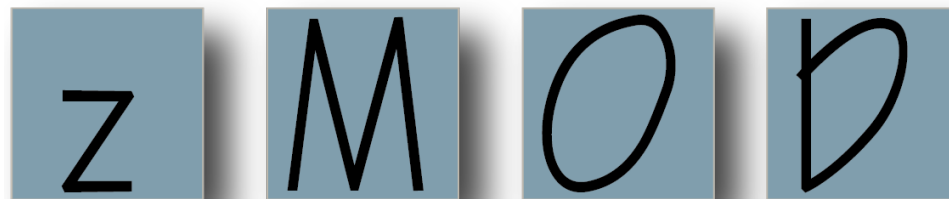




Zoning Updates and Electric Vehicle Charging Stations



Development Process Committee
September 10, 2019

Today's Discussion

- Upcoming Amendments
- zMOD Status Update
- Electric Vehicle Charging



Upcoming Amendments



Regional Parking Rates



- Based on Board direction, staff partnered with Clarion's subcontractor Nelson/Nygaard to conduct an independent analysis of parking utilization for large retail centers such as Fair Oaks Mall and Springfield Town Center

Current Rate

**4 spaces/1,000 GFA for
shopping centers > 1,000,000 SF**

Nelson/Nygaard Proposal

**2.5 – 3.0 spaces/1,000 GFA for
shopping centers > 800,000 SF**

- Outreach ongoing – with public hearings before the PC and Board anticipated in November/December 2019

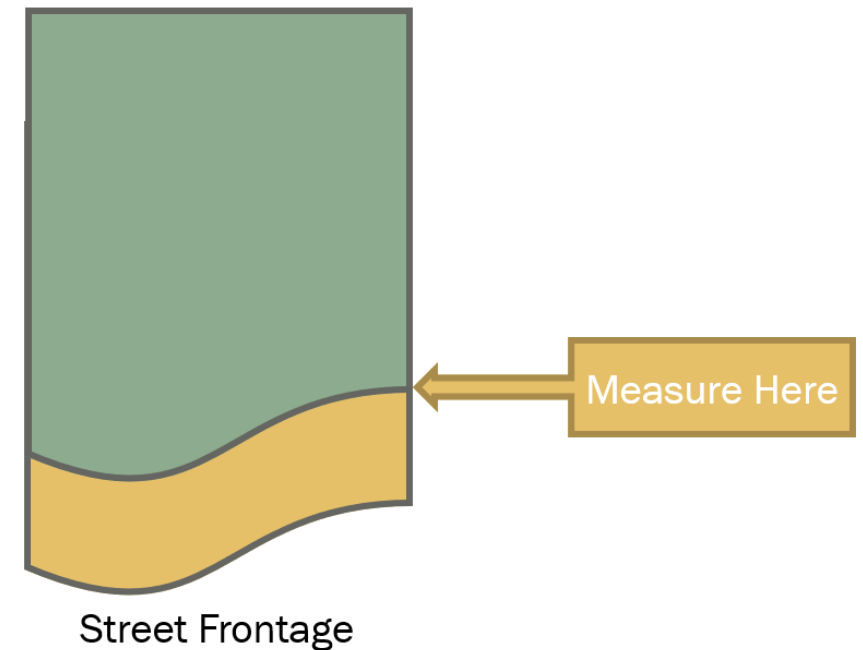
Lot Line and Width

Current inconsistency on how lot width is measured for lots with curved frontage

- Proposed amendment: clarify how lot width is measured on lots with curved frontage, through lots, and reverse frontage lots

Next Steps:

