

Article 6 is proposed to be repealed and replaced with the following text. Revisions since the publication of the November 2022 draft are provided in strikethrough and underline format. Footnotes have been removed from this version but are available in the November 2022 draft located on the project webpage [Parking Reimagined | Planning Development \(fairfaxcounty.gov\)](#).

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 approve a lower rate than proposed rate, even if a specific option is not noted.

6100. Off-Street Parking

1. Applicability

A. Generally

- (1) All structures built, and all uses established, must provide accessory off-street parking in accordance with this Article.
- (2) For the redevelopment of an existing property that includes the retention of some uses or structures and the elimination of some on-site parking during the redevelopment process, the Board, in conjunction with a rezoning or special exception, or the Director, in conjunction with a site plan, may approve a temporary adjustment or relocation of the minimum required off-street parking spaces subject to a time limitation and demonstration by the applicant that adequate measures will be taken to ensure the continuation of safe and adequate parking on the property.
- (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 motor-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 existing parking lots to allow for installation of ~~accessory~~ electric vehicle parking spaces ~~or infrastructure~~ as an accessory use.
- (6) The Director may adjust the minimum off-street parking requirements by up to ~~ten~~ **20 percent (10 up to 30 percent)** for existing parking lots 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 must comply with the following:
 - (a) No additional parking is required for a change in use or expansion of an existing structure or use which results either in the same or lesser parking requirement than the previous use; ~~or which results in no more than a ten percent increase in the parking requirement than the previous use.~~
 - (b) No additional parking is required for a change in use or expansion of a structure or use if that change of use or expansion results in no more than a 10 percent (10 up to 30 percent) increase or an increased requirement of greater than 10 spaces (5 up to 15 spaces) in the site parking supply. A change in use or expansion of use of structure that results in more than a 10 percent increase is required to provide additional parking for only the increase above the ten percent.
 - (c) When a site contains two or more uses, the 10 percent (10 up to 30 percent) increase or an increased requirement of greater than 10 spaces (5 up to 15 spaces) is measured cumulatively for all uses on the site and not the individual use. No additional parking is required if the change in use or expansion does not result in more than a 10 percent increase in the combined parking requirement for the previous uses require no more than a 10 percent increase in the total site

~~parking supply.~~

- (d) If the change in use or expansion results in more than a 10 percent increase in the parking supply (10 up to 30 percent), additional parking is only required for the increase above 10 percent (10 up to 30 percent).
- (e) ~~The expansion of an existing structure or use that results in more than a ten percent increase in the parking requirement, must provide the minimum off-street parking required for the area of the change in use or the area of the expansion as provided below.~~
 - ~~1. The percentage of the parking increase is based on parking required for the use as defined by a site plan.~~
 - ~~2. A use that exceeds the ten percent increase is required to provide additional parking for only the increase above the ten percent.~~
- (e) Compliance with the minimum off-street parking requirements is not required if the expansion is to provide an accessibility improvement.

C. Commercial Parking in a Residential District

Off-street parking for a structure or use only permitted in a C or I district 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.
- (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 setback of the adjacent R district or P district as required by this Ordinance.

D. Parking Tabulation

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

E. Use of Off-Street Parking Lots

- (1) ~~Required off-street parking spaces and p~~ Parking lots that are 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 is not required.
- (2) ~~All e~~ Off-street parking lots must ~~may~~ be used ~~only for the~~ parking of vehicles in operating condition by patrons, occupants, or employees of the associated use ~~to which such parking is accessory~~. No ~~motor-vehicle~~ repair work except emergency service is permitted ~~in association with any off-street parking space~~.

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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.C.
- (2) Unless otherwise authorized in this Ordinance, parking structures and carports are subject to the minimum setback requirements applicable in the zoning district in which they are located, ~~except parking structures that are unless located completely underground, in which case they may be in any required setback, but not closer than one foot to any lot line.~~
- (3) Unless otherwise authorized in this Ordinance or modified by the Board, 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. Parking spaces on the same lot with single-family detached, single-family attached, and stacked townhouse dwellings are exempt from the ten-foot minimum distance requirement, provided that such parking spaces do not encroach into any sidewalk or trail.

B. Parking in Residential Districts

- (1) On a lot with a single-family detached dwelling and containing 36,000 square feet or less, in the R-1, R-2, R-3, and R-4 Districts, for single-family detached dwellings, on lots containing 36,000 square feet or less, 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, 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) These limitations in Table 6100.1 may be exceeded for a surfaced area that is:
 1. Limited to two side-by-side parking spaces if the surfaced area is not more than 25 feet long and 18 feet wide;
 2. On a lot that has its primary access from a major thoroughfare and consists of two side-by-side parking spaces and a vehicular turn-around area as long as the surfaced area is not more than 25 feet long and 18 feet wide and the turn-around area does not exceed 150 square feet; or
 3. ~~The surfaced area within the pipestem driveway of a pipestem lot; or~~
 3. Approved by the Zoning Administrator for an accessibility improvement.
 4. ~~For temporary parking on an unsurfaced area in a front yard for a period not to exceed 48 hours for loading, unloading, cleaning, or repair of vehicles or trailers.~~
- (b) Permitted parking surface Surfaed area materials include asphalt, poured or precast concrete, brick, stone, gravel, or any other impervious surface, or grasscrete or other similar pervious surface. defined in subsection 6100.2.C(3)(b) below.

