

Vulnerable Areas in the Parking Reimagined Amendment

1. The Director of Land Development Services is receiving additional authority to make administrative adjustments to parking on top of the reduced MPRs. As an example, the Director can make up to a 30% reduction in parking reductions administratively, in transit related areas. This is not the same as Transit Station Areas in the Tier Framework and you can find the details on this on page 22 of the proposed draft amendment. You can have a transit related area in a Revitalization District or any one of the other areas in the Tier Framework. This is also a new authority that the Director did not previously have. The BoS had previously been responsible for this type of reduction. Having the BoS perform this type of activity is a form of check & balance, because citizens can vote elected officials out of office, unlike the Director of LDS. Also, there needs to be a balance between streamlining and accountability to residents. A chart showing the changes in authority of the Director of LDS in the proposed amendment can be found on our website.

2. The base rate for multifamily dwellings should not be reduced by 20% (from 1.6 spaces per unit to 1.3) prior to a further reduction in the Tier System. These reductions on top of reductions lead to unreasonable final MPRs. The base rate should remain at the current base rate of 1.6 spaces per unit for multifamily dwellings. See example:

Below is an example of reduction in MPRs in multifamily dwellings in Revitalization Districts:

1.6 spaces per unit	Current Rate in Fairfax County
x 80%	Reduction of 20%
1.3 spaces per unit	New base rate in Fairfax County
x 80%	Reduction of 20% in Revitalization Districts
1.04	<i>New MPR rate in Revitalization Districts; 35% reduction</i>
x 70%	Admin. reduction of up to 30% by the Director of LDS (transit related)
.72	<i>Possible final rate. A 55% reduction from current rate of 1.6 spaces.</i>

Grant it, the 55% reduction is the worst-case scenario, however, it would be allowable under the proposed parking amendment. I would feel more secure with a better worse-case scenario.

2(a) Even though they have been asked numerous times, ***the County has never presented supporting analysis*** from the Fairfax County area for reducing the MPRs for multifamily dwellings so drastically. In the virtual meeting on Thursday, June 29th, the representative from EYA talked about going around and counting parking spaces, however, we have been in a pandemic for the last 3 years! Furthermore, businesses are beginning to require that workers return to the office due to lower productivity and other concerns.

2(b) There are numerous reasons why the proposed parking amendment negatively affect residents in multifamily dwellings including:

- a.** Low-income residents many times have jobs in retail or the hospitality industry, which means they need to be physically at their jobs and cannot telecommute. The cost

of transportation is expensive, especially for those who happen to work two jobs, such as many of these residents do.

b. Many low-income residents work in jobs in which they have company vehicles, in which they have stored significant and costly equipment and they need to park these vehicles in safe areas, near their ho

c. Many low-income residents have old cars which are cheaper to insure and which the residents can perform maintenance on. They will have to pay for parking these vehicles or will have to park a distance from their homes.

d. Even though some low-income residents will be able to receive affordable housing due to the reductions in parking required, most will be paying more for parking or will have the quality of their lives lowered due to a lack of parking.

3. *Reductions in MPRs should be dependent on distance to a mass transit station, not based on zoning categories.* All areas in a zoning category do not face the same challenges. Literature related to reductions in MPRs all state that the best place to reduce residential parking is in areas that are transportation hubs.

4. *The need for adequate loading spaces that do not interfere with handicapped spaces.* In the Parking Reimagined work group, County staff brought up that loading spaces are unattractive as a reason that there should be fewer of them. Loading spaces fulfill a needed service and can be made to look more attractive if necessary. Furthermore, handicapped individuals have a right to have accessible parking, which is not blocked by trucks.

5. *The need for older individuals to have available parking.* We have multi generations living in Fairfax County and there needs to be a balance in parking spaces to accommodate everyone's needs. I noticed at the virtual meeting on June 29th that all the twenty-somethings wanted to walk and bike. I did too when I was that age! At this time, no one is stopping them from walking or biking if they want. However, at my age, I want the **choice** to be able to drive and park reasonably near where I am going, especially in relation to medical appointments and shopping. I do not think Fairfax County wants to institute zoning ordinances that would make it difficult for senior citizens or which would encourage senior citizens to leave Fairfax County, especially since we are the ones with all the money!

6. *Inability of the County to work with citizens.* I have attended numerous virtual meetings concerning parking reimagined and have been part of the work group. Unfortunately, the County always tries to make it sound like if you do not completely agree with them, you are against reducing parking. That could not be further from the truth. I would like to see some of the excess parking in these large, commercial parking lots be reduced, however, living in Fairfax County for the last 37 years, I know that **most multifamily dwellings and townhouse communities do not have enough parking.** Reducing parking in these areas, especially to the extent that the County is recommending, is not reasonable.

Furthermore, in the discussions, the individuals who are in favor of this amendment are in favor of the concept of reducing parking, but do not state anything specific about the amendment.

Also, the individuals who are against some of the specific reductions in this amendment, have stated facts and analysis as to why some of the specific reductions would not work at this time and have tried to compromise with the County, to no avail.

Thank you for your interest in this issue, which will affect all residents of Fairfax County for years into the future.