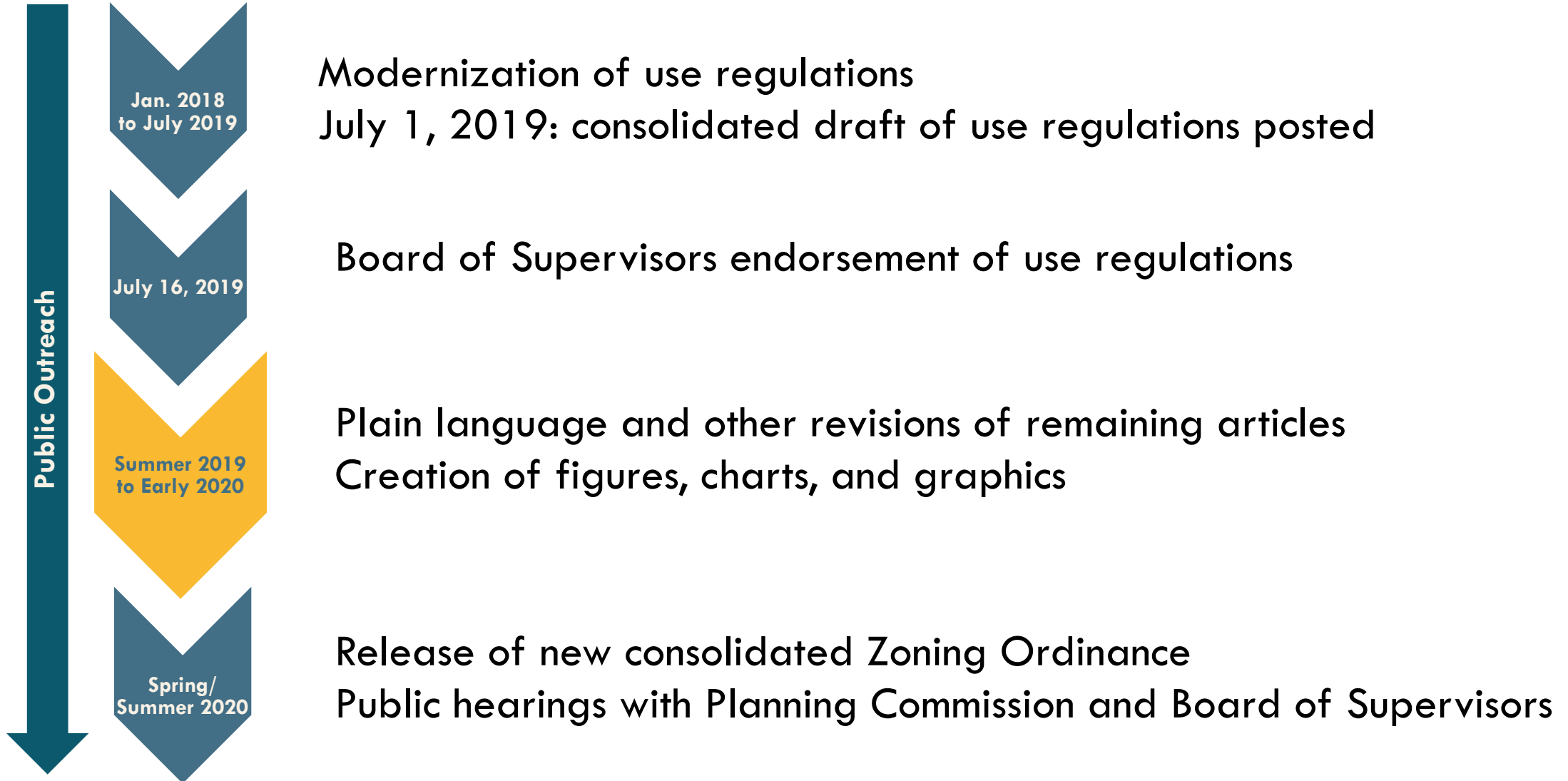
- Coordinating with the County Surveyor, industry, staff, and others
- Finalizing white paper
- Board Authorization: 10/29/19 (tent.)



zMOD Update



zMOD Timeline



Next Steps: Summer to Early 2020

- Districts draft: August 9, 2019
- Development Standards draft: October 2019
 - Next Clarion Assoc. visit October 22 – 24
- Procedures draft: January 2020
- Complete draft: Spring 2020

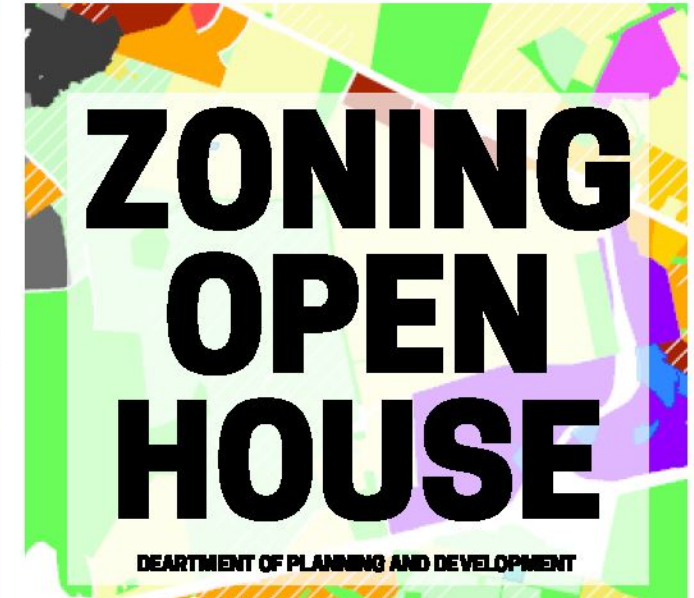
Editing and public outreach on all drafts continues throughout the process

