WELLS + ASSOCIATES

MEMORANDUM

TO:	Gary Fuller City of Falls Church Development Services
FROM:	William F. Johnson, P.E. Andrew C. Buntua
RE:	Mason Row City of Falls Church, Virginia
SUBJECT:	Parking Reduction Request
DATE:	April 18, 2014 Revised April 20, 2015

Introduction

This memorandum provides an analysis to support a parking reduction in conjunction with a redevelopment of certain parcels in the City of Falls Church. The 4.32-acre site is generally located on the north side of West Broad Street (Route 7), east of North West Street and south of Park Avenue, as shown on Figure 1.

The subject site is currently zoned Residential (R-1B) and Business (B-3) and is developed with an existing mix of retail/commercial uses as well as three (3) single family dwelling units. The Applicant is proposing to rezone the property to the B-1 District and redevelop the property with the following mix of uses:

- 60,581 gross square feet (GSF) of commercial (retail) uses
- 150 room hotel
- 340 apartment dwelling units
- 6,108 GSF of office uses
- 776-seat theater

The current development plan is provided on Figure 2. Based on information from the Applicant, approximately 996 parking spaces are proposed to support the redevelopment. As described in this document, the Applicant is seeking an overall 15.7 percent parking reduction from the City's Zoning Code requirements. The purpose of this memorandum, therefore, is to present the results of a parking study in support of the parking reduction request.

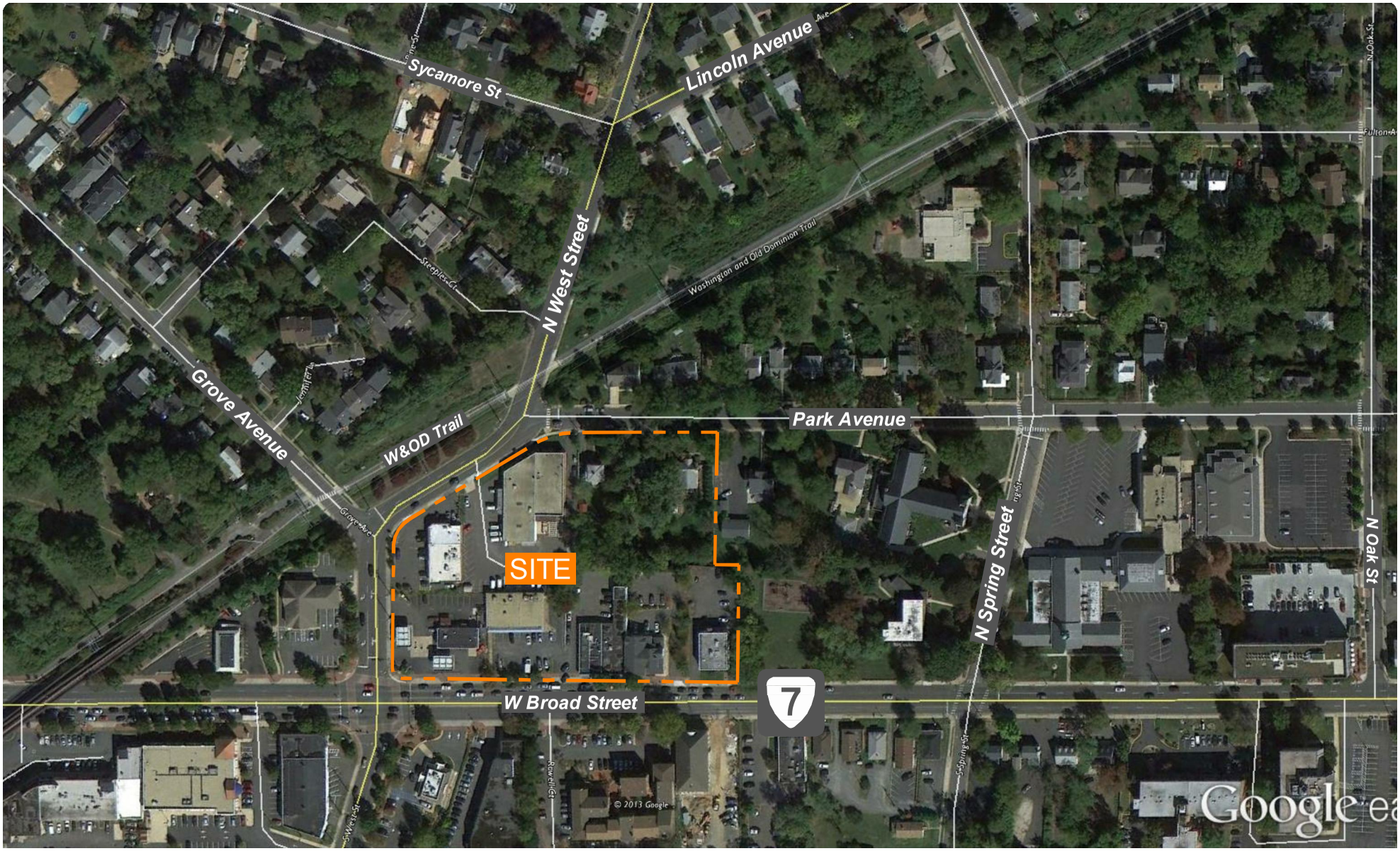

Figure 1
Site Location

North

Mason Row
City of Falls Church, Virginia

Wells + Associates, Inc.

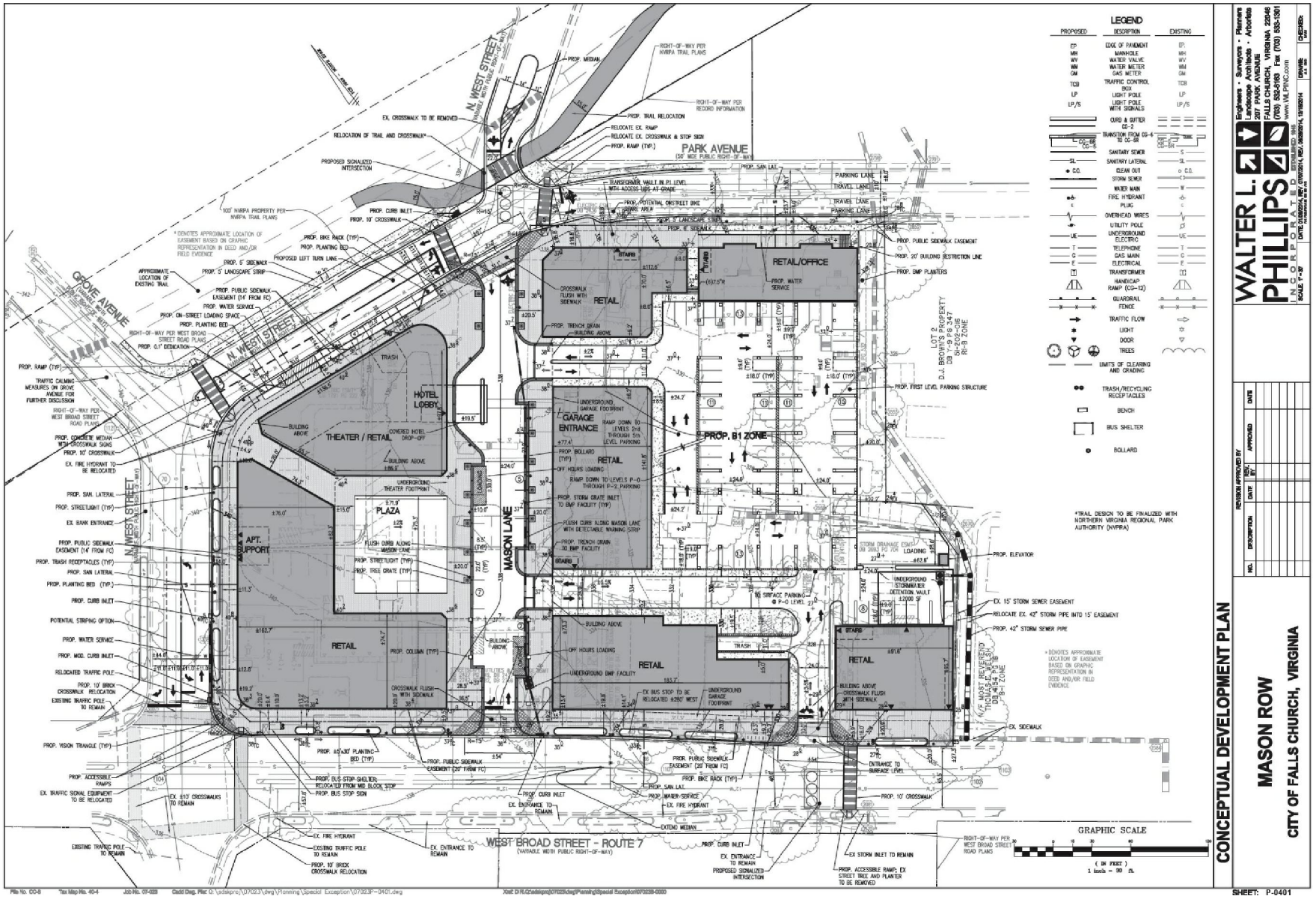

Figure 2
Site Redevelopment Plan Reduction

North

Sources of data for this analysis include, but are not limited to, a review of parking requirements both locally and nationally; plans prepared by Walter L. Phillips, Inc., the files and library of Wells + Associates, Inc., Transforming Tysons Plan Amendment Text dated June 22, 2010, and Spectrum Development LLC.

Background

The subject site is currently zoned Residential (R-1B) and Business (B-3) and is developed with primarily commercial/retail uses as well as three single family dwelling units. The applicant is proposing to rezone and redevelop the site with a cohesive mix of uses containing both residential and non-residential components. Based on the most recent plan concepts provided to date, the proposed development mix is described as follows:

<u>Residential</u>

- 19 – Studio Units
- 204 – 1 Bedroom Units
- 117 – 2 Bedroom Units

<u>Non-Residential</u>

- 150-room Hotel
- 60,581 GSF Retail/Restaurant space
- 776-seat Theater
- 6,108 GSF Office

As reflected on the plan, parking for this redevelopment would be provided in both surface lots (94 spaces) and a parking structure (902 spaces) totaling approximately 996 parking spaces proposed to serve the site. The parking total includes those spaces necessary for use by commercial patrons, residents, visitors, and staff. Access to the parking structure will be provided by ramps located within the site.

City of Falls Church Zoning Requirements

Chapter 48, Article V, Division 2 of the City of Falls Church Code of Ordinance establishes off-street parking requirements for various land uses by providing parking rates per unit of land use (i.e., per residential dwelling unit, per 1,000 GSF of retail uses, etc.). A copy of the relevant Ordinance text applicable to the Mason Row redevelopment is provided as Attachment I.

Section 48-1004 of the Ordinance outlines the parking requirements for the proposed/planned on-site use as follows:

Dwelling, Multifamily – 1.0 per efficiency unit, no bedroom
1.50 per one bedroom unit
2 per two bedroom unit
2 per three or more bedroom unit

Motion Picture Theatres – 1 per 4 seats based on maximum seating capacity in main assembly

Hotel and Motel – 1 per guestroom, plus one employee space per ten guestrooms

Shopping Center – 1 per 250 sf of floor area

Office – 1 per 300 sf of floor area

As reflected on Table 1, based on a strict application of the Zoning Ordinance, the residential dwelling units would require 559 parking spaces and the non-residential uses would require 623 parking spaces for a total of 1,182 spaces required per the Ordinance.

Requested Parking Reduction

Section 48-971 (2) of the Zoning Ordinance allows the Applicant to request a modification of the off-street parking and loading requirements contained in Section 48-1004. As stated in 48-971 (2):

> *In mixed-use developments in which two or more users exist on the same site, appropriate required parking may be determined by applying a shared parking formula. It shall be the responsibility of the applicant to perform any studies or site evaluations as necessary to determine the acceptable number of spaces. No modification in parking ratios, as set forth in the table in section 48-1004, shall be granted without approval of the planning commission..*

A copy of the specific ordinance text is also included in Attachment I. In accordance with the above citation, the Applicant is requesting a parking reduction of 15.7% from the number of parking spaces that would be required by a strict application of the City of Falls Church Zoning Ordinance. The proposed 996 parking spaces would be allocated to the site uses as per the following:

Table 1
Mason Row
Falls Church Ordinance Parking Requirements

Land Use		Amount	Units	Falls Church, Virginia [1] Code Requirement	Spaces
Residential (Combined Apartment and Condominium)					
	Studio	*19*	*Dwelling Units*	1 space per unit	19
	One Bedroom	*204*	*Dwelling Units*	1.5 spaces per unit	306
	Two Bedroom	*117*	*Dwelling Units*	2 spaces per unit	234
				Residential Spaces Code Requirement	**559**
Hotel	*Guestrooms*	*150*	*Guestrooms*	1 space per guestroom	150
				1 space per 10 guestrooms	15
				Hotel Spaces Code Requirement	**165**
Office		*6,108*	*Square Feet*	1 space per 300 sf of floor area	21
				Commercial Spaces Code Requirement	**21**
Theater		*776*	*Fixed Seats*	1 space per 4 seats	194
				Commercial Spaces Code Requirement	**194**
Retail/Restaurant		*60,581*	*Square Feet*	1 space per 250 sf of floor area	243
				Commercial Spaces Code Requirement	**243**
				Total Spaces Required	**1,182**
				Parking Provided	**996**
				Parking Reduction Requested	**15.7%**

Note(s) (1) Calculations based on the Falls Church Zoning Ordinance

- Residential – 471 spaces (average rate of 1.39 spaces per unit)
- Non-residential (hotel and commercial) – 525 spaces
- TOTAL – 996 spaces

Due to the inherent separation of the on-site parking supply described above, this report is divided into two sections: 1) residential parking and 2) non-residential parking. The following sections provide the justification for the requested parking reduction per the City's Ordinance provisions.

SECTION I: RESIDENTIAL PARKING

Overview

As stated above, the Applicant proposes to dedicate 471 parking spaces for the proposed 340 multifamily residential uses. This supply represents an average parking rate of 1.39 spaces per unit. Based on the City Code requirement (see Table 1), the average parking rate to meet Code is calculated at 1.64 spaces per unit. Therefore, the proposed residential parking supply represents a 15.7% reduction from the Code requirement.

Experience at Existing Residential Developments

Parking Occupancy Counts. Wells + Associates has conducted a number of parking occupancy counts at existing multifamily properties within the City of Alexandria, Arlington County and Fairfax County, which have characteristics consistent with the proposed Mason Row project and provide between 1.0 and 1.61 parking spaces per unit. The demographics associated with each site and a summary of the count data are included in Tables 2 and 3, respectively. The count summaries from each are included in Attachment II. The Circle Towers site is an exception as it provides 1.75 spaces per unit; however, those spaces are partly shared between the existing 606 residential dwelling units, as well as 66,700 SF of commercial uses.

As shown on Table 3, the ratio of occupied parking to occupied units ranged between 0.93 and 1.45 spaces per unit which represent the actual parking demand associated with those properties. The proposed parking rate of 1.39 spaces per unit lies within this range of actual parking demand rates.

Local Residential Parking Requirements

Imposing controls and gaining parking efficiencies can work to encourage the use of alternate modes of transportation (a City planning objective) and foster smart growth. Tightening parking supplies at concentrated residential and/or commercial sites, in conjunction with certain Transportation Demand Management (TDM) strategies have resulted in conditions shown to

Table 2
Mason Row
Parking Count Demographic Summary

Characteristic	Meridian At Carlyle	Warwick I	Courtland Park	Springfield Station	Ravensworth Towers	Fairfax Towers	Circle Towers [1]
				Sites			
Jurisdiction	City of Alexandria	Arlington County	Arlington County	Fairfax County	Fairfax County	Fairfax County	Fairfax County
Unit Count	403	321	264	631	219	396	606
- efficiency	33	32	8	not available	34	0	not available
- one bedroom	247	202	211	not available	110	144	not available
- two bedroom	123	87	44	not available	75	216	not available
- three or more bedroom	0	0	1	not available		36	not available
Occupied Units	339	310	264	623	214	380	579
- efficiency	not available	31	8	not available	34	not available	not available
- one bedroom	not available	195	211	not available	109	not available	not available
- two bedroom	not available	84	44	not available	71	not available	not available
- three or more bedroom	not available	0	1	not available		not available	not available
Percent Occupancy	84%	96%	100%	99%	98%	96%	96%

Notes:
[1] The parking provided serves 66,700 SF of commercial uses in addition to the 606 residential dwelling units.

Table 3
Mason Row
Parking Count Summary

Characteristic	Sites: Meridian At Carlyle	Warwick I	Courtland Park	Springfield Station	Ravensworth Towers	Fairfax Towers	Circle Towers [1]
Jurisdiction	City of Alexandria	Arlington County	Arlington County	Fairfax County	Fairfax County	Fairfax County	Fairfax County
Unit Count	403	321	264	631	219	396	606
Parking Provided	496	342	265	933	353	551	1,059
Ratio of Parking Provided	1.23	1.07	1.00	1.48	1.61	1.39	1.75
Occupied Units	339	310	264	623	214	380	579
Max. Parking Occupancy	316	292	258	805	273	506	840
Ratio of Occupied Parking	0.93	0.94	0.98	1.29	1.28	1.33	1.45

Notes:
[1] The parking provided serves 66,700 SF of commercial uses in addition to the 606 residential dwelling units.

increase mode splits. As a result, communities throughout the nation, like the City of Falls Church, have begun to incorporate flexibility into their parking requirements as evidenced by the great number of internet sites relating to parking. The following sections summarize the parking requirements for residential projects in Fairfax County, The City of Alexandria, and Arlington County. These parking requirements are also summarized on Table 4. The relevant excerpts from each of the documents described below are included in Attachment III.

Fairfax County. The City of Falls Church is surrounded by Fairfax County. The land uses and zoning associated with the surrounding areas of the County are comparable to those of the City. Based on the Fairfax County Zoning Ordinance, a multifamily residential dwelling unit requires 1.6 parking spaces per unit. Based on the application of Fairfax County parking rates to the Mason Row project, the subject site would require 544 parking spaces (15 fewer than the City of Falls Church Code requirement). This would correspond to a parking reduction of approximately 3% from City of Falls Church residential code requirements. Furthermore, Fairfax County has its own provisions for reducing Ordinance required parking which has resulted in a number of parking reduction approved throughout the County. Notably, the Circle Towers property located along Lee Highway (Route 29) in Fairfax County was approved in 2011 with a 26.5% parking reduction.

Transforming Tysons –Plan Amendment June 22, 2010. As a result of the 2004 Area Plan Review (APR) process, the Fairfax County Board of Supervisors established the Tysons Land Use Task Force to "update the 1994 [Comprehensive] Plan." In conjunction with this update to the Tysons Corner Plan, parking recommendations for residential and commercial uses were provided in the plan text. These recommendations included proposed minimum and maximum parking ratios for residential developments based on proximity to rail stations and modified parking rates in consideration of the number of bedrooms per unit. For multifamily residential uses located more than ½ mile from a rail station, considered to be a non-TOD (Transit Oriented Development) area, minimum parking ratios of 1.1 spaces per unit is recommended for studio/one bedroom units, 1.35 spaces per unit for two bedroom units, and 1.6 spaces per unit for three bedroom units. Based on the application of the non-TOD minimum parking ratios, the residential parking demand for the proposed site would be 404 parking spaces (or 155 fewer than the City of Falls Church code requirement). This would correspond to a parking reduction of approximately 28% from City of Falls Church residential code requirements.