- (c) Temporary parking on an unsurfaced area may be 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) All parking lots must be provided with safe and convenient access to a street. Ingress and egress must be provided only through driveway openings whose dimension, location and construction are approved by the Director in accordance with the provisions of 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 provisions of 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 which allows a person to use a direct pedestrian pathway instead of a vehicle travel aisle to enter 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 must meet the following requirements:

- (a) Be a minimum of five feet wide.
- (b) Be designed to serve a minimum of 25 percent (10 up to 50 percent) of the provided off-street parking spaces including from every accessible parking space.
- (c) Connect the entrance of the principal building to both on-site and off-site pedestrian routes if the off-site pedestrian route is abutting the parking lot and within public right-of-way.
- (d) Be clearly marked with hatched pavement markings or contrasting pavement material when crossing a travel aisle.
- (e) When the pedestrian route is adjacent to the principal structure it may serve the parking spaces located directly across the travel aisle. In this instance, pavement markings for a crossing of the travel aisle are not required.
- (f) The route 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).
- (g) The Director may adjust the minimum off-street parking requirements by up to 20 percent (10 up to 50 percent) for pedestrian routes provided in existing parking lots.

(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) Dustless surfaced area includes asphalt, poured or precast concrete, brick, stone, gravel, or any other impervious surface, or grasscrete or other similar pervious surface.~~

- (b) All off-street parking lots must comply with the geometric design standards presented in the Public Facilities Manual.
- (c) All parking spaces, except those provided for and on the same lot with single-family detached, attached, and stacked townhouse dwellings, must be clearly delineated in accordance with the design standards set forth in the Public Facilities Manual and are subject to the approval of the Director.

(5) Redesignation Plan

- (a) ~~Any proposal to redesignate parking space delineations that~~ A change in the existing space size, configuration, or number of parking spaces requires approval by the Director subject to the following:
 1. The applicant must submit a plan certified by an engineer or land surveyor authorized by the State;
 2. The plan must depict all off-street parking spaces, related driveways, aisles, loading spaces and walkways, 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 the provisions of this Article; and
 3. With exception for subsection 6100.2.C(5)(b), a plan will not be approved that reduces the number of parking spaces below the minimum number required by this Article; ~~and~~
 - ~~4. These requirements do not apply to approved public commuter park and ride lots that use existing off street parking spaces within the parking lot.~~
- (b) A redesignation plan does not need to be certified by an engineer or land surveyor to reduce the number of parking spaces below the minimum requirements of this Article for the following:
 1. Accessibility improvements in accordance with subsection 6100.2.C.(2);
 2. Addition of electric vehicle charging ~~space or~~ infrastructure;
 3. Converting auto parking spaces to add ~~Addition of~~ bicycle parking; or, ~~and~~
 4. Addition of solar canopies

D. Tandem Parking

- (1) Tandem parking is allowed for the following:
 - (a) Single-family detached dwelling units;
 - (b) Single-family attached dwelling units;
 - (c) Stacked townhouse dwelling units;
 - (d) ~~Two parking spaces assigned to the same m~~ Multifamily residential units where two parking spaces are assigned to the same unit;
 - (e) On-site P parking spaces for used for the parking of ~~company vehicles owned or leased by the operator of a use; or~~
 - (f) Valet parking, provided that if located off-site it must include an agreement with the off-site property owner, subject to the Director’s approval, on 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 ~~of~~ and include information on the management of the spaces.
- (3) Except for the uses in subsection 6100.2.D.(1)(a), (b) and (c), a site plan and parking management plan that ensures the utilization and access to the interior spaces is required.
- (4) Tandem parking not conforming with the above requirements may be approved by the Director after a

review of the functionality of the spaces.

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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. 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 general type of use.
- D. 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.
- E. 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.
- F. ~~Accessory~~ Electric vehicle charging spaces that are accessory to a use are included in the calculation of the required number of parking spaces.
- G. 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 minimum number of spaces required for the use or building prior to any adjustments permitted in subsections 6100.5 or 6100.6.
- H. 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 style="text-align: center;">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 style="text-align: center;">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 employees <u>and visitor parking</u> , horse trailers, students, customers, and guests anticipated to be on-site at any one time 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 with <u>of which</u> 0.2 spaces per unit <u>is</u> 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 with <u>of which</u> 0.3 spaces per unit <u>is</u> 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

Table 6100.2: Minimum Required Off Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Group Household	See subsection 4102.3.F A group household must provide enough spaces to accommodate the parking needs of its residents as determined by the BZA or Board
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 reduce this standard based on the number of members who live within a reasonable walking distance of the pool. (Option: Determined by the Director or no minimum requirement) Tennis Club: 2 spaces per court Recreation Club without swimming or tennis: determined by the Director
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	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. 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 <u>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.</u>
Religious Assembly	1 space per 3 seats (1 space per 4 seats) in the principal place of worship when located in R district or

Table 6100.2: Minimum Required Off Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
	1 space per 4 seats in the principal place of worship when located in an <u>P</u> , 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 an <u>P</u> , C or I district
School, Private	Elementary and Intermediate School: 1 space per faculty member and other full-time employee on major shift plus 4 spaces for visitors High School: 1 space per faculty member and other full-time employee on major shift, plus 5 spaces per 100 students based on total maximum enrollment (Option: 1 space per faculty member and other full-time employee on a major shift and 0.3 spaces per student)
Specialized Instruction Center	2 spaces per each 3 employees <u>on major shift</u>
Funeral and Mortuary Services	
Cemetery	1 space per 1,000 square feet of gross floor area, except funeral homes located on the site are parked at the funeral home requirement.
Crematory	1 space per 1,000 square feet of gross floor area
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 spaces per separate unit or bed approved on the development plan
Independent Living Facility	0.75 spaces (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 Director 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	

