Prepared for the City of Fairfax, VA

Old Town Fairfax Parking Study

March 5, 2025

WALKER CONSULTANTS

WALKER CONSULTANTS

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March 5, 2025

Wendy Sanford, Transportation Director
Public Works Department
City of Fairfax, Virginia
10455 Armstrong Street
Fairfax, VA 22030

Re: Old Town Fairfax Parking Study
City of Fairfax, Virginia
Walker Consultants Project #22-001639

Dear Wendy,

Walker Consultants is pleased to submit this report for your review for the City of Fairfax Old Town Parking Study.

We appreciate the opportunity to serve you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely yours,

WALKER CONSULTANTS

John W. Dorsett, AICP, MBA
Senior Vice President

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Executive Summary

Executive Summary

Old Town Fairfax is a charming blend of historic character, local businesses, and community spaces. At its heart, the city's parking system supports the movement of residents, visitors, and workers, but its current limitations present challenges related to accessibility and growth.

This study comprehensively examines the City of Fairfax Old Town's parking environment, evaluating today's conditions, forecasting future needs, and charting a path toward a system that offers more public parking capacity.

The City of Fairfax is at an important juncture in managing its downtown parking resources. As the area becomes more urbanized, with increased development and densification expected over the next five to ten years, there is an opportunity to promote a more mature land use pattern that maximizes the efficiency of its current parking assets.

Historically, parking development in Old Town has been largely driven by developers, resulting in a landscape dominated by private surface lots. However, many of these lots remain underutilized, leaving public parking as only a small portion of the city's total parking capacity.

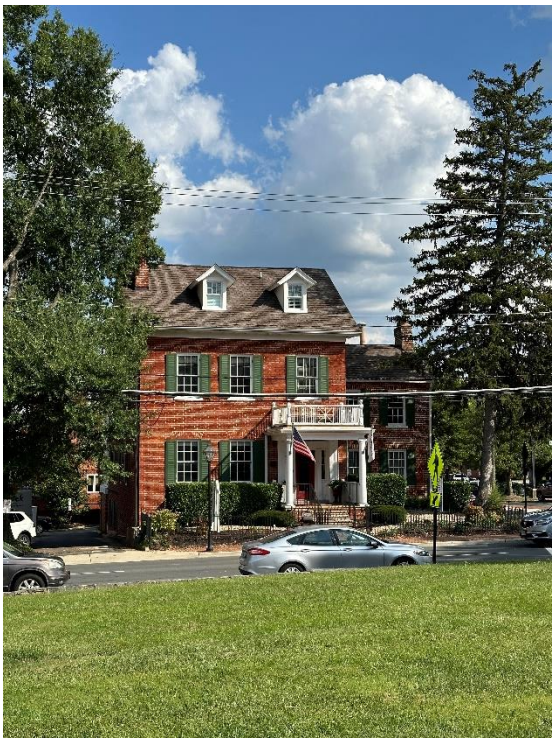
This study recommends that the City of Fairfax take a proactive role in parking management to address this imbalance and optimize the use of existing real estate. This would involve transitioning to a shared-use parking model and leveraging private parking resources through shared-use agreements to increase publicly accessible parking. Tools such as in-lieu fees, zoning code updates, and shared parking incentives are proposed to support this transition effectively.

Additionally, the report outlines a “tipping point” for when public investments, such as constructing a parking deck, may become necessary. The “tipping point” refers to the critical juncture when the combined supply of private and public parking can no longer adequately meet the future demand generated by new developments and increased activity in Old Town Fairfax. While leveraging shared-use agreements with private parking facilities can effectively expand the publicly accessible parking pool in the short term, this strategy may have limitations.

As redevelopment progresses and surface lots are replaced with higher-density uses, the availability of private parking *may* shrink. At the same time, increased demand from residents, businesses, and visitors will place additional strain on the remaining parking infrastructure. A shortage will emerge if this demand surpasses the capacity of existing public parking and the shared-use agreements. This “tipping point” would require the City to consider investing in new public parking infrastructure,

such as a parking deck, to meet the community's growing and competing land use needs.

Walker outlines a comprehensive strategy to transform Old Town's parking system to address present and future needs. Operational enhancements such as clearer signage, better enforcement, and expanded shared-use agreements can immediately improve the user experience and help the city address future conditions. Policy updates, including zoning adjustments to encourage shared parking and alternatives to traditional parking minimums, will create flexibility for new developments while preserving the area's character.



These recommendations are not simply technical fixes but part of a broader vision for Old Town Fairfax—where parking is an enabler of community and commerce, seamlessly integrating with the city's charm and functionality. By following these recommendations, the City of Fairfax can ensure its parking system evolves with its aspirations, fostering a sustainable and vibrant future for all who live, work, and visit here.

Existing Conditions

Old Town has a robust inventory on paper. Yet, public parking makes up only a tiny portion of this total, with 2% of the spaces represented by on-street parking and 7% comprised of public off-street parking (during the daytime on weekdays). The composition of the public parking inventory increases to 16% during nights and weekends with the inclusion of all spaces made available to the public across three (weekday) private parking lots (Bank of America lot, Old Town Plaza Deck, and 10427 lot), owing to existing shared parking agreements. Regarding the on-street parking inventory, the downtown core sees consistent activity, with Main Street experiencing spillover across multiple periods (average 77% occupancy). On-street parking on Layton Hall Drive and Democracy Lane also has higher occupancy rates than average.

During peak times, public parking occupancy rates hover around 33% on weekdays and 40% on weekends, with some lots underutilized due to inconsistent signage or restricted access. Key public lots close to the downtown core, like those on Main Street and Sager Avenue, are often near capacity. In

contrast, others, such as the library garage, are underutilized (average occupancy of 26% across the three days versus around 70% for other public lots). These findings reveal a mismatch between supply and demand and underscore the need for targeted interventions to balance utilization more effectively across the parking network.

Parking Supply

The study area contains 6,319 parking spaces, primarily within privately owned lots. "Weekday" public parking is limited, with only 430 off-street and 128 on-street spaces available, not including shared facilities open to the public during evenings and weekends (referred to as "Nights and Weekend Parking" in the report). The map below highlights most of the public off-street lots and the (shared) private parking lots available for public use on nights and weekends. *(See page 28 for a larger version.)*

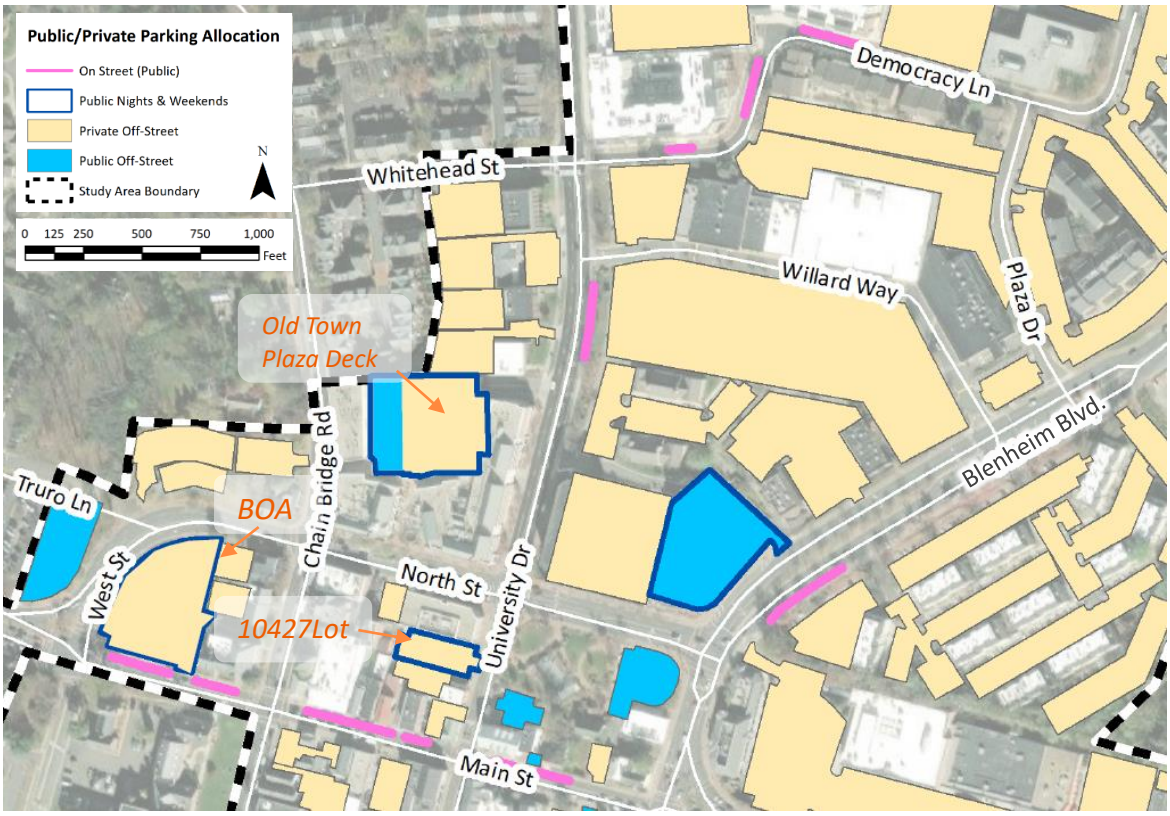
For nights and weekends, an additional 554 spaces from privately owned (off-street) lots (i.e., the private off-street lots with a blue border) are made available to the public, bringing the total off-street public parking inventory to 984.

Weekday Parking Inventory

Type	Inventory	Percentage
Public On-Street	128	2%
Public Off-Street	430	7%
Private Off-Street	5,761	91%
Totals	6,319	100%

Nights and Weekend Parking Inventory

Type	Inventory	Percentage
Public On-Street	128	2%
Public Off-Street	984	16%
Private Off-Street	5,207	82%
Totals	6,319	100%

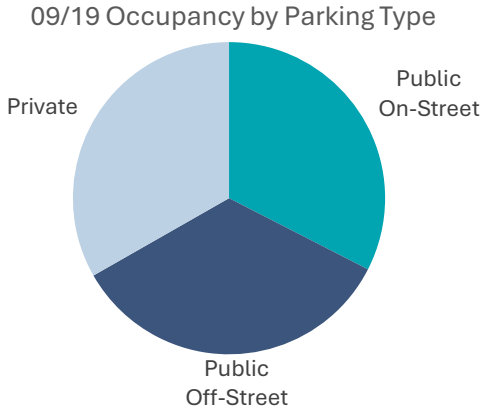


Peak Occupancy Periods

The following data represents the main field observation findings of peak occupancy across parking types.

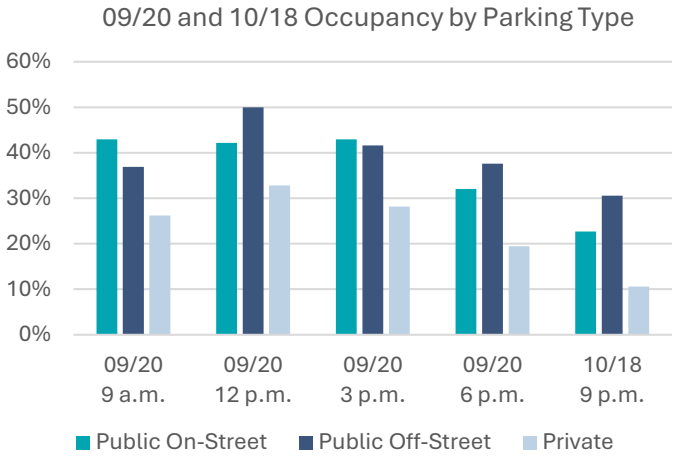
Thursday (09/19)

The Thursday (September 19) observations reflect an aggregated count over six hours (9 a.m. to 3 p.m.). During this time, the overall occupancy across all parking types in the study area was 33%. As shown in the graph, the occupancy percentages for public on-street, public off-street, and private parking were closely aligned, each hovering around the 33% mark, indicating minimal variation among parking types.



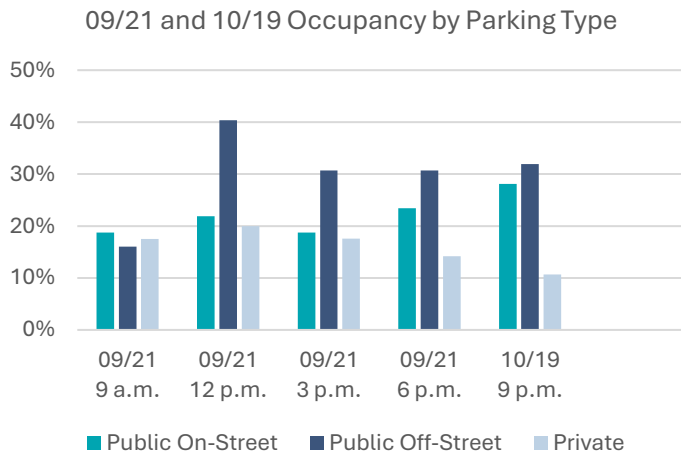
Friday (09/20 and 10/18)

Counts were conducted at five-time points—9 a.m., 12 p.m., 3 p.m., 6 p.m., and 9 p.m.—revealing variations in parking demand throughout the day. Overall peak occupancy was observed at noon, with 34% of all parking spaces in use. Public off-street parking reached its peak occupancy of 50% at noon. In comparison, public on-street parking saw its highest usage at 43% at 9 a.m. and 3 p.m. Certain key lots, such as Main Street and Sager Avenue, experienced exceptionally high utilization rates, with Main Street reaching 93% occupancy (25 of 27 spaces). Sager Avenue reached 87% (40 of 46 spaces). These figures highlight concentrated demand in select areas during peak periods.