City of Alexandria. Multi-family dwelling units in the City of Alexandria are parked in accordance with the bedroom count based on the following schedule:

Unit Type	Spaces Required
Efficiency and 1 bedroom	1.3 spaces/unit
2 bedroom unit	1.75 spaces/unit

Table 4
Mason Row
Jurisdictional Residential Parking Requirement Comparison

Land Use	Amount	Units	City of Falls Church (1) Code Requirement	Spaces	Fairfax County (2) Code Requirement	Spaces	Tysons Comprehensive Plan Amendment (3,4) Code Requirement	Spaces	City of Alexandria (5) Code Requirement	Spaces	Arlington County (6) Code Requirement	Spaces
Multifamily (Apartments and Condominiun	340	DU										
Studio	*19*	*DU*	1 spaces/DU	19	1.6 spaces/DU	544	1.1 spaces/DU	21	1.3 spaces/DU	25	1.125 spaces/DU for first 200 units	225
1 Bedroom	*204*	*DU*	1.5 spaces/DU	306			1.1 spaces/DU	225	1.3 spaces/DU	266	1.0 space/DU for each additional unit	140
2 Bedroom	*117*	*DU*	2 spaces/DU	234			1.35 spaces/DU	158	1.75 spaces/DU	205		
Residential Spaces Required				***559***		***544***		***404***		***496***		***365***
Percent Residential Reduction						*3%*		*28%*		*11%*		*35%*

Note(s): (1) Calculations based on the City of Falls Church Zoning Ordinance
(2) Calculations based on the Fairfax County Zoning Ordinance.
(3) Calculations based on the Fairfax County Comprehensive Plan's *Plan Amendment*, dated June 22, 2010
(4) Calculations based on the minimum number of parking spaces allowed in a non-TOD area.
(5) Calculations based on the City of Alexandria Zoning Ordinance.
(6) Calculations based on the Arlington County Zoning Ordinance.

Within the certain metro parking districts (such as King Street), multi-family developments are parked at the rate of 1.0 space/unit, regardless of the bedroom count. Based on Alexandria's baseline requirements, a total of 496 spaces would be required to accommodate the multifamily residential units proposed for the Mason Row development. This represents an 11% reduction from the City of Falls Church Code requirements.

Arlington County. Based on the 2014 Arlington County Zoning Ordinance, multifamily residential uses are parked per the following:

Dwellings, other than one- and two-family: "1 & 1/8 for each of the first 200 dwelling units in any structure…Plus 1 for each additional dwelling unit constructed and maintained in accordance with Section 14.3.3."

Based on these requirements, the Mason Row development would need 365 parking spaces to accommodate the proposed residential uses. This represents a 35% reduction from the City of Falls Church Code requirements.

Unit Type

As part of the Mason Row redevelopment project, the Applicant proposes a mix of unit types that would minimize the number of two and three bedroom units. The following summary outlines the proposed unit mix for the combined apartment and condominium uses:

Unit Type	Proposed	
	Number	*Percentage*
Studio	19	6%
One Bedroom	204	60%
Two Bedroom	117	34%
TOTAL	340	100%

As shown above, the proposed redevelopment will include studio apartment units in the community while minimizing the percentage of two-bedroom units. By providing a unit mix in this manner, the overall parking ratio necessary to adequately supply the development will be reduced. This unit mix will encourage, on average, fewer occupants per dwelling unit which, in turn, results in diminished auto ownership per unit. Many jurisdictions including and outside of the City of Falls Church recognize that studio and single bedroom multifamily units generate less parking demand and therefore have variable parking ratios in their ordinances that reflect different unit types as summarized in Table 4. Therefore, the mix of unit types proposed by the Applicant would, in of itself, serve to reduce residential parking demand. By introducing measures and strategies

that would take advantage of other transportation mode choices as elaborated later in this document, the full residential parking reduction is justified.

Alternate Modes

In addition to the unique unit type mix, the site is located completely within one mile of the West Falls Church metrorail station (as measured from the site's farthest point from the station). Furthermore, the site is served by metrorail destined bus routes located along West Broad Street adjacent to the property. The metrobus (WMATA) 28A, 28X, and 3T bus routes operate on 20 to 30 minute headways during the weekday peak hours and serve the West Falls Church station as well as locations within Tysons Corner. The bus stop(s) for these lines are located along West Broad Street directly adjacent to the subject site.

Based on U.S. 2010 Census Journey to Work data for the City of Falls Church, drivers within the City utilize the following modes of transportation:

- Drive Alone: 61.8%
- Carpool: 8.0%
- Mass Transit: 16.9%
- Walk/Bike: 4.3%
- Other: 9.0%

As indicated above, non-single occupant vehicle (non-SOV) travelers account for approximately 38.2% of vehicle trips in the area. Although in the interest of conservatism, only a nominal mode split of 5% was applied in the traffic impact study, the effect of alternative modes would further reduce the residential parking demand associated with the property. It should be noted that the proximity of the Washington & Old Dominion (W&OD) regional trail makes this site ideally situated to take advantage of walking and bicycling as viable modes of transportation.

In addition to the transit services currently available, the applicant intends to implement various transportation demand management (i.e., "TDM") strategies to further reduce vehicle trips and auto dependency for future residents. Examples of these strategies that would serve to reduce parking demand include the following potential measures:

- Offering/augmenting shuttle service to the West Falls Church metrorail station (hotel only).
- Providing dedicated parking on-site or in the vicinity for Zip Cars and/or supplying dedicated rental vehicles for use.
- Encouraging/incentivizing Ridesharing opportunities.
- Supplying new residents with pre-loaded SmarTrip cards.
- Provision of on-site bicycle storage.

It is widely recognized that reducing available on-site parking is, in itself, a TDM measure. Regular parking management, including the requirement of parking decals/passes and/or the limiting of guaranteed parking spaces per unit has been shown to both reduce average auto occupancy and lessen the number of vehicle trips generated by a residential development. In concert with the above TDM strategies, the actual parking demand that will be experienced upon completion of the redevelopment will justify the reduced parking supply as requested.

A TDM and Parking Management Plan should be developed and submitted under separate cover to better define the strategies intended to reduce parking demand.

Alternate Vehicle Parking

The proposed residential parking supply of 471 spaces represents those spaces that will meet the City's Ordinance definition of legal off-street parking. As stated previously, these spaces will be provided in a parking garage within the property. As the design of the buildings and the parking facilities become more engineered throughout the zoning and site plan processes, there may be opportunities for the parking and/or storage of alternate vehicles that require less area than a legal parking space and can be accommodated within geometrically irregular garage area. The Applicant intends to maximize the use of available garage space for potential parking and on-site vehicle storage for residents. Examples of these alternate vehicles include the following:

- Charging stations for electric cars
- Tandem parking spaces
- Bicycles (storage provided in racks and/or storage lockers)

The potential ability to offer parking for these alternate vehicles, in concert with incentivizing their use, would serve to further reduce the demand for conventional parking, which may serve to further justify this parking reduction request. The applicant has already committed to provide/install bicycle racks for site patrons and visitors as indicated on the CDP.

SECTION II: NON-RESIDENTIAL PARKING

Overview

As stated previously, a total of 525 parking spaces are proposed to serve Mason Row's non-residential uses, which include the hotel and office/retail uses. Based on a strict application of the Falls Church City Code, a total of 623 spaces would be required to serve these uses. Therefore, a reduction of 98 spaces (or 15.7 percent) is requested for the non-residential uses.

Based on information provided by the Applicant, the following allocation of these 525 parking spaces is proposed between the office, theater, retail and hotel uses:

Use	Spaces
Office	18
Retail	205
Hotel	139
Theatre	163
Total	525

Shared Parking

Because of the synergistic mix of uses that will be present on the same site, the site will benefit from being able to share parking between the non-residential uses (i.e., a single parking space can potentially serve both the retail use and the hotel). This phenomenon is common in mixed-use developments and is possible since the different on-site land uses experience peak parking demands at different times of day. The Falls Church Ordinance recognizes that this pattern occurs and includes a provision to calculate shared parking specific to mixed-use developments (Section 48-1080 (d) (3)). The same shared parking strategy was applied herein. A copy of the Ordinance text is included as Attachment I.

The methodology included in Section 48-1080 was applied to the mix of non-residential uses proposed for the Mason Row development as shown in Table 5 in order to calculate the number of shared parking spaces per the Ordinance. As shown in the table, and according to the Ordinance, a reduction of 59 spaces is calculated which represents the number of non-residential parking spaces which may, in theory, be shared between the hotel and commercial uses.

Urban Land Institute. As an alternative to the methodology described in the City's Ordinance, the Urban Land Institute (ULI) publication Shared Parking, 2nd edition has established a model and methodology for determining parking demand for various types of

Table 5
Mason Row
Falls Church Shared Parking Methodology

	Weekday		Weekend			
Use	Day	Evening	Day	Evening	Night	Total
Business and professional offices	100%	10%	**10%**	5%	5%	
Retail business and service establishments	60%	90%	**100%**	70%	5%	
Hotels/motels	75%	100%	**75%**	100%	75%	
Business and professional offices	21	3	**3**	2	2	21
Retail business and service establishments	263	394	**437**	306	22	437
Hotels/motels	124	165	**124**	165	124	165
Total Shared Parking Required (Commercial/Hotel)	408	562	**564**	473	148	623

Note(s): (1) Calculations based on the Falls Church Zoning Ordinance

development. This methodology is especially useful in cases such as Mason Row, where a single parking space may be used for parking associated with either the proposed retail or hotel use. Because each land use within a development may experience a peak parking demand at different times of day, or different months of the year, relative to the other land uses on-site, the actual peak parking demand of the entire development may be less than if the peak parking demand of each land use was considered separately.

The ULI model applies various hourly, monthly and weekday/weekend adjustment factors to the parking demands of each land use. For informational purposes, these adjustment factor tables are provided in Attachment IV. Please note that no synergy adjustment factors were applied to the model for purposes of this analysis. Based on the monthly and weekday adjustment calculations, the model establishes a peak demand hour and month during which the proposed new development's parking requirements would be at their highest. The ULI model calculation summary of the subject site (only considering the shared parking hours) is provided in Table 6. When the project's parking demands (based on the Falls Church Ordinance minimum parking rates) are adjusted to reflect hourly, monthly, and weekday/weekend variations, a peak parking demand of 429 parking spaces results for the hotel, retail, theatre, and office uses on the weekday. The weekday shared parking figure represents a 31% (or 194 fewer parking spaces) reduction from the Falls Church Zoning Ordinance. As stated previously, the Applicant is requesting a 15.7% reduction from the required parking for the non-residential uses, which is less a reduction than the ULI shared parking model would support.

Conclusions

Based on the documentation provided herein, the following can be concluded:

1. Under a strict application of the City of Falls Church Zoning Ordinance, 1,182 parking spaces would be required to accommodate the proposed site uses.

2. The applicant is requesting an overall parking reduction of up to 15.7% (a reduction of 186 parking spaces) in order to provide 996 parking spaces to serve the site uses.
    a. Parking associated with the site's residential component would be reduced by 15.7% (a reduction of 88 parking spaces).
    b. Parking associated with the site's non-residential component (hotel, office, theater and retail uses) would be reduced by 15.7% (a reduction of 98 parking spaces).

3. With the application of various local code requirements, the proposed unit mix (studio vs. one-bedroom, two-bedroom, and three-bedroom units) would result in a residential parking demand between 11 percent and 37 percent less than a strict application of the City of Falls Church Zoning Ordinance requirements.

4. Due to the proximity of metrorail and ready access to multiple bus routes adjacent to the site, in concert with proposed transportation demand management (TDM) and parking management strategies, the peak residential parking demands associated with the Mason Row project would be further reduced.

5. The proximity of the W&OD regional trail makes this site ideally situated for walking a bicycling as viable modes of travel.

6. The applicant intends to maximize any excess available garage space for the potential parking and/or storage of additional types of vehicles, including charging stations for electric cars and bicycles.

7. Shared parking between the site's non-residential uses (hotel and retail uses) will reduce the overall site parking demands.

8. The Urban Land Institute shared parking model supports a shared parking reduction of up to 31% for the site's non-residential uses. The Applicant is only requesting a 15.7% parking reduction for the site's non-residential uses.

9. Based on the preceding background research and analysis, the proposed parking reduction requested by the Applicant should be supported.

Table 6
Mason Row
ULI Shared Parking Model

4/20/2015

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: LATE DECEMBER -- PEAK PERIOD: 3 PM, WEEKDAY

			Weekday							Weekend					Weekday			Weekend		
	Project Data																			
Land Use	Quantity	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Presence 7:00 PM	Peak Mo Adj October	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 3 PM	Peak Mo Adj ate Decembe	Estimated Parking Demand	Peak Hr Adj 3 PM	Peak Mo Adj ate Decembe	Estimated Parking Demand
Community Shopping Center (<400 ksf)	60,581	sf GLA	3.20	1.00	1.00	3.20	/ksf GLA	0.89	0.70	3.20	1.00	1.00	3.20	/ksf GLA	1.00	0.80	155	1.00	0.80	155
Employee			0.80	1.00	1.00	0.80	/ksf GLA	0.90	0.70	0.80	1.00	1.00	0.80	/ksf GLA	1.00	0.90	43	1.00	0.90	43
Cineplex	776	seats	0.24	1.00	1.00	0.24	/seat	0.78	0.46	0.24	1.00	1.00	0.24	/seat	0.80	1.00	149	0.80	1.00	149
Employee			0.01	1.00	1.00	0.01	/seat	1.00	0.46	0.01	1.00	1.00	0.01	/seat	0.75	1.00	6	0.75	1.00	6
Hotel-Business	150	rooms	1.00	1.00	1.00	1.00	/rooms	1.00	0.95	1.00	1.00	1.00	1.00	/rooms	0.60	0.50	45	0.60	0.50	45
Employee			0.10	1.00	1.00	0.10	/rooms	1.00	0.90	0.10	1.00	1.00	0.10	/rooms	1.00	1.00	15	1.00	1.00	15
Office <25 ksf	6,108	sf GLA	0.30	1.00	1.00	0.30	/unit	0.94	1.00	0.03	1.00	1.00	0.03	/unit	0.45	0.80	1	0.40	0.80	0
Employee			3.03	1.00	1.00	3.03	/unit	0.97	1.00	3.30	1.00	1.00	3.30	/unit	1.00	0.80	15	0.40	0.80	6
															Customer		350	Customer		349
															Employee		79	Employee		70
															Reserved		0	Reserved		0
															Total		429	Total		419
															Shared Parking Reduction		31%			33%

ULI base data have been modified from default values.

Attachment I

City of Falls Church Zoning Ordinance

Sec. 48-1004. Table of use types.

In all districts off-street parking areas, off-street loading areas and standing spaces shall be provided in connection with, accessory to, and on the same premises as, each and every use, including municipal facilities, in the amount specified within this subsection. Certain modifications are permitted for mixed-use redevelopments as shown in division 5 of this article, as deemed appropriate by the planning commission and as regulated in section 48-971(2).

Use Types	Loading	Required Off-Street Parking and Standing Spaces
Cultural, Entertainment and Recreational Uses		
Amusements		
Billiards		1 per 200 sf of floor area
Miniature gold and outdoor installations		1 per 400 sf of the designated site area
Amusement arcades		1 per two amusement machines
Cultural Activities		
Art galleries, libraries, museums		1 per 400 sf of floor area
Botanical gardens/arboretums and zoos		1 per 500 sf of designated site area
Historical and monumental sites		Planning commission determination upon recommendation of historical commission
Parks		Planning commission determination based upon such criteria as the number of persons expected to use the facility at any one time, their means of transportation and the availability of on- or off-street parking spaces nearby.
Public Assembly		
Amphitheaters, band shells, coliseums, stadiums	2	1 per 3 seats or six-foot benches
Auditoriums, assembly halls, community centers, dance halls, legitimate and motion picture theatres		
Fixed seats	1	1 per 4 seats based on maximum seating capacity in main assembly
Without fixed seats	1	1 per 60 sf of floor area
Recreational Activity		
Day camp, outdoors		1 per 10 pupils, plus 1 per staff member
Gymnasiums	1	1 per 4 seats
Sports activities		
Bowling		
Indoor		5 per alley
Outdoor		1 per 400 sf of designated site area
Riding stables		1 per every 2 stalls
Skating, ice and roller		
Indoor		1 per 60 sf of floor area or 1 per 4 seats, whichever is greater
Outdoor		1 per 200 sf of designated site area
Swimming pools		1 per 54 sf of water surface area
Tennis courts		2 per court
Manufacturing		
Assembly, distribution, fabrication, packaging, processing; bottling, canning, chemical, chipping, curing, cutting, electrical, extruding, milling, punching, stamping, thermal	2	1 per 500 sf of floor area
Industrial research, development and testing	1	1 per 300 sf of floor area
Office		
Business, general and governmental buildings	1	1 per 300 sf of floor area

Professional office buildings, mixed professional uses composing 50 percent or more of the total floor area		1	1 per 250 sf of floor area
Residence			
Dwellings			
One-family detached and two-family semidetached			1 per dwelling unit
Multifamily			1.0 per efficiency unit, no bedroom 1.50 per one bedroom unit 2 per two bedroom unit 2 per three or more bedroom unit
Townhouse			2.5 per dwelling unit
Group quarters			
Boardinghouse, lodginghouse, or roominghouse			1 per residence unit, plus two spaces for employees
Convalescent, human care, nursing or rest home, sanitarium		1	1 per 4 beds of maximum capacity, plus 1 for every fulltime staff member on the maximum shift, and 1 per attending physician
Dormitory, fraternity or sorority			1 per 2 beds, plus one per 200 sf of floor area
Foster home			1 per full or parttime staff member
Religious accommodations			1 per 10 beds with a minimum of 4 spaces
Home occupations			According to specific use type
Transient lodgings			
Hotel and motel		1	1 per guestroom, plus one employee space per ten guestrooms
Tourist home			1 per guestroom, plus two spaces for employees
Prenatal and infant care counseling center in an R-1A or R-1B district			As required by special use permit conditions
Service			
Business services			
Advertising, adjustments and collections, bonding, consulting, consumer and mercantile credit, data processing, detective and protective, employment, stenographic, public relations			1 per 300 sf of floor area
Blueprinting, delivery, duplicating, hand tool rental, mailing, office equipment leasing and sales, photocopying and finishing, printing, trading stamps		1	1 per 200 sf of floor area
Warehousing and storage			
	Indoor	4	1 per 1,000 sf of floor area
	Outdoor	2	1 per 2,000 sf of total site area
	Self storage warehouse	*	1 per 400 sf of office floor area, plus 2 spaces for employees
Vehicle and wheeled equipment		1	1 per 1,000 sf of total site area
Contract construction services		2	1 per 500 sf of floor area
Educational services			
Day care and kindergarten			1 per 125 sf of floor area, plus 2 for employees
Nursery			1 per 175 sf of floor area, plus two per employee
Schools			
	Instructional		
	Arts, commercial, drafts, driving, physical culture, physically and mentally handicapped, professional		1 per 4 students of maximum capacity, plus 1 per classroom and 1 per fulltime staff member on maximum shift
	Parochial, private or public		
	Elementary, intermediate or junior high	1	1 per teacher, employee or administrator whether full or parttime, if activities of personnel are conducted between 8:00 a.m. and 4:00 p.m.
	High school or college or preparatory	1	1 per teacher, employee or administrator whether full or parttime, plus one for every 10 students of maximum enrollment or capacity