Table 6100.2: Minimum Required Off Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
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.
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 1,000 square feet of gross floor area or 1 space per employee on major shift, 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 and 5 spaces (No minimum up to 8 spaces) per 1,000 square feet of outdoor seating in excess of 1,000 square feet
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: 4 spaces per 1,000 square feet of gross floor area Bowling Alley: 2 spaces per alley (Option: No minimum up to 4 spaces per 1,000 square feet of gross floor area) Commercial Swimming Pool: 1 space per 4 persons lawfully permitted in the pool at one time Theater: 1 space per 3 seats (No minimum up to 1 space per 5 seats)
Commercial Recreation, Outdoor	Generally: 4 spaces per 1,000 square feet of gross floor area Commercial Swimming Pool: 1 space per 4 persons lawfully permitted in the pool at one time
Entertainment, Adult	1 space per 3 seats (No minimum up to 5 seats)
Entertainment, Public	8 spaces (No minimum up to 10 spaces) per 1,000 square feet of gross floor area
Golf Course or Country Club	As determined by Board based on anticipated membership and employees on major shift
Health and Exercise Facility, Large	4 spaces (No minimum up to 5 spaces) per 1,000 square feet of gross floor area
Health and Exercise Facility, Small	4 spaces (No minimum up to 5 spaces) 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	Neighborhood Parks: No minimum requirement Urban Parks: No minimum requirement Community, District, Countywide and Regional Parks: No minimum requirement. (Option: No minimum requirement for Neighborhood Parks and Urban Parks. Remainder of parks, Determined by the Director)
Smoking Lounge	4 spaces (No minimum up to 6 spaces) per 1,000 square feet of gross floor area
Stadium or Arena	1 space per 3 seats (No minimum up to 5 seats)
Zoo or Aquarium	As determined by the Board or BZA
Retail Sales	
Convenience Store	5-4 spaces (No minimum up to 5 spaces) per 1,000 square feet of gross floor area
Drive-Through, Other	4 spaces (No minimum up to 5 spaces) per 1,000 square feet of gross floor area
Drive-Through Pharmacy	4 spaces (No minimum up to 5 spaces) per 1,000 square feet of gross floor area
Drug Paraphernalia Establishment	4 spaces (No minimum up to 5 spaces) per 1,000 square feet of gross floor area
Garden Center	4 spaces (No minimum up to 5 spaces) 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 to include greenhouses used for the sales/display of plant materials
Pawnshop	4 spaces (No minimum up to 5 spaces) 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 on major shift
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 on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Goods Distribution Hub	1 space per employee on a major shift 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 on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Wholesale Facility	1 space per employee on a major shift 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 on major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Contractor's Office and Shop	1 space per employee on major shift 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 on major shift 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, plus 1 space per 2,500 square feet of open sales and rental display lot area

Table 6100.2: Minimum Required Off Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Storage Yard	1 space per employee on major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Vehicle Storage or Impoundment Yard	1 space per employee on major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Production of Goods	
Craft Beverage Production Establishment	8 spaces (<i>No minimum up to 10 spaces</i>) 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 on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Production or Processing, Heavy	1 space per employee on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Small-Scale Production Establishment	1 space per employee on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Waste and Recycling Facilities	
Junkyard	1 space per employees on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Mixed Waste Reclamation Facility	1 space per employees on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Recycling Center	1 space per employees on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Solid Waste Disposal Facility	1 space per employees on a major shift 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 established 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 established in Table 6100.2:

- (a) Freestanding office use that exceeds 5,000 square feet of gross floor area; and
- (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 (<i>No minimum up to 4 spaces</i>) per 1,000 square feet of gross floor area
>100,000 but ≤800,000 square feet gross floor area	3 spaces (<i>No minimum up to 4 spaces</i>) 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 as set forth in Article 9 and includes any gross floor area devoted to offices and hotels or motels.

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; and
 - (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 that share a common parking lot and that are occupied by a minimum of 50 percent **(25 up to 50 percent)** office uses.

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 so that they do not impede pedestrian or vehicular circulation on the site or along any abutting street.
- (3)** All required stacking spaces must be a minimum of 18 feet in length.
- (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 <u>lane, including drive-through ATM window</u>
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 <u>total</u> 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~~ ~~Off-street parking for any development located within one of the designated tiers or zoned to the PTC District, must be parking requirements are~~ provided 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

~~Any For properties development~~ located within the area designated in the Comprehensive Plan as Dulles Suburban Center, Merrifield Suburban Center or Fairfax Center Area, ~~except the Urban Core of the 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 spaces 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 Any development~~ 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 with of which 0.3 spaces per unit is located on a common lot common property and available for visitor or shared use. (1 up to 2.7 spaces per dwelling unit of which up to 0.3 spaces 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 with of which 0.3 spaces per is unit 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 spaces per unit is located on common property and available for visitor or shared use)
Dwelling, Stacked Townhouse - ADU Development	
Dwelling, Multifamily	0.6 spaces (0.4 to 0.8 spaces) per bedroom (or 70 up to 90 percent of the per unit parking rate established in Table 6100.2)
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 Any development 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 with of which 0.3 spaces 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 spaces per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Single Family Attached – ADU Development	1.3 spaces per unit with of which 0.3 spaces 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 spaces per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Stacked Townhouse	1.3 spaces per unit with of which 0.3 spaces 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 spaces per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Stacked Townhouse- ADU Development	0.4 spaces <i>(0.4 up to 0.8 spaces)</i> per bedroom <i>(or 60 up to 80 percent of the per unit parking rate established in Table 6100.2)</i>
Dwelling, Multifamily	
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 Any development 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 with of which 0.3 spaces 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 spaces per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Single Family Attached – ADU Development	1.3 spaces per unit with of which 0.3 spaces 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 spaces per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Stacked Townhouse	1.3 spaces per unit with of which 0.3 spaces 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 spaces per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Stacked Townhouse- ADU Development	0.3 spaces <i>(0.3 up to 0.7 spaces)</i> per bedroom <i>(or 50 up to 70 percent of the per unit parking rate established in Table 6100.2)</i>
Dwelling, Multifamily	
Dwelling, Multifamily – ADU Development	
All other Residential Uses	In accordance with Table 6100.2