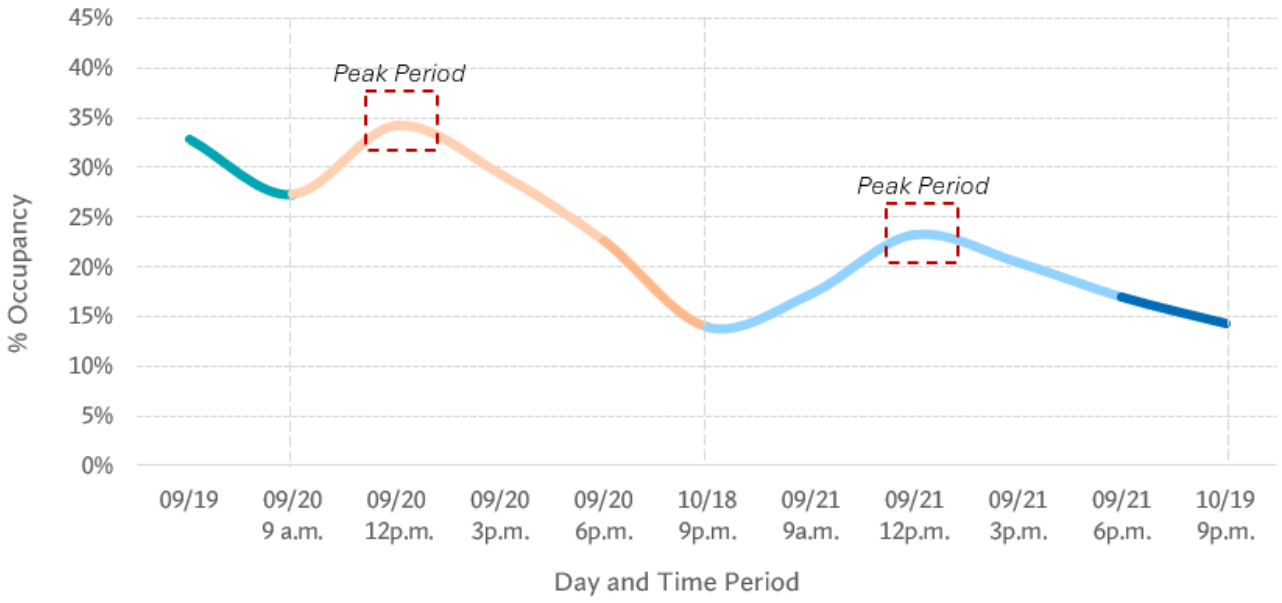
Saturday (09/21 and 10/19)

As with Friday, counts were conducted at five time points: 9 a.m., 12 p.m., 3 p.m., 6 p.m., and 9 p.m. Overall, Saturday parking activity was lower than Friday, as indicated by the shorter bars (lower percentages) in the chart. The overall peak occupancy was 23%, recorded at noon.



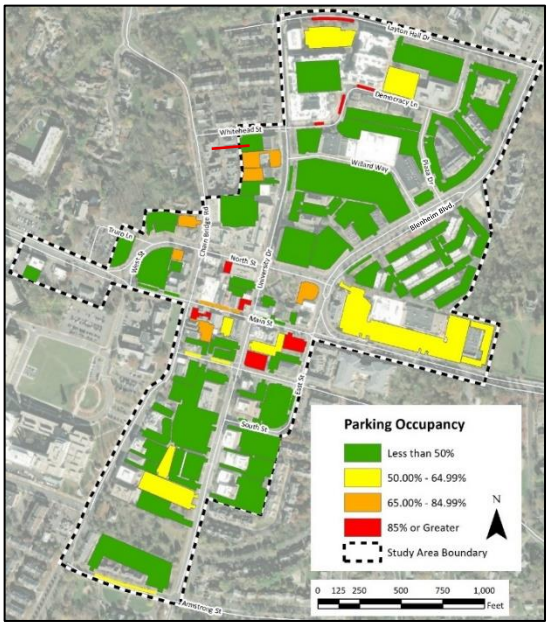
Parking Trends

The chart below illustrates the average occupancy trends across all parking lots, with distinct daily patterns marked by colored line segments—green for Thursday, peach and orange for Friday, and light and dark blue for Saturday. While Thursday's data was collected differently, its trends closely mirror those of Friday over the same period, showing similar occupancy percentages. Thursday and Friday show a sharp increase in parking demand from 9 a.m. to midday, followed by a gradual decline through the evening. Notably, Fridays experience higher activity levels, likely due to increased business operations and commuter activity. Activity levels in the evenings (6 p.m. and 9 p.m.) are comparable across Friday and Saturday. The red dashed boxes highlight the peak occupancy period at noon each day.



Peak Occupancy Example

This map of Friday showcases the parking occupancy for each parking lot at noon, represented as a percentage and color-coded according to the scale shown in the legend. Parking occupancy maps like this help to visually demonstrate activity based on demand and existing inventory within the study area. A comprehensive set of these maps appears in the second report section, Existing Conditions.



Public Parking Lots

During the weekday periods (Thursday, and Friday from 9 a.m. to 3 p.m.), the peak parking occupancy across public parking lots occurred at noon Friday with 50%, or 215 of 430 spaces, in use.

In the evening and weekend periods, when the three private lots are accessible to the public, the peak occurred on Saturday at noon, with 40% occupancy. However, Friday at 6 p.m. and Saturday at 3 p.m. saw similar activity, with 38% and 35% occupancy, respectively.

Public On-Street Parking

The highest on-street parking occupancy rates were observed on Friday at 9 a.m., noon, and 3 p.m., ranging between 42% and 43%. The most active on-street spaces were concentrated in the downtown core along Main Street which averaged 77% across all three days. Whitehead Street averaged 78% occupancy[1] across the same period.

Underutilized Facilities

Certain lots, like the library parking facility, remain underutilized even during peak periods. This could be attributed to limited or unclear signage, perceived inconvenience due to distance, and potentially the lack of garage visibility.

[1] Whitehead on-street parking exceeded 100% occupancy during certain time periods, as shown in the map, indicating overcapacity caused by illegally parked vehicles adjacent to designated on-street spaces.

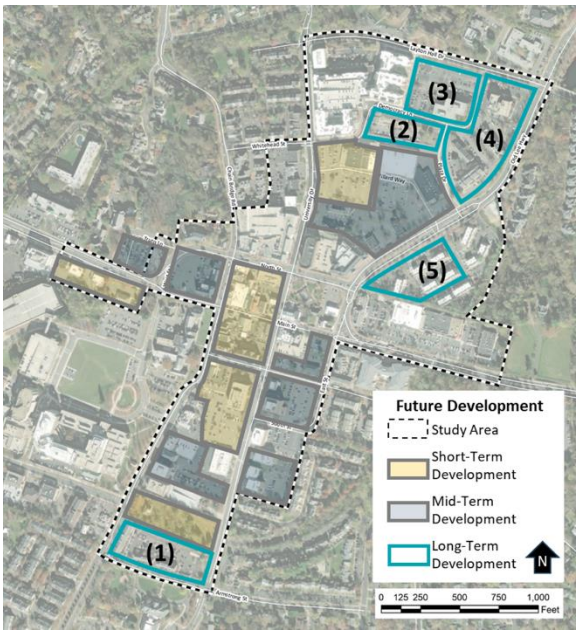
Future Conditions

Looking ahead, Old Town is poised for a significant transformation. Redevelopment aligned with the 2020 Small Area Plan envisions a denser, vibrant, mixed-use district where surface lots give way to new residential, retail, and entertainment spaces. A marquee project, a proposed 4,127-seat concert hall, exemplifies the potential and challenges of this growth. For example, the concert hall alone could create an on-site 880-space parking deficit during sold-out events.

Even without the proposed concert hall, projections suggest that 2039 peak occupancy at noon will rise to 48% on weekdays and 45% on weekends, with public parking nearing or above capacity even as the overall system can accommodate growth. The public parking system could reach 167% of capacity during a sold-out event by 2039.

Planning Horizon

Future development projects were organized into three planning horizons—short-term (0-5 years), mid-term (6-10 years), and long-term (11-15 years)—culminating in the full realization of the 2020 Old Town Small Area Plan. Known or imminent developments identified by the City of Fairfax Community Planning and Development Department were assigned to the short-term planning horizon. At the same time, the more conceptual programming from the Small Area Plan was divided between the mid-and long-term planning horizons.



For each future development, the type and quantity of land uses, expected timing of the project, and number of parking spaces that would be eliminated or added to the existing parking system were quantified. After identifying changes to the existing parking supply in Old Town Fairfax, a shared parking methodology was used to estimate the parking demand generated by the new developments.

Weekend Event Parking Occupancy

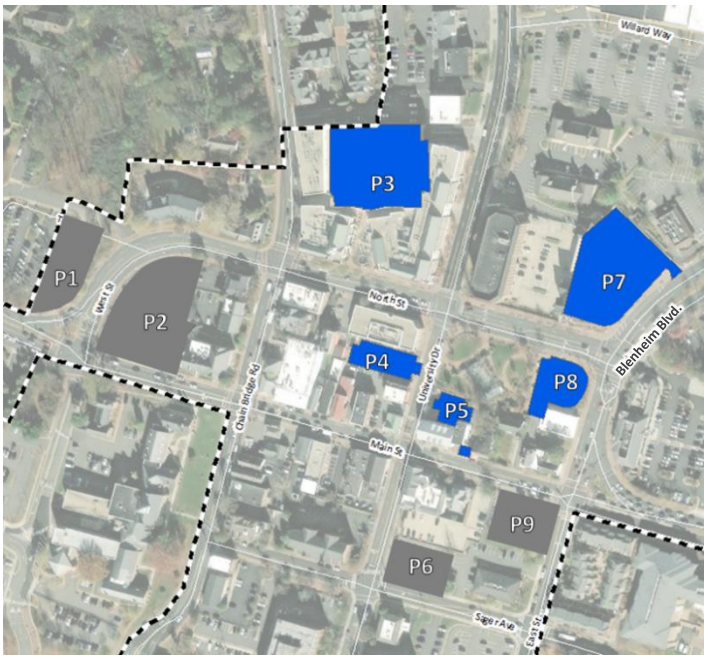
Within the next five years, a new mixed-use development featuring a 4,127-seat concert hall is proposed to be built as part of the Ox Fairfax Block A project. While sold-out events of similar size are not expected to happen often, understanding the impact of these kinds of events on the Old Town parking system is critical. Since event attendees cannot park in other private lots, overlaying parking demand associated with a large event at the concert hall does not significantly impact overall private off-street occupancy in the study area.

When just the concert hall project is considered, the impact is significant. Initial site plans show 522 parking spaces built; however, the projected demand during a sold-out event is about 1,400, resulting in a more than

880-space on-site deficit. The existing public parking system cannot accommodate overflow during a sold-out event. Additional discussion with the county and the developer on sharing the 1,900-space Judicial Garage B is recommended. This facility, located about 1,200 feet (a five-minute walk) from Ox Fairfax Block A and outside the study area, is a reasonable option for most attendees. However, improving the walking environment between these sites should be considered to enhance accessibility and encourage use.

Public Off-Street Parking

Over the long-term planning horizon, access to publicly available parking (both municipally and privately owned) is expected to change. New developments will replace existing lots, and those displaced cars will need to find alternative parking locations, presumably within the existing public parking system. Existing demand in P1, P2, P6, and P9 and new demand generated by infill development in the historic district was allocated to the Old Town Plaza Deck (P3). However, only 100 spaces in the Old Town Plaza Deck are publicly available on weekdays.



Overall Future Occupancy

There are only 430 public parking spaces during weekday conditions. The overall occupancy of the public off-street parking system during the weekday peak is expected to increase from 46% under existing conditions to 102% over the next 15 years. Demand in the Old Town Plaza Deck is projected to increase by 180 spaces. However, only 100 public parking spaces are available in the garage during the week.

Saturday Future Occupancy

Due to shared parking agreements with private owners, the public parking supply increases from 430 to 984 spaces on nights and weekends. On a typical Saturday around noon, utilization of the public parking facilities is projected to increase from the 40% observed on 9/22/24 to about 58% by 2039. Occupancy in the Old Town Plaza Deck is expected to grow by 156 spaces.

Peak Future Occupancy

Based on the existing mix of land uses, peak weekend conditions occurred at noon. Walker observed a 31% occupancy of the public parking during our survey. If the public parking system, excluding Fairfax County's Judicial B Garage, tried to accommodate overflow demand from the concert hall and infill demand over the next 15 years, the occupancy rate would increase to 167%. Occupancy rates in smaller lots are expected to be at or near capacity. While there is a significant surplus in the Old Town Plaza Deck and the library garage, it

cannot fully accommodate overflow from the concert hall. The available public parking capacity by planning horizon is shown on the next page.

Weekday Peak Future Occupancy

Future parking demand was modeled based on a noon weekday peak. Over the 15-year planning horizon, the parking supply is expected to increase by about 2,400 spaces, and parking demand is expected to increase by 2,044. As a result, overall occupancy in the study area will likely increase from about 34% today to 48% by 2039. While the overall parking supply is expected to meet the projected demand, localized "hot spots" of activity are projected.

	Existing		Short Term		Mid-Term		Long-Term	
Type	Supply	% Occ.	Supply	% Occ.	Supply	% Occ.	Supply	% Occ.
Public On-Street	128	42%	128	60%	128	75%	128	85%
Public Off-Street[1]	430	50%	430	68%	323	103%	323	103%
Private Off-Street[2]	5,761	32%	7,034	37%	8,220	40%	8,290	45%
Total	6,319	34%	7,592	39%	8,671	43%	8,741	48%

Weekend Peak Future Occupancy

Future weekend parking demand was modeled based on a noon peak. Over the 15-year planning horizon, overall occupancy in the study area is expected to increase from about 23% today to 45% by 2039. While the overall parking supply is expected to meet the projected demand, localized "hot spots" of activity are projected.

	Existing		Short Term		Mid-Term		Long-Term	
Type	Supply	% Occ.	Supply	% Occ.	Supply	% Occ.	Supply	% Occ.
Public On-Street	128	22%	128	37%	128	53%	128	59%
Public Off-Street[1]	984	40%	984	46%	817	58%	817	58%
Private Off-Street[2]	5,207	20%	6,480	30%	7,726	38%	7,796	43%
Total	6,319	23%	7,592	32%	8,671	40%	8,741	45%

Impact of Zoning Policy

Much of the proposed development in the mid- and long-term planning horizons is based on the 2020 Small Area Plan, which is conceptual. As a result, the parking requirements outlined in the zoning code were applied to each new project to quantify future parking supply. Additionally, because the city's zoning code allows for projects in Historic Overlay Parking District A to be built without parking and reduces minimum parking requirements for other projects in the larger Historic and Transitional Overlay Districts, any overflow parking demand generated by new development was allocated to the public parking system.

Applying the current parking regulations (i.e. "base scenario"), combined with known changes to the public parking system over the next 15 years, will likely result in a public parking shortage on weekdays around noon and during major special events. This deficit could increase significantly if the city elected to further reduce or eliminate parking minimums, especially without adopting policies and programs that encouraged a more multi-modal environment and lower vehicle ownership. For planning purposes, the tables below show the impact of eliminating all commercial parking requirements in the Historic and Transitional Overlay Districts (i.e. "revised scenario") around noon on a weekday. The revised scenario totals below also assume no parking in the Historic Overlay Parking District A is built, including for multi-family residential or hotel projects.