Finance, insurance and real estate services		
Banks, savings and loan associations		1 per 300 sf of floor area
Drive-in		5 standing spaces, per teller window
Insurance		1 per 300 sf of floor area
Real estate		1 per 200 sf of floor area
Governmental services		
Postal		
Window service	4	2 per employee, clerk or carrier on maximum shift
Mail handling station with no window service	4	1 per employee, clerk or carrier on maximum shift
Protection functions, fire, police		2 per fulltime employee on maximum shift
Armed forces recruitment		1 per employee on maximum shift
Personal services		
Apparel and accessory repair		1 per 200 sf of floor area
Barbershop, beauty salon		3 per 100 sf of floor area
Cemeteries		1 per 2,500 sf of total site area
Funeral home, crematory, mortuary	2	1 per four seats in chapels or parlors with fixed seats or one per 100 sf of floor area of assembly rooms without fixed seats for services, plus five for employees
Laundering, dry cleaning		
Automatic, self-service	1	1 per two cleaning or laundry machines
Depot	1	1 per 50 sf of floor area
On-premises finishing	1	1 per 200 sf of floor area
Other		1 per 200 sf of floor area
Professional services		
Architect, artist, attorney, engineer		1 per 300 sf of floor area
Medical		
Clinic, outpatient	1	1 per 200 sf of floor area
Dental office		1 per 300 sf of floor area
Life science laboratory and research	1	1 per 200 sf of floor area
Physician and surgeon		1 per 200 sf of floor area
Musician		1 per 300 sf of floor area
Other		1 per 300 sf of floor area
Veterinary		
Indoor	1	1 per 300 sf of floor area
Outdoor	1	1 per 500 sf of designated site area
Repair services		
Motor vehicle		
Maintenance and mechanical repair		2 per service bay for employee parking, 5 per bay for vehicle storage
Drive-through maintenance and mechanical repair		1 per service bay, plus 4 per bay for employee parking, 5 per bay for vehicle standing
Painting and bodywork		2 per service bay for employee parking, 10 per of first 3 bays for vehicle storage
Wash, full service		2 for employees, 10 spaces per service bay for vehicle standing
Wash, self service		5 per bay for vehicle standing
Note—Establishments offering a variety of motor vehicle repair and maintenance services shall be required to meet the requirements of this section per use type that will be present on site.		
General maintenance		
Indoor	1	1 per 400 sf of floor area
Outdoor	1	1 per 1,000 sf of total site area
Miscellaneous services		
Business and labor associations		1 per 100 sf of floor area
Churches, synagogues, temples and places of worship		1 per 4 seats in sanctuary

Civic, fraternal, political, private, religious and social, nonprofit associations			1 per 60 sf of floor area with a minimum of 10
Open air business and temporary stands not otherwise categorized by use type		1	1 per 200 sf of designated site area
Sign painters, cabinet, carpentry and refinishing		1	1 per 500 sf of floor area
Welfare and charitable centers			1 per 200 sf of floor area
Trade			
Retail			
Apparel and accessories			1 per 200 sf of floor area
Automotive			
	Accessory sales		
		Indoor	1	1 per 200 sf of floor area
		Outdoor	1	1 per 1,000 sf of total site area with a minimum of 10 spaces
	Dealership, New and Used		
		Indoor	2	1 per 400 sf of floor area devoted to display
		Outdoor	2	1 per 1,000 sf of total site area with a minimum of 10 spaces
	Inspection stations			5 standing spaces
	Gasoline service stations		1	2 standing spaces per fueling service bay, 3 vehicle storage spaces per service bay, 2 for employees, plus 1 employee space per service bay.
	Note—Gasoline stations shall provide 1 per 100 sf of floor area dedicated to sale of food and non-auto oriented goods in addition to other requirements.			
	Motorcycle and accessory sales		1	1 per 200 sf of floor area
	Marine		2	1 per 400 sf of floor area or site area devoted to display
Building materials, contractor supplies, hardware				
	Air conditioning, brick, concrete aggregates, electric, glass, heating, metals, plumbing, tile, wood			
		Indoor	2	1 per 400 sf of floor area
		Outdoor	2	1 per 1,000 sf of total site area
	Hardware		1	1 per 400 sf of floor area
	Storage of gravel, sand, etc., outdoors		2	1 per 1,000 sf of total site area
Food				
	Automobile oriented convenience food store		1	1 per 100 sf of floor area
	Baker, confectionery, dairy, delicatessen, groceries, meats, poultry, produce, seafood		1	1 per 200 sf of floor area
Furniture, home furnishings, household appliances, radio and television, rental, sales and service			1	1 per 400 sf of floor area
Garden supplies, greenhouses and nursery stock				
	Indoor		1	1 per 200 sf of floor area
	Outdoor		1	1 per 600 sf of designated site area
General merchandise, antiques, bicycles, books, department stores, drugs, dry goods, florist, jewelry, magazine, novelty, optical, pet, photographic, secondhand merchandise, sporting goods, stationery, tobacco, variety store and vending machine operation			1	1 per 200 sf of floor area
Machinery sales				
	Indoor		1	1 per 500 sf of floor area minimum 5 spaces
	Outdoor		1	1 per 1,000 sf of total site area
Restaurant, liquor outlet, tavern			1	1 per 100 sf of floor area
	Restaurant Drive-through			12 standing spaces, or as determined by use permit
Shopping center			2	1 per 250 sf of floor area
Wholesale, inventory, sales, storage not otherwise classified			2	1 per 1,000 sf of floor area devoted to enclosed storage
Transportation, Communication and Utility				

Automobile parking, attendant, shelter		1 per employee on the maximum shift
Communications facilities, broadcasting studios, message centers, telephone exchange, transmitting stations and towers		1 per 300 sf of floor area
Motor vehicle transportation		
Bus equipment maintenance and garaging	2	2 per service bay or stall, plus 1 per vehicle storage space
Motor freight equipment maintenance and garaging	2	2 per service bay or stall, plus 1 per vehicle storage space
Taxicab		
Equipment maintenance and garaging	1	2 per service bay or stall, plus 1 per vehicle storage space
Convenience stands		2 standing spaces
Utility-Generation plants, refuse disposal, regulating substations, sanitary landfills, storage, solid waste disposal	1	1 per 1,000 sf of total site area
*Loading spaces for self storage warehouse-1 space per 20,000 sf of floor area. sf = square feet.		

(Code 1973, § 81-60; Code 1982, § 38-31(d)(2); Ord. No. 619; Ord. No. 790; Ord. No. 804; Ord. No. 811; Ord. No. 924; Ord. No. 960, 2-23-1981; Ord. No. 999, 2-22-1982; Ord. No. 1021, 8-9-1982; Ord. No. 1039, 2-28-1983; Ord. No. 1051, 6-13-1983; Ord. No. 1081, 9-10-1984; Ord. No. 1083, 9-24-1984; Ord. No. 1139, 5-27-1986; Ord. No. 1188, 5-26-1987; Ord. No. 1203, 10-13-1987; Ord. No. 1227, 6-13-1988; Ord. No. 1263, 5-22-1989; Ord. No. 1277, § 6, 10-10-1989; Ord. No. 1382, 11-25-1991; Ord. No. 1477, 5-9-1994; Ord. No. 1590, 10-14-1997; Ord. No. 1636, 3-8-1999; Ord. No. 1766, 9-13-2004)

Sec. 48-1080. General requirements.

(a) *Evidence of control and future development potential.* All property to be developed within a MUR shall be a single parcel of land and shall not be subdivided, except in accordance with chapter 38, pertaining to subdivisions. Upon approval of a MUR site plan, any building permit, subdivision plat, subsequent site plans or amendment, or any other application for development shall be in substantial conformance with the approved site plan. Any such subsequent application will be reviewed on the basis that it will not:

(1) Impair the ability of the project to be developed, as approved;

(2) Jeopardize approved pedestrian, vehicular, or utility connections on the property;

(3) Adversely affect the practicality or cost of maintaining common or shared facilities on the property;

(4) Change the ability of reduced parking spacing under shared parking to meet needs; or

(5) Fragment the property in a manner to negate the intent of consolidation of parcels, as stated in section 48-1079

(b) *Minimum project area.* The site area for all MUR applications must be at least 2½ contiguous acres.

(c) *Affordable dwelling units.* All residential units are subject to the provisions of article VII of this chapter.

(d) *Parking requirements.* Parking requirements shall be met in accordance with individual use requirements, as described in division 2 of this article, or may take advantage of a shared parking or reduced parking approach described in the text and table of this subsection (d). Landscaping requirements for parking areas in section 48-940 do not apply to MUR applications. For MUR application landscaping requirements, see subsections (f) through (h) of this section. Applicants may choose one of the following shared parking or reduced parking options:

(1) *Specific use parking reductions.* Applicants may request from the planning commission, during the site plan process, a consideration for a reduction in the parking requirements of division 2 of this article for a specific use, if verifiable data is produced that supports a reduction in parking and loading spaces.

(2) *Parking reductions for use of alternative modes of transportation.* Applicants may request from the planning commission, during the site plan process, a consideration for a reduction in the parking requirements of division 2 of this article of up to 20 percent for reduced parking demands due to the use of or incentives for the use of modes of transportation other than single-occupancy vehicles, such as carpooling, metro shuttle buses, proximity to metro, or contribution to city transit services. Verifiable data must be produced that supports a reduction in parking for these purposes.

(3) *Shared parking.* Shared parking for developments containing a mix of uses.

a. When any land and/or buildings are contiguous to one another, and are used for two or more purposes, the number of parking spaces shall be computed by multiplying the minimum requirements in division 2 of this article by the appropriate percentage as shown in the following parking credit schedule for each of the five time periods. The number of parking spaces required for the mixed-use development is then determined by adding the results in each column. The column total that generates the highest number of parking spaces becomes the parking requirement.

Shared Parking Requirements by Time Period

Use	Weekday		Weekend		
	Day	Evening	Day	Evening	Night
Industrial/warehouses/business and professional offices, including medical and dental	100%	10%	10%	5%	5%

Retail business and service establishments	60%	90%	100%	70%	5%
Hotels/motels	75%	100%	75%	100%	75%
Restaurants	50%	100%	100%	100%	10%
Indoor commercial recreation establishments and nonadult theaters	40%	100%	80%	100%	10%
All other uses	100%	100%	100%	100%	100%
Note—Time periods:	Day: 6:00 a.m. to 6:00 p.m.				
	Evening: 6:00 p.m. to 12:00 midnight				
	Night: 12:00 midnight to 6:00 a.m.				

b. The following conditions shall apply to any parking facility for a development containing a mix of uses:

1. The mixed-use property and mixed-use shared parking facility must be owned by the same developer/owner or must be the subject of a recorded shared parking agreement made between current and future owners of the properties involved and shall convey with the land. Any such agreements must also contain a provision for parking facility maintenance. Any changes to the agreement must be approved by the planning commission. There cannot be greater than 500 linear feet, measured along the most appropriate walking route between the shared parking facility and the entrance to the establishments being served. Shared parking facilities located on a separate lot from the establishments being served must meet the requirements of division 2 of this article.
2. Parking for the handicapped spaces may not be shared or included in any shared parking calculation.
3. All shared parking spaces must be available for common use by all participants in the shared parking agreement. No reserved spaces may be part of the shared parking agreement.
4. The planning staff shall determine at the time of site plan approval that shared parking is possible and appropriate at the location proposed. Particular attention is needed to ensure that sufficient and convenient shortterm parking will be available to commercial establishments during the weekday daytime period. The shared parking spaces must be located in the most convenient and visible area of the parking facility nearest the establishment being served.
5. All subsequent changes in use require a new occupancy permit and proof that sufficient parking will be available. The table in subsection (d)(3)a of this section determines a minimum number of spaces required to receive occupancy permits.
6. The requirements described in the table in subsection (d)(3)a of this section apply to all proposed uses for any one phase of development in addition to the ultimate buildout for the development.
7. A parking facility, for the purposes of this section, is defined as a surface parking lot or group of lots, a parking structure, or a garage.

(4) *Surface parking.* Surface parking shall not occupy more than 25 percent of the gross site area. Parking at grade that is covered as the first level of a parking structure does not count within this 25 percent requirement. If development of a project will be phased, in accordance with section 48-1139, such that structured parking will not be built within the first phase and surface parking will occupy more than 25 percent of the gross site area, the applicant must show the ultimate plan for buildout of the site with a maximum of 25 percent of the gross site area dedicated to surface parking. A conditional use permit is required for any surface parking

facilities that occupy greater than 25 percent of the gross site area, during any phase of the development project. This conditional use permit shall place a time limit on the temporary allowance for greater than 25 percent surface parking. In addition, the applicant must comply with the general design standards in subsection (f) of this section and parking design and landscaping standards in subsections (f) through (h) of this section.

(e) *Setback requirements.* Development shall comply with a minimum project area perimeter-building setback of 14 feet from the face of the curb or if there is no curb, from the property line, and a maximum project area perimeter-building setback of 20 feet. In addition, in MUR 1 areas, residential townhouses shall be set back no less than 20 feet from the face of the curb. The 14-foot minimum setback requirement does not apply when the perimeter of a MUR project adjoins an R district, in which case the setback shall be no less than 20 feet. No setback regulations between the interior uses apply to MUR applications. Two exceptions apply to the 20-foot maximum setback condition. When either of the following conditions exist, there will be no maximum setback requirements:

(1) Public open spaces are created on the perimeter that serves the uses adjoining it.

(2) Ancillary parking facilities are created on the perimeter that is bounded on three sides by retail space.

(f) *General design requirements.* Pursuant to the city Charter, section 17.10, all development in MUR areas must be in accordance with the design and appearance standards as set forth in the city's community appearance plan. These community appearance plan standards are designed to promote developments of excellent design and architecture that create a main street-type appearance on Broad and Washington Streets, and that are compatible with the surrounding area. In addition, the following design standards must be met:

(1) Buildings that front on Broad Street and Washington Street shall contain the following pedestrian-friendly features:

a. Direct access to pedestrian ways serving the use and to adjacent public streets.

b. Provision of seating, landscaping, lighting, and artistic or architectural embellishments on building facades and in public open spaces.

c. Architectural details in building facades that break up large blank walls.

d. Large first floor display windows that provide visual access into buildings for pedestrians and drivers.

(2) Wherever possible, parking and loading spaces shall be located to the rear of structures and shall be screened, in accordance with the requirements of this division.

(3) When parking areas are permitted to front on Broad Street, Washington Street, or Maple Avenue, decorative pavement materials, such as brick pavers or cobblestones, or textured pavement, shall be integrated with standard asphalt or concrete pavement treatments.

(4) Structures shall be designed and constructed to include features, such as: facade setbacks and recesses for purposes of plazas, arcades, open space, and streetscape features or furniture; different architectural treatment of ground-level areas; canopies and awnings for functional purposes and visual interest, balconies, terraces, and yards for use and visual interest; wall materials that reflect materials in the nearby street frontage; facade offsets, pitched and varied rooflines, textured materials, and like devices to visually lessen the bulk of buildings that are greater in bulk than generally permitted in the zoning district.

(5) The visual impact of structured parking facilities should be reduced through design and topography.

(6) If residential townhouses or apartments are permitted and constructed within MUR application areas, they shall be physically and functionally integrated within the overall development, such that there are pedestrian connections to the remainder of the development and such that any buffers do not physically impede these connections.

(g) *Streetscape improvement requirements.* Streetscape improvements, that are consistent with the design shown in the city's adopted streetscape plan, shall be provided along all frontages on public

streets for which streetscape plans have been adopted. Landscaping within setback areas should be compatible with, if not an extension of, the streetscape treatments in the public right-of-way. Landscaped areas within the streetscape shall not count towards the landscaping and open space requirements of subsection (h) of this section.

(h) *Landscaping and open space requirements.* Section 48-940 does not apply to MUR applications. The remainder of division 2 of this article is applicable.

(1) All MUR site plan applications must contain a landscaping plan. A minimum of 15 percent of the gross site area must be landscaped open space. The term "landscaped open space" is defined in section 48-2. This 15 percent may include up to five feet of landscaped perimeter setback areas. A five-foot landscaped open space area, as defined in section 48-2, must be included on all MUR application area perimeter streets as part of the 14- to 20-foot required perimeter setback. MUR application area perimeters that are not bounded by street frontage and abut properties outside of the MUR application area must comply with the site screening requirements of this section. Five percent of the interior of all surface parking facilities must be landscaped. The internal area of a parking facility is defined by the perimeter of the curbs or edge of paving. This five percent of interior surface parking areas may also be included within the 15 percent gross site area requirement. Structured parking facilities must include a minimum of two percent of landscaped area on the top decks, with the remaining three percent to be planted adjacent to the ground level of the parking structure. Rear townhouse yards cannot be applied to the 15 percent landscaped open space requirement. The following standards also apply to the 15 percent gross site area landscaped open space requirements:

a. The five percent landscaping requirement for the interior of surface parking areas must be in the form of islands which must include a mixture of shade trees, shrubs, groundcover, and perennials to maximize shade potential and visual buffers. Each island must contain a minimum of one canopy tree and 150 square feet.

b. Best management practices shall be employed in establishing stormwater management techniques, as described in the Falls Church Watershed Management Plan, section 4.0.

c. The two percent landscaping requirement for the top decks of structured parking facilities should include three-foot perimeter planters at certain locations and corner planters with shade trees. The majority of the remaining three percent of landscaping adjacent to the ground level of the structure should be comprised of evergreen screening with the capacity to grow to a minimum of eight feet in height.

d. Landscaping within the required perimeter setback area shall include street-type shade trees, measuring from two to 2½ inches in caliper, planted at intervals of 30 to 40 feet. In addition, a combination of large shrubs, small shrubs, and groundcover (not to include turf grass) arranged formally or informally, that will cover the entire area at maturity, shall be required. Groundcover shall not comprise more than 15 percent of the site screen area. Large shrubs shall measure at least 30 inches in height at the time of planting and reach a minimum mature height of 3½ feet. Small shrubs shall measure at least 18 inches in height at the time of planting and reach a maximum of 3½ feet at maturity. Enough large shrubs must be planted to maintain a visual buffer the length of the setback area, if a MUR area perimeter is adjacent to an adjoining property and is not separated by a street, subsection (h)(2) of this section will govern the requirements for that section of the perimeter.

e. All plant materials must be inspected by the city arborist prior to planting and shall meet the city's approved plant list and commercial site planting requirements. Installation may be spot checked by the city arborist.

f. Landscaped open space shall be consolidated into useable areas when possible.

