborhoods. • For the purposes of the provision authorizing adjustments, a determination regarding the completion time frame for a mass transit station or transportation facility must include an assessment of the funding status for the transportation project. 	<p>Yes</p> <p>10 percent if outside of the Tiered Framework or PTC District and the use is located within 1,000 feet walking distance of a transit facility stop consisting of 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.</p> <p>Up to 30% (with option of up to 50%) in instances including the Tiered Framework and PTC District if:</p> <ul style="list-style-type: none"> • The requirements specified above for 10 percent adjustments are met, and • The applicant demonstrates the adjustment is proportional, and • The applicant’s demonstration includes at least two of the following three 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; and (c) A walk or bike score of greater than 70 in accordance with the most recent Walk Score® methodology.

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