Public Parking		Supply	Mid-Term Surplus/Deficit		Long-Term Surplus/Deficit	
			Base Scenario	Revised Scenario	Base Scenario	Revised Scenario
P1	Lot 10480	0	0	0	0	0
P3	Old Town Plaza Deck	100	(131)	(441)	(131)	(561)
P5	Public Lot- Town Hall	14	11	11	11	11
P6	Public Lot - Sager	0	0	0	0	0
P7	Library	180	75	75	75	75
P8	Public Lot - North	29	6	6	6	6
P9	Public Lot - Main	0	0	0	0	0
Total		323	(39)	(349)	(39)	(469)

The small 39-space deficit expected by applying the current zoning requirements could balloon to nearly 470 spaces by 2039, requiring the city to take a more active role in parking or adopt a more rigorous strategy to reduce vehicle ownership and encourage multi-modal accessibility. A 39-space deficit could be mitigated in the short term through a shared parking agreement with a private owner. Walker's observation of parking demand in downtown Fairfax indicates several facilities (including office buildings) had a surplus of parking even during the noontime peak. Mitigating the larger 469-space deficit would likely require a structured parking solution.

More bold reductions would also have an overwhelmingly negative impact on the public parking system during special events, such as a sold-out event at the concert hall in the proposed Ox Fairfax Block A project. It is also essential to consider the frequency of such events when considering a structured parking solution. While the notable event shortage may be significant (up to 1,000 spaces), its frequency may not be regular enough to support a structured parking solution of that size, especially if Fairfax County's Judicial B Garage can be used for event parking. However, a more regularly occurring weekday public parking shortage of 469 spaces could warrant a structured solution.

Parking Plan Development

While the City of Fairfax has a well-functioning parking system, opportunities exist to enhance the overall parking experience and optimize the use of existing resources. By implementing these recommendations, the City can optimize its parking resources, improve the user experience, and advance its long-term vision for economic growth and sustainable urban development.

Current Challenges

The study identified several key challenges facing the City of Fairfax.

Limited Public Parking Supply

Heavy reliance on private lots restricts access and usability for residents and visitors.

Inconsistent Signage and Wayfinding

This hinders effective navigation and utilization of available parking.

Limited Parking Enforcement

Current regulations lack a cohesive framework to manage time limits and ensure compliance effectively.

Recommendations

To address these challenges and prepare for future parking demand, Walker has outlined actionable strategies within a comprehensive Parking Management Plan. These recommendations include the following:

Infrastructure Enhancements

Introduce consistent wayfinding, signage, and striping for on- and off-street parking.

Shared Parking Agreements

Prioritize expanding shared parking agreements with private businesses that own underutilized parking lots. Currently, the City maintains two such agreements: one with BOA, which has not been formally renewed since its expiration in 2008, and another with BIG LLC, which has been successfully renewed three times since its initial term ended in 2022. A more formalized, consistent, and organized approach to managing these agreements is essential to ensure effective coordination and oversight of shared and private parking facilities across the city.

To further enhance the City's parking strategy, existing shared parking agreements should be updated and/or extended, and new shared parking agreements should be reached with private property owners, which would, in effect, expand the public parking supply.

Expanding and actively managing shared parking partnerships, supported by these updated policies, would allow the City to increase its public parking inventory sustainably. This is particularly critical during peak periods and for evening and weekend activities when private lots often sit vacant, providing an opportunity to maximize available resources and reduce the need for new parking construction.

Parking In-Lieu Fee

Consider introducing a parking in-lieu fee program. This could create a funding mechanism to incentivize private lot owners to join the shared parking pool. These fees could also be used to support improvements to existing shared facilities, fund operational oversight, or invest in other parking or mobility infrastructure.

Parking Champion

Create a new requisition for a "parking champion", a new part-time position within the City Manager's office. This individual would act as the single point of contact for all parking-related issues and oversee all aspects of the parking program.

Infrastructure Development

Evaluate the feasibility and cost/benefit of constructing a new parking deck that integrates seamlessly with Old Town Fairfax's historic character to meet future demand.

Marketing and Communication

Collaborate with stakeholders to educate residents, employees, and visitors about parking options and promote sustainable practices.

Establish a formal parking management plan that includes regular enforcement practices, enhanced communication, and integration with digital platforms like Google Maps.

02

Existing Conditions

Existing Conditions

Background

The City of Fairfax (“the City”) is addressing its future economic development and growth in its Old Town Activity Center. The City’s current zoning code allows for a 50% reduction in parking requirements for certain new developments in the Old Town District, and a 100% reduction in the Old Town Core, assuming that the existing public parking supply can be shared. In 2020, the City adopted the Old Town Fairfax Small Area Plan, which envisions increased density, more mixed uses, and replacing surface parking lots with new development and structured parking. This plan also recommends a new public parking structure in the southern section of Old Town and promoting a “park once and walk” district.

Recent redevelopment proposals are beginning to increase density and reduce the existing public parking supply. Still, plans have not yet been developed to build new public parking, nor has an in-depth assessment of how shared parking needs may change as redevelopment occurs. As a result of this ongoing redevelopment progress, the City sought the services of a qualified parking and mobility consultant to prepare a parking strategy to effectively maximize existing and future public parking availability and utilization within its Old Town District.

Objectives

To produce a smart parking plan, this parking study's objectives are to collect data on the inventory of all parking types (public, private, on-street, and off-street), analyze occupancy rates across specific dates and times of day, and project the impact of mid-to-long-term developments on parking demand. The final objective of this study is to propose the best practices and parking strategies that fit the City of Fairfax’s Old Town's existing and future parking conditions.

Methodology

The findings of the supply and demand phase of the project are the foundation of the management and operations recommendations. Before identifying opportunities to develop or improve parking or recommend changes to existing parking policies, we must have a solid understanding of existing conditions within the

study area. Our understanding of existing conditions begins with the project kick-off meeting. These qualitative findings are combined with the parking supply and demand data collected during our field survey to develop a comprehensive picture of parking conditions.

Using the data collected during the weeks of September 15 and October 13, 2024, Walker established baseline parking conditions for the study area. Parking was inventoried and tabulated by lot and categorized as either on-street, public off-street, or private off-street for the entire study area.

The next step is to determine the parking demand. To do this, Walker took parking occupancy counts in the study area during a typical weekday (Thursday and Friday) and weekend day (Saturday), resulting in a tabulation of the physical number of vehicles. On Thursday, one count was taken between 9 a.m. and 3 p.m. On Friday and Saturday, four counts were taken, with the first count starting at 9 a.m. and the last count starting at 6 p.m. Additional evening and night counts were conducted in mid-October for Friday and Saturday (at 9 p.m.) for additional baseline data at the request of the City of Fairfax. By comparing the supply with the observed occupancy on a zone-by-zone basis, we determined the occupancy levels and quantified specific parking demand for each zone and facility in the study area.

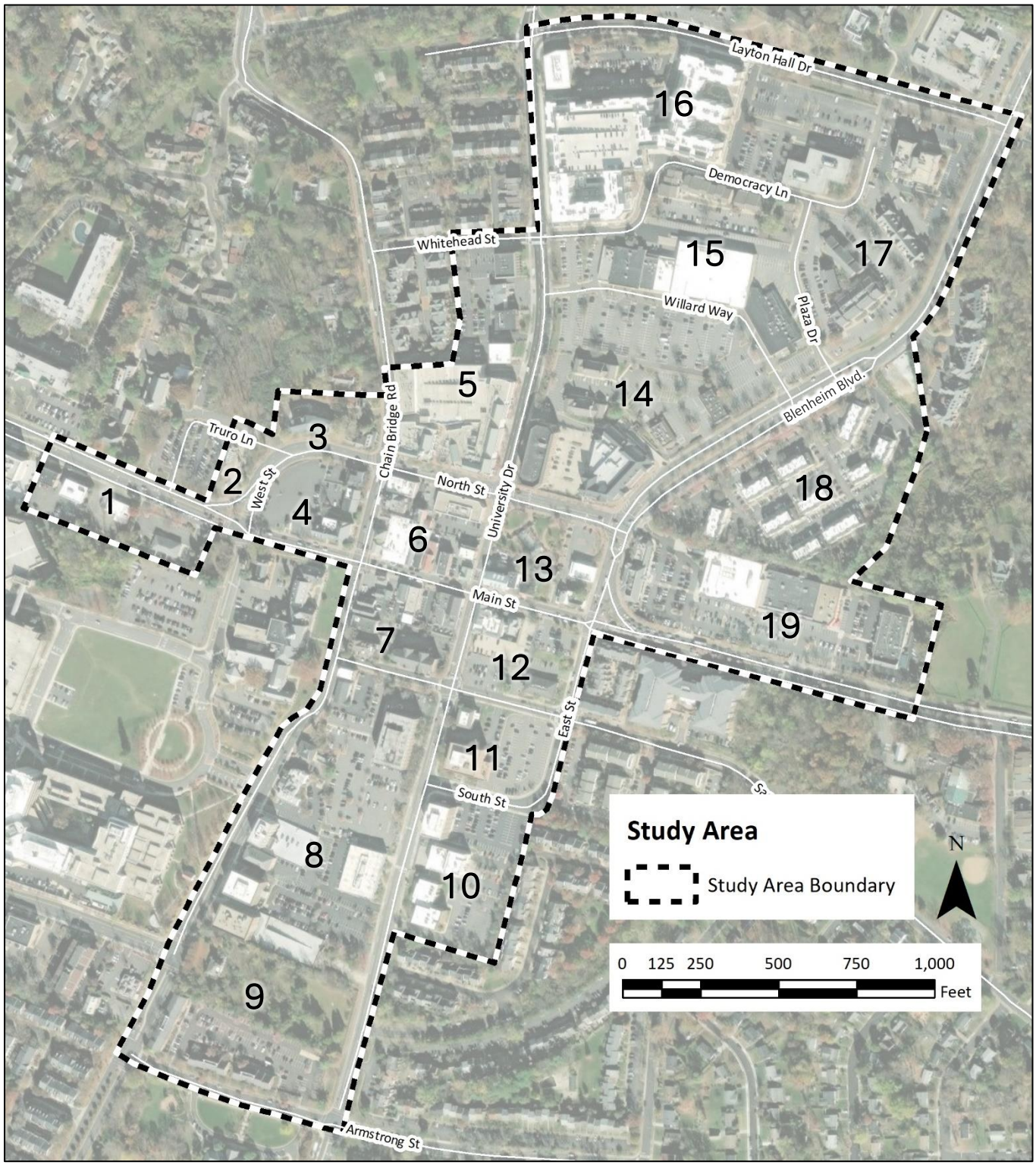
Walker projected parking needs through 2039 based on the Small Area Plan and major development projects identified by the City of Fairfax. The parking supply was adjusted according to known developments and zoning requirements. The future parking supply was then compared with projected demand on a block-by-block basis to assess occupancy levels and identify potential shortages.

Study Area

Old Town Fairfax is located in the heart of Fairfax City, Virginia, approximately 20 miles west of Washington, D.C. The area is known for its historic charm, combining colonial architecture, local shops, restaurants, and civic landmarks. It is bounded by Layton Hall Drive, Blenheim Boulevard, Armstrong Street, and Chain Bridge Road (Route 123). Old Town Fairfax serves as a cultural and commercial hub within the city. In terms of area, Old Town Fairfax is relatively small, encompassing approximately 0.4 square miles.

The following figure shows the boundaries of the study area. For our data collection and analysis, the area was divided into 19 blocks. This subdivision allowed for a focused examination of specific parking lots and facilities, providing a more detailed and granular level of insight. See the appendix for an in-depth look at each block’s facilities and parking lots.

Figure 1 – Old Town Fairfax Study Area (With Analysis Blocks Numbered)



Discovery and Observations

Parking Supply

The study area has 6,319 parking spaces. This total supply comprises 5,761 private off-street parking spaces, 128 public on-street parking spaces, and 430 public off-street parking spaces during weekday business hours. Public parking includes privately owned but publicly available facilities and municipally owned lots.

The map overleaf (Figure 2) illustrates all parking lots in Old Town Fairfax by type and on-street public parking spaces (in pink). The majority of off-street parking spaces are private (beige). However, seven parking lots are symbolized in blue and categorized as public off-street.

During weekday hours (8 a.m. to 6 p.m.), there are seven designated public parking lots: Lot 10480, Town Hall, Sager, Library, North St., and Main St. Additionally, the Old Town Plaza Deck, which contains 565 spaces in total, has 100 spaces allocated for public use at all times. This deck is symbolized in beige, with a portion of the facility highlighted in blue to represent the public allocation.

Public parking capacity expands in the evenings (after 6 p.m.) and on weekends as all spaces in the BOA lot, Lot 10427, and the Old Town Plaza Deck become publicly accessible. These lots are symbolized in beige with a dark blue outline to indicate their conditional public availability.

The Library is symbolized in blue with a dark blue outline. This designation reflects its status as a "pseudo-public" lot, as agreed upon by Walker and the City of Fairfax. While technically reserved for library patrons during the day, enforcement is minimal, and given that the library is a public institution, this parking is considered publicly accessible for this report.

Therefore, the composition of off-street parking in the City of Fairfax varies based on the time of day. Public off-street parking increases from 7% of the total inventory during weekday business hours to 16% during evenings and weekends, while private off-street parking decreases from 91% to 82%.