(2) Site screening is required between adjoining uses and development not separated by a street at a MUR application area perimeter. All MUR site plan applications must adhere to the

following site screening requirements to provide a visual buffer between adjoining uses. These requirements apply only to perimeter boundaries of any MUR application and not to district separations that are interior to a MUR application area. Site screening requirements vary depending on the intensity of both the district in which a use is proposed and its neighboring district.

a. *Site screening requirement A.* A ten-foot wide landscaped planting strip shall include street-type shade trees, measuring from two to 2½ inches in caliper, planted at intervals of 30 to 40 feet. In addition, a combination of large shrubs, small shrubs, and groundcover (not to include turf grass), arranged formally or informally, that will cover the entire area at maturity shall be required. Groundcover shall not comprise more than 15 percent of the site screen area. Large shrubs shall measure at least 30 inches in height at the time of planting and reach a minimum mature height of 3½ feet. Small shrubs shall measure at least 18 inches in height at the time of planting and reach a maximum of 3½ feet at maturity. Enough large shrubs must be planted to maintain a visual buffer the length of the site screen area. All species must be approved by the city arborist.

b. *Site screening requirement B.* A ten-foot wide landscaped planting strip shall include street-type shade trees, measuring from two to 2½ inches in caliper, planted at intervals of 30 to 40 feet. In addition, a combination of large shrubs, small shrubs, and groundcover (not to include turf grass), arranged formally or informally, that will cover the entire area at maturity shall be required. Groundcover shall not comprise more than 15 percent of the site screen area. Large shrubs shall measure at least 30 inches in height at the time of planting and reach a minimum mature height of 3½ feet. Small shrubs shall measure at least 18 inches in height at the time of planting and reach a maximum of 3½ feet at maturity. Enough large shrubs must be planted to maintain a visual buffer the length of the site screen area. In addition to this vegetation, a screening element of at least six feet in height must be created to consist of either a masonry wall, a combined three foot high earthen berm with the required landscaping located atop the berm, or a solid wood fence. All species must be approved by the city arborist.

c. *Site screening requirement C.*

   1. A seven-foot-wide landscaped planting strip shall include evergreen trees planted at intervals of six to ten feet, measuring a minimum of six feet in height at the time of planting and reaching a minimum height of 12 feet at maturity. In addition to this vegetation, a screening element of at least six feet in height must be created to consist of either a masonry wall or a solid wood fence. All species must be approved by the city arborist.

2. Requirements A, B, and C are standards for the size and site screening area and the density and type of landscaping/planting. The developer may substitute a higher site screening requirement, requirement C being higher than B, and B being higher than A. In certain situations, as designated in the table in this subsection, either site screening requirement B or C may be used. Existing trees and other vegetation may be used for site screening, if they are healthy and are approved as part of the landscaping plan by the city arborist. All site screening required by this section must be installed prior to the occupancy of the use. Where compliance with this regulation is not possible because of seasonal planting limitations, the city arborist shall grant an appropriate delay.

Zoning district in which the	Zoning district in which each adjacent use is located

proposed use or development is located	Lower	District intensity								Higher		
	R-1A	R-1B	R-C	R-TH	R-M	O-D	T-1	T-2	B-1	B-2	B-3	M-1
R-M	B or C	B or C	B or C	B or C	A	B or C	A	A	A	A	A	B or C
T-1	B or C	B or C	B or C	B or C	A	A	A	A	A	A	A	B or C
T-2	B or C	B or C	B or C	B or C	A	A	A	A	A	A	A	B or C
B-1	B or C	B or C	B or C	B or C	A	A	A	A	A	A	A	B or C
B-2	B or C	B or C	B or C	B or C	A	A	A	A	A	A	A	B or C
B-3	B or C	B or C	B or C	B or C	B or C	A	A	A	A	A	A	B or C
M-1	B or C	B or C	B or C	B or C	B or C	B or C	B or C	B or C	B or C	B or C	B or C	A

(i) MUR application requirements and procedures in addition to division 7 of this article, pertaining to site plan requirement, are as follows:

(1) *Requirements.* In addition to the site plan application requirements in division 7 of this article, a complete MUR application shall include the following:

a. A statement of how the proposed development will be consistent with the city comprehensive plan and its future land use plan map.

b. A statement of how the proposed development will be consistent with article VII of this chapter pertaining to affordable dwelling units.

c. A statement of how the proposed development will be consistent with the design and appearance standards as set forth in the city's community appearance plan.

d. A table including the total number of square feet of floor area that will be dedicated to specific permitted uses as required by section 48-1081

e. A statement of the floor area ratio of the project as a whole, and number of townhouse units per acre, if applicable.

f. A statement of number of parking spaces, and if utilized, an explanation of how shared parking reduction formulas in subsections (d)(1) through (3) of this section are being applied.

g. Location of and gross number of square feet of each area to be counted as landscaped open space in meeting the 15 percent requirement of subsection (h) of this section.

h. Location of public uses such as schools, parks, playgrounds, and other useable open space, if any are proposed.

i. A statement of the expected schedule of development.

j. A fiscal impact assessment of the proposed project, including the number of projected school age children. All projected costs and revenues associated with the proposed development must be stated in both average and marginal terms.

k. An analysis of traffic impacts associated with the development proposal.

l. A three-dimensional massing model of the proposed development. This may be submitted as a hand drawing or computer-aided drawing.

m. A statement of all anticipated off-site improvements, such as roads, sewer and drainage facilities, or other public improvements, necessary to construct the proposed development, as well as other amenities.

(2) *Procedure.*

a. All MUR applications will be processed as described in division 7 of this article. The planning director will initially review the conceptual plan and application based on the established MUR criteria. Following this review, there shall be a pre-site plan filing concept meeting with the planning commission, staff and applicant to provide

comments prior to significant site plan engineering and formal site plan filing under division 7 of this article;

b. MUR applicants may apply for phased site plan review per section 48-1139. It is preferred that the commercial components of approved MUR site plans be constructed prior to or simultaneous with the residential components; however, any one of the following options is allowed for the phasing of the residential component of MUR projects:

1. *Option 1.* No more than 50 percent of the building permits for residential units displayed on an approved MUR site plan may be granted prior to an approved footer inspection for all new commercial construction displayed on that approved site plan;

2. *Option 2.* One hundred percent of building permits for residential units displayed on an approved MUR site plan may be granted prior to an approved footer inspection for all new commercial construction displayed on that approved site plan, if a letter of credit or bond is posted in the amount of 25 percent of the cost constructing all new commercial structures and parking facilities displayed on the approved site plan;

c. *Option 3.* One hundred percent of building permits for residential units displayed on an approved MUR site plan may be granted following the completion and satisfactory inspection of all site preparation requirements including site preparation; earthwork; utility services; drainage/containment; foundation/load bearing elements; tunneling, boring and jacking; and bases, ballasts, pavements, and appurtenances, for the entire MUR application site as displayed on the approved site plan and subdivision. In addition, the posting of a letter of credit or bond in the amount of the cost of constructing all of the parking facilities displayed on the approved site plan is required for the use of this option; or

d. *Option 4.* Application for any phasing options other than those listed above may be made to the city council, which may, in its discretion, and following consideration by council of the recommendation of the planning commission, grant a construction phasing permit that shall meet the public purposes expressed in this division, pertaining to MUR. For purposes of this option, the planning commission shall report its recommendation to the city council within 45 days of the date of referral of the applicant's complete application the planning commission. Notwithstanding any other provision, this option 4, shall not become effective until such time as the council adopts appropriate standards for the implementation and administration of this option.

The preexisting commercial structures within a MUR application area shall not be basis for receiving residential building permits prior to the footer inspections for all commercial structures shown on the approved site plan.

(Code 1982, § 38-34(a)(2); Ord. No. 1636, 3-8-1999; Ord. No. 1670, 3-13-2000; Ord. No. 1671, 4-10-2000)

Attachment II

Parking Count Summaries

Table 3
Circle Towers Parking Study
Site Parking Occupancy Count Summary

Hour	Tuesday April 20, 2010	Total Occupied Spaces Thursday April 22, 2010	Saturday April 24, 2010
6:00 AM	778	840	830
7:00 AM	726	830	818
8:00 AM	653	643	769
9:00 AM	569	540	716
10:00 AM	494	520	672
11:00 AM	465	471	587
12:00 PM	477	491	561
1:00 PM	462	469	584
2:00 PM	452	436	559
3:00 PM	462	454	535
4:00 PM	474	456	520
5:00 PM	493	447	546
6:00 PM	493	466	552
7:00 PM	570	550	570
8:00 PM	604	626	590
9:00 PM	675	685	597
10:00 PM	728	738	628
11:00 PM	753	784	698
12:00 AM	752	818	718
Max. Occupancy	778	840	830

Meridian At Carlyle
Summary of Parking Occupancy/Demand

Date	Time	Occupied Spaces	Percent Occupied	Spaces per Occupied Unit
Weekday				
5/24/2001	10:00 PM	265	53%	0.78
5/25/2001	2:00 AM	296	60%	0.87
5/30/2001	10:00 PM	285	57%	0.84
5/31/2001	2:00 AM	306	62%	0.90
5/31/2001	10:00 PM	276	56%	0.82
6/1/2001	2:00 AM	316	64%	0.93
6/1/2001	10:00 PM	272	55%	0.80
6/2/2001	2:00 AM	288	58%	0.85
Average		288	58%	0.85
Saturday				
6/2/2001	10:00 PM	238	48%	0.70
6/3/2001	2:00 AM	281	57%	0.83
Average		260	52%	0.77
Parking Supply		496		
Occupied Units		339		

Warwick I
Summary of Parking Occupancy/Demand

Date	Time	Occupied Spaces	Percent Occupied	Spaces per Occupied Unit
Weekday				
5/15/2001	10:00 PM	251	73%	0.81
5/16/2001	10:00 PM	250	73%	0.81
5/17/2001	2:00 AM	285	83%	0.92
5/17/2001	10:00 PM	253	74%	0.82
5/18/2001	2:00 AM	279	82%	0.90
5/18/2001	10:00 PM	223	65%	0.72
5/19/2001	2:00 AM	253	74%	0.82
5/22/2001	10:00 PM	262	77%	0.85
5/23/2001	2:00 AM	292	85%	0.94
5/23/2001	10:00 PM	258	75%	0.83
5/24/2001	2:00 AM	278	81%	0.90
5/24/2001	10:00 PM	248	73%	0.80
5/25/2001	2:00 AM	281	82%	0.91
Average		263	77%	0.85
Saturday				
5/12/2001	10:00 PM	231	68%	0.75
5/13/2001	2:00 AM	268	78%	0.86
5/19/2001	10:00 PM	231	68%	0.75
5/20/2001	2:00 AM	250	73%	0.81
Average		245	72%	0.79
Parking Supply		342		
Occupied Units		310		

Courtland Park
Summary of Parking Occupancy/Demand

Date	Time	Occupied Spaces	Percent Occupied	Spaces per Occupied Unit
Weekday				
5/30/2001	10:00 PM	230	87%	0.87
5/31/2001	2:00 AM	258	97%	0.98
5/31/2001	10:00 PM	206	78%	0.78
6/1/2001	2:00 AM	255	96%	0.97
6/1/2001	10:00 PM	193	73%	0.73
6/2/2001	2:00 AM	239	90%	0.91
Average		230	87%	0.87
Saturday				
6/2/2001	10:00 PM	197	74%	0.75
6/3/2001	2:00 AM	231	87%	0.88
Average		214	81%	0.81
Parking Supply (1)		404		
Resident Parking Allocation		265		
Occupied Units		264		

Note: (1) Approved site plan references 265 spaces reserved for resident use. Percent occupancy calculated based on percent of resident allocation.

Fairfax Towers
Summary of Parking Occupancy/Demand

Date	Time	Occupied Spaces	Percent Occupied	Spaces per Occupied Unit
Weekday				
5/23/2001	10:00 PM	437	79%	1.15
5/24/2001	2:00 AM	487	88%	1.28
5/24/2001	10:00 PM	410	74%	1.08
5/25/2001	2:00 AM	483	88%	1.27
5/30/2001	10:00 PM	441	80%	1.16
5/31/2001	2:00 AM	506	92%	1.33
5/31/2001	10:00 PM	484	88%	1.27
6/1/2001	2:00 AM	506	92%	1.33
6/1/2001	10:00 PM	402	73%	1.06
6/2/2001	2:00 AM	485	88%	1.28
Average		464	84%	1.22
Saturday				
6/2/2001	10:00 PM	422	77%	1.11
6/3/2001	2:00 AM	489	89%	1.29
Average		456	83%	1.20
Parking Supply		551		
Occupied Units		380		

Ravensworth Towers
Summary of Parking Occupancy/Demand

Date	Time	Occupied Spaces	Percent Occupied	Spaces per Occupied Unit
Weekday				
5/16/2001	10:00 PM	253	72%	1.18
5/17/2001	2:00 AM	269	76%	1.26
5/17/2001	10:00 PM	234	66%	1.09
5/18/2001	2:00 AM	257	73%	1.20
5/18/2001	10:00 PM	227	64%	1.06
5/19/2001	2:00 AM	257	73%	1.20
5/22/2001	10:00 PM	246	70%	1.15
5/23/2001	2:00 AM	271	77%	1.27
5/23/2001	10:00 PM	250	71%	1.17
5/24/2001	2:00 AM	273	77%	1.28
Average		254	72%	1.19
Saturday				
5/19/2001	10:00 PM	221	63%	1.03
5/20/2001	2:00 AM	246	70%	1.15
Average		234	66%	1.09
Parking Supply		353		
Occupied Units		214		

Springfield Station
Summary of Parking Occupancy/Demand

Date	Time	Occupied Spaces	Percent Occupied	Spaces per Occupied Unit
Weekday				
12/13/1999	12:00 AM	786	84%	1.26
12/14/1999	12:00 AM	805	86%	1.29
12/15/1999	12:00 AM	795	85%	1.28
12/16/1999	12:00 AM	773	83%	1.24
12/17/1999	12:00 AM	781	84%	1.25
Average		788	84%	1.26
Saturday				
12/11/1999	12:00 AM	764	82%	1.23
Average		764	82%	1.23
Parking Supply		933		
Occupied Units		623		

Attachment III

Other Locality Parking Requirements

ARTICLE 11

OFF-STREET PARKING AND LOADING, PRIVATE STREETS

PART 1 11-100 OFF-STREET PARKING

11-101 Applicability

1. Except as provided for in a Commercial Revitalization District, in any R, C or I district, all structures built and all uses established hereafter shall provide accessory off-street parking in accordance with the following regulations, and in a P district, the provisions of this Part shall have general application as determined by the Director.

2. The provision of off-street parking for a change in use and/or an expansion or enlargement of an existing structure and/or use shall be in accordance with the following:

   A. When there is a change in use to a use which has the same or lesser parking requirement than the previous use, no additional parking shall be required. When there is a change to a use which has a greater parking requirement than the previous use, the minimum off-street parking requirement in accordance with the provisions of this Article shall be provided for the new use.

   B. When an existing structure and/or use is expanded or enlarged, the minimum off-street parking requirements in accordance with the provisions of this Article shall be provided for the area or capacity of such expansion or enlargement. However, compliance with the minimum off-street parking requirements shall not be required for the expansion or enlargement when such expansion or enlargement is to provide an accessibility improvement.

   Notwithstanding the above, for special permit and special exception uses, the respective approving body may require the provision of off-street parking in accordance with this Article for the entire structure or use as expanded or enlarged.

3. The provisions of this Part shall not be deemed to apply to motor vehicle storage or display parking areas associated with a vehicle sale, rental and ancillary service establishment, except as may be qualified elsewhere in this Ordinance.

11-102 General Provisions

1. All required off-street parking spaces shall be located on the same lot as the structure or use to which they are accessory or on a lot contiguous thereto which has the same zoning classification, and is either under the same ownership, or is subject to agreements or arrangements satisfactory to the Director that will ensure the permanent availability of such spaces.

   Provided, however, where there are practical difficulties or if the public safety and/or public convenience would be better served by the location other than on the same lot or on a contiguous lot with the use to which it is accessory, the Board, acting upon a specific request, may authorize such alternative location subject to conditions it deems appropriate and the following:

A. Such required space shall be subject to agreements or arrangements satisfactory to the Board that will ensure the permanent availability of such spaces, and

B. The applicant shall demonstrate to the Board's satisfaction that such required space shall be generally located within 500 feet walking distance of a building entrance to the use that such space serves or such space will be provided off-site with access via a valet or shuttle service subject to agreements or arrangements approved by the Board which will ensure the operation of such service and that there will not be any adverse impacts on the site of the parking spaces or the adjacent area, or

C. Such required space shall be accommodated in accordance with the provisions of Par. 6 below.

In a Commercial Revitalization District, the Director may approve an alternative location in accordance with the above and the provisions of the Commercial Revitalization District.

2. When provided as an accessibility improvement, accessible off-street parking spaces and related access aisles and accessible routes shall be in accordance with the provisions of the VUSBC and the Public Facilities Manual. The number of accessible parking spaces shall be included in the required number of parking spaces. Each such accessible parking space shall 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. No off-street parking facilities for a structure or use permitted only in a C or I district shall be located in an R district except upon approval as a special exception by the Board as provided in Part 6 of Article 9.

4. Off-street parking spaces may serve two (2) or more uses; however, in such case, the total number of such spaces must equal the sum of the spaces required for each separate use except:

A. As may be permitted under Paragraphs 5, 22, 26 and 27 below and Par. 3 of Sect. 106 below; or

B. That the Board may, subject to conditions it deems appropriate, reduce the total number of parking spaces required by the strict application of this Part when the applicant has demonstrated to the Board's satisfaction that fewer spaces than those required by this Part will adequately serve two (2) or more uses by reason of the hourly parking accumulation characteristics of such uses and such reduction will not adversely affect the site or the adjacent area.

Notwithstanding the above, required off-street parking spaces and their appurtenant aisles and driveways which are not fully utilized during the weekday may be used for a public commuter park-and-ride lot when such lot is established and operated in accordance with a public commuter park-and-ride lot agreement approved by the Board.

In addition, for a use where the minimum number of required parking spaces is provided on site in accordance with this Part, but additional off-site parking may be

desired, the Director may, subject to conditions the Director deems appropriate, approve the use of a portion of an adjacent site's required parking spaces, when the applicant has demonstrated to the Director's satisfaction that the use of such spaces on the adjacent site will not adversely affect such site or the adjacent area by reason of the hourly parking accumulation characteristics of such uses.

5. Within the area in proximity to a mass transit station, which station either exists or is programmed for completion within the same time frame as the completion of the subject development, or along a corridor served by a mass transit facility, which facility is conveniently accessible to the proposed use and offers a regular scheduled service, the Board may, subject to conditions it deems appropriate, reduce the number of off-street parking spaces otherwise required by the strict application of the provisions of this Part. Such reduction may be approved when the applicant has demonstrated to the Board's satisfaction that the spaces proposed to be eliminated are unnecessary based on the projected reduction in the parking demand resulting from the proximity of the transit station or mass transit facility and such reduction in parking spaces will not adversely affect the site or the adjacent area.

6. Within areas designated as Community Business Centers on the adopted comprehensive plan, the Board may waive the requirement that all required off-street parking spaces be located on the same lot or on a contiguous lot as set forth in Par. 1 above, provided the following conditions are met:

   A. The developer shall apply to the Director stating the circumstances which make it impracticable to meet the requirements of this Part, and

   B. The developer shall agree to pay to the County a sum for each space so eliminated, such sum to be set by the Board in an annually adopted schedule, and

   C. The County has plans for the erection of a public parking facility in the immediate area of the request, and

   D. The County has provided for the development of such parking, at a time and in a quantity sufficient to meet the needs of the applicant's proposed use.

7. All required off-street parking spaces and their appurtenant aisles and driveways shall be deemed to be required space on the lot on which the same are situated and shall not be encroached upon or reduced in any manner except upon approval by the Board in accordance with the provisions of this Ordinance, or except upon approval by the Director in any of the following circumstances. This provision shall not be deemed to negate pipestem lots otherwise allowed under the provisions of Sect. 2-406.