TABLE 6100.8: Transit Oriented Development Parking Requirements

Use	Minimum Parking Requirement
All other Nonresidential Uses	60 percent (50 up to 70 percent) 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 the approval of a parking plan that is accompanied by an application for rezoning to the PTC District.
- (a) At a minimum, the parking plan must identify:
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; and
 4. A 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 to the satisfaction of the Board 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 such interim uses must generally 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 <i>(1 up to 1.75)</i>	2.2	1 <i>(1 up to 1.75)</i>	2.2	1 <i>(1 up to 2)</i>	2.5	2.0 <u>1.3</u>	2.7
Stacked Townhouse		1 <i>(1 up to 1.5)</i>	1.9	1 <i>(1 up to 1.5)</i>	1.9	1 <i>(1 up to 1.7)</i>	2.1	1.7 <u>1.3</u>	2.3
Multifamily	Per bedroom	0.2 <i>(0 up to 0.4)</i>	0.7 <u>1.0</u>	0.2 <i>(0 up to 0.4)</i>	0.7 <u>1.0</u>	0.3 <i>(0 up to 0.4)</i>	0.7 <u>1.0</u>	0.4	1 <u>1.1</u>

Hotel/Motel	Per rental unit	none	1.0	none	1.0	none	1.05	0.7	1.08
Office	Spaces per 1,000 square feet of gross floor area	none	1.6	none	2.0	none	2.2	1.75 1.4	2.4

* As set forth in the Comprehensive Plan

- (c) A parking plan must be developed by the applicant and approved as part of the development for which the parking is provided, in accordance with the following:
1. For uses not specifically listed in Table 6100.9 above, the minimum parking space requirements set forth in Tables 6100.2 and 6100.3 apply as follows:
 - a. In the Tysons Transit Oriented Development (TOD) Districts ~~or for properties that opt into the PTC Rate, no minimum number of parking spaces on-site parking is required, and the rates established in Table 6100.4 serve as are~~ the maximum number of parking spaces permitted. In a multistory structure, the first 5,000 square feet of gross floor area located on the ground or street level for the following uses are not included in the calculation of required parking: uses in the commercial use classification, specialized instruction center, craft beverage production establishments, and small-scale production establishments are not included in the calculation of required parking.
 - 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 above or below grade parking structures to the maximum extent practicable.
 - (3) ~~After an approved the parking plan is has been approved,~~ no additional parking is required for a change in use, provided 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 conformance with subsection 6100.6.B.
 - (5) ~~A property may opt-in to the PTC District parking requirements if located in an area identified by the Comprehensive Plan as the Tysons Urban Center but the site is not rezoned to the PTC District, Transit Oriented District or a Transit Development District, with submission of a parking plan meeting the requirements of subsection 6100.5.E(1)(a) and subject to Board approval of a development plan, PRC plan or special exception plat, or subject to the approval of the Director.~~

A property may opt-in to the PTC District parking requirements in 6100.5.E. under the following criteria:

- (a) The property is located in the area identified in the Comprehensive Plan as the Tysons Urban Center but is not zoned to the PTC District, or;
- (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 6 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, is subject to Board approval of a 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, or;
 2. If part of site plan or parking redesignation plan, is subject to the approval of the Director.

F. PTC District Special Exception for Increase ~~on~~ 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 the proposed uses cannot be adequately served by the combination of allowed parking, transit access, shared parking arrangements and similar factors, but may only be approved in accordance with the following:
 - (a) The increase in the number of parking spaces does 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; and
 - (b) The design of a parking structure necessitates the construction of additional parking; or
 - (c) The applicant is proposing a use with unique parking needs to justify an increase in the parking rate; or
 - (d) The need for an increase in parking is the result of a change in previously approved shared parking, valet, or shuttle arrangements; or
 - (e) 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.
 - (f) Except for subsections 6100.5.F(1)(c) and (e) above, the additional parking spaces must be ~~are~~ available for public use for a minimum of 12 hours a day, five days a week.
- (2) All off-street parking spaces approved under this special exception may be administered by an entity established to manage the additional parking, which may include the imposition of parking fees, controlled access to such parking, and any other operational management methods that are necessary to ensure satisfaction of the TDM goals for the property and the Tysons Urban Center. Additionally, the Board may impose any conditions on the approval of a special exception for an increase in parking in the PTC District, which may include the establishment of a requirement that the need for such additional parking will be reevaluated within a specified ~~period of time~~ 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 Location

- (1) Adjustments to the minimum parking requirements may be approved by the Board in conjunction with the approval of a rezoning or special exception; ~~or by the Director~~ in accordance with subsections 6100.6.B through ~~H~~G. Adjustments as used in this subsection indicate a reduced parking requirement.
- (2) ~~Unless otherwise stated, The the~~ Director may ~~not~~ approve ~~any~~ adjustments to the minimum parking adjustment requirements in accordance with subsections 6100.6.B through ~~H~~E ~~that exceeds 60~~ to permit up to 50 (*Option to consider 30 up to 60*) percent less parking than the minimum requirement. (*Option to consider additional limits to adjustments the Director may approve.*)
- (3) Any parking adjustment in excess of 50 (*Option to consider 30 up to 60*) percent ~~not meeting the requirements for approval by the Director~~ may be approved by the Board.
- (3) All parking adjustments may be subject to conditions, as determined by the Board or Director.
- (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 determined that it is no longer required.

