



The Mount Vernon Council of Citizens Associations, Inc.

P.O. Box 203, Mount Vernon, VA 22121-9998

<http://www.mvcca.org>

Planning Commission
Fairfax County

Board of Supervisors
Fairfax County

Dear Commissioners and Supervisors

The Mount Vernon Council of Citizens Associations (MVCCA) has done a full and complete evaluation of the proposed Parking Reimagined Zoning Ordinance as drafted. Our specific concerns are incorporated in the attached resolution which passed unanimously.

We request that both the Planning Commission and the Board of Supervisors deny its passage as currently proposed and that you ask staff to take our concerns into consideration.

Respectfully,

Katherine Ward

Katherine Ward
Cochair
MVCCA

Attached: MVCCA Parking Reimagined Resolution

**Mount Vernon Council of Citizens' Associations (MVCCA) E&R, Transportation,
and P&Z Joint Committee "Parking Reimagined" Resolution 2023-01JT**

WHEREAS the Mount Vernon Council of Citizens' Associations recognizes the importance of citizen engagement, in the decision-making process, and the importance of adequate minimum parking requirements to support a high quality of life;

WHEREAS the MVCCA has 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 development of parking requirements of the Fairfax County Zoning Ordinance;

WHEREAS the MVCCA is aware of a new multifamily apartment complex near the Huntington Metro with a parking ratio of about 1 space per unit that is lacking in sufficient parking to provide for medical care providers, visitors, and residents, which is causing residents to seek parking in the adjoining neighborhood; and

WHEREAS after careful review, the MVCCA has many objections to the advertised Parking Reimagined requirements for the Zoning Ordinance.

NOW, THEREFORE, BE IT RESOLVED that:

1) The MVCCA **opposes the Parking Reimagined requirements** as currently drafted;

2) The MVCCA has the following **specific objections** about the proposal, as currently drafted:

a) The proposed reductions in minimum required parking for the Huntington Transit Station Area are unrealistically low given the lack of existing infrastructure to encourage use of mass transit, most notably a lack of retail availability and a Bus Rapid Transit (BRT) system which is at minimum five years from existence.

a) While the proposed base minimum required parking for multifamily buildings is associated with parking shortages, the reduced parking levels in other

areas such as revitalization districts could result in a minimum parking requirement of .9 parking spaces per unit. Similarly, the PTC minimum required parking within 1/8 of a mile from a Metro station, as little 0 parking spaces per unit would be acceptable. These minimum parking requirements are unrealistically low and are unlikely to provide adequate parking even when retail stores are located in these areas. Moreover, limited parking will result in a higher cost for low-income individuals, which creates a disproportionate impact. The proposed reduction may force overflow parking into nearby neighborhoods.

b) The proposal for administrative reductions by the Director of Land Development Services (LDS) up to an additional 60%, below the minimum parking requirements, without notice or a public hearing, deprives citizens of an opportunity to participate in the process, and comment on impacts to neighbors. **We believe that this discretion should either be eliminated or that requests for reductions to minimum parking should require a public hearing if requested and the majority of community comments do not support the reduction in parking. Moreover, community comment for this purpose should focus on community comments from local residents that reside within a mile of the subject property and any testimony supports rejecting the decrease in minimum parking requirements.**

c) In developing this amendment, Fairfax County should require a net environmental benefit in the establishment of based minimum parking requirements and adjustment to the minimum parking requirements in transit areas. Site specific decisions should 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, may cause conflicts between delivery vehicles and the users of disabled parking spaces. Public hearings, with notice and an opportunity to be heard, are a more citizen-friendly

procedure for evaluating loading space waiver requests. Should residents object to the reductions, the reductions should not be granted.

3) The MVCCA respectfully requests that the Planning Commission recommend **denial** of the Parking Reimagined amendment unless these concerns are incorporated.

4) The MVCCA respectfully requests that the Board of Supervisors **deny** the Parking Reimagined amendment unless these concerns are incorporated.

APPROVED BY THE MVCCA GENERAL COUNCIL ON MAY 24, 2023