   A. Such space may be reduced by the amount to which other space, conforming to the provisions of this Ordinance, is provided for the use that is involved, or

   B. Such space may be reduced by an amount which is justified by a reduction in the need for such space by reason of a reduction in the size or change in the nature of the use to which such is appurtenant, or

C. Such space may be reduced by reason of the provision of conveniently available parking space in a parking lot established by a public authority for which the developer has made payment in accordance with the provisions of Par. 6 above, or

D. Such space may be reduced for an existing structure or use to provide an accessibility improvement.

8. Except as may be qualified elsewhere in this Ordinance, off-street parking spaces that are located on the ground and are open to the sky may be located in any required yard but not closer than ten (10) feet to any front lot line, unless modified by the Board or BZA pursuant to Part 2 of Article 13; except that this ten (10) foot minimum distance shall not be required between parking spaces provided for single family attached dwellings in parking bays and the front lot lines of single family detached dwelling unit lots and shall not apply to parking spaces provided for and on the same lot with single family detached or attached dwellings, provided such space shall not encroach into any sidewalk or trail.

For single family detached dwellings on lots containing 36,000 square feet or less in the R-1, R-2, R-3 and R-4 Districts, all parking for vehicles or trailers in a front yard shall be on a surfaced area, provided, however, that this shall not be deemed to preclude temporary parking on an unsurfaced area in a front yard for a period not to exceed forty-eight (48) hours for loading, unloading, cleaning or repair of vehicles or trailers. In addition, in the R-1 and R-2 Districts, no more than twenty-five (25) percent of any front yard and in the R-3 and R-4 Districts, no more than thirty (30) percent of any front yard shall be surfaced area for a driveway or vehicle/trailer parking area; provided, however, that these limitations may be exceeded for a surfaced area that is:

A. Directly contiguous with, and providing primary access to, two (2) side-by-side parking spaces as long as the surfaced area is not more than twenty-five (25) feet long and eighteen (18) feet wide;

B. On a lot which has its primary access from a major thoroughfare and consists of two (2) side-by-side parking spaces and a vehicular turn-around area as long as the surfaced area is not more than twenty-five (25) feet long and eighteen (18) feet wide and the turn-around area does not exceed 150 square feet; or

C. Provided as an accessibility improvement as approved by the Zoning Administrator.

Surfaced area shall include asphalt, poured or precast concrete, brick, stone, gravel, or any other impervious surface, or grasscrete or other similar pervious surface. On a pipestem lot, the surfaced area within the pipestem driveway shall not be included in this limitation.

Except as may be qualified elsewhere in this Ordinance, parking structures and carports shall be subject to the minimum yard requirements applicable in the zoning district in which located; except parking structures that are completely underground may be located in any required yard, but not closer than one (1) foot to any lot line.

9. All off-street parking facilities shall be used solely for the parking of vehicles in operating condition by patrons, occupants or employees of the use to which such parking is accessory.

No motor vehicle repair work except emergency service shall be permitted in association with any required off-street parking facilities.

10. All off-street parking space shall be provided with safe and convenient access to a street. If any such space is located contiguous to a street, the street side thereof shall be curbed, and ingress and egress shall be provided only through driveway openings through the curb of such dimension, location and construction as may be approved by the Director in accordance with the provisions of the Public Facilities Manual.

11. All off-street parking areas, including aisles and driveways, except those required for single family detached dwellings, shall 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.

12. All off-street parking spaces and areas shall comply with the geometric design standards presented in the Public Facilities Manual. All parking spaces, except those provided for and on the same lot with single family detached and attached dwellings, shall be clearly marked in accordance with the design guidelines set forth in the Public Facilities Manual and shall be subject to the approval of the Director.

    Except for public commuter park-and-ride lots which utilize existing off-street parking spaces accessory to another use, any proposal to redesignate parking space delineations which changes the existing space size, configuration or number shall require the submission to and approval by the Director of a plan certified by an engineer or land surveyor authorized by the State to practice as such. Such plan shall show all off-street parking spaces, related driveways, loading spaces and walkways, indicating 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. No plan shall be approved which reduces the number of parking spaces below the minimum number required by this Article.

    Notwithstanding the above, a redesignation plan to provide an accessibility improvement need not be certified by an engineer or land surveyor and any such plan which reduces the number of parking spaces below the minimum requirements of this Article may be approved.

13. All required stacking spaces shall be a minimum of eighteen (18) feet in length. In addition, the geometric design of the stacking aisle(s), including but not limited to the radius and width of the travel aisle, shall be subject to the approval of the Director.

14. All lighting fixtures used to illuminate off-street parking areas shall be in conformance with the performance standards for outdoor lighting set forth in Part 9 of Article 14.

15. All off-street parking areas shall comply with the provisions for landscaping and screening presented in Article 13.

16. Parking spaces required on an employee/person basis in the Sections that follow shall be based on the maximum number of employees/persons on duty or residing, or both, on the premises at any one time, or the occupancy load of the building, whichever is greater.

17. Where a given use or building contains a combination of uses as set forth in the following Sections, parking shall be provided on the basis of the sum of the required spaces for each use, except as may be permitted by Par. 22 below.

18. If there is uncertainty with respect to the amount of parking spaces required by the provisions of this Ordinance as a result of an indefiniteness as to the proposed use of a building or of land, the maximum requirement for the general type of use that is involved shall govern.

19. Where the required number of parking spaces is not set forth for a particular use in the following Sections, and where there is no similar general type of use listed, the Zoning Administrator shall determine the basis of the number of spaces to be provided.

20. The Board may reduce the total number of stacking spaces required by the strict application of the provisions of this Part when it has been conclusively demonstrated that circumstances, site design or location do not warrant the number of spaces required and that such reduction will not adversely affect pedestrian or vehicular circulation on the site or on any abutting street.

21. When the number of spaces calculated in accordance with the provisions of this Article results in a number containing a fraction, the required number of spaces shall be the next higher whole number.

22. Accessory service uses, as permitted by Paragraphs 2 and 3 of Sect. 10-202, which are located within the building of a principal use, and which serve the occupants, their patients, clients or customers, may be parked in accordance with the parking requirement for the principal use; provided, however, that the total gross floor area for all such uses shall not exceed fifteen (15) percent of the total gross floor area of the building; that no signs for the accessory service uses shall be visible from the outside of the building; and that the hours of operation for such uses shall be limited to between 6:00 AM and 6:00 PM, Monday through Friday.

23. The same or fewer number of compact car parking spaces existing as of or grandfathered by the Board of Supervisors on September 19, 1988 may be retained in accordance with the conditions of the compact car approval, provided that the total number of parking spaces on-site is not reduced, except if:

    A. Such reduction is to provide an accessibility improvement, or

    B. Such reduction is a result of a reduction in land area by condemnation or by acquisition for public purposes by any governmental agency.

24. Additional off-street parking may be added to an existing development which met the parking requirement in effect at the time of its development, but which does not comply with the current requirements, in order to minimize the degree of current noncompliance.

25. Except as qualified below, for purposes of determining off-street parking requirements, gross floor area shall be determined in accordance with the gross floor area definition except that:

A. Outdoor display/sales area and that area within a cellar that is not used exclusively for storage or for mechanical equipment shall be included as gross floor area; and

B. Mall areas in shopping centers of less than 1,000,000 square feet of gross floor area, which shall be calculated as consisting of the sum of all floors in the mall, measured from the interior faces of the walls of the mall, shall be excluded from gross floor area.

26. In conjunction with the approval of a proffer to establish a transportation demand management (TDM) program, or if a development is subject to an approved proffer for the establishment of a TDM program, the Board may, subject to conditions it deems appropriate, reduce the number of off-street parking spaces otherwise required by the strict application of the provisions of this Part when the applicant has demonstrated to the Board's satisfaction that, due to the proffered TDM program, the spaces proposed to be eliminated for a site are unnecessary and such reduction in parking spaces will not adversely affect the site or the adjacent area. In no event shall the reduction in the number of required spaces exceed the projected reduction in parking demand specified by the proffered TDM program.

For the purposes of this provision, a proffered TDM program shall include: a projected reduction in parking demand expressed as a percentage of overall parking demand and the basis for such projection; the TDM program actions to be taken by the applicant to reduce the parking demand; a requirement by the applicant to periodically monitor and report to the County as to whether the projected reductions are being achieved; and a commitment and plan whereby the applicant shall provide additional parking spaces in an amount equivalent to the reduction should the TDM program not result in the projected reduction in parking demand.

27. For a hotel and/or conference/convention center in proximity to an airport, the Board may, subject to conditions it deems appropriate, reduce the total number of off-street parking spaces otherwise required by the strict application of the provisions of this Part, when it is warranted by a parking study, submitted by the applicant, which demonstrates that a reduction is justified based on actual parking usages at existing developments which are comparable in use and location.

28. The minimum off-street parking requirements for any non-residential use within the Lake Anne Commercial Revitalization Area as designated by the Board of Supervisors may be reduced by twenty (20) percent by the Board when it is demonstrated by the applicant and determined by the Board that such reduction is in furtherance of the goals of the Area as set forth in the adopted comprehensive plan. Such request may also be considered in conjunction with a rezoning and/or special exception application. The fee for a parking reduction set forth in Sect. 17-109 shall not be applicable.

11-103 Minimum Required Spaces for Residential and Lodging Uses

Minimum off-street parking spaces accessory to the uses hereinafter designated shall be provided as follows:

1. Bed and Breakfast:

Two (2) spaces per single family dwelling, provided that only one (1) such space must have convenient access to a street, plus one (1) space per guest room in the bed and breakfast

2. Dormitory, Fraternity or Sorority House, or Other Residence Hall Located Off Campus:

   One (1) space per two (2) sleeping accommodations based on the occupancy load of the building, plus one (1) additional space for each housemother, manager or employee

3. Dwelling, Single Family Detached:

   Two (2) spaces per unit for lots with frontage on a public street and three (3) spaces per unit for lots with frontage on a private street, provided that only one (1) such space must have convenient access to a street

4. Dwelling, Single Family Attached:

   Two and seven-tenths (2.7) spaces per unit, provided, however, that only one (1) such space must have convenient access to the street

5. Dwelling, Multiple Family:

   One and six-tenths (1.6) spaces per unit

6. Hotel, Motel:

   One (1) space per rental unit, plus four (4) spaces per fifty (50) rental units, plus such spaces as are required for eating establishments, assembly rooms and affiliated facilities as determined by the Director

7. Independent Living Facility

   One (1) space per four (4) dwelling units, plus one (1) space per one (1) employee or staff member on the major shift, or such greater number as the Board may require

8. Mobile Home:

   One and one-half (1.5) spaces per unit

9. Nursing, Convalescent, Assisted Living or Congregate Living Facility:

   One (1) space per three (3) residents, plus one (1) additional space for each employee

10. Tourist House, Boarding House, Rooming House:

    One (1) space per guest accommodation

11-104 Minimum Required Spaces for Commercial and Related Uses

Minimum off-street parking spaces accessory to the uses hereinafter designated shall be provided as follows:

1. Bowling Alley:

   Four (4) spaces per alley, plus one (1) space per employee, plus such additional spaces as may be required herein for affiliated uses such as eating establishments

2. Business Service and Supply Service Establishment:

   One (1) space per 300 square feet of gross floor area

3. Car Wash:

   Four (4) spaces per bay/stall plus one (1) space per employee for a self-service establishment, or one (1) space per employee, plus sufficient area for ten (10) stacking spaces per bay/stall for an automated establishment

4. Convenience Center:

   One (1) space per 500 square feet of net floor area plus one (1) space per employee, but never to exceed a total number of six (6) spaces

5. Drive-In Financial Institution:

   Four (4) spaces per 1000 square feet of gross floor area for customer service, lobby and teller area, plus additional space as required herein for any associated offices. In addition, there shall be eight (8) stacking spaces in front of the first window and two (2) stacking spaces in front of each additional window; except that five (5) stacking spaces may be permitted in front of each of the first two (2) windows, provided that both windows shall always remain open when the drive-in facility is operational

6. Drive-Through Pharmacy:

   As required in Par. 20 below, plus five (5) stacking spaces in front of each drive-through window

7. Eating Establishment or Commercial Recreation Restaurant:

   One (1) space per four (4) seats plus one (1) space per two (2) employees where seating is at tables,

   and/or

   One (1) space per two (2) seats plus one (1) space per two (2) employees where seating is at a counter

8. Fast Food Restaurant:

One (1) space per two (2) seats for table and/or counter seating, whether such seating facilities are inside or outside. For fast food restaurant with no seating facilities, one (1) space per sixty (60) square feet of net floor area with a minimum of ten (10) spaces

9. Fast Food Restaurant With Drive-In Facilities:

As required in Par. 8 above, plus eleven (11) stacking spaces for the drive-in window, with a minimum of five (5) such spaces designated for the ordering station. Such spaces shall be designed so as not to impede pedestrians or vehicular circulation on the site or on any abutting street

10. Financial Institution:

Four (4) spaces per 1000 square feet of gross floor area for customer service, lobby and teller area; plus additional spaces as required herein for any associated offices

11. Furniture or Carpet Store:

One (1) space per 500 square feet of net floor area, plus one (1) space for each employee

12. Garment Cleaning Establishment:

One (1) space per 200 square feet of gross floor area

13. Home Professional Office:

As determined by the BZA, a sufficient number of spaces to accommodate all employees plus the largest number of persons that may be expected at any one time

14. Office (unless otherwise provided for in this Section):

A. 50,000 square feet of gross floor area or less: Three and six-tenths (3.6) spaces per 1000 square feet of gross floor area

B. Greater than 50,000 but less than 125,000 square feet of gross floor area: Three (3.0) spaces per 1000 square feet of gross floor area

C. 125,000 square feet of gross floor area or more: Two and six-tenths (2.6) spaces per 1000 square feet of gross floor area

For purposes of determining whether Par. A, B or C is applicable, the size of the office building shall be based on the definition of gross floor area as set forth in Article 20 and where more than one (1) office building is located on a lot, such gross floor area shall be based on each individual building and not on the total gross floor area of all buildings on

the lot. However, once the applicable paragraph is determined, gross floor area as qualified in Sect. 102 above shall be used to determine the required number of parking spaces.

For purposes of this provision, buildings connected by structures such as atriums, awnings, breezeways, carports, garages, party walls, or plazas shall not be deemed to be one (1) building.

15. Outdoor Sales/Display Area other than Vehicle Sale, Rental and Ancillary Service Establishment:

    One (1) space per 500 square feet of open sales/display area plus one (1) space per employee

16. Personal Service Establishment:

    One (1) space per 200 square feet of gross floor area

17. Quick-Service Food Store:

    Six and one half (6.5) spaces per 1000 square feet of gross floor area

18. Recreational Facility other than Theatre, Auditorium, Stadium, Bowling Alley or Swimming Pool:

    One (1) space per three (3) persons based on the occupancy load plus one (1) space per employee

19. Repair Service Establishment:

    One (1) space per 200 square feet of gross floor area

20. Retail Sales Establishment and Retail Sales Establishment-Large, except Furniture or Carpet Store:

    One (1) space per 200 square feet of net floor area for the first 1000 square feet, plus six (6) spaces per each additional 1000 square feet

21. Service Station:

    Two (2) spaces per service bay, plus one (1) space per employee, but never less than five (5) spaces

22. Service Station/Mini-Mart, Combination Service Station and Quick-Service Food Store:

    Two (2) spaces per service bay, plus six and one half (6.5) spaces per 1000 square feet of gross floor area devoted to the retail use

23. Shopping Center:

A. 100,000 square feet of gross floor area or less: Four and three-tenths (4.3) spaces per 1000 square feet of gross floor area

B. Greater than 100,000 but equal to or less than 400,000 square feet of gross floor area: Four (4) spaces per 1000 square feet of gross floor area

C. Greater than 400,000 but less than 1,000,000 square feet of gross floor area: Four and eight tenths (4.8) spaces per 1000 square feet of gross floor area

D. 1,000,000 square feet of gross floor area or more: Four (4) spaces per 1000 square feet of gross floor area

For purposes of determining whether Par. A, B, C or D above is applicable, the size of the shopping center shall be based on the definition of gross floor area as set forth in Article 20, and shall be inclusive of any gross floor area devoted to offices, eating establishments and hotels. The gross floor area calculation as qualified in Sect. 102 above shall then be used to determine the required number of parking spaces.

The off-street parking requirement set forth above shall be applicable to all uses in a shopping center, except that the area occupied by offices, eating establishments and hotels shall be parked in accordance with the applicable standards for such uses as set forth in this Section. For shopping centers subject to Par. A, B or C above, the area occupied by theaters shall be parked in accordance with the applicable shopping center requirement, provided that for theaters with more than 2000 seats, an additional three-tenths (0.3) space shall be provided for each seat above 2000 seats. For shopping centers subject to Par. D above, the area occupied by theaters shall be parked in accordance with the applicable shopping center requirement, provided that for theaters with more than 750 seats, an additional six (6) spaces shall be provided for each 100 seats above 750 seats.

In addition, for all shopping centers, stacking spaces as required by this Part shall be provided for those uses which have drive-in facilities.

24. Swimming Pool, Commercial:

One (1) space per four (4) persons lawfully permitted in the pool at one time, plus one (1) space per employee

25. Theatre, Auditorium or Stadium:

Three-tenths (0.3) space per seat or similar vantage accommodation

26. Vehicle Light Service Establishment:

One (1) space per 200 square feet of net floor area, plus two (2) spaces per service bay, plus one (1) space per employee

27. Vehicle Major Service Establishment:

Two (2) spaces per service bay, plus one (1) space per employee

28. Vehicle Sale, Rental and Ancillary Service Establishment:

One (1) space per 500 square feet of enclosed sales/rental floor area, plus one (1) space per 2500 square feet of open sales/rental display lot area, plus two (2) spaces per service bay, plus one (1) space per employee, but never less than five (5) spaces

29. Vehicle Transportation Service Establishment:

Based on the size and maximum number of company vehicles stored on site with a minimum of one (1) space per (1) employee on major shift, plus one (1) space per company vehicle stored on site.

30. Veterinary Hospital, Kennel:

A. 5000 square feet of gross floor area or less: Ten (10) spaces

B. Greater than 5000 square feet of gross floor area: Ten (10) spaces plus additional spaces as determined by the Director, based on a review of each proposal to include such factors as the number of spaces required to accommodate both employees and visitors expected at the site

For the purpose of this requirement, gross floor area shall not include any outdoor exercise/dog run area, which is enclosed by a roof and/or fencing material.

31. Wholesale Trade Establishment:

One (1) space per 1.5 employees, plus one (1) space per company vehicle, but with a minimum of one (1) space per 1000 square feet of gross floor area

11-105 Minimum Required Spaces for Industrial and Related Uses

Minimum off-street parking spaces accessory to the uses hereinafter designated shall be provided as follows:

1. Manufacturing establishment or establishment for production, processing, assembly, compounding, preparation, cleaning, servicing, testing, repair or storage of materials, goods or products, and business offices accessory thereto:

One (1) space per one (1) employee on major shift, plus one (1) space per company vehicle and piece of mobile equipment

2. Heavy Equipment and Specialized Vehicle Sale, Rental and Service Establishment:

One (1) space per 500 square feet of enclosed sales/rental floor area, plus one (1) space per 2500 square feet of open sales/rental display lot area, plus two (2) spaces per service bay, plus one (1) space per employee, but never less than five (5) spaces

3. Mini-Warehousing Establishment:

Three and two-tenths (3.2) spaces per 1000 square feet of gross floor area of office space associated with the use plus one (1) space per employee, and two (2) spaces for a resident manager. The width of travel aisles for vehicular access and loading and unloading shall be subject to the approval of the Director

4. Scientific Research and Development Establishment:

   One (1) space per 1.5 employees based on the occupancy load, plus one (1) space per company vehicle

5. Warehousing, Storage Yard, Lumber and Building Material Yard, Motor Freight Terminal or Junk Yard:

   One (1) space per 1.5 employees on major shift, plus one (1) space per company vehicle, plus sufficient space to accommodate the largest number of visitors that may be expected at any one time, but with a minimum of one (1) space per 1000 square feet of gross floor area

6. Mixed Waste Reclamation Facilities and Recycling Centers:

   One (1) space per one (1) employee on major shift, plus one (1) space per company vehicle

7. Truck Rental Establishment:

   One (1) space per 500 square feet of enclosed sales/rental floor area, plus one (1) space per 2500 square feet of open sales/rental display lot area, plus one (1) space per employee, but never less than five (5) spaces. Provided however, when the enclosed office/sales/rental area or employees are shared with another use for which parking has been provided, only the open sales/rental display area shall be separately parked.