B. Shared Parking Options

- (1) Adjustments in the minimum required parking spaces for two or more uses may be approved when a shared parking calculation and, if applicable, a parking agreement between the shared uses if applicable, is submitted. ~~The use of off site parking spaces must include an~~ Such agreements ~~will be~~ is subject to approval by the Director to ensure continued availability of the spaces. ~~Adjustments~~ The shared parking calculation must be based on the following calculation 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 percentages 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 ~~required~~ minimum parking requirement for all uses sharing the space. Other uses not in the table 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
<u>Residential (Multifamily, Live-Work and Independent Living Facility)</u>	60%	100%	90%	100%
<u>Public, Institutional, and Community Uses</u>	<u>100%</u>	<u>25%</u>	<u>25%</u>	<u>5%</u>
<u>Religious Assembly and Religious Assembly with Private School, Specialized Instruction Center, or Child Care</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>
<u>Office</u>	100%	5%	5%	5%
<u>Hotel</u>	80%	100%	80%	100%
<u>Restaurant, Craft Beverage Production Establishment and Entertainment, Public</u>	50%	80%	80%	100%
<u>Other Commercial Uses and Shopping Centers</u>	60%	90%	100%	70%
<u>Industrial Uses</u>	100%	5%	5%	5%

- (2) Shared parking adjustments that do not meet the criteria in subsection 6100.6.B.(1) above, or for adjustments exceeding the limits ~~is~~ 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. ~~by reason of the sum of the hourly parking demand of such uses.~~ A shared parking calculation and, if applicable, a parking agreement, must be submitted and such agreement is subject to approval by the Director to ensure continued availability of the spaces.
- (3) The use of ~~an adjacent site's~~ parking spaces on an adjacent site to meet minimum parking requirements may be approved under the following criteria, as demonstrated by the applicant:
- (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 site's uses can allow sharing; and,
 - (b) The required spaces for the use are subject to agreements or arrangements satisfactory to the Director that will ensure the continuing availability of the spaces; and,
 - (c) The required spaces are generally located within 1,000 feet walking distance of a building entrance; or
 - (d) A valet or shuttle service serving the use is established with an agreements or arrangements acceptable to the Director ensuring the operation of the service and that no adverse off-site impacts will result.

- ~~(4) A parking adjustment for a mixed-use development may be approved upon demonstration that the site contains a mix of residential, public, institutional, community, and/or commercial uses within a single development or located within 1,000 feet walking distance of the development and comprises at least three of the following elements that are proffered or implemented~~
- ~~(a) Long term bicycle parking~~
 - ~~(b) Compact, walkable design of the development or neighborhood~~
 - ~~(c) A mass transit station, transportation facility, or bus stop serving a mass transit station or~~
 - ~~(d) transportation facility~~
 - ~~(e) A walk or bike score of greater than 70~~
 - ~~(f) Targeted programs to reduce parking demand~~
 - ~~(a) An approved transportation demand management (TDM) program for the mixed-use~~
 - ~~(b) The mixed-use development may not have more than 20 percent of the total number of parking spaces reserved for site uses.~~
- ~~(5) An adjustment to the total number of required parking spaces may be approved for a Religious Assembly or a Religious Assembly with Private School, Specialized Instruction Center, Child-Care Center, Adult Day Support Center, or Adult Day Care Center, for a site generally located within 1,000 feet of any commercial parking lot where sufficient spaces are available by permission of the owner(s) without charge.~~

C. ~~Standard Transit-Related Parking Adjustments~~

- ~~(1) For all nonresidential uses and multifamily dwellings not subject to subsection 6100.5, the minimum parking is 90 percent. A 10 percent adjustment of the minimum parking requirements established in Tables 6100.2 or 6100.3 may be approved for uses not subject to subsection 6100.5 when it is demonstrated that the use is located within 1,000 feet walking distance of a transit facility consisting of either a streetcar, bus rapid transit, express bus service, or a bus stop which serves a rail station, or the construction or implementation of a transit facility programmed for construction or implementation that will occur generally within 10 years of approval of the development.~~
- ~~(2) For any~~ A transit-related adjustment greater than the 10 percent adjustment permitted under subsection 6100.6.C.(1) above, or greater than the percentage allowed minimum parking requirements in subsection 6100.5, may be approved if, in addition to being located within 1,000 feet walking distance proximity to a transit facility, a parking adjustment may be approved if at least three two of the following supporting elements are met demonstrated by the applicant:
- ~~(a) An approved-proffered transportation demand management (TDM) program that meets Fairfax County Department of Transportation criteria. with targeted programs to reduce parking demand.~~
 - ~~(b) Long-term b~~ Bicycle parking provided in accordance with county policy Section 6102.
 - ~~(c) Compact, walkable design of the development or neighborhood.~~
 - ~~(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.

Developments with affordable housing may adjust the parking requirements by up to 25 percent for dwelling units affordable at or below 70 percent of the Area Median Income.