Table 1 – Weekday Parking Inventory

Type	Inventory	Percentage
Public On-Street	128	2%
Public Off-Street	430	7%
Private Off-Street	5,761	91%
Totals	6,319	100%

Table 2 – Night and Weekend Parking Inventory

Type	Inventory	Percentage
Public On-Street	128	2%
Public Off-Street	984	16%
Private Off-Street	5,207	82%
Totals	6,319	100%

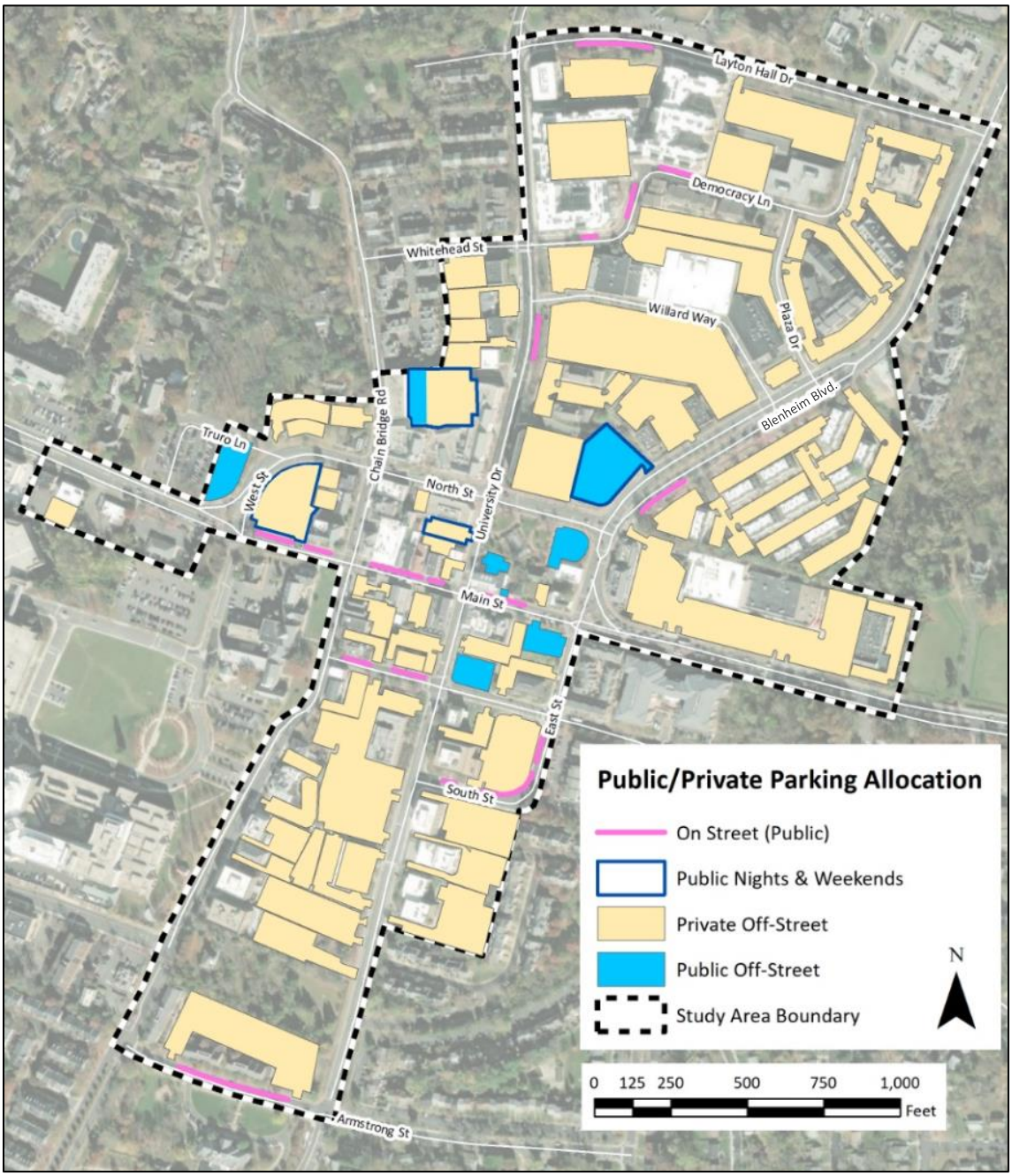
Considering Old Town's size and total land area, parking is plentiful. However, compared to other cities[2], Fairfax has a disproportionately low number of off-street public parking spaces, at 7% and 16%, depending on the time of day. In most similar-sized cities and towns, the mix of on-street spaces is usually 8-10% of total capacity or supply; here, it is just 2%. Additionally, most parking spots are located within privately owned lots

[2] In Dearborn, MI, the downtown public parking space inventory ranges from 30 to 48% of the city's total capacity. Similarly, in Zanesville, OH, 39% of all downtown parking is available to the public.

with restrictions limiting usage. Again, this is higher than a typical city parking supply composition and presents a barrier to restricting access and a potential opportunity concerning shared parking agreements.

In this report, each day's data observation and collection analysis begins with analyzing the total parking inventory i.e., private parking lots and public on-street parking. After this, the focus shifts to the seven off-street public parking facilities. The occupancy calculations also consider the total public parking inventory, depending on the time of day.

Figure 2 – Old Town Fairfax Parking Spaces by Type



Parking Occupancy

Walker conducted eleven parking occupancy counts in the study area on five different days, which were agreed upon by city representatives. The first set of counts began on Thursday, September 19th, 2024, where Walker performed a one-time parked car count sometime between 9 a.m. and 3 p.m. On Friday, September 20th, and Saturday, September 21st, 2024, four counts were performed daily, starting at 9 a.m., 12 p.m., 3 p.m., and 6 p.m. and concluding within 60-90 minutes after the count began. An additional evening/night period was observed to supplement this initial data collection effort. On Friday, October 18, and Saturday, October 19, 2024, a single count was performed starting at 9 p.m. This combination of days and periods was judged to represent typical business conditions across an average weekday and weekend, including daytime and evening activity.

Parking Occupancy Overview

Total Parking Inventory Occupancy Trends

During the "three-day" observation period, the following parking trends were observed for all parking (on-street public and off-street public and private parking lots).

Figure 3 – Average Occupancy Trend

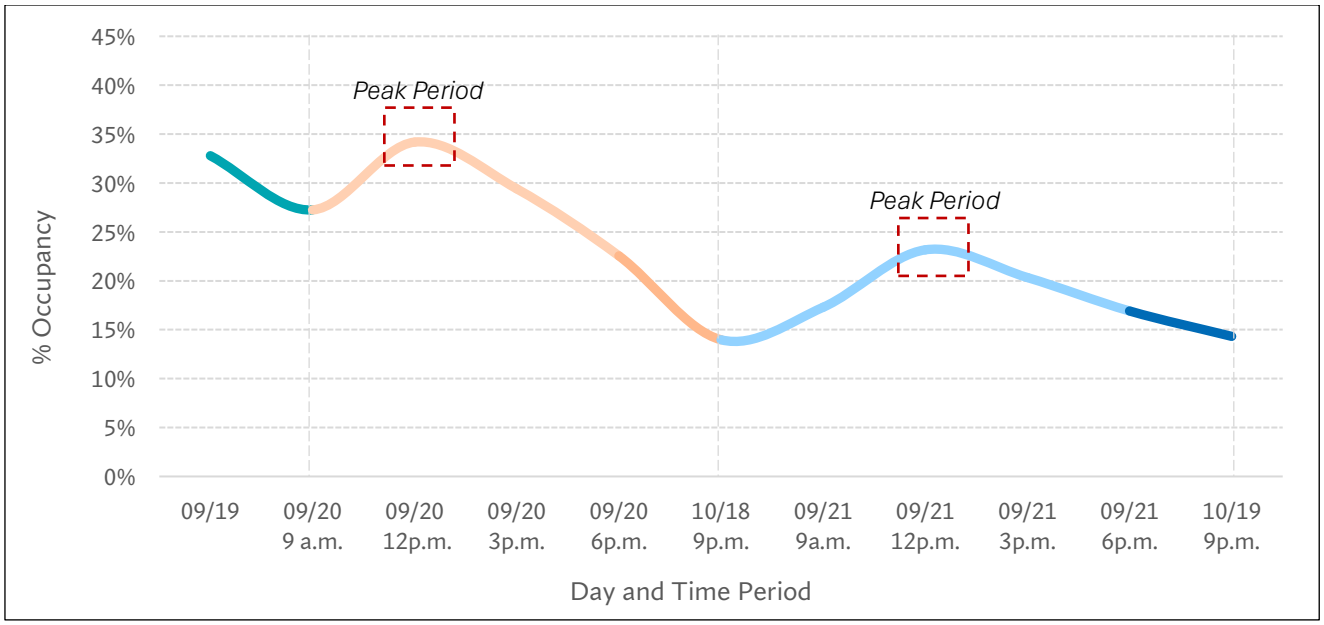


Figure 3 illustrates the average occupancy percentage trends across all parking lots, with vertical dashed lines marking daily patterns: green for Thursday, peach and orange for Friday, and light and dark blue for Saturday. Thursday's data, while collected differently, aligns closely with Friday's trends, showing similar occupancy percentages. Friday and Saturday reveal a sharp increase in activity from 9 a.m. to midday, followed by a gradual decline into the evening hours.

The key distinction is higher vehicle and pedestrian activity in Old Town on Fridays, likely due to increased business operations and employees or patrons commuting during the workday. The red dashed boxes highlight the peak period for each day (noon).

The following table presents the occupancy data underlying Figure 3, detailing occupancy counts for each parking lot type across all days and periods.

Table 3 – All Parking Occupancy

Type	Weekday Inventory	09/19	09/20 9 a.m.	09/20 12 p.m.	09/20 3 p.m.	Night and Weekend Inventory	09/20 6 p.m.	10/18 9 p.m.	09/21 9 a.m.	09/21 12 p.m.	09/21 3 p.m.	09/21 6 p.m.	10/19 9 p.m.
Public On-Street	128	41	55	54	55	128	41	29	24	28	24	30	36
Public Off-Street	430	145	159	215	179	984	370	301	158	397	347	302	314
Private	5,761	1,886	1,508	1,891	1,624	5,207	1,014	553	911	1,039	914	737	555
Total	6,319	2,072	1,722	2,160	1,858	6,319	1,425	883	1,093	1,464	1,285	1,069	905
% Occupancy	-	33%	27%	34%	29%	-	23%	14%	17%	23%	20%	17%	14%

The following sections provide detailed maps and analyses of parking occupancy data, organized by day, period, and type of parking—private lots and on-street parking, public facilities (off-street and shared parking).

These maps provide a snapshot of various parking conditions. Combined with the data, they illustrate how activity in Old Town Fairfax spreads outward from its downtown core, a four-block quadrant bordered by Chain Bridge Road to the west, East Street to the east, North Street to the north, and Sager Avenue to the south. As occupancy increases late in the morning and midday, activity extends to areas like the Main Street Marketplace and commercial zones near Truist Bank on Chain Bridge Road. By evening, activity contracts back to the core as businesses close, leaving entertainment and dining venues to draw the evening crowds. These patterns are evident in the following sections' parking occupancy maps.

See Appendix A for a full breakdown of all spaces/inventory, and occupancy for each parking lot.

Thursday, September 19 Occupancy

Table 4 – Thursday Total (Weekday) Parking Occupancy

Type	Inventory	Occupancy	Occupancy %
Public On-Street	128	41	32%
Public Off-Street	430	145	34%
Private	5,761	1,886	33%
Total	6,319	2,072	33%

The Thursday (weekday) parking occupancy count was unique in that it was collected in a slightly condensed period, across six hours of the morning, midday, and afternoon, and aggregated (from 9 a.m. to 3 p.m.) to produce the occupancy data presented in Table 4. One-time counts were conducted sometime between 9 a.m. to 3 p.m. The spread of parking occupancy across the three types of parking supply was similar.

The following maps identify parking usage patterns and provide insights into areas requiring additional parking solutions or management policies. All parking lots and on-street parking spaces are shaded in different colors based on their observed parking occupancy levels, visually representing where parking demand is higher or lower. Private parking lots explored further are numbered in white, while public parking lots are numbered with a "P" prefix on a separate map. The following color scheme indicates the color-coded occupancy levels:

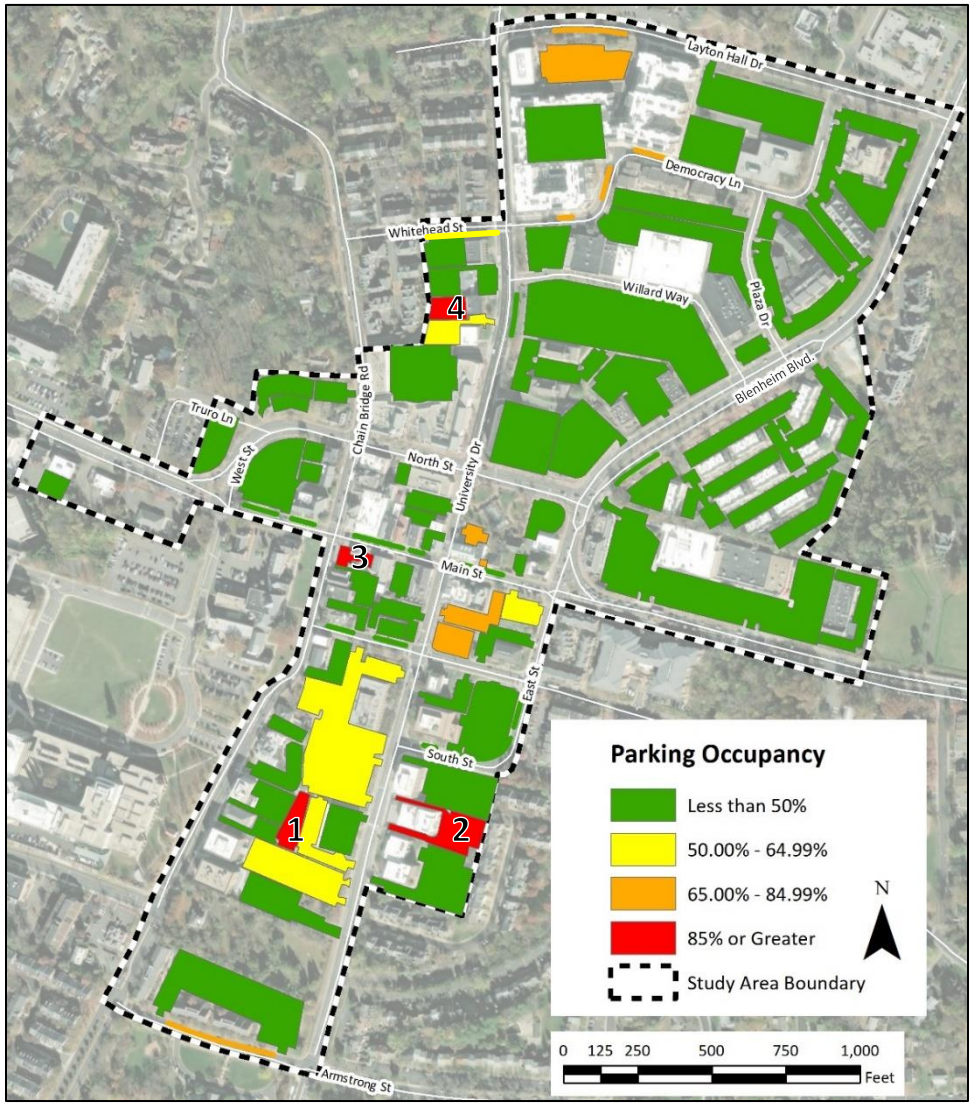
Green: Parking occupancy is less than 50%.
Yellow: Parking occupancy ranges from 50% to 64.99%.
Orange: Parking occupancy is between 65% and 84.99%.
Red: Parking occupancy is 85% or greater.