11-106 Minimum Required Spaces for Other Uses

Minimum off-street spaces accessory to the uses hereinafter designated shall be provided as follows:

1. Airport, Airpark or Airfield:

   One (1) space per employee, plus (1) space for each vehicle used in connection with the facility, plus sufficient space to accommodate the largest number of vehicles that may be expected at any one time

2. Child Care Center or Nursery School:

   A. 0.19 space per child for a center or school which has a maximum daily enrollment of 99 children or less

   B. 0.16 space per child for a center or school which has a maximum daily enrollment of 100 or more children

3. Church, Chapel, Temple, Synagogue or Other Such Place of Worship:

One (1) space per four (4) seats in the principal place of worship; provided that the number of spaces thus required may be reduced by the Director, subject to conditions the Director deems appropriate, by not more than fifty (50) percent if the place of worship is generally located within 500 feet of any public parking lot or any commercial parking lot where sufficient spaces are available by permission of the owner(s) without charge, during the time of services to make up the additional spaces required.

For places of worship with child care centers, nursery schools and/or schools of general or special education, the Director may, subject to conditions the Director deems appropriate, reduce the total number of parking spaces required by the strict application of this Part for such child care centers, nursery schools and/or schools of general or special education when the Director has determined that fewer spaces than those required will adequately serve all the uses on-site due to their respective hourly parking accumulation characteristics.

4. College or University:

Based on a review by the Director of each proposal including such factors as the occupancy load of all classroom facilities, auditoriums and stadiums, the availability of mass transportation, and the availability of areas on site that can be used for auxiliary parking in times of peak demand; but in no instance less than one (1) space per faculty and staff member and other full-time employee, plus a sufficient number of spaces to accommodate the anticipated number of students and visitors who will drive to the institution at any one time

5. Cultural Center, Museum or Similar Facility:

One (1) space per 300 square feet of gross floor area

6. Country Club:

One (1) space per four (4) members based on maximum anticipated membership

7. School of Special Education:

Two (2) spaces per each three (3) employees, plus a sufficient number of spaces to accommodate all persons who may be at the establishment at any one time under normal operating conditions

8. Funeral Chapel, Funeral Home:

One (1) space per four (4) seats in the main chapel or parlor, plus one (1) space per two (2) employees, plus one (1) space for each vehicle used in connection with the business

9. Heliport:

One (1) space per employee, plus one (1) space for each vehicle used in connection with the facility, plus sufficient space to accommodate the largest number of visitors that may be expected at any one time

10. Helistop:

A minimum of five (5) spaces for commercial helistops and a minimum of two (2) spaces for non-commercial helistops

11. Hospital:

Two and nine-tenths (2.9) spaces per bed licensed by the Commonwealth of Virginia, plus additional or fewer spaces as deemed necessary based on specific analysis for each site

12. Institution providing Intensive Special Medical/Mental Care or Welfare Institution:

One (1) space per two (2) patients, based on the occupancy load, plus one (1) space per employee or staff member on a major shift

13. Library:

Seven (7) spaces per 1000 square feet of gross floor area

14. Parks:

A. Neighborhood Parks:

(1) The Director shall determine the parking for residential neighborhood parks, which parks are designed to serve surrounding residential developments, where access is primarily by foot or bicycle, and which may contain facilities such as tot lots, playgrounds, picnic tables, multi-use courts, tennis courts, gardens, open play areas and trails. The review shall consider factors such as whether access to the park is provided solely from a local street, collector street, minor or principal arterial street; the extent to which pedestrian access is afforded to the park and the reasonableness of the walking distance to the park from the surrounding development; the location of the park in relation to the surrounding development and the density of the surrounding development the park is predominately intended to serve; and the extent of the proposed recreation uses or facilities. However, if tennis courts are provided, a minimum of two (2) spaces per tennis court shall be required.

(2) For urban parks no parking shall be required, provided such parks consist of urban style plazas, miniparks, and greenways, including trails, located within, contiguous to, or immediately across the street from urban, suburban and community business centers as defined in the adopted comprehensive plan, are oriented to pedestrian and/or bicycle use by the resident work force and adjacent residents, and provide open space and pedestrian oriented amenities.

B. Community, District, Countywide and Regional Parks:

As determined by the Director, based on the parking requirements for the most similar type of use or facility set forth herein.

15. Private, Civic, Fraternal Club or Lodge:

One (1) space per three (3) members based on maximum anticipated membership

16. Public Utility Establishment:

One (1) space per 1.5 employees on the major shift, plus one (1) space per company vehicle

17. School, Elementary or Intermediate, Public or Private School of General Education:

Based on a review by the Director of each proposal including such factors as the occupancy load of all classroom facilities, auditoriums and stadiums, proposed special education programs, and student-teacher ratios, and the availability of areas on site that can be used for auxiliary parking in times of peak demand; but in no instance less than one (1) space per faculty and staff member and other full-time employee, plus four (4) spaces for visitors

18. School, High School, Public or Private School of General Education:

Based on a review by the Director of each proposal including such factors as the occupancy load of all classroom facilities, auditoriums and stadiums, proposed special education programs, and student-teacher ratios, and the availability of areas on site that can be used for auxiliary parking in times of peak demand; but in no instance less than three-tenths (0.3) space per student, based on the maximum number of students attending classes at any one time

19. Swimming Pool, Community:

One (1) space for every seven (7) persons lawfully permitted in the pool at one time, plus one (1) space per employee, subject to a lesser number determined by the Director which is in accordance with that number of members who are within a reasonable walking distance of the pool

20. Tennis Club:

Four (4) spaces per court, plus such additional spaces as may be required herein for affiliated uses such as eating establishments

21. Public Uses not set forth above:

As determined by the Director, based on a review of each proposal to include such factors as 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. In no instance, however, shall the number of spaces required for government office use be less than that required herein for general office use

- If sufficient off-site parking is not available, additional on-site parking may be provided on condition that TDM goals are not jeopardized and that once all phases are constructed, parking ratios for the total development will not exceed the maximum values in Table 6.
- Parking in excess of the parking ratios in Table 6 should be available to the public at appropriate parking fees where possible.

In Non-TOD Districts and for residential development within TOD Districts, a parking plan can be submitted along with a development application that justifies parking levels below the minimums indicated in Table 6. The parking plan should indicate the techniques to be applied to justify a lower level of parking.

Table 6
Parking Ratios for Tysons Corner

Parking Spaces Per Unit or Spaces Per 1,000 sq. ft.									
Use	**Previous (2009)**	**< 1/8 mile Metro Station**		**1/8 - 1/4 mile Metro Station**		**1/4 - 1/2 mile Metro Station**		**Non-TOD**	
	Min.	**Min.**	**Max.**	**Min.**	**Max.**	**Min.**	**Max.**	**Min.**	**Max.**
Townhouse	2.7	1.75	2.2	1.75	2.2	2.0	2.5	2.0	2.7
Multifamily									
0-1 bedroom	1.6	1.0	1.3	1.0	1.3	1.1	1.4	1.1	1.4
2 bedroom	1.6	1.0	1.6	1.0	1.6	1.35	1.7	1.35	1.7
3+ bedroom	1.6	1.0	1.9	1.0	1.9	1.6	2.0	1.6	2.0
Hotel/Motel	1.08	none	1.0	none	1.0	none	1.05	0.85	1.08
Office	2.6	none	1.6	none	2.0	none	2.2	2.0	2.4

Notes:

1. For retail and service uses located in TOD areas not listed in Table 6, minimum parking requirements enumerated in Sections 11-103, 11-104, 11-105, and 11-106 of the Zoning Ordinance should be used as maximum parking requirements; in non-TOD Districts, the minimum required parking should be 75% of the minimum parking requirement in the Zoning Ordinance and the maximum should be 110% of the referenced minimum.

2. To encourage convenient retail and service uses within walking distance of office and residential development, the first 5,000 square feet of accessory retail and service uses in any such building should have no parking spaces allocated in the parking plan, nor should it be counted toward the maximum parking requirement.

As the Tysons Corner area is developed, and the land use and transportation infrastructure matures, parking requirements should be examined to determine if they are adequate for the changing conditions. Rather than supplying parking for each individual use, parking should be treated as a common resource for multiple uses. Implementing this practice will reap many advantages in creating a more walkable environment. Providing transit service, an effective mix of uses, and an appropriate network of sidewalks will reduce automobile use and, consequently, the need to provide parking.

Additional methods listed below should be pursued to ensure the appropriate amount of parking is provided.

- Encouraging shared parking arrangements across parcel lines.

City of Alexandria Parking Requirements

ARTICLE VIII. OFF-STREET PARKING AND LOADING

Sec. 8-100 Off-street parking required.
Sec. 8-200 General parking regulations.
Sec. 8-300 Central business district.
Sec. 8-400 King Street Transit Parking District.
Sec. 8-500 Waterfront parking exemption.
Sec. 8-600 Motor vehicle parking or storage in the RM zone.

Sec. 8-100 Off-street parking required.

(A) (1)*General requirement.* No land shall be used or changed in use, no structure or building shall be constructed, and no existing structure or building shall be changed in use, significantly enlarged or significantly altered as those terms are defined in section 8-200(F)(4), unless the off-street parking required by this Article VIII is provided for the entire land, structure or building.

(2) *Special requirement.* No existing building or structure shall be enlarged as that term is defined in section 8-200(F)(4) unless the off-street parking required by this Article VIII is provided for such enlargement.

(3) *Statutory exception.* Land, buildings or structures actually in use or constructed as of January 27, 1987, and prior thereto are exempted from the requirements of this Article VIII to the extent provided in section 8-200(F).

(4) *Reduction of requirement by special use permit.* A special use permit may be obtained pursuant to section 11-500, which authorizes the provision of less off-street parking than is otherwise required by this Article VIII, subject to the following:

(a) The special use permit applicant shall demonstrate that providing the required parking would be infeasible.

(b) If the requested reduction exceeds five parking spaces, the special use permit applicant shall propose and have approved as a condition of the permit a parking management plan which shall include reasonable and effective measures, appropriate to the size, scale and location of the use, building or structure, which will mitigate the impacts of the proposed reduction in parking.

(c) City council, upon consideration of the special use permit application, finds that the proposed reduction in parking will not have an adverse impact on the nearby neighborhood, and that the application otherwise complies with the standards for approval set forth in section 11-504.

(d) A special use permit may not reduce the number of off-street parking spaces otherwise required below the number of spaces which are provided at the time of the permit application, unless allowed by another provision of this ordinance or required by extraordinary circumstances.

(5) *Alternative reduction of requirement.* Required parking may be reduced in conjunction with the provision of low and moderate income housing as provided in section 7-700, and required parking may be reduced or waived where alley or interior court access is infeasible, in the RM zone pursuant to section 3-1107 and in the Old and Historic Alexandria District, Parker-Gray District, Town of Potomac Historic District, Rosemont Historic District and for designated buildings over 100 years old, pursuant to section 8-200(C)(5).

(B) It shall be unlawful to diminish the off-street parking facility required for any structure or premises by this Article VIII, unless another such facility, meeting all the requirements, is substituted.

(C) Notwithstanding the requirements of this Article VIII, those projects subject to approval under section 11-700 regarding Transportation Management Special Use Permits shall be required to provide for parking and loading in compliance with that section and the approved special use permit.

(Ord. No. 3620, § 1, 3-20-93; Ord. No. 3713, § 3, 3-19-94)

Sec. 8-200 General parking regulations.

(A) *Schedule of requirements.* The following number of parking spaces shall be provided for each use listed. In the case of any use not listed in this section 8-200(A), the requirements of the most similar listed use shall apply. The requirements of this section 8-200(A) may be reduced when special zoning allows parking reductions and the required approvals of the director and the director of transportation and environmental services have been obtained and the conditions of said approval are complied with.

(1) *Single-family detached, two-family and row or townhouse dwellings:* two (2.0) spaces per dwelling unit for single-family detached, two-family, and townhouse dwellings.

(2) *Multifamily dwellings.*

(a) One and three-tenths (1.30) spaces for each unit up to and including one bedroom unit.

(b) One and three quarters (1.75) spaces for each two bedroom unit;

(c) Two and two-tenths (2.20) spaces for each three bedroom unit or larger.

(3) *Boardinghouses and rooming houses:* one space for each four guest rooms; provided, that the number of off-street parking spaces for any rooming house or boarding house authorized by a special use permit granted by city council after December 12, 1987, shall be determined by council when granting, and shall be as set forth in, the special use permit.

(4) *Tourist homes:* one space for each two guest rooms.

(5) *Hotels or motels:* one space for each guest room or dwelling unit except that for buildings over three stories in height, one space for each two guest rooms or dwelling units; provided, that on sites for which preliminary site plans have been approved after July 6, 1966, one space for each guest room or dwelling unit plus one employee parking space for each 15 guest rooms or dwelling units or major fraction thereof. See also section 8-200(B)(21).

(6) *Hospitals, nursing homes, sanitariums and convalescent homes:* one space for each two patient beds.

(7) *Community buildings, fraternal organizations, civic clubs, lodges, museums, libraries and similar uses:* one space for each 200 square feet of floor area.

(8) *Theaters, auditoriums, assembly halls and restaurants:* one space for each four seats except that for restaurants used to serve employees, but not the general public, of a multi-story office building of four stories or more in height and located entirely within such building with no direct ingress or egress to the

restaurant from the exterior of the building except those required for service and emergency purposes and without any sign identifying such restaurant from the exterior of the restaurant or building: one space for each eight seats. Provided that this exception shall be permitted only with a special use permit.

(9) *Clinics, medical or dental:* one space for each 200 square feet of floor area.

(10) *Churches:* one space for each five seats in the principal auditorium or one space for each ten classroom seats, whichever is greater.

(11) *Schools, elementary:* one space for each 25 classroom seats. Schools, high: one space for each ten classroom seats. Schools, day nursery or nursery: two spaces for each classroom. Schools, commercial, including, but not limited to, secretarial, conservatories, art and craft and the like: one space for each two seats.

(12) *Automobile service stations:* one space for each gasoline pump.

(13) *Amusement enterprises (indoor):* one space for each 200 square feet of floor area on all floors.

(14) *Amusement enterprises (outdoor):* one space for each 400 square feet of lot area.

(15) *Homes for the elderly:* one space per each two units plus one space for each two guest rooms, except for homes for the low income elderly, one space per each four units plus one space for each four guest rooms only with a special use permit.

(16) *Retail uses:* the required number of parking spaces shall be determined by Table A.

(17) *Nonretail uses, including, but not limited to, personal service shops, equipment and repair businesses and the like:* one space for each 400 square feet of floor area.

Retail uses: the required number of parking spaces shall be determined by the following table:

TABLE INSET:

Total Floor Area in Square Feet per Floor		Required Number of Parking Spaces per Given Square Feet of Floor Area												
Not Less Than	Not More Than	Ground floor Parking Districts						Other Floors Parking Districts						
			1	2	3	4	5	6	1	2	3	4	5	6
--	1,500	1 per 200	1.1 per 200	1.2 per 200	1.2 per 200	1.2 per 200	1 per 200	1 per 300	1.1 per 300	1.2 per 300	1.2 per 300	1.2 per 300	1 per 300	
1,500	5,000	1 per 210	1.1 per 210	1.2 per 210	1.2 per 210	1.2 per 210	1 per 210	1 per 310	1.1 per 310	1.2 per 310	1.2 per 310	1.2 per 310	1 per 310	
5,000	20,000	1 per 220	1.1 per 220	1.2 per 220	1.2 per 220	1.2 per 220	1 per 220	1 per 320	1.1 per 320	1.2 per 320	1.2 per 320	1.2 per 320	1 per 320	

20,000	--	1 per 230	1.1 per 230	1.2 per 230	1.2 per 230	1.2 per 230	1 per 230	1 per 330	1.1 per 330	1.2 per 330	1.2 per 330	1.2 per 330	1 per 330

(18) *Office buildings, including commercial, governmental and professional:*

(a) The required number and type of parking spaces shall be determined by the following table:

In Parking Districts

(spaces required/square feet of floor area)

TABLE INSET:

	1	2	3	4	5	6
Minimum	1/500	1/450	1/475	1/475	1/475	1/600
Minimum car pool space set aside	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%

Parking district 6 shall encompass the area located within a radius of 2,000 feet from any entrance to any Washington/Metropolitan Transit Authority rail station. The boundaries of this and parking districts 1 through 5 shall be shown on the map designated "City of Alexandria Parking District Boundaries," dated May 26, 1987, signed by the mayor, the clerk of the council, the chairman of the planning commission, which map is on file in the office of the planning commission and which is hereby made a part of this Article VIII.

(b) The car pool parking spaces required by section 8-200(A)(18)(a) above to be provided in conjunction with an office building shall be reserved for car pool vehicles until 10:30 a.m. on work days. Each space so reserved and provided without charge for car pool vehicles may be counted as three spaces toward the minimum number of parking spaces required for an office building. For purposes of this section 8-200(A)(18), a car pool shall mean three or more people traveling together on a continuing and prearranged basis in a private motor vehicle. Each space similarly reserved and provided without charge for van pool vehicles may be counted as eight spaces toward the minimum number of parking spaces required for an office building. For purposes of this section 8-200 (A)(18), a van pool shall mean eight or more people traveling together on a continuing and prearranged basis in a motor vehicle designed for the transportation of persons. The provision of transit fare media (flash passes, tickets and tokens) at 100 percent subsidy to occupants of an office building may be used to reduce the required number of parking spaces on the basis of one space for each two persons for whom such transit fare media are provided on an annual basis. The total reduction attributable to the provision of car pool vehicle parking spaces, van pool vehicle parking spaces, and transit fare media shall not exceed 30 percent of the total number of parking spaces required by section 8-200 (A)(a) above. Compliance with these provisions allowing reductions in the number of required parking spaces where car pool and van pool spaces are provided without charge and where subsidized transit fare media are provided to building occupants shall be established in an annual report

prepared by the office building owner or occupant and submitted to the director. Failure to adhere to these provisions shall result in disallowance of the credit allowed hereunder to the extent of the failure to adhere.

(19) *Industrial warehouse building:*

(a) Where 75 percent or more of the floor area of the building is used for long-term storage the following provisions shall apply: one space for each 400 square feet of office area of all floors, in addition to the following requirements:

TABLE INSET:

Total Floor Area in Square Feet Per Floor (Excluding Office Floor Area)		Required Parking Space Per Given Square Feet of Floor Area
Not Less Than	Not More Than	
--	5,000	1 space per 2,500 square feet (or one per floor whichever is greater)
5,000	10,000	1 space per 3,000 square feet (or one space per floor whichever is greater)
50,000	--	1 space per 7,000 square feet (or one space per floor whichever is greater)

(b) For the purpose of this section 8-200(A)(19), long-term storage shall mean the storage of items for more than 30 days.