E. Publicly Accessible Parking Areas

A parking adjustment may be approved when ~~it is one of the following conditions are met~~ demonstrated that on-site parking can be reduced with the following off-site parking options:

~~to proportionally reduce the need for required parking:~~

- (1) Metered on-street parking is available within 1,000 feet walking distance of the site.
- (2) The County has ~~either constructed or has funded the construction approved plans or has constructed~~ of an off-street public parking area, within ½ one-half mile walking distance of the site, and such funding will assure completion of the public parking area within ten years of the approval of the site development; or
- (3) Commercial public off-street parking is located within 1,000 feet walking distance of the site

F. Public Benefit

~~If the required off-street parking spaces cannot be placed on a site without the demolition of a historic structure as identified on the Fairfax County Inventory of Historic Sites, or cause damage to significant trees, as determined by the Urban Forester, a parking adjustment may be approved.~~

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

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

G. Other Parking Adjustments

For adjustments that are not eligible for consideration under other provisions of this Article, the Board may, ~~subject to appropriate conditions,~~ reduce the total number of required parking spaces when the applicant has demonstrated that, due to the unique characteristics of the site ~~or and~~ 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 ~~established after the effective date of this Article~~ 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 ~~A~~ change in use or when an existing structure or use is expanded, 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 assures 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; ~~or~~
 - (2) Adjustments for an existing structure or use to provide an accessibility improvement; or
 - (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 area.
- 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 must ~~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 presented 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 ~~number of~~ loading spaces is not identified set forth for a particular use, and ~~where~~ there is no similar general type of use listed, the Director, in consultation with the Zoning Administrator, will determine the minimum requirement for the most similar general type of use ~~basis of the number of spaces to be provided~~.
- L. An adequate receiving facility, as determined by the Director, is required for all structures under 10,000 (5-25,000) 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. Adequate receiving facilities are not subject to the size restrictions for loading spaces above and may include but are not limited to the following:

- (1) Reserved parking space for loading activities.
- (2) Pull off area along the curb that does not restrict with vehicular movement.
- (3) Area within the structure for loading activities.
- (4) Undeveloped areas of the parcel not designated for parking or landscaping and not necessary for vehicle, pedestrian, or bicycle circulation.

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~~ ~~25,000~~ **(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	1 space per each 100,000 square feet of gross floor area, provided that: No more than 2 loading spaces are required for a structure.
Multifamily-ADU Development	
Congregate Living Facility	
Residence Hall	
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
Public, Institutional, and Community Uses	1 space per each 100,000 square feet of gross floor area, provided that: 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.
COMMERCIAL USES	
Office, Hotel, and Commercial Indoor Recreation	1 space per each 100,000 square feet of gross floor area, provided that: 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, provided that:</p> <p>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</p> <p>No more than 5 loading spaces are required for a structure in any other area.</p>
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INDUSTRIAL USES	
Industrial Uses	<p>1 space per each 50,000 square feet of gross floor area provided that:</p> <p>No more than 5 off-street loading spaces are required for a structure.</p>

4. Loading Space Adjustments

- B.** The Board, as part of a rezoning or special exception, or 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 Board’s or Director’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.

6102. Bicycle Parking Requirements

Bicycle parking is an essential element in a multimodal transportation system. Lack of secure bicycle parking is a common barrier to bicycling as a convenient, healthy, affordable, and environmentally friendly mode of transportation. Adequate bicycle parking must be provided for all land uses, unless exempt by this section.

1. General Provisions

- ~~A.~~ Bicycle parking is required pursuant to this section to encourage the use of bicycles by providing secure and convenient places to park bicycles.
- ~~B.~~ Bicycle spaces are measured as the ability for a facility to store one bicycle.
- A. Bicycle parking spaces are 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 use site or building contains a combination of uses, the bicycle parking requirement is based on the sum of 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 and is rounded down when the fractional unit is less than 0.5 and is rounded up when the fractional unit is equal to or greater than 0.5.)***
- C. Unless ~~no minimum spaces are required,~~ otherwise specified, each use is required to provide a minimum of two bicycle parking spaces.
- D. Bicycle spaces may consist of ~~outdoor~~ bicycle racks, bicycle storage facilities, or a combination of both.
 - (1) A bicycle rack or storage facility must:
 - (a) Allow a 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; and
 - (b) Be securely anchored and mounted on a ~~hard surface~~ dustless surface.
 - (2) A bicycle rack or storage facility location must:
 - (a) Be a minimum distance of ten feet from any fire hydrant or fire hose connection and three feet from any other obstruction, including another bicycle rack.
 - (b) Be in publicly accessible location well lit, highly visible location that and does not interfere with pedestrian movement.
 - (3) At least A minimum of 50 percent (25 up to 75 percent) of the required bicycle parking spaces must meet the following:
 - (1) When located in an outdoor rack, 50 percent (25 up to 75 percent) of the required bicycle spaces must be within 50 feet (50 up to 100 feet) of a main entrance to the building; or
 - (2) ~~For spaces intended to serve building occupants and visitors who need bicycle parking for several hours or longer, the spaces must be located within a secure,~~ When located in a weather protected storage facility, bicycle spaces must be within 100 feet (100 up to 300 feet) of the main entrance, 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.
 - (3) The design of any facility provided in subsection 6102.1.E(2)(c) must be in conformance with the Public Facilities Manual and the Fairfax County Department of Transportation Bicycle Guidelines.
- 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 an existing use resulting in a requirement of more than five additional **(1 up to 10)** bicycle spaces.