Table 5 – Thursday Public Parking Occupancy

#	Lot Name	Inventory	Occupancy	Occupancy %
P1	Lot 10480	34	1	3%
P3	Old Town Plaza Deck	100	18	18%
P5	Public Lot- Town Hall	14	11	79%
P6	Public Lot - Sager	46	32	70%
P7	Library	180	56	31%
P8	Public Lot - North	29	12	41%
P9	Public Lot - Main	27	15	56%
	Total	430	145	34%

Note: Lot P2 (BOA) and P4 (10427) are omitted from this count due to their parking restrictions during weekday daytime hours.

Figure 4 – Thursday All Parking Occupancy (32%)

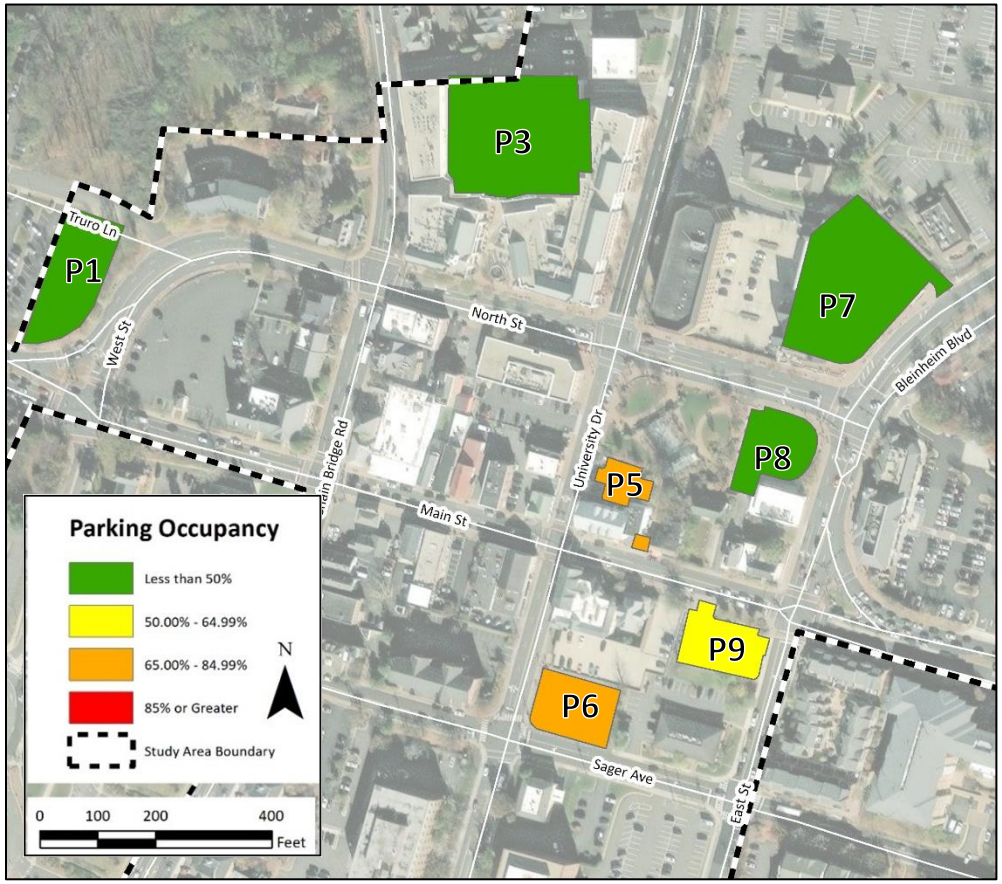


The green areas lots dominate much of the study area, indicating ample parking availability. As established with the inventory data in the previous section, most parking spaces are private. Yellow and orange areas show moderately occupied parking zones, suggesting areas with more activity or demand. The red zones, representing areas with 85% or greater occupancy, suggest areas where parking is close to or near capacity, indicating higher demand for parking in those locations.

Across private parking, the median occupancy rate was 25%, and the average occupancy across all lots and spaces was 29%. The maximum occupancy recorded was 100% or more at the Royal Gas & Auto Service (Lot 3) and 4085 Chainbridge (Lot 1). The two other locations with 85% or greater occupancy were the fire station (Lot 2) and TEEL (Lot 4). During the three days of data collection, the Royal Gas & Auto Service parking occupancy consistently exceeded its parking capacity or the number of marked spaces. This is likely due to the many cars under repair and backlog or overnight parked serviced vehicles.

On-street parking near the boundaries of the study area (Armstrong Street, Layton Hall Drive, and Democracy Lane) maintained higher occupancy rates, around 70%, throughout Thursday. In contrast, on-street parking in the downtown core (Main Street) experiences significantly lower occupancy with rates below 25%.

Figure 5 – Thursday Public Parking Occupancy



Of the seven parking lots available to the public, only three exceeded 50% occupancy. Lot P5 (Old Town Hall) and P6 (Sager) saw 79% and 70% occupancy rates, respectively. Lot P9 (Main Street) recorded an occupancy rate of 56%.

Parking occupancy at lot P1 (Lot 10480) was 0% throughout Thursday, Friday, and Saturday's data collection periods because the lot was being staged for construction and closed to the public.

Public Parking Lot Inventory and Count

#	Lot Name	Inv.	Occ.
P1	Lot 10480	34	1
P3	Old Town Plaza Deck	100	18
P5	Public Lot - Old Town Hall	14	11
P6	Public Lot - Sager	46	32
P7	Library	180	56
P8	Public Lot - North	29	12
P9	Public Lot - Main	27	15
	Total	*430*	*145*

Friday Parking Occupancy

All Parking

Table 6 – Friday Weekday & Night and Weekend Parking Occupancy

Type	Inventory	9 a.m.	12 p.m.	3 p.m.	*Inventory**	6 p.m.	9 p.m.
Public On-Street	128	55	54	55	*128*	41	29
Public Off-Street	430	159	215	179	*984*	370	301
Private	5,761	1,508	1,891	1,624	*5,207*	1,014	553
Total	6,319	1,722	2,160	1,858	*6,319*	1,425	883
% Occupied	-	27%	34%	29%	-	23%	14%

**Night and Weekend Parking*

Data collection and field observations were conducted on Friday, September 20, 2024, from 9 a.m., 12 p.m., 3 p.m., and 6 p.m. The 9 p.m. count was conducted on Friday, October 18. There are ten maps for each day—two for each period. The first set of five maps covers all parking lots in the study area, while the second set zooms in to focus solely on public parking lots.

Parking occupancy trends on Friday peaked during the midday period, at 34%, followed by a steady decrease across all parking types. Only 16% of all parking spaces were occupied by evening and night.

Figure 6 – Friday Total Parking Occupancy by Parking Type

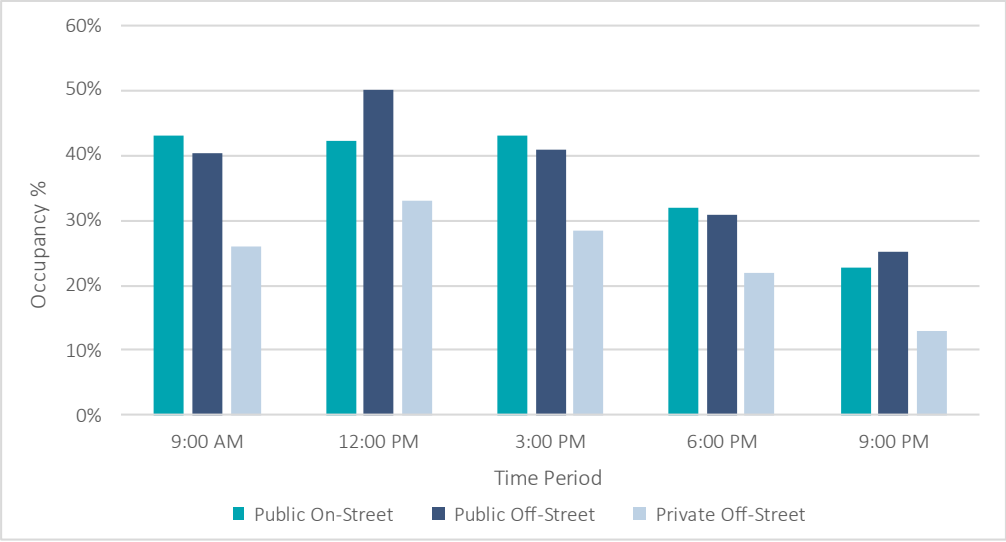
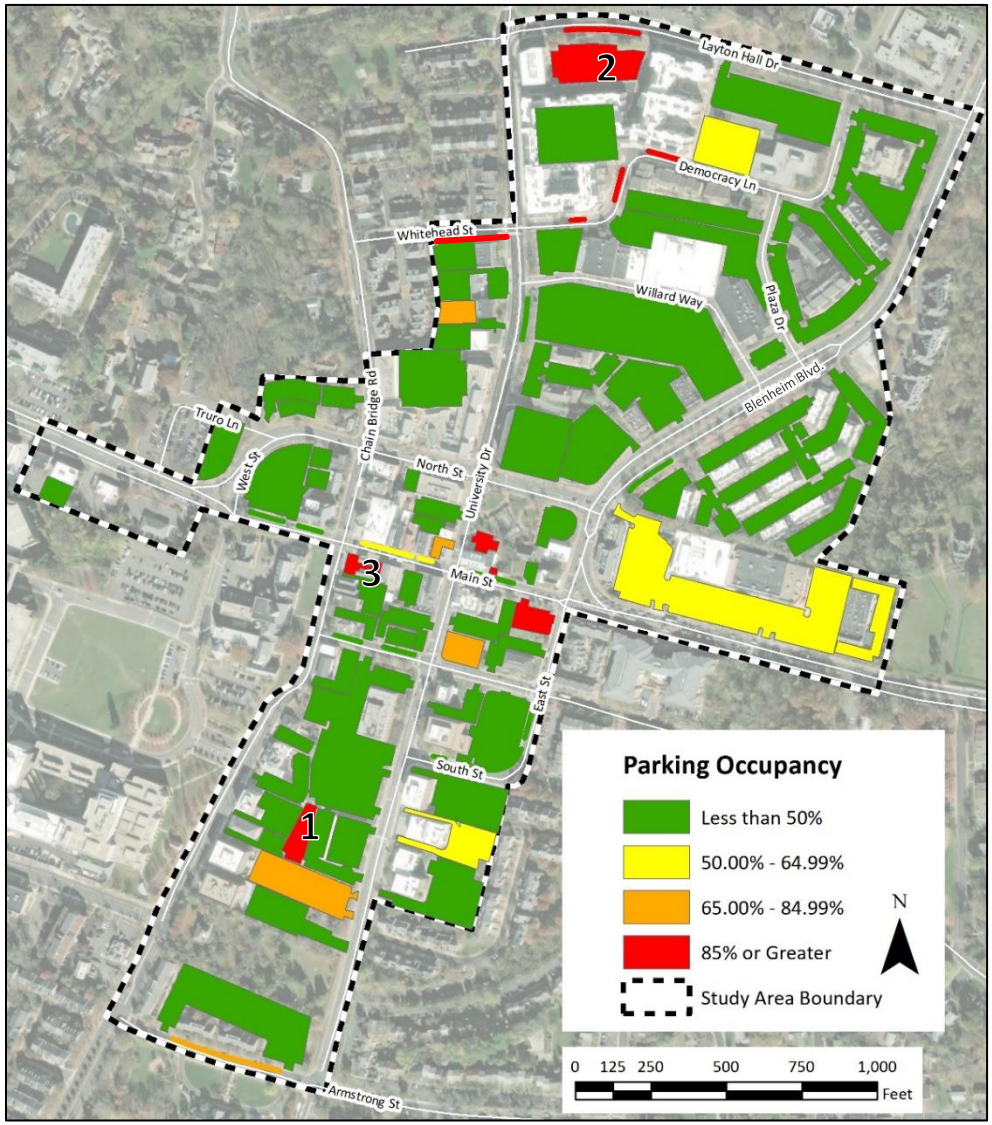


Figure 7 – Friday All Parking 9 a.m. Occupancy (27%)



Parking activity is spread out across Old Town Fairfax on Friday morning. While most of the 9 a.m. map is shaded green (i.e., less than 50%), a few lots to the south, downtown, and north are observed at above 65% occupancy.

4085 Chain Bridge (Lot 1) continues to follow Thursday's trend and increased occupancy to 107% (i.e., excess).

The Otolaryngology Practice (Lot 2) was at 90% occupancy, likely due to multiple appointments scheduled during the morning.

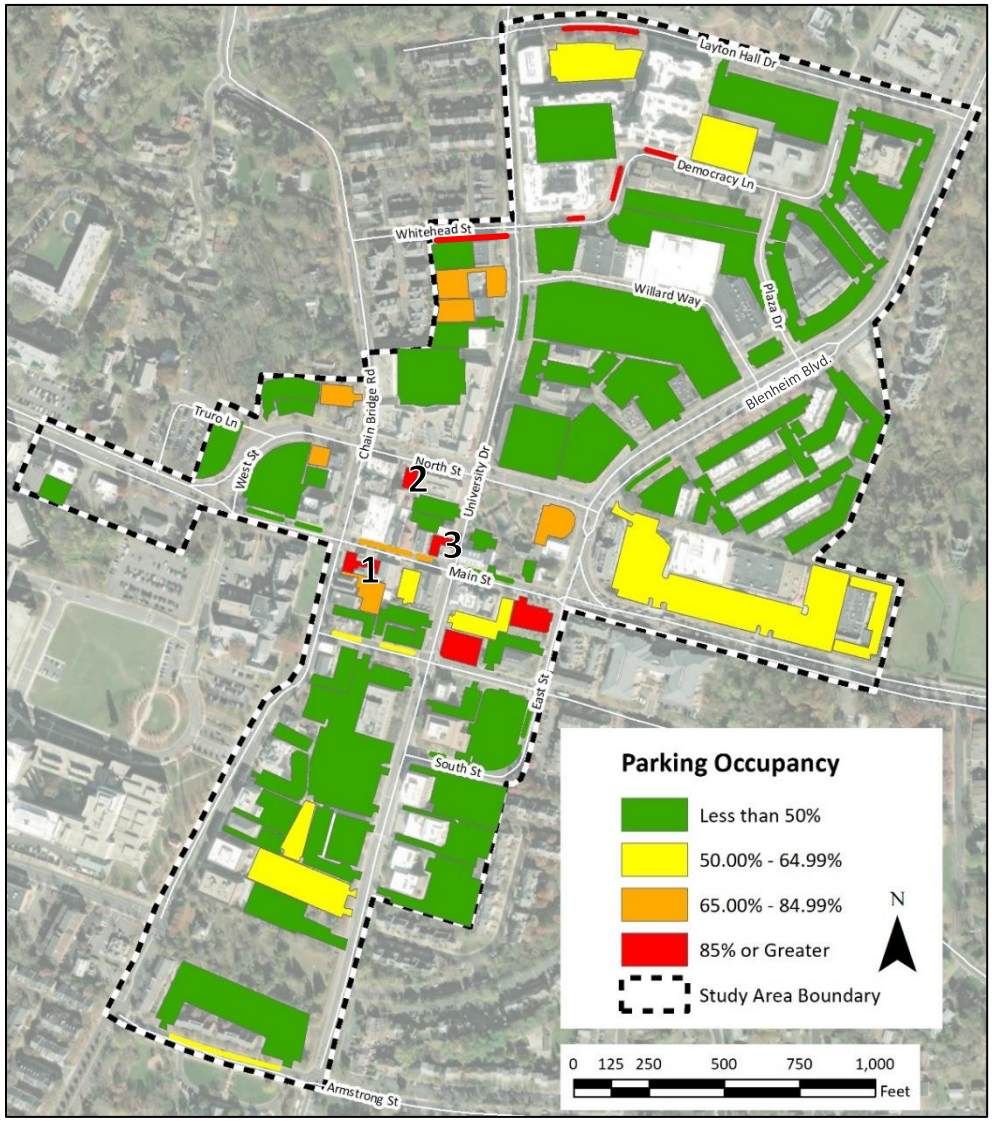
Royal Gas & Auto Service (Lot 3) is over capacity and is recorded at 167% occupancy.