(20) *Industrial buildings used for other than long-term storage purposes:*

(a) One space for each 400 square feet of office area of all floors, in addition to the requirements of the following table:

(b) The parking requirements for industrial uses in this section 8-200(A)(20) shall be considered sufficient for industrial users having a maximum of 20 employees.

(c) Additional parking shall be required at a rate of one parking space for each three employees in excess of 20.

(d) Parking requirements shall at no time be considered sufficient for any other use of the premises, and additional spaces shall be provided to meet requirements when there is any change to a different industrial use or to a commercial use.

TABLE INSET:

Total Floor Area in Square Feet per Floor (excluding office floor area)		Required Number of Parking Spaces per Given Square Feet of Floor Area Parking Districts												
Not More Than	Not Less Than								1	2	3	4	5	6
--	5,000	1 sp. per 400 sq.	1.1 sp. per 400 sq.	1.2 sp. per 400 sq.	1.2 sp. per 400 sq.	1.2 sp. per 400 sq.	1.1 sp. per 400 sq.							

		ft.	ft.	ft.	ft.	ft.	ft.	
5,000	10,000	1 sp. per 500 sq. ft.	1.1 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.1 sp. per 500 sq. ft.	
10,000	--	1 sp. per 600 sq. ft.	1.1 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.1 sp. per 600 sq. ft.	

(21) Hotels within parking district 1 shall provide a minimum of .7 parking space per room and one parking space per each eight restaurant and meeting room seats. For purposes of this section 8-200(A)(21), a room shall be defined as an enclosed, private and secure area designed to provide overnight accommodation to not more than four persons.

(B) *Loading and unloading areas required.*

(1) Separate from the required off-street parking requirements of section 8-200 (A) and on the same premises with every building or structure erected and occupied for manufacturing, storage, warehouse, goods display, retail store, whole sale business, hotel, hospital, laundry, dry cleaning or other uses similarly involving the receipt or distribution by vehicles of materials or merchandise, there shall be provided and maintained adequate off-street space for standing, loading and unloading purposes.

(2) At least one off-street space shall be provided for each 20,000 square feet of floor area or fraction thereof used or intended to be used for any of the above purposes; provided, that this provision shall not apply to buildings or structures containing less than 2,500 square feet of floor area.

(3) Such off-street loading space shall be a minimum of 12 feet in width, 14 1/2 feet in clearance height and a depth sufficient to accommodate the largest delivery trucks serving the establishment, but in no case shall such length be less than 25 feet.

(4) All loading and unloading berths shall be surfaced with a bituminous or other dust-free surface, and if the loading berths front on a public street, the trucks shall at no time project onto the sidewalk or street.

(5) This section 8-200(B) shall not apply to buildings erected or occupied prior to June 25, 1963, unless there is an increase in floor area of more than 33 percent.

(C) *Location of parking facilities.*

(1) For all single-family detached and two-family residential dwellings, required off-street parking facilities shall be located on the same lot as the main building.

(2) For all multifamily dwellings, required off-street parking facilities shall be located on the same lot as the main building lot, on a lot separated from the main building lot by an alley or directly across the street from the main building when separated by a minor local street only.

(3) For all commercial or industrial uses, the distance from the off-street parking

facility to the commercial or industrial use which it serves shall not exceed 500 feet from the nearest corner of the lot containing the structure to the nearest usable portion of the lot used for parking, provided that such off-street parking facility shall be permitted on land in a commercial or industrial zone only.

(4) For all other uses, including, but not limited to churches, private and fraternal clubs, private and public schools and social service buildings, such required off-street parking shall be located on the same lot as the main building or on a lot immediately contiguous to the main building lot; except, that off-street parking may be permitted within 300 feet with a special use permit.

(5) *Access to parking, required or otherwise,* shall be limited as follows:

(a) Within the Old and Historic Alexandria District, access to all parking shall be provided from an alley or interior court. Upon a finding by the planning commission or director that it is clearly not feasible to provide such access, a waiver as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review or, if no site plan is required, by the director.

(b) Within the Parker-Gray District, access to all parking shall be from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services who shall, after review by the director and the director of transportation and environmental services, and provided the application meets the criteria of section 5-2-14(c) of the city code, docket the matter for hearing before the Parker-Gray District board of architectural review. The board of architectural review shall approve or deny the application based on whether the location and nature of the proposed curb cut and associated parking facility is compatible with the character and architectural style of the developed blockface. The decision of the board of architectural review may be appealed to city council pursuant to section 10-207. If approval of a curb cut as specified in this subparagraph is not granted, then a waiver as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review, or, if no site plan is required, by the director.

(c) For buildings or structures over 100 years old designated for preservation pursuant to section 10-300, access to all parking shall be provided from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services who shall, after review by the director and the director of transportation and environmental services, and provided the application meets the criteria of section 5-2-14(c) of the city code, docket the matter for hearing before the Old and Historic Alexandria District board of architectural review. The board of architectural shall approve or deny the application based on whether the location and nature of the proposed curb cut and associated parking facility is compatible with the character and architectural style of the designated building or structure. The decision of the board of architectural review may be appealed to city council pursuant to section 10-309. If approval of a curb cut as specified in this subparagraph is not granted, then a wavier as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review or, if no site plan is required, by the director. The requirements of this subparagraph shall apply to all the land appurtenant

to such designated building or structure, whether comprised of a single lot or multiple lots of record, on the date of designation.

(d) Within the Town of Potomac and Rosemont Historic Districts, access to all parking shall be from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services for review by the director and the director of transportation and environmental services. The approval of both directors constitutes approval of the application. The directors shall review the application for compliance with the criteria of section 5-2-14(c) of the city code, and for the compatibility of the location and nature of the proposed curb cut and associated parking facility with the character and architectural style of the developed blockface. The rejection by either director constitutes a denial of the application. The administrative determination on the application may be appealed to city council. The procedures of section 10-207 shall apply to the extent appropriate to any such appeal.

(e) For land not covered by paragraph (a) through (d) above, approval for a curb cut may be obtained either as part of a site plan approved by the planning commission pursuant to section 11-400 or by administrative approval pursuant to section 5-2-14 of the city code.

(f) It is the express intent of the city that no curb cut be permitted anywhere in the city which does not, at a minimum, meet the criteria of section 5-2-14(c) of the city code.

(6) *Parking, required or otherwise, limited on residential lots.* For all lots containing single-family, two-family or townhouse dwelling uses, there shall be a limit of one vehicle per 1,000 square feet of lot area, not to exceed a maximum of four (4) vehicles per lot parked or stored outside on the lot in question.

(D) *Design of parking spaces and facilities.*

(1) Each required parking space shall be no less than 18.5 feet in length and nine feet in width, except that each required compact car parking space shall be no less than 16 feet in length and eight feet in width for compact car parking spaces, exclusive of driveways and aisles; provided, however, that parking spaces parallel to driveways and aisles shall be not less than 22 feet in length and eight feet in width for standard cars and 18 feet in length and seven feet in width for compact cars.

(2) Aisles with two-way traffic movement shall be no less than 22 feet in width, unless 45- and 60-degree parking is provided or where parking on both sides of the aisle is for compact cars, in which case said aisles shall be no less than 20 feet in width, or as much additional width as may be required for access of emergency vehicles. Aisles with one-way traffic movement shall be as follows:

(a) Aisles serving 90-degree parking shall be no less than 22 feet in width, except that where parking on both sides of the aisle is for compact cars, the aisle shall be no less than 20 feet in width unless in special circumstances the director of transportation and environmental services and the fire marshall shall approve in writing a reduction in the 20-foot width by not more than two feet for an aisle serving not more than 30 parking spaces.

(b) Aisles serving 45-degree or 60-degree parking shall be no less than 16 feet in width or as much additional width as may be required for

access of emergency vehicles.

(c) Aisles serving parallel parking and located immediately adjacent to buildings shall be no less than 16 feet in width. All other aisles serving parallel parking shall be 12 feet in width or as much additional width as may be required for access of emergency vehicles on curvilinear streets.

(3) Each parking space shall be separated with proper striping, or other designation, approved by the department of planning and zoning.

(4) The requirements of section 8-200(D)(2) shall not apply to valet parking facilities when city-approved valet parking is provided.

(5) The driveways and parking spaces required by this section 8-200 shall be smoothly graded, adequately drained and constructed with suitable subgrade, base and surfacing to be durable under the use and maintenance contemplated and so that they can be reasonably used for off-street parking facilities. Any grade transition shall be designed and constructed to prevent undercarriage and bumper guards from dragging. Such parking facilities shall be properly maintained and aisles shall remain open and free for traffic flow.

(6) Means of ingress and egress for the off-street parking facility shall be constructed in accordance with prevailing city standards and remain adequate and unobstructed at all times. The off-street parking facility shall be constructed so that no part of parked vehicles will extend beyond the parking space so as to obstruct walkways, sidewalks, streets or alleys.

(E) *Provision of compact car spaces.*

(1) Parking facilities providing for ten or more required off-street parking spaces for a non-retail use may provide up to 75 percent of the required spaces as compact car parking spaces. Parking facilities providing ten or more required off-street parking spaces for a retail use may provide up to 30 percent of the required spaces as compact car parking spaces. Each compact car parking space shall be adequately signed to indicate the intended use and shall be provided as close as possible to the entrance of the building or structure to which such space is accessory; provided, however, that any parking facility for which a preliminary site plan has been submitted to the director on or before June 24, 1975, shall be treated as an existing parking facility subject to section 8-200(E)(2).

(2) Nonstructured surface parking facilities in existence on June 24, 1975, may be restriped for compact car parking spaces in conformance with these regulations; provided that compliance with section 11-410(CC)(5) of the site plan regulations, except for the setback requirement for a parking facility abutting a public road or sidewalk, is demonstrated to the director. If the director determines that the facility does not so comply, said nonstructured surface parking facilities may be restriped for compact car parking spaces only if a site plan has been submitted and approved in accordance with section 11-400 of this ordinance.

(3) Structured parking facilities in existence on June 24, 1975, may be restriped for compact car parking spaces in conformance with these regulations without the necessity of complying with section 11-410(CC)(5) of the site plan regulations.

(4) For purposes of this section, a compact car shall mean an automotive vehicle having a width of less than six feet and a length of less than 16 feet.

(5) The parking of vehicles other than compact cars, as defined above, in compact car parking spaces provided by this section 8-200(E) is hereby

prohibited. It shall be unlawful for any owner or operator of parking facilities with compact car parking spaces striped in conformance with these regulations to permit any person to park any vehicle other than a compact car in a compact car parking space.

(F) *Prior existing buildings and structures.*

(1) Notwithstanding the provisions of section 8-100 and except as provided in section 8-200(F)(3) below, no off-street parking need be provided for land actually in use on June 25, 1963, for structures or buildings partially or fully constructed as of that date, or for structures or buildings for which a final site plan had been approved or a building permit had been applied for on that date, except as follows:

(a) If any such land has been changed in use or any such structure or building has been changed in use, enlarged, significantly enlarged or significantly altered between June 23, 1963, and January 27, 1987, the parking requirements of this Article XIII shall apply only to such change in use, enlargement or alteration; and

(b) If any such land has been changed in use or any such structure or building has been changed in use, enlarged, significantly enlarged or significantly altered after January 27, 1987, the parking requirements of this Article XIII shall apply to all the land and to the entire structure or building upon completion of the change in use, significant enlargement or significant alteration, and such requirements shall apply only to the enlargement of the structure or building upon its completion, unless, as of January 27, 1987, a construction or alteration permit has been applied for and reasonably soon thereafter construction activity has commenced and continues to be diligently pursued, or unless a special use permit is obtained under section 7-700 or section 11-500 which authorizes the change in use, enlargement, significant enlargement or significant alteration with the provision of less off-street parking than is required.

(2) Notwithstanding the provisions of section 8-100 above and except as provided in section 8-200(F)(3) below, any change in use in land which had been placed in use between June 23, 1963, and January 27, 1987, and any change in use, enlargement, significant enlargement or significant alteration of a structure or building which had been constructed between those dates shall be governed by the provisions of sections 8-200(F)(1)(a) and (b).

(3) The provisions of this section 8-200(F) shall not apply to the enlargement, significant enlargement or significant alteration of single-family, two-family or row or townhouse dwellings.

(4) For purposes of this section 8-200(F), the following definitions shall apply:

(a) "Significantly altered" and "significant alteration" shall mean the reconstruction, remodeling or rehabilitation of, or other physical changes to, a structure or building, or a portion thereof, over any two-year period, whether or not involving any supporting members of the structure or building and whether altering interior or exterior components of the structure or building, which involves expenditures amounting to 33 1/3 percent or more of the market value of the structure or building, or portion thereof, at the time of the application for an alteration permit.

(b) "Enlarged" and "enlargement" shall mean an addition to a structure or building which increases its floor area by less than 20 percent. In the case of uses whose parking requirements are determined by a factor

other than floor area (e.g., dwelling units, seats, patient beds), these terms shall mean any action which increases this factor by less than 20 percent, whether or not accompanied by an increase in floor area.

(c) "Significantly enlarged" and "significant enlargement" shall mean an addition, or additions over any two-year period, to a structure or building which increases its floor area by 20 percent or more. In the case of uses whose parking requirements are determined by a factor other than floor area, these terms shall mean any action, or actions over the two-year period, which increases this factor by 20 percent or more, whether or not accompanied by an increase in floor area.

(5) No single-family, two-family or townhouse dwelling shall be deemed a noncomplying use or structure because it failed to provide two required parking spaces on June 24, 1992, if the dwelling did provide one required parking space on that date.

(G) *Removal of Parking Space in Old and Historic Alexandria District.* Within the Old and Historic Alexandria District, a non-required parking space on the same lot as a residential building, or on a contiguous lot under common ownership with a residential building, may not be removed if the removal is for the purpose of gaining open space to support a building addition. For the purpose of this subsection, a parking space is an area of land which is at least eight feet by 16 feet and which is either (a) improved as a parking space with brick, concrete, asphalt, gravel, or other covering designed to support a vehicle's weight, or (b) not improved for parking but actually used for parking on at least 90 calendar days within the previous 12-month period.

(Ord. No. 3620, § 2, 3-20-93; Ord. No. 3650, § 2, 6-22-93; Ord. No. 3713, §§ 4, 5, 3-19-94; Ord. No. 3774, § 2, 1-21-95; Ord. No. 3937, § 1, 6-17-97)

Sec. 8-300 Central business district.

(A) *Boundaries of district.* The boundaries of the central business district shall be as follows: Beginning at a point created by the eastward extension of the centerline of Duke Street to the present established pierhead line in the Potomac River; thence westward along the centerline of Duke Street to the centerline of South Peyton Street; thence northward along the centerline of South Peyton Street to the centerline of King Street; thence westward along the centerline of King Street to the centerline of Harvard Street; thence northward along the centerline of Harvard Street to a point created by the intersection of the westward extension of a line located 109.3 feet north of and parallel to the northern right-of-way line of King Street; thence eastward along said line extended to the eastern property line of the property located at 1601 King Street; thence south and perpendicular to the northern right-of-way line of King Street at a distance of nine and three-tenths (9.3) feet to a point 100 feet north of the northern right-of-way of King Street; thence eastward along a line 100 feet north of and parallel to the northern right-of-way of King Street to a point created by its intersection with the centerline of West Street; thence northward along the centerline of West Street to the centerline of Queen Street to a point created by the eastward extension of the centerline of Queen Street to the present established pierhead line in the Potomac River; thence southward along said pierhead line to the point of beginning.

(B) *Application of certain requirements.* Within the central business district any lot or group of contiguous lots of record as of June 28, 1983, containing less than 10,000 square feet shall not be subject to the requirements of the following: sections 8-200(A)(9), (11), (12), (16), (17), (18), (19) and (20) and section 8-200(B); provided, however, that any lots subdivided after June 28, 1983, into lots of 10,000 square feet or less and

developed or redeveloped individually or as a single entity shall comply with all provisions of sections 8-200(A) and (B). In addition, whenever a parcel or contiguous parcels of land within this area containing over 10,000 square feet or more are redeveloped, or whenever a parcel or contiguous parcels of undeveloped land within this area containing 10,000 square feet or more are developed, the requirements of section 8-200(A) shall apply. In addition, the provisions of section 8-200(A) shall not apply to restaurants. Furthermore, the provisions of sections 8-200(A) and (B) shall not apply within the boundaries of any urban renewal (redevelopment) project located within the central business district and for which project a cooperation agreement between the city and the Alexandria Redevelopment and Housing authority has been entered into nor to city hall nor to public uses (including the art center) which are located in torpedo plant building number two.

(C) *Valet parking.*

(1) Within the central business district, no valet parking operation which involves the pick up, delivery, stacking, storing, parking or unparking of motor vehicles by a valet or parking attendant from, to or on any public right-of-way shall be permitted after July 1, 1987, as, or in connection with, any principal or accessory use of lands, buildings or structures.

(2) The provisions of section 8-300(C)(1) to the contrary notwithstanding, such valet parking operation may be permitted provided that:

(a) The motor vehicles so served are parked, stored and unparked exclusively in an off-street parking facility; and

(b) A special use permit separately authorizing and governing such valet parking operation is applied for and granted pursuant to the provisions of section 11-500 of this ordinance.

Sec. 8-400 King Street Transit Parking District.

(A) *Boundaries of district.* The King Street parking district is hereby defined as being that area described as follows: Beginning at the intersection of the centerline of King Street and the centerline of Peyton Street; thence southwesterly with the centerline of Peyton Street to the centerline of Duke Street; thence easterly with the centerline of Duke Street, 140 feet to a point opposite the northeast corner of the land of Haridge properties and the northwest corner of the DIP commercial site; thence southerly 33 feet to the corner of Haridge and DIP; thence with Haridge and DIP, 352 feet to the northerly side of the land of Southern Railway System; thence westerly with the northern side of Southern Railway System, 1,040 feet to the land of RF&P Railway System, then with the northern side of RF&P, 1,550 feet to the land of Guiffre and WMATA; thence northeasterly with Guiffre and WMATA through several courses totaling 816 feet to the northeast corner of Guiffre and the south side of Duke Street; thence northerly and perpendicular to the Duke Street centerline, 96.4 feet to the centerline of Duke Street; thence westerly with the centerline of Duke Street, 530 feet to the centerline of Callahan Drive, thence northeasterly with the centerline of Callahan Drive to the centerline of King Street; thence easterly with the centerline of King Street; to the centerline of Commonwealth Avenue; thence northerly with the centerline of Commonwealth Avenue to the centerline of Cameron Street; thence northeasterly with the centerline of Cameron Street, 750 feet to a point opposite the northeast corner of Alexandria Management Corp. and the westerly side of a 12-foot public alley; thence southerly 33 feet to the northeast corner of Alexandria Management Corp., and the alley, thence (parallel to Harvard Street) with the alley and the properties of Alexandria Management Corp., Cassedy and Chapin and Scott, 105.7 feet (passing the end of the alley at 52.85 feet) to

the northeast corner of Edwards and the north side of a 10-foot public alley; thence southerly with Edwards and the west side of the 10-foot alley, 124 feet to the northwest corner of Kane and the south side of the ten-foot alley; thence easterly and parallel with King Street alley; thence easterly and parallel with King Street with the south side of the alley and the properties of Kane and Mendleson, 137.2 feet (passing Kane's corner at 91.2 feet) to the west side of Harvard Street and the northeasterly corner of the land of Mendleson, then with the same line 30 feet to the centerline of Harvard Street, 270.16 feet to the centerline of King Street; thence easterly with the centerline of King Street to the point of beginning.

