

Sully District Council of Citizens Associations



P.O. Box 230042
Sully Station, VA 20120-0042

Joint Sully District Land Use and Transportation Committee Resolution on the “Parking Reimagined” Amendment

WHEREAS the Joint Sully District Land Use and Transportation Committee (the “Joint Committee”), comprised of members of the Sully District Council of Citizens Associations (SDCCA) and West Fairfax County Citizens Association (WFCCA), recognizes the importance of citizen engagement and in person testimony, in the land use decision making process, and the importance of adequate minimum parking requirements to a high quality of life; and

WHEREAS both SDCCA and WFCCA have long supported protection of residential neighborhoods from development impacts, including overflow parking; and strongly support the long-standing tradition of robust citizen participation in the amendment of the Fairfax County zoning ordinance; and

WHEREAS the Joint Committee has appreciated the opportunity to review the draft language with County staff for the proposed “Parking Reimagined” amendment to the Fairfax County Zoning Ordinance, as most recently amended; and

WHEREAS after careful review, the Joint Committee still has many objections and as yet unresolved questions related to the proposed amendment;

Now, therefore, in view of the foregoing, BE IT RESOLVED as follows:

- 1) The Joint Committee **in the strongest possible terms opposes the Parking Reimagined amendment** as currently drafted.
- 2) The Joint Committee expresses the following **specific objections** about the proposal, as currently drafted:
 - a) The reduced figure of 1.3 parking spaces per multifamily apartment is unrealistically low, and does not seem to be based upon real world experience

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currently being observed in Fairfax County or current data regarding the number of privately owned and operated cars in existing multifamily developments. The proposed reduction will, in all likelihood, force overflow parking demand into nearby neighborhoods.

b) The proposal for administrative reductions in the number of required parking spaces to be made by the Director of Land Development Services (LDS) up to an additional 30% to 50%, below the minimum required ordinance parking requirements, without notice or a public hearing, deprives residents of an opportunity to participate in the process, and comment on impacts to neighbors. This type of anti-resident streamlining unnecessarily disrespects the importance of community input, and will likely prevent identification of specific impacts to be mitigated or avoided. The Joint Committee would also question the ability of the LDS Director to make such a decision unless this individual can demonstrate the appropriate technical and professional experience related to the concepts of parking supply and travel demand management.

c) The proposal fails to include any requirement for a quid pro quo by the development applicant such as the provision of additional publicly accessible green space or tree save in exchange for a parking reduction. An environmental benefit **must** be a basic component of **any authorized** parking reduction. Fairfax County should require a net environmental benefit to be obtained from any parking reduction, and consider issues such as stormwater management, transportation demand management, and quality of life in the evaluation of such requests.

d) The proposals to reduce minimum loading space requirements, and allow additional administrative reductions of loading spaces, will exacerbate the currently observed and documented conflicts between delivery vehicles and the users of disabled parking spaces. Public hearings, with notice and an opportunity to be heard, are a more community-friendly procedure for evaluating loading space waiver requests. The language allowing rounding down the number of required loading spaces to zero also eliminates any loading space requirement for smaller buildings. A more realistic approach recognizes the currently observed and documented fact that the number of service vehicle deliveries to all current land use types have increased substantially in the last few years.

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- 3) The Joint Committee endorses the previous positions of the Reston Citizens Association in their letter of March 17, 2023, to Supervisor Alcorn, and the Environmental Quality Advisory Council (EQAC) in their memoranda of January 13, 2023 and June 14, 2023 to the Board of Supervisors.
- 4) The Joint Committee respectfully requests that the Planning Commission recommend **denial** of the Parking Reimagined amendment.
- 5) The Joint Committee respectfully requests that the Board of Supervisors **deny** the Parking Reimagined amendment.

BE IT FURTHER RESOLVED that this resolution be communicated to the Fairfax County Board of Supervisors, as well as the Fairfax County Planning Commission, Fairfax County Board of Zoning Appeals, the Fairfax County Environmental Quality Advisory Council (EQAC), the Fairfax County Federation of Civic Associations, all members of the Virginia state legislature (Delegates and Senators) whose districts are fully or partially located within Fairfax County, the current members of Congress representing the 8th, 9th, 10th, and 11th districts; both United States Senators for Virginia, the Washington Post and other print media serving Fairfax County, and the network television stations (Channels 4, 5, 7, and 9) which serve the DC/MD/VA metro area.

This resolution was approved by the Joint Committee at its 17 July 2023 meeting:

Approved by:

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Distribution:

Fairfax County Board of Supervisors
Fairfax County Planning Commission
Fairfax County Environmental Quality Advisory Council
Fairfax County Board of Zoning Appeals
Fairfax County Executive

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Fairfax County State Senators and Delegates
Fairfax County Representatives
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Fairfax County Federation of Citizens Associations
Reston Citizens Association
SDCCA Members
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Note that this document is posted at

http://www.sullydistrict.org/resolutions/20230717_JSDLU&TCResolution_ParkingReimagined.pdf