F. The Board of Supervisors, as part of a rezoning or special exception, or the Director, as part of a site plan, may adjust the number of bicycle spaces required by this section when the applicant has demonstrated to the Board’s or Director’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 ~~accessory to the listed use classifications~~ 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	5 percent (3 up to 10 percent) of the provided <u>required</u> vehicle parking spaces; or
Dwelling, Multifamily-ADU Development	10 percent (5 up to 15 percent) of the provided <u>required</u> 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
Residence Hall	15 percent (10 up to 20 percent) of the provided <u>required</u> 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
All other Residential Uses	No minimum requirement
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
Club, Service Organization, or Community Center	5 percent (3 up to 10 percent) of the provided <u>required</u> vehicle parking spaces; or
College or University	10 percent (5 up to 15 percent) of the provided <u>required</u> 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
Community Swim, Tennis, and Recreation Club	15 percent (10 up to 20 percent) of the provided <u>required</u> 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
Congregate Living Facility	
Cultural Facility or Museum	

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
Independent Living Facility	5 percent (3 up to 10 percent) of the provided <u>required</u> vehicle parking spaces; or 10 percent (5 up to 15 percent) of the provided <u>required</u> 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 provided <u>required</u> 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
Medical Care Facility	
Public Use	
Religious Assembly	
Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center	
Specialized Instruction Center	
School, Private	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
All other Public, Institutional, and Community Uses	
COMMERCIAL USES	
Commercial Recreation, Indoors	5 percent (3 up to 10 percent) of the provided <u>required</u> vehicle parking spaces; or 10 percent (5 up to 15 percent) of the provided <u>required</u> 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 provided <u>required</u> 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	15 percent (10 up to 20 percent) of the provided <u>required</u> 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
Retail Sales, General	
Retail Sales, Large	
Shopping Center	
Stadium	

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
<u>Quasi-Public Park, Playground, or Athletic Field</u>	<p style="text-align: center;"><u>1 space per 20 required vehicle parking spaces; or</u></p> <p><u>1 space per 10 required 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</u></p>
All Other Commercial Uses	<p style="text-align: center;">2 spaces (2 up to 4 spaces); or</p> <p>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</p> <p>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</p>
INDUSTRIAL USES	
Industrial Uses	<p style="text-align: center;">2 spaces (2 up to 4 spaces); or</p> <p>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</p> <p>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</p>

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 March 6, 2023. Additions are shown as underlined while deletions are shown as ~~strike through~~.

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 ~~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 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.

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.

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

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 standard in subsection 6100.2.A(3) which requires 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.

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.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.

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 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.

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.

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.

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.
 - D. Any parking added under this provision is subject to the parking lot landscaping requirements of subsection 5108.5.

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

An area that is equipped with a bicycle rack or storage facility for the purpose of parking and securing bicycles.

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.

APPENDIX 1 - PROVISIONS RELATING TO PREVIOUS APPROVALS

Below are the general provisions for this Ordinance, followed by the provisions for specific Zoning Ordinance amendments relating to applicability and previous approvals. They are not part of the adopted Zoning Ordinance, but are provided here as a convenience. Additional information for any amendment may be obtained by contacting the Zoning Administration Division, Department of Planning and Development.

1. General Provisions Regarding Previous Approvals

Except as specified in the Ordinance, the specific uses, features, and structures on each of the following are entitled to continue under the previous approval(s) if the applicable due diligence standard is met. For the purpose of this statement, to “aggravate conflicts” means to create any new or additional noncompliance with the amended Ordinance such as expanding a use, feature, or structure that is not allowed by the new Ordinance, as determined by the Zoning Administrator.

- A.** Proffered rezonings and related development plans, special exceptions, special permits, variances, comprehensive sign plans, PRC plans, and parking reductions approved before July 1, 2021, and any plans and permits, including but not limited to site plans, subdivision plats, construction plans, building permits, and Residential and Nonresidential Use Permits submitted in accordance with such approvals. The provisions of this Ordinance govern to the extent they are not in conflict with or superseded by the approval. Amendments to such approvals may be approved if they do not aggravate conflicts with this Ordinance.
- B.** Site plans, minor site plans, subdivision plans and plats, public improvement plans, grading plans, construction plans, building permits and other related subsequent plans, approvals and written determinations, approved before July 1, 2021. The provisions of this Ordinance govern to the extent they do not preclude the approved uses, features, and structures. Revisions to such approvals may be approved if they do not aggravate conflicts with the new Ordinance.
- C.** Applications for rezonings and related development plans, special exceptions, special permits, variances, comprehensive sign plans, PRC plans, parking reductions, subdivision plats, site plans, parking tabulations and redesignations, building permits, public improvement plans, and grading plans submitted and accepted for review before July 1, 2021, provided: (a) approval is granted within 12 months of July 1, 2021, 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 the new Ordinance.
- D.** Lawfully existing uses, features, and structures as of July 1, 2021.
- E.** Lawfully existing freestanding accessory structures as of July 1, 2021, are not subject to the new standards for maximum height and maximum cumulative square footage in subsections 4102.7.A(6)(c) and 4102.7.A(6)(d). Additions or modifications to these structures that increase height are subject to this Ordinance, and all existing square footage will be counted toward the cumulative maximum for any new or expanded structures.
- F.** Lawfully existing home occupations, home professional offices, and barbershops or beauty parlors as a home occupation as of July 1, 2021, may continue, subject to any conditions of approval and the standards in effect

at the time of approval. However, any modifications to the use will require approval of an administrative permit or special permit for a home-based business and conformance with this Ordinance.

- G. Lawfully existing flags and flagpoles as of July 1, 2021, may remain; however, new or replaced flags and flagpoles are subject to this Ordinance.

2. Specific Provisions Regarding Previous Approvals

- A. The provisions that are carried forward from the previous Ordinance are either incorporated into the text of the Ordinance or are specified below.