The others in red and orange are public lots, explored further in Figures 12 through 16.

Four other private lots exhibit parking occupancy between 65 and 84%.

The downtown area's on-street parking remained relatively free (below 65%). This may also be attributed to daytime time limits such as the 15-minute loading restriction on Main Street. However, the on-street parking at Armstrong Street, Democracy Lane, and Layton Hall Road all experienced close to 80% occupancy.

Figure 8 – Friday All Parking Noon Occupancy (34%)



Parking activity increases from 9 a.m. to noon, especially in the downtown core and the four blocks between Sager Avenue and North Street. This noon snapshot represents the peak period for parking activity in Old Town Fairfax.

Royal Gas & Auto Service (Lot 1) continues to exhibit parking over capacity, increasing to 167% occupancy.

Woody's (Lot 2) parking occupancy increased dramatically from 33% to 89%.

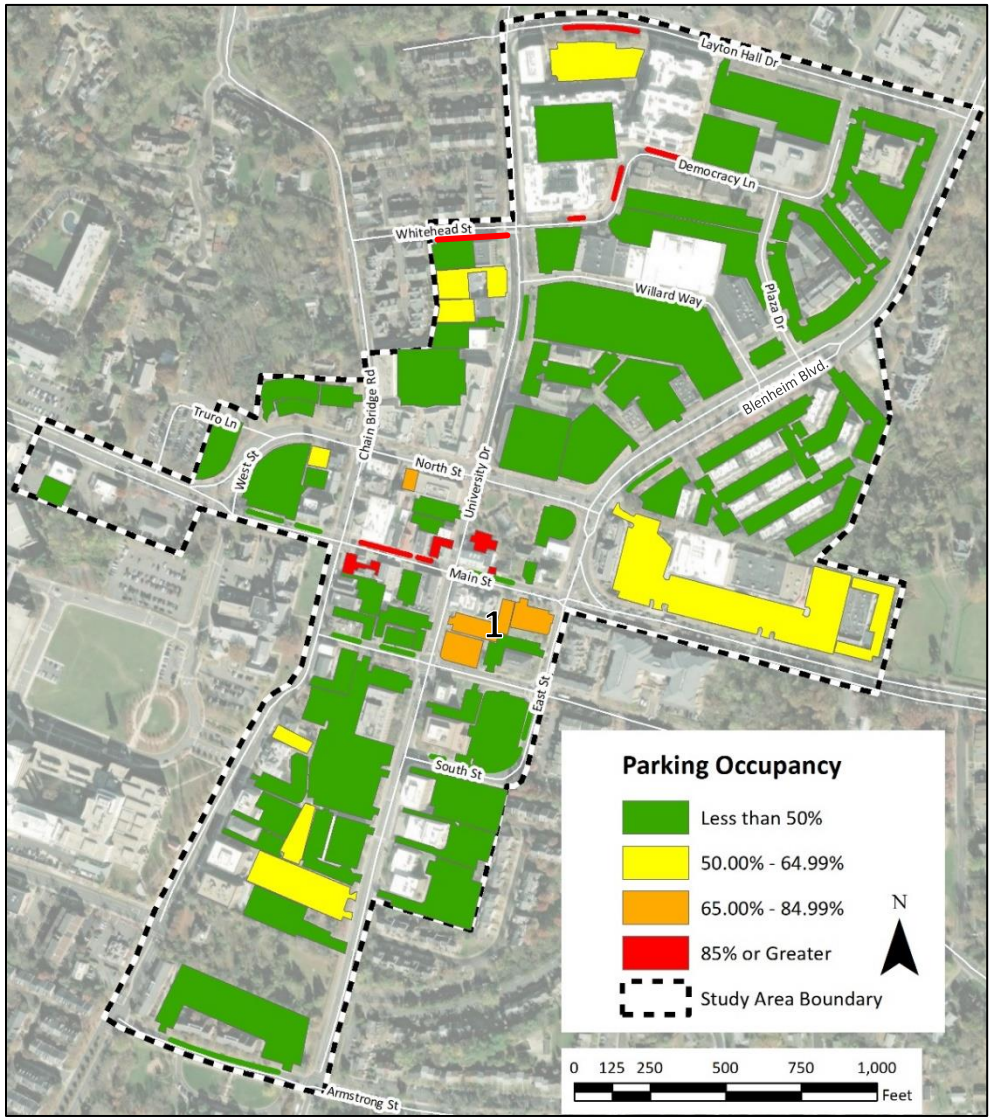
National Security's lot (3) was recorded at 113% capacity. There are only eight marked spaces in this lot, and vehicles occupied additional unmarked spaces at the time of that observation.

Five other private lots exhibit parking occupancy between 65 and 84%.

On-street parking at Whitehead Street exceeded 100%, reaching 114%, but all other spaces were between 59% and 71%.

During this peak, parking activity is spread out relatively evenly throughout Old Town Fairfax, and once again, it stems from increased occupancy in the downtown core.

Figure 9 – Friday All Parking 3 p.m. Occupancy (29%)

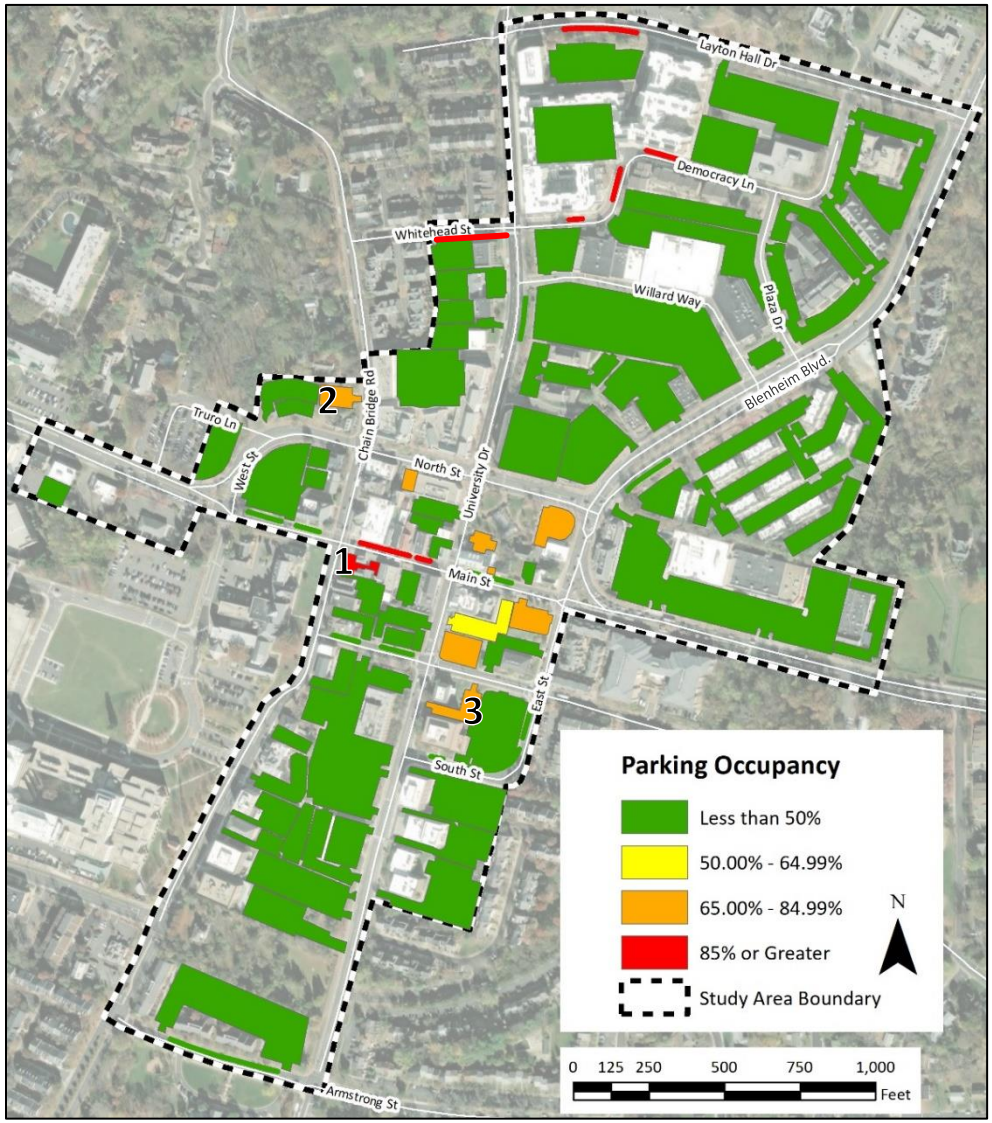


The 3 p.m. parking occupancy count shows a decrease in the overall parking occupancy (30%), demonstrated by the primarily green and yellow shaded parking lots in this map. Interestingly, the area between University Drive and East Street shows three lots at 65%-85% occupancy.

The private lot (1) of the three is Victoria Square, which has its highest occupancy of the day at 79%. There are increased activity levels across a few public lots (explored in the following section of the report). This could be a spillover of excess vehicles at the adjacent public lots or just a case of additional patrons of the businesses of that block.

Unlike the general occupancy trend of the parking lots, on-street parking occupancy increased at Main Street (100%), Democracy Lane, and Layton Hall (88%). Whitehead Street remained at 114%.

Figure 10 – Friday All (Night & Weekend) Parking 6 p.m. Occupancy (22%)



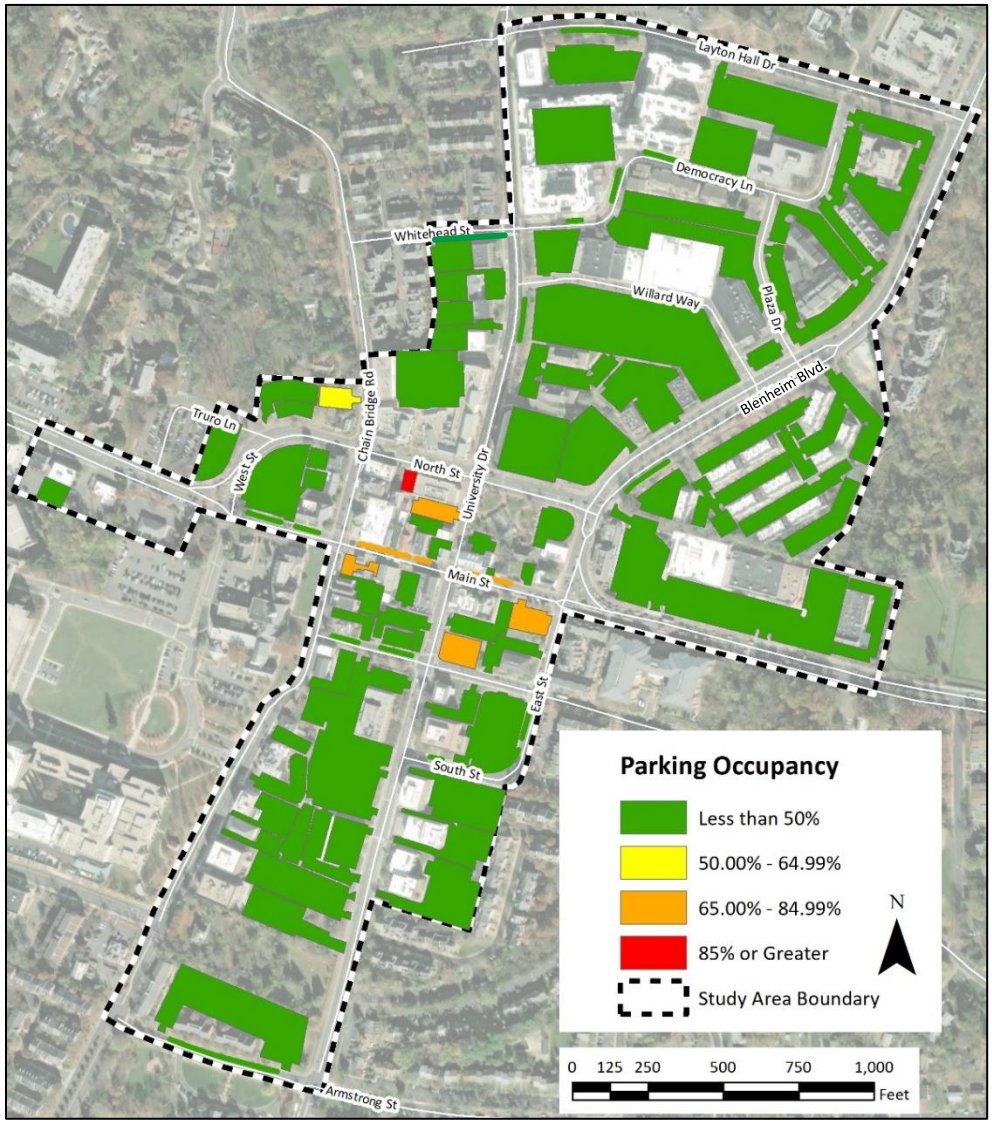
The early evening count shows that most parking lots are now emptying, with most of the map shaded in green.