Outreach

UPCOMING PUBLIC MEETINGS

September

Meeting: Board of Supervisors Development Process Committee*
Topic: zMOD Update and Electric Vehicle Charging Spaces
Date: September 10, 2019, 11:00 a.m.
Location: Fairfax County Government Center (also available on Channel 16)



Webpage:

<https://www.fairfaxcounty.gov/planning-development/zmod/outreach>

Zoning Districts Overview

link to website with document:

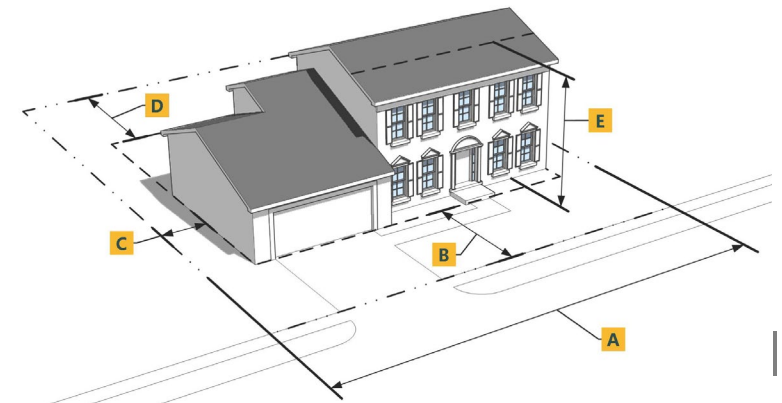
<https://www.fairfaxcounty.gov/planning-development/zmod>



Organization

New Article 2: sections for each residential, commercial, industrial, and planned district

- Purpose statement
- Aerial and photo examples
- New tables summarize all lot and building standards
- Illustrations of dimensional standards
- Angle of bulk plane, where applicable, converted to tables



Organization, cont'd

New Article 3: CRDs and overlay districts

Reorganization and repetition elimination resulted in:

- All Historic Overlay Districts consolidated (no appendices)
- All CRDs consolidated (no appendices)
- Sections for Natural Resource, Airport Noise, Sign Control, Highway Corridor, and Water Supply Overlays

Detailed discussion of the Districts and Development Standards Articles to come at the October DPC

Electric Vehicle Charging (EVC) Stations



Background

In 2013, Zoning Administration developed guidelines for the review of EVC stations



Newgate Shopping Center



Rio Washingtonian Center, MD

Background, cont'd

Current guidelines for accessory EVC:

- Located on lots that serve a principal use
- Do not interfere with circulation or block fire lanes
- Do not have signs promoting or advertising the EVCs
- Do not have a canopy or roof structure
- Allow lighting with full cut-off and consistent in color and design with other existing light poles
- The number of spaces is determined based on the size of the lot and structure, type of use, location, and visibility

Changes in Industry

By 2040, ~54% of new car sales will be Electric Vehicles (EVs)

- Most car companies propose to manufacture an EV version of the models they offer for sale
- EVC providers are partnering with commercial uses to provide charging services



Types (levels) of EVCs

Level 1

- Slowest charging
- Range: 2-5 miles per hour of charging
- Suitable for overnight charging at residential or long-term charging at airports
- Typically smaller in size (wall mounted)



Types (levels) of EVCs, cont'd

Level 2

- Intermediate charging
- Range: 10-25 miles per hour of charging
- Suitable for office and residential