(B) *Requirements.* Within the King Street transit parking district, the following regulations shall apply to off-street parking:

(1) Office buildings, including commercial, government and professional, shall have one parking space for each 530 square feet of floor area; provided, however, that the required parking may be reduced to not less than one parking space for each 665 square feet of floor area when the applicant, at the time of site plan approval, demonstrates through a parking study to the planning commission, or to the city council on appeal, which appeal may be filed within the time and in the manner prescribed by section 11-409(C), except that any aggrieved party may appeal, that the off-street parking provided is adequate for the site, and that there will be no unreasonable adverse effect on the surrounding residential neighborhoods.

(2) Single-family, two-family, row or townhouse and multifamily dwellings shall have one parking space per dwelling unit.

(3) Freestanding retail and service operations shall have one parking space for each 500 square feet of floor area.

(4) Freestanding restaurants shall have one parking space for each ten seats; except that for carry-out restaurants there shall be no requirement.

(5) Automobile service stations shall have one parking space for each service bay; except that for self-service operations, there shall be provided one parking space for each employee.

(6) Hotels shall have 0.7 of a parking space for each guest room.

(7) Amusement enterprise shall have one parking space for each 200 square feet of floor area.

(8) Hotel or office building projects with retail, restaurant or amusement enterprises as ancillary uses. No parking shall be required for the first 10,000 square feet of floor area for restaurants, for the first 10,000 square feet of floor area for retail uses and for the first 1,000 square feet of floor area for amusement enterprises; provided, that such uses occupy not more than 25 percent of the total floor area of the mixed use building project. Parking for the excess floor area for such ancillary uses above 25 percent shall be provided at one space for each 1,000 square feet of floor area.

(C) *Valet parking.* By utilizing valet parking as defined in section 2-201, the area of space in any parking facility as measured in square feet may be reduced by no more than 40 percent, subject to review of the director and the director of transportation and environmental services to ensure compliance with the following regulations:

(1) The number of parking spaces required by section 8-400(B) above shall not be reduced; however, the requirements of section 8-200(D)(2) relating to aisles and striping shall not apply.

(2) All required parking shall be located only in a structured parking facility.

(3) Kiosks, fare gates, walkways, customer waiting areas and all other facilities necessary to accommodate valet parking shall be shown on the site plan.

(4) Attendant parking service shall be available for the days and hours required by the director and the director of transportation and environmental services as specified in site plan approval.

(5) No vehicle shall be parked or temporarily stored by an attendant on streets or alleys, including sidewalks, abutting the structured parking facility.

(6) Failure to institute valet parking upon the occupancy of the building for which valet parking is provided or cessation of valet parking after occupancy has commenced as required by section 8-400(C)(4) above shall constitute a violation of this ordinance.

(7) No site plan for a structured parking facility designated for valet parking shall become effective unless and until the owner covenants and agrees, on behalf of itself and its successors in interest, to provide valet parking in accordance with the requirements of section 8-400(C)(4) above in an executed contract to be attached to the approved site plan and kept in city records.

(D) *Design standards.* Within the King Street transit parking district, all off-street parking shall conform to the following parking design standards to the satisfaction of the director:

(1) No less than 75 percent of the parking provided shall be in a structure, unless a special use permit is obtained.

(2) That part of a building fronting directly on a public street, sidewalk, plaza or other public area shall not be used for off-street parking except entrance/exit to the parking facility, except in those cases where the planning commission finds it to be physically impossible to do otherwise.

(3) Any surface parking area shall be landscaped.

(4) Open space shall contain such improvements as benches, walkways and other natural and manmade amenities for the use and enjoyment of residents, visitors and workers.

(E) *Conflict with other requirements.* The provisions of this section 8-400 are to be read in conjunction with section 8-200(A)(18) and, in the case of an inconsistency as to the required number of spaces, to apply the least restrictive minimum number.

Sec. 8-500 Waterfront parking exemption.

The off-street parking requirements of section 8-200(A) shall not apply to those properties located immediately abutting the Potomac River, south of Third Street to and including Jones Point Park, and that area immediately west of North Union Street at Pendleton and Oronoco Streets as shown in the map incorporated in this ordinance entitled "Federal Waterfront Settlement Restricted Parking Area -- September, 1984" and on file in the department of planning and zoning showing properties involved in land title settlements with the United States Department of Justice where such settlement prohibited parking. Properties whose title has not yet been settled shall not be considered part of the waterfront parking exemption.(Ord. No. 3774, § 2, 1-21-95)

Sec. 8-600 Motor vehicle parking or storage in the RM zone.

8-601 Motor vehicle parking or storage. Motor vehicle parking or storage for use by the general public shall be permitted in the RM residential zone; provided, that the requirements and standards set forth in this section 8-600 are met.

8-602 Requirements and standards. Any motor vehicle or storage use in the RM residence zone shall comply with the following requirements and standards:

(A) Such use shall be entirely located within the central business district, as defined in section 8-300.

(B) Such use shall be of sufficient size to accommodate at least 30 passenger vehicles.

(C) If unattended, such use shall contain at least 300 square feet of parking space per vehicle, including driveways and aisles, and all parking spaces shall be clearly marked or defined in accordance with the following:

TABLE INSET:

Angle of Parking At Curb	Width of Area Used when Parked	Width of Aisle and Parking Area	Length of Curb Per Car
Parallel	7 ft.	19 ft.	22.0 ft.
45°	17 ft.	29 ft.	11.3 ft.
60°	18 ft.	36 ft.	9.2 ft.
90°	17 ft.	40 ft.	8.0 ft.

(D) Such use shall be paved with bituminous or Portland cement binder so as to provide a permanent, durable and dustless surface and shall be so graded and drained as to dispose of all surface water within the area. Such paving and draining of surface waters shall be done in accordance with the specifications of the department of transportation and environmental services.

(E) Pedestrian walks shall be located in a manner to prevent the pedestrian use of vehicular ways and parking spaces and arranged so that pedestrians are not unnecessarily exposed to vehicular traffic.

(F) No signs shall be located on any such use, except behind the established building setback line and at entrances and exits. Any such signs may state no more than the use of the premises, the name of the operator, the hours of operation, the price and the means of egress and ingress, but shall state the price and the name of the operator or owner of the lot.

(G) Any such use located within or facing residential zones shall be properly enclosed with an ornamental fence, masonry wall or a compact evergreen hedge having a height of not more than six feet. Such fence or wall shall be maintained in good condition and shall not project beyond the established building setback line of the block on which the facility is located.

(H) Where established setbacks have created front and side yards, such required front and side yards of the parking facility shall be landscaped with evergreen ground cover and properly maintained.

(I) Barrier-type curbs or appropriate guards in accordance with specifications of the

department of transportation and environmental services shall be placed in, on or around the use where specified by the director of transportation and environmental services for the protection of the public welfare.

(J) No multi-storied structure shall be erected in conjunction with any such use in a residential zone.

(K) Any lighting used to illuminate any parking lot or area shall be so arranged as to reflect the light away from the adjoining or nearby premises and shall be focused in a manner so as not to offer a hazard to the traveling public.

(L) No such use shall be used for the parking of commercial vehicles, trucks, taxicabs or buses.

(M) No activity other than the parking of motor vehicles shall be allowed on any such use.

(N) All structures used in the operation of any such use, except walls, fences, barricades, light poles and signs shall be set back at least ten feet from the established building setback line.

(O) Such uses shall not be operated before 7:00 a.m., nor after 10:00 p.m.

(P) No such use shall allow, permit or have an open accumulation of garbage, trash or miscellaneous refuse on the premises, and suitable receptacles for the depositing of trash and miscellaneous refuse shall be kept on the premises at easily accessible places.

(Q) The vision clearance required by section 7-800 of this ordinance shall be maintained at all times.

(R) The location of all entrances and exits shall be designated by the director of transportation and environmental services.

(S) Where the interior of any block containing residence zones is used for such use, it shall not diminish the required land area of the required open and usable space for the residence zone.

(T) All structures on such uses located within the Old and Historic Alexandria District or the Parker-Gray District shall be subject to the approval of the board of architectural review of the applicable district.

(U) The city council shall find that such use would lessen congestion and facilitate the safe and expeditious movement of traffic along the streets of the city.

(V) The city council shall find that such a facility cannot be reasonably provided for on nearby land zoned commercial or industrial.

(W) Any such use shall be considered by the traffic and parking board prior to the time it is presented to the planning commission and city council for a hearing on the special use permit hereinafter required.

(X) A special use permit shall be obtained pursuant to section 11-500; provided, that any such use permit shall expire and become null and void if any such use ceases to be used as an off-street parking facility for a period of 30 consecutive days.

(Y) In the case of any permit issued after June 30, 1958, such use shall be found to be consistent as to general location and size with an approved parking plan for the business district in which it is located.

7. Acceptance by the zoning administrator of any agreement for the use of parking spaces shall in no way obligate the county to enforce the provisions of said agreement, nor shall it render the county liable for any damages, injury, or loss resulting from the implementation of the provisions of the agreement.

8. The applicant shall negotiate the renewal of any agreement for the use of said parking spaces prior to its expiration and provide copies of such supplemental agreement to the zoning administrator in the form and manner specified by this subsection.

C. Modification of parking requirements for restaurants by use permit

1. To encourage and promote pedestrian-related commercial activity in Metro station areas and to promote efficient use of parking spaces, the parking requirements for restaurants, the major portions of which are located within 1,000 feet of a Metro station entrance, may be modified by use permit. Such modification may include, but shall not be limited to, modification of the number of on site or off-site parking spaces required for the number of seats in the restaurant, and the distance between the restaurant and the proposed off-site parking spaces. In granting such use permit, the County Board may consider, among other things, the following factors:

(a) Hours of operation of the restaurant.

(b) The modes of transportation which are conveniently available to patrons of the restaurant.

(c) Management practices of the restaurant to reduce parking needs by patrons and employees.

(d) Whether parking spaces which are available for a restaurant are, as determined by the County Board, conveniently usable by patrons of the restaurant without causing unreasonable:

(1) Hazard to pedestrians.

(2) Hazard to vehicular traffic.

(3) Traffic congestion.

(4) Interference with safe and convenient access to other parking areas in the vicinity.

(5) Detriment to the appropriate use of business property in the vicinity.

(6) Detriment to any residential neighborhood.

D. Modification of parking requirements for office and commercial uses

The parking requirement for office and commercial uses may be reduced by 10 percent if a direct connection which is not greater than 500 feet in length and which provides shelter from the elements is provided from the structure housing the use to which the parking is appurtenant to a Metro Transit Station.

§14.3.7. Required parking and standing space

A. Parking shall be provided for all uses in accordance with the following standards unless specified otherwise in this or other sections of this zoning ordinance:

USE TYPES		PARKING REQUIREMENT, MINIMUM (SPACES)	ADDITIONAL REQUIREMENTS
Residential and housing uses			
One- and two-family dwellings	Not fronting on cul-de-sac	1 per dwelling unit	Constructed and maintained in accordance with §14.3.3.
	Fronting on cul-de-sac	2 per dwelling unit	Improved in accordance with §14.3.4.A. Constructed and maintained in accordance with §14.3.3.
Townhouses and stacked one-family dwellings		2 per dwelling unit, and 1/5 additional parking spaces per dwelling unit for visitors	Additional parking spaces for visitors shall be located in a clearly marked and designated common area available to all visitors. Provided, however, that visitor parking spaces may be included within the required two parking spaces per dwelling unit when at least 50 percent of parking spaces needed to meet the requirement are located in a common area and are available for either residents or visitors. -Constructed and maintained in accordance with §14.3.3.
Dwellings, other than one- and two-family		1 & 1/8 for each of the first 200 dwelling units in any structure	Plus1 for each additional dwelling unit Constructed and maintained in accordance with §14.3.3.
Establishments with sleeping accommodations other than dwellings, including tourist courts, tourist homes, lodging or rooming houses, motels and motor hotels		1 per dwelling unit or guest room	--
Conditional and community service uses			
Church sanctuaries		1 per each 5 sanctuary seats	Notwithstanding other sections of this zoning ordinance, required parking for churches may be located on a parking lot which is accessory to another principal use which is not open or operating on the days of the week on which the church sanctuaries are regularly used if said lot is either located within 600 feet by the shortest route of effective pedestrian access, or within 3/4 of one mile by the shortest route of effective vehicular access, and regular and frequent shuttle bus service is provided between the lot and the church during any hours when the use for which the lot is provided is not open and operating and the lot is open to persons attending meetings at the church.
Community swimming pools		1 per each 40 sq. ft. of pool area	--
Golf courses		40 per each standard 9 holes	--
Hospitals, rest homes, nursing homes, sanitariums, convalescent homes & institutions		1 per 4 beds	Plus 1 space for each 2 employees (other than staff doctors), plus 1 space for each doctor assigned to the staff.
Intermediate care facilities		1 per each 3 dwelling units	Plus 1per 3 employees, plus 1 per doctor
Libraries, art galleries, and museums, private and public		1 per each 500 sq. ft. of floor area	--
Public assembly establishments & club buildings	Excluding church sanctuaries, golf clubs and community buildings	1 per each 3 seats or other accommodations or other accommodations for attendants or participants	Computed on the basis of one accommodation for each attendant or participant

USE TYPES		PARKING REQUIREMENT, MINIMUM (SPACES)	ADDITIONAL REQUIREMENTS
Schools	Nursery	1 per each staff member or employee	Plus 1 space for each 10 fixed seats, or other vantage accommodation for spectators, for public assembly; plus 1 per 50 sq. ft. of floor area for auditoriums, multipurpose rooms, gymnasium or other facilities used for public assembly but having no fixed seating arrangement specified
	High	1 per each 10 students of design capacity	
	Higher education	As determined by the County Board	
Schools	Elementary and middle	1 per each 7.5 students of design capacity for employee parking	Plus 1 space for each 40 students of design capacity for visitor parking
Retail and service uses			
Retail and service uses other than those specified below		1 per each 250 sq. ft. of floor area on the first floor of a building	Plus 1 per each 300 sq. ft. of floor area located elsewhere in the building
Bowling alley		4 per each alley	--
Car wash		20 standing spaces for waiting vehicles for each wash rack	Plus 1 per each two employees.
Drive-in banking & similar "drive-in service establishments		5 standing spaces for each teller or customer window	--
Furniture & appliance stores, furniture repair shops		1 per each 400 sq. ft. of floor area	--
Greenhouses and nurseries		One space for each 400 sq. ft. of floor area, plus such space as may be determined to be necessary as set forth above	--
Health clubs and other fitness facilities		1 per 50 sq. ft. of gross floor area	--
Indoor or outdoor amusement facility		1 per 300 sq. ft. of indoor floor area or outdoor area used for amusement purposes	--
Motor vehicle sales		1 customer and 1 employee parking space for each 1,200 sq. ft. of area, whether or not said area is enclosed.	--
Offices of physicians, surgeons and dentists		1 per each 150 sq. ft. for first 5,000 sq. ft. in each building	Plus 1 per each 200 sq. ft. for next 10,000 sq. ft.; Plus 1 per each 250 sq. feet for area in excess of 15,000 sq. ft.
Other office buildings		1 per each 250 sq. ft. of floor area on the first floor	Plus 1 per 300 sq. ft. of floor area located in the basement or on the 2nd through 5th floors, plus 1 per 400 sq. ft. of floor area located above the fifth floor
Restaurants		1 per each 6 seats (in addition to all parking space provided for service to patrons while seated in automobiles).	--
Tennis, racquet and handball courts		3 per court	--
Theaters, auditoriums and other commercial places of public assembly		1 per each 3 seats or other accommodations, for attendants, employees or participants	--
Undertaking establishments, funeral parlors, mortuary or funeral homes		1 per 50 sq. ft. of chapel or parlor floor area, provided that there shall be no less than 20 spaces	--
Vehicle service establishment and vehicle body shop		3 standing spaces for each wash rack, lubrication rack, repair bay or similar facility for the servicing or repair of vehicles, not including said rack or bay as a space	Plus 1 per each employee.
Warehouse, wholesale and manufacturing uses			
Uses consisting of manufacture,	Excluding wholesale associated with retail	1 per 1,000 sq. ft. of floor area, or 1one space for each 2 employees,	--

USE TYPES		PARKING REQUIREMENT, MINIMUM (SPACES)	ADDITIONAL REQUIREMENTS
processing assembly, storage, warehousing, wholesale	uses, and distribution of products.	whichever is the greater	
Uses where at least 90 percent of the total floor area is available to the general public for the storage of items none of which is used for its intended purpose during the period that it is on the premises and is not associated with any office, retail, industrial or other business activity conducted on the premises		1 per each 3,000 sq. ft. of gross floor area excluding residential floor area	Plus1 for the resident manager; Plus 1 per each 2 employees

B. For uses not listed heretofore in this schedule of parking requirements, by the interpretation of the zoning administrator, spaces shall be provided on the same basis as required for the most similar listed use.

C. The County Board may, through Use Permit approval pursuant to Section §15.5, modify the conditional and community service uses and retail and service uses regulations set forth in §14.3.7 or modify regulations to permit off-site parking to be used for public and private elementary, middle and high schools and for uses associated with public and private noncommercial recreational and community center buildings and grounds, where the County Board finds that:

1. Such modifications will preserve or create recreational facilities such as playing fields, open space, playgrounds, and the like, that will reduce impervious surfaces, minimize grading and preserve existing trees, and

2. A transportation demand management plan submitted by the applicant demonstrates that the potential adverse impacts of parking demand and any potential disruption of parking patterns within affected neighborhoods that could result from the modification will be mitigated by utilizing available on-street parking contiguous to the site, and through the implementation of measures such as, but not limited to:

(a) Utilizing, by written agreement with another party in terms acceptable to the County, off-street parking spaces at a site owned or controlled by that same party; and/or

(b) Utilizing a managed or shared parking program at times when parking demand is highest; and/or

(c) Implementing Transportation Demand Management (TDM) strategies for the use, and/or demonstrating that transit or other transportation options exist that may offset parking demand.

§14.3.8. Off-street loading

Off-street loading spaces shall be provided for each use, as permitted in its respective classification, in not less than the amounts set forth below for every building, or addition thereto, and for all uses of land established or expanded:

A. All conditional uses

Sufficient space to provide on the lot for the use, as determined by the County Board, as set forth above.

Attachment IV

Urban Land Institute Shared Parking 2nd Edition Adjustment Factors

Time-of-Day Factors for Weekday Demand																					
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	
Shopping Center-Typical	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%	
December	Customer	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	0%	
Late December	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%	
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	0%	
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%	
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	Guest	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%	
Office	Visitor	0%	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%	
	Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%			

Time-of-Day Factors for Weekend Demand																					
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	
Shopping Center-Typical	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%	
December	Customer	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%	
Late December	Customer	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	0%	
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%	
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%	
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
	Guest		20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%	
Office	Visitor	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%	
	Employee	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%	

Monthly Adjustments for Customer/Visitor Parking													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Shopping Center	56%	57%	64%	63%	66%	67%	64%	69%	64%	66%	72%	100%	80%
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office, Bank	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%

Monthly Adjustments for Employee/Resident Parking													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Shopping Center	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	90%	100%	90%
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office, Bank	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%