Royal Gas & Auto Service (lot 1) remains the only parking facility exhibiting excess daily occupancy (averaging 158% across four periods).

The only other private lots that see increased activity from the previous count are Hamrock's (lots 2) and Gaming Giant (lot 3).

On-street parking occupancy was reduced significantly across all streets except Main Street in the downtown area, which experienced excess parking with 110% capacity. On-street parking at Whitehead Street was reduced to 86% (six cars).

Figure 11 – Friday All (Night & Weekend) Parking 9 p.m. Occupancy (16%)



The late evening average occupancy throughout the study area dropped 9 percentage points, from 1,425 occupied spaces (23%) to 883 spaces (14%). The majority of lots see parking occupancy or activity levels below 10%.

Friday Public Parking Trend Overview

Public parking in Old Town Fairfax is assigned to six designated lots during the day and expands to nine lots during the evening. As previously mentioned, two of these lots operate under shared parking agreements, meaning they are privately owned and managed but accessible to the public during evening hours on weekdays (typically after 6 p.m.) and weekends.

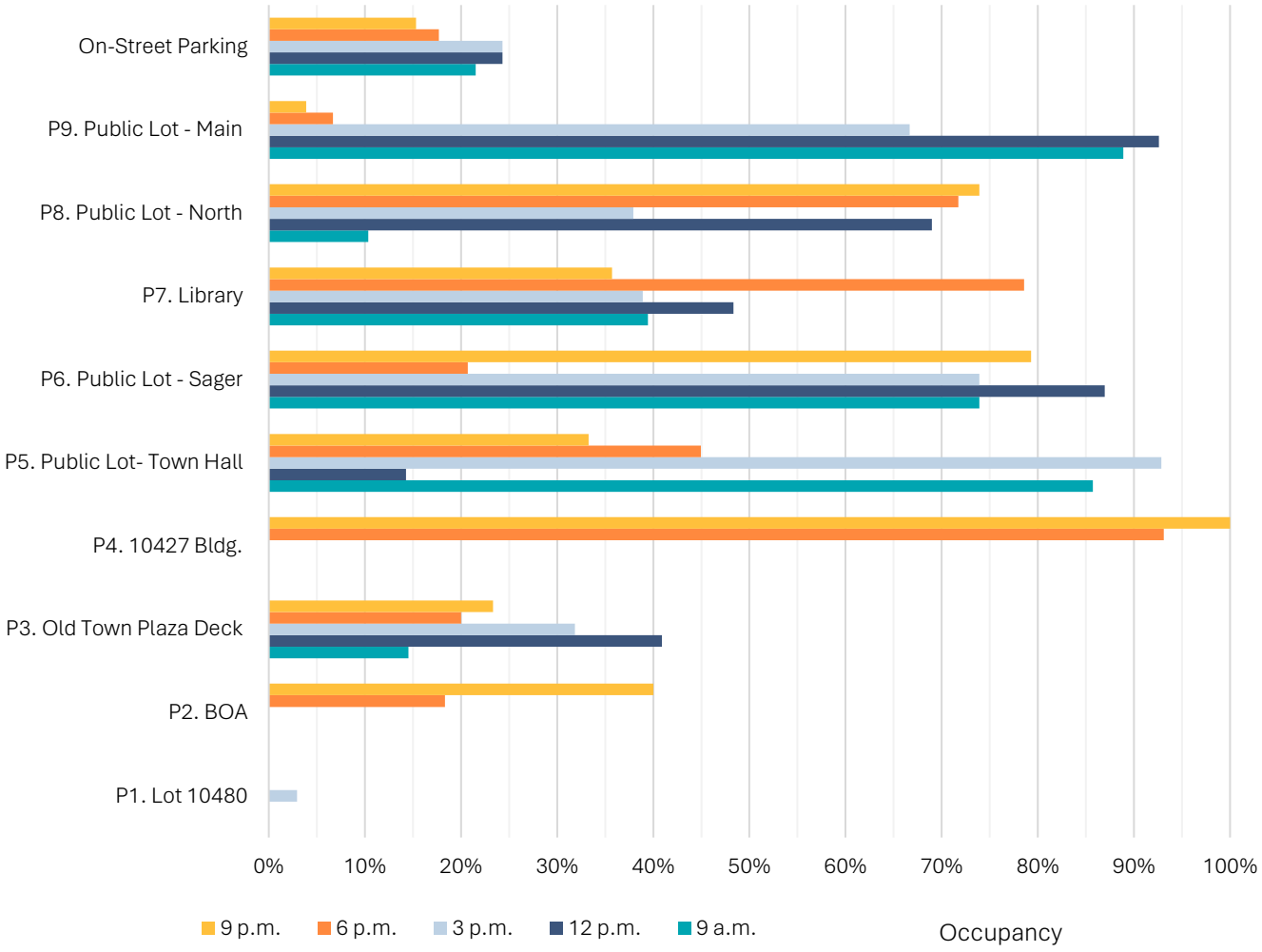
Occupancy trends at these shared lots generally align with overall parking patterns but exhibit higher percentage rates due to the limited public parking spaces (984 compared to 5,801 private spaces). The peak period on Friday occurred at noon, with nearly half of all public spaces occupied. Evening periods show higher total occupancies across public parking but a lower percentage share, as the overall parking supply increases with the addition of spaces in shared lots such as the City (P2), 10427 (P4), and Old Town Plaza Deck (P3). These shared lots play a crucial role in accommodating the evening and weekend demand, highlighting their importance in meeting the City's parking needs.

Table 7 – Friday Public Parking Occupancy

#	Lot Name	Inventory	9 a.m.	12 p.m.	3 p.m.	*Inventory**	6 p.m.	9 p.m.
P1	Lot 10480	34	0	0	1	*34*	0	0
P2	*BOA*	-	-	-	-	*60*	12	14
P3	Old Town Plaza Deck	100	15	41	32	*565*	254	188
P4	*10427 Bldg.*	-	-	-	-	*29*	6	23
P5	Public Lot - Old Town Hall	14	12	2	13	*14*	11	5
P6	Public Lot - Sager	46	34	40	34	*46*	33	34
P7	Library	180	71	87	70	*180*	12	7
P8	Public Lot - North	29	3	20	11	*29*	24	12
P9	Public Lot - Main	27	24	25	18	*27*	18	18
	Total	430	159	215	179	*984*	370	301
	% Occupied	-	37%	50%	42%		38%	31%

Lots that are italicized represent night and weekend parking inventory.

Figure 12 – Friday Public Parking Occupancy by Lot



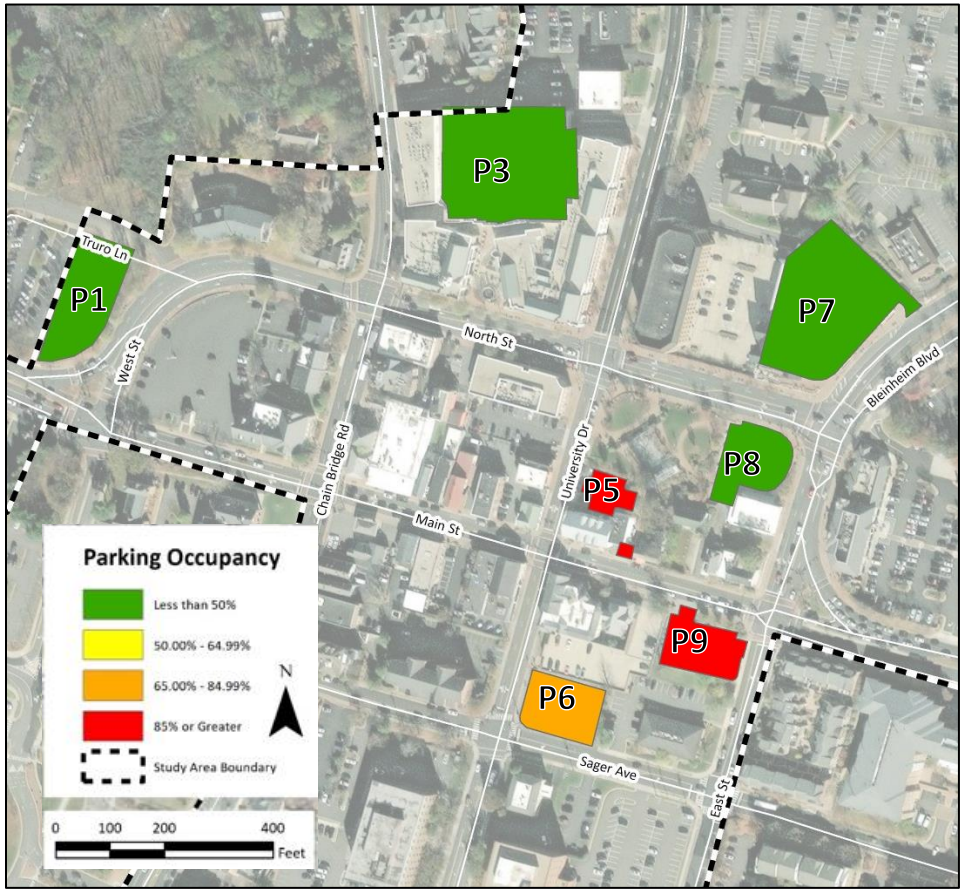
Parking lots P5, P6, and P9 consistently demonstrate higher average occupancy across all periods, ranging from 61% to 76%. These lots are free and accessible to the public at all hours, likely contributing to their popularity. Peak occupancy periods vary, with P5 showing peak activity at 9 a.m., midday, and 3 p.m., exceeding 85%. P6 and P9, on the other hand, peak at midday with 86% and 93% occupancy rates, respectively.

Lot P8 is unique among public lots, with higher-than-average evening occupancy likely driven by restaurant patrons, particularly at Draper's. Peak activity for this lot occurs at 6 p.m. and 9 p.m.

In contrast, Lots P2 and P4, open to the public only after 6 p.m., experience low average occupancy during daytime hours (9 a.m. to 3 p.m.) but see a notable 20% increase in usage once they become publicly accessible. Notably, Lot P4 reaches 100% occupancy (29 spaces) at 9 p.m., likely influenced by demand from the popular ice cream shop on that block.

Friday Public Parking Trends by Time of Day

Figure 13 – Friday Public Parking 9 a.m. Occupancy



Lot P1 (10480 North Street) and Lot P2 (City Evening and Weekend) remained under 50% occupancy throughout all days and counts. Lot P1 was inaccessible due to construction staging for the city's infrastructure projects.

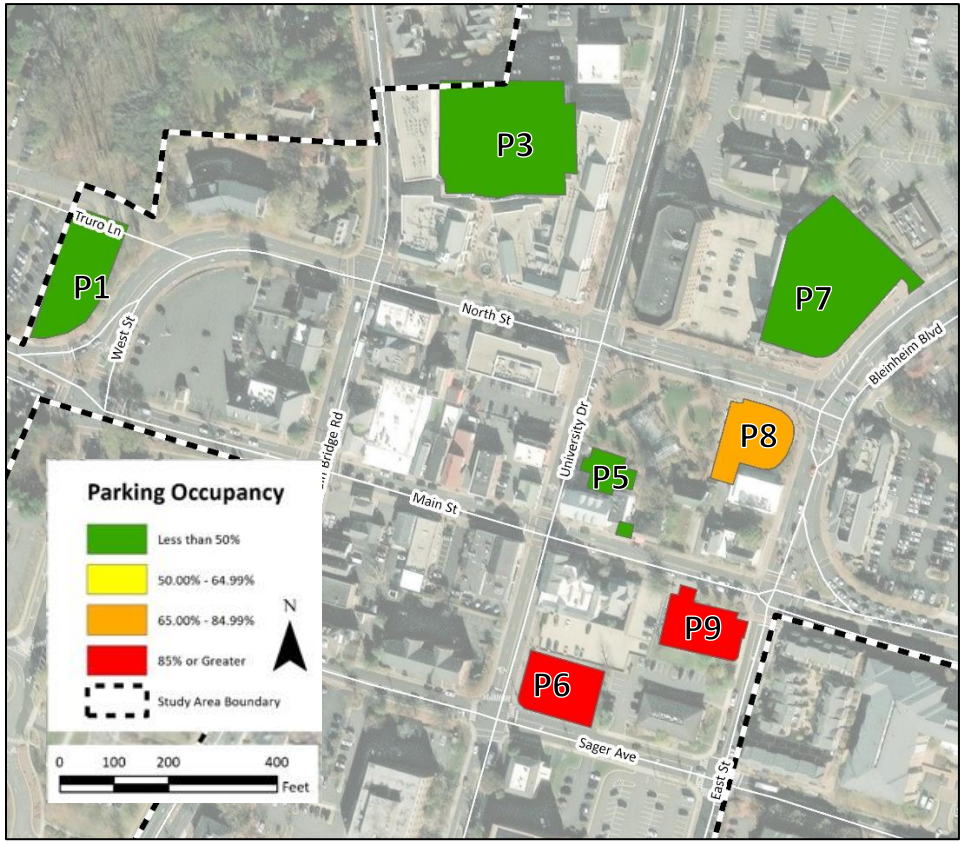
Lot P5 (Old Town Hall) and P9 (Main Street) had 86% and 89% occupancy rates, respectively. Lot P6 (Sager) had occupancy rates of 70%.

Less than half of lots P3 (Old Town Plaza Deck), P7 (Library), and P8 (Public Lot—North) were occupied.