Types (levels) of EVCs, cont'd

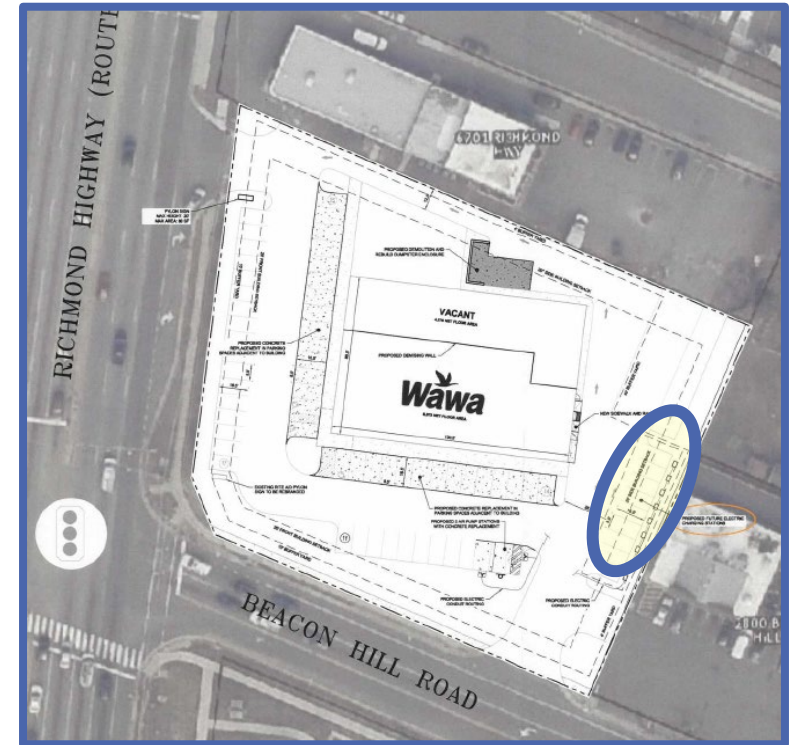
Level 3 (DC fast charging)

- Fastest charging
- Range: 90-200 miles per half hour of charging
- Suitable for commercial locations
- Mostly used to top-off charging
- Largest in size

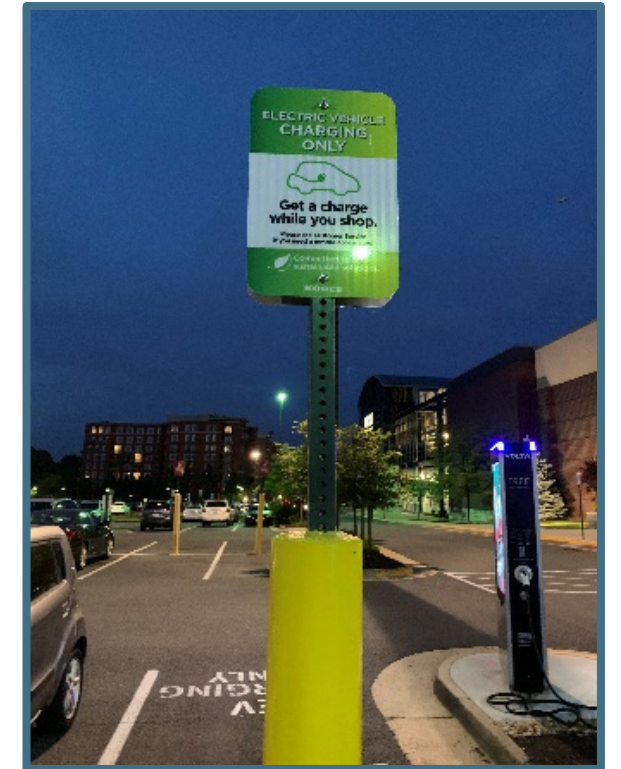


Considerations

- Difficult to determine whether the EVC stations are accessory to the principal use on the property
- With many different EVC companies and types of chargers, equipment comes in every shape and size
- Some EVC companies prefer highly visible locations along major thoroughfares and public right-of-way



Examples – Fair Lakes Shopping Center Volta EVC Station



Examples – Springfield Town Center Tesla Super EVC Station



* One transformer needed per 4 charging stations

zMOD July 1 Draft Regulations

Standards for EVC stations as an accessory use (otherwise would need an SE for a vehicle fueling station):

- No specific limit on the number or percent of spaces is included, but the use would need to meet the definition of an accessory use
- Must not interfere with circulation or access
- Residential:
 - Allowed only for the residents and their guests
 - Level 1 or Level 2 only (unless located in a parking structure)

zMOD Draft Regulations, cont'd

- Nonresidential or mixed use:
 - Located with a principal use
 - May be counted towards minimum required parking only if not reserved for charging (surplus spaces may be reserved)
 - Minimum height of dispenser: 3 feet
- When not located in a parking structure or on a wall:
 - Maximum height of dispenser: 8.5 feet
 - No canopy on a surface lot
 - Display screen: maximum 1 sq. ft.; no other advertising
 - Must not impact transitional screening or landscaping
 - Equipment must be screened with a fence, wall, berm, or landscaping

Questions for Discussion

- Should there be a maximum number or percent of parking spaces to be an accessory use?
- Should there be additional standards to address and standardize aesthetics and reduce clutter?



Willston Shopping Center

Questions & Discussion



September 2019

Z M O D