(1) Commercial and Industrial Districts (ZO-92-225)

Revised provisions to ZOA 89-185 and ZOA 92-225 are as follows:

Properties subject to the provisions of Zoning Ordinance Amendment (ZOA) 89-185, adopted December 11, 1989, and Zoning Ordinance Amendment (ZOA) 92-225, adopted July 13, 1992, are subject to the following amended provisions regarding those properties, to the extent that uses, and FAR of those properties permitted before that date, have not otherwise been restored by any other approval such as a special exception:

- (a) Uses for which building permits have been approved, provided the structure containing the use is constructed under the approved building permit.
- (b) Uses shown on a site plan approved before December 12, 1989, provided a building permit(s) for the structure(s) shown on the approved site plan is issued in accordance with subsection 8100.7.F(3) and provided further that the structure(s) containing the use is in fact constructed in accordance with such building permit(s).
- (c) Revisions to such approved site plans may be approved so long as such revision does not result in (a) an increase in FAR to include an increase in floor area for office beyond that permitted under ZOA 92-225, or (b) an increase in building height.
- (d) Uses shown on a site plan, which plan contains the required information as set forth in subsection 8101.4.A, Minor Site Plans, and is filed on or before December 12, 1989, provided such site plan is approved within 24 months of the return of the initial submission to the applicant or agent, a building permit(s) for the structure(s) shown on the approved site plan is issued in accordance with subsection 8100.7.F(3) and provided further that the structure(s) containing the use is in fact constructed in accordance with such building permit(s).
- (e) Resubmissions of such filed site plans or revisions to such approved site plans may be approved so long as such resubmission/revision does not result in (a) an increase in FAR to include an increase in floor area for office beyond that permitted under ZOA 92-225, or (b) an increase in building height.
- (f) Where a site plan was filed between September 18, 1989, and December 12, 1989, where site plans were approved before December 12, 1989, where site plans were approved in accordance with this subsection (c) subsequent to December 12, 1989, or where site plans were approved as a result of the Circuit Court declaration that ZOA 89-185 was invalid; and, in each of the foregoing cases, where such site plans were not approved or are no longer valid, such site plans may be resubmitted within 120 days of the adoption of ZOA 92-225, and may be approved, provided such plans comply with all current applicable County ordinances and regulations, except ZOA 89-185 and ZOA 92-225. Revisions to such site plans may be approved so long as such revision does not result in (a) an increase in FAR to include an increase in floor area for office beyond that permitted under ZOA 92-225, or (b) an increase in building height. For the purpose of this subsection, the term "site plan" is deemed to include parking tabulation revisions for a change in use.

- (g) Special exception and special permit uses approved before December 12, 1989, provided a site plan is approved, a building permit issued, and construction commenced while the special exception or special permit is still valid, and provided further that the use is in fact constructed in accordance with such building permit.
- (h) While the special exception or special permit is still valid, resubmissions of such site plans must be permitted and may be approved so long as such resubmission does not result in (a) an increase in FAR, (b) an increase in building height, (c) the addition of a use, or (d) an increase in floor area.
- (i) Neither ZOA 89-185 nor ZOA 92-225 are applicable to proffered rezonings approved before the effective date of ZOA 92-225 and Section 1106 do not apply thereto as regards ZOA 89-185 or ZOA 92-225; provided, however, new uses added by ZOA 89-185 and ZOA 92-225 are permitted on properties subject to proffered rezonings adopted before the effective date of ZOA 92-225 to the same extent the new uses are permitted on similarly zoned properties without proffered conditions, so long as the new uses are not inconsistent with the proffered conditions. If the new uses are inconsistent with a proffered rezoning, a proffer condition amendment is required before the new uses are permitted. This provision continues to apply in the event of subsequent proffered condition amendments.
- (j) For the purpose of ZOA 89-185 and ZOA 92-225, the word “replacement” as used in subsection 8104.3.C is not deemed to include the reconstruction of a building or use which was destroyed by casualty, either completely or in part, so long as such reconstruction does not result in an increase in total FAR, percent of office FAR or building height if any such increase would result in development or uses beyond that permitted by ZOA 92-225.

B. Amendments Adopted After July 1, 2021

(1) Establishment of Hollin Hills Historic Overlay District (ZO 112.1-2022-6)

- (a) Applications for building permits, site plan, and any site-related plan (grading, conservation plans or house location plats) submitted and accepted for review before the effective date, would not be subject to ARB review pursuant to the provisions of Section 3101 provided such plans or plats are (a) approved within twelve months of the return of the initial submission to the applicant or agent, (b) the plan or plat remains valid, (c) building permits for the structures shown on the approved plan or plat are issued within six months of approval, and (d) the structures and uses are constructed in accordance with such building permits.

(2) Repeal and Replacement of Article 6 Parking and Loading (ZO 112.1-2023-xx)

- (a) 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 August 1, 2023, are entitled to be reviewed under the provisions of the Zoning Ordinance as amended through January 25, 2023, provided: (a) approval is granted within 12 months of August 1, 2023, 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 112.1-2023-XX. Applicants may elect to have the above applications reviewed in their entirety with the provisions of ZO 112.1-2023-xx.
- (b) 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 prior to August 1, 2023, may continue under

their previous approval or elect to utilize the requirements of ZO 112.1-2023-xx, 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)** Additional off-street parking may be added to an existing development that met the parking requirement in effect at the time of its development, but that does not comply with the current requirements, in order to minimize the degree of current noncompliance, subject to the development being in being in substantial conformance with an approved special permit plat, special exception plat, or development plan.

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