Public Parking Lot Inventory and Count

#	Lot Name	Inv.	Occ.
P1	Lot 10480	34	0
P3	Old Town Plaza Deck	100	15
P5	Public Lot - Old Town Hall	14	12
P6	Public Lot - Sager	46	34
P7	Library	180	71
P8	Public Lot - North	29	3
P9	Public Lot - Main	27	24
	Total	*430*	*159*

Figure 14 – Friday Public Parking Noon Occupancy

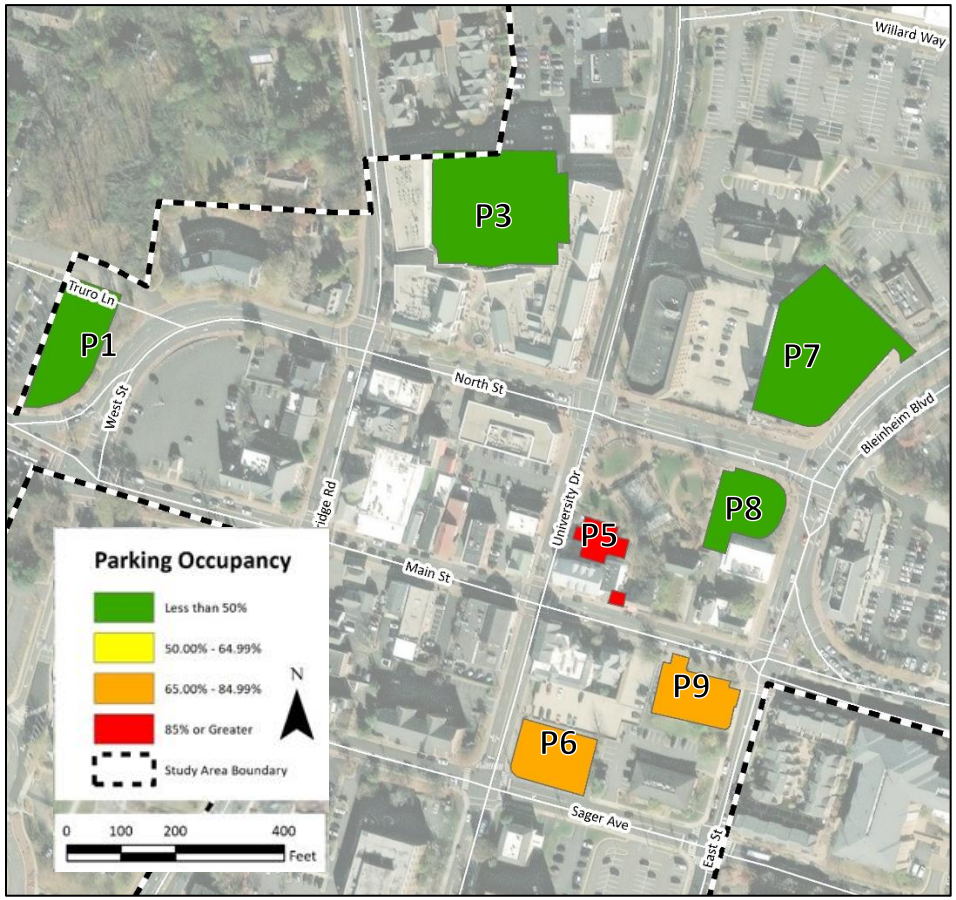


The peak period recorded on Friday was noon. The most significant change from 9 a.m. to 12 p.m. was the parking occupancy experienced at the Old Town Hall Lot (P5), which reduced from 86% to 14%, likely the result of a morning meeting ending. Conversely, the Sager (P6) occupancy increased from 75% to 87%, as did P8 (North Street), which experienced occupancy rising from 10% to 69%. The occupancy of the Public Lot - Main Street (P9) increased by one car.

Public Parking Lot Inventory and Count

#	Lot Name	Inv.	Occ.
P1	Lot 10480	34	0
P3	Old Town Plaza Deck	100	41
P5	Public Lot - Old Town Hall	14	2
P6	Public Lot - Sager	46	40
P7	Library	180	87
P8	Public Lot - North	29	20
P9	Public Lot - Main	27	25
	Total	*430*	*215*

Figure 15 – Friday Public Parking 3 p.m. Occupancy

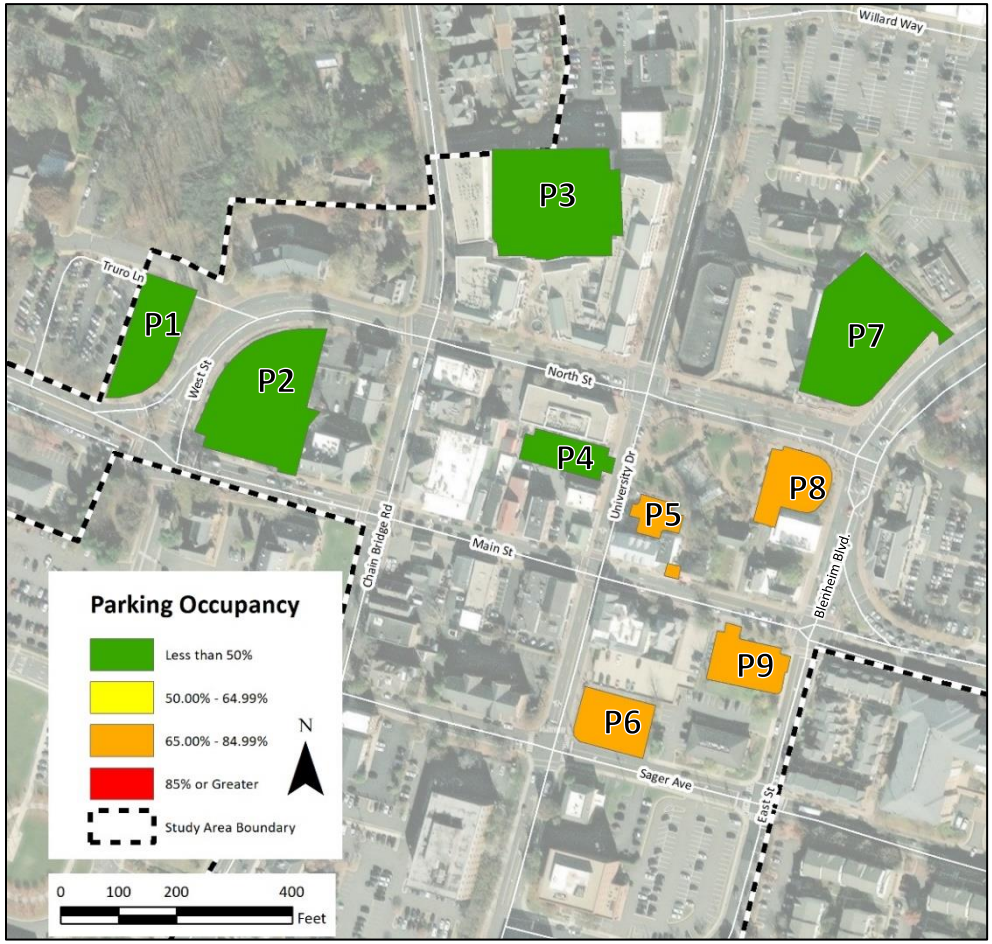


Parking occupancy rates decreased across all lots from noon to 3 p.m. except for Lot 10480 (construction staging) and the Old Town Hall lot (P5), which increased from 14% to 93% occupancy, equivalent to an additional 11 cars.

Public Parking Lot Inventory and Count

#	Lot Name	Inv.	Occ.
P1	Lot 10480	34	1
P3	Old Town Plaza Deck	100	32
P5	Public Lot - Old Town Hall	14	13
P6	Public Lot - Sager	46	34
P7	Library	180	70
P8	Public Lot - North	29	11
P9	Public Lot - Main	27	18
	Total	*430*	*179*

Figure 16 – Friday Public Parking 6 p.m. Occupancy



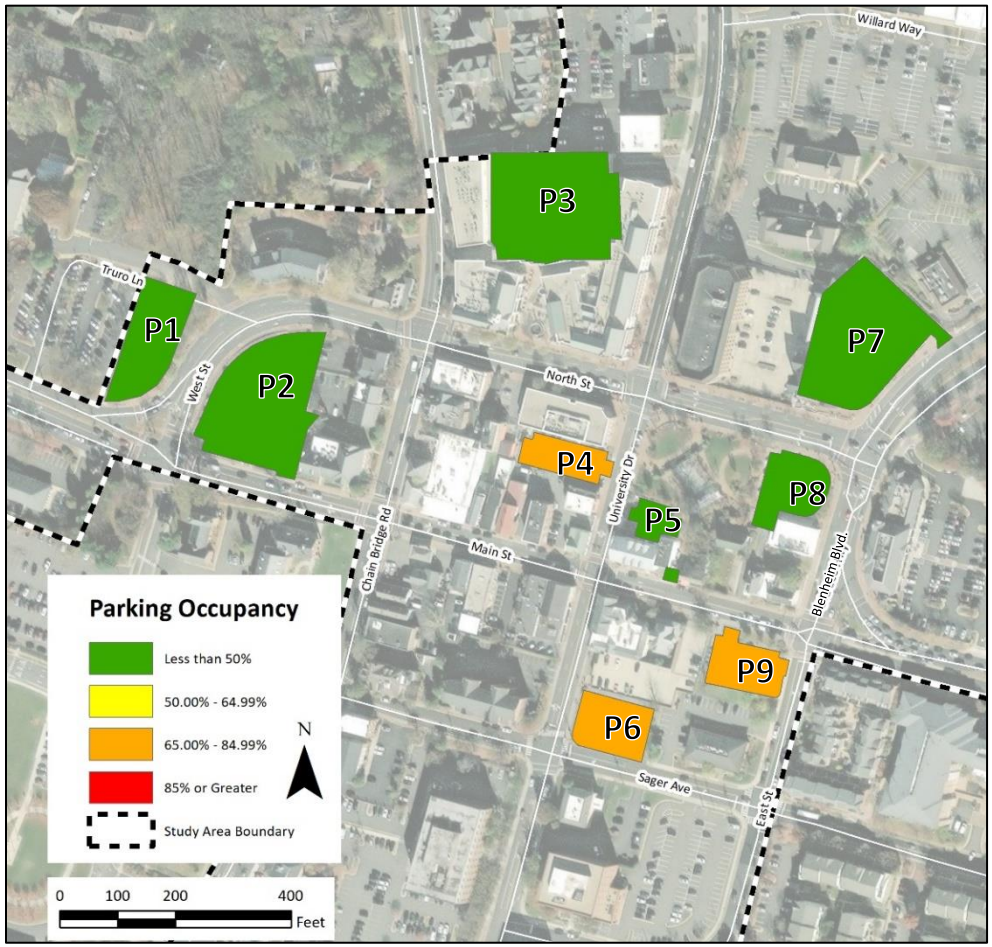
For the 6 p.m. evening count, although no lots were at 85% occupancy or above, the average increased from 52% to 54% across all public parking lots. After its opening to the public, the City evening and weekend lot (P2) saw a substantial increase in activity, rising from 0% to 20% occupancy.

Lot P2 (BOA) and P4 (10427) are now included in the supply as their restrictions end at 6 p.m. The Old Town Plaza Deck is now also treated as fully public, with all spaces available.

Public Parking Lot Inventory and Count

#	Lot Name	Inv.	Occ.
P1	Lot 10480	34	0
P2	BOA	60	12
P3	Old Town Plaza Deck	565	254
P4	10427 Bldg.	29	6
P5	Public Lot - Old Town Hall	14	11
P6	Public Lot - Sager	46	33
P7	Library	180	12
P8	Public Lot - North	29	24
P9	Public Lot - Main	27	18
	Total	*984*	*370*

Figure 17 – Friday Public Parking 9 p.m. Occupancy



The final evening count saw interesting occupancy developments. Three lots (P2, P4, and P6) saw an increase in parking occupancy. P4, in particular, saw an almost 300% increase in activity. This may be due to the central location of the parking lot and the restaurants and businesses in short walking distance, including the popular Woody's, One Bar & Grill, and Commonwealth Brewing Co FFX. All other lots experienced a decrease in parking occupancy, with the most significant reduction in lot P5 (55% drop).

Public Parking Lot Inventory and Count

#	Lot Name	Inv.	Occ.
P1	Lot 10480	34	0
P2	BOA	60	14
P3	Old Town Plaza Deck	565	188
P4	10427 Bldg.	29	23
P5	Public Lot - Old Town Hall	14	5
P6	Public Lot - Sager	46	34
P7	Library	180	7
P8	Public Lot - North	29	12
P9	Public Lot - Main	27	18
	Total	*984*	*301*

Saturday Parking Occupancy

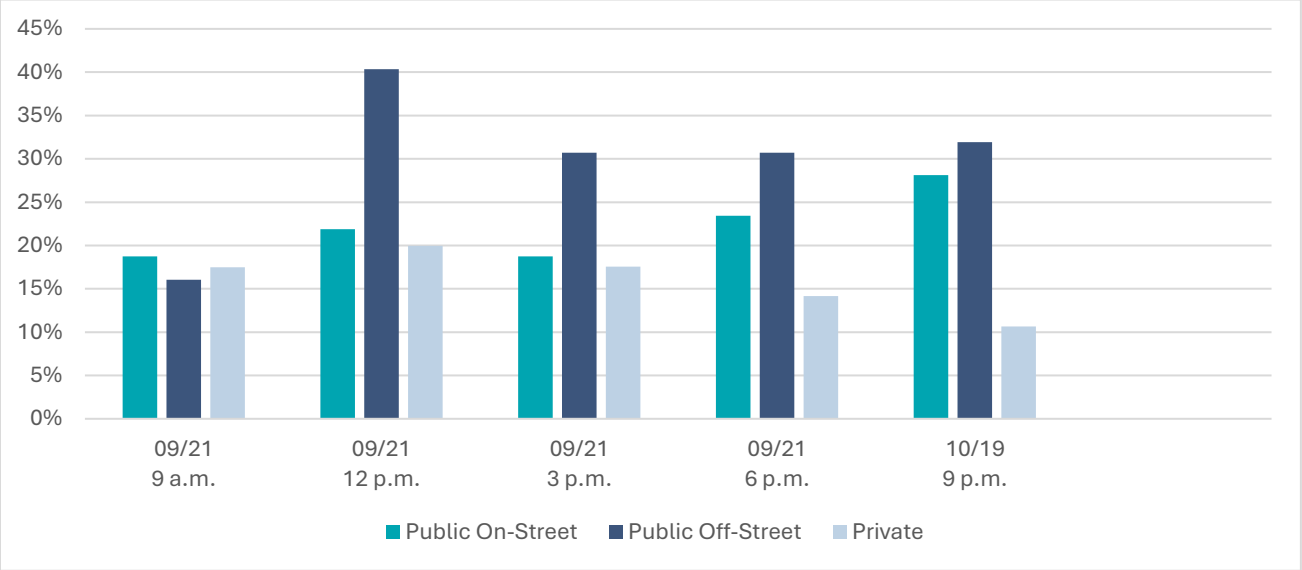
All Parking

Table 8 – Saturday Parking Occupancy

Type	Inventory	9 a.m.	12 p.m.	3 p.m.	6 p.m.	9 p.m.
Public On-Street	128	24	28	24	30	36
Public Off-Street	984	158	397	347	302	314
Private	5,207	911	1,039	914	737	555
Total	6,319	1,093	1,464	1,285	1,069	905
% Occupied	-	17%	23%	20%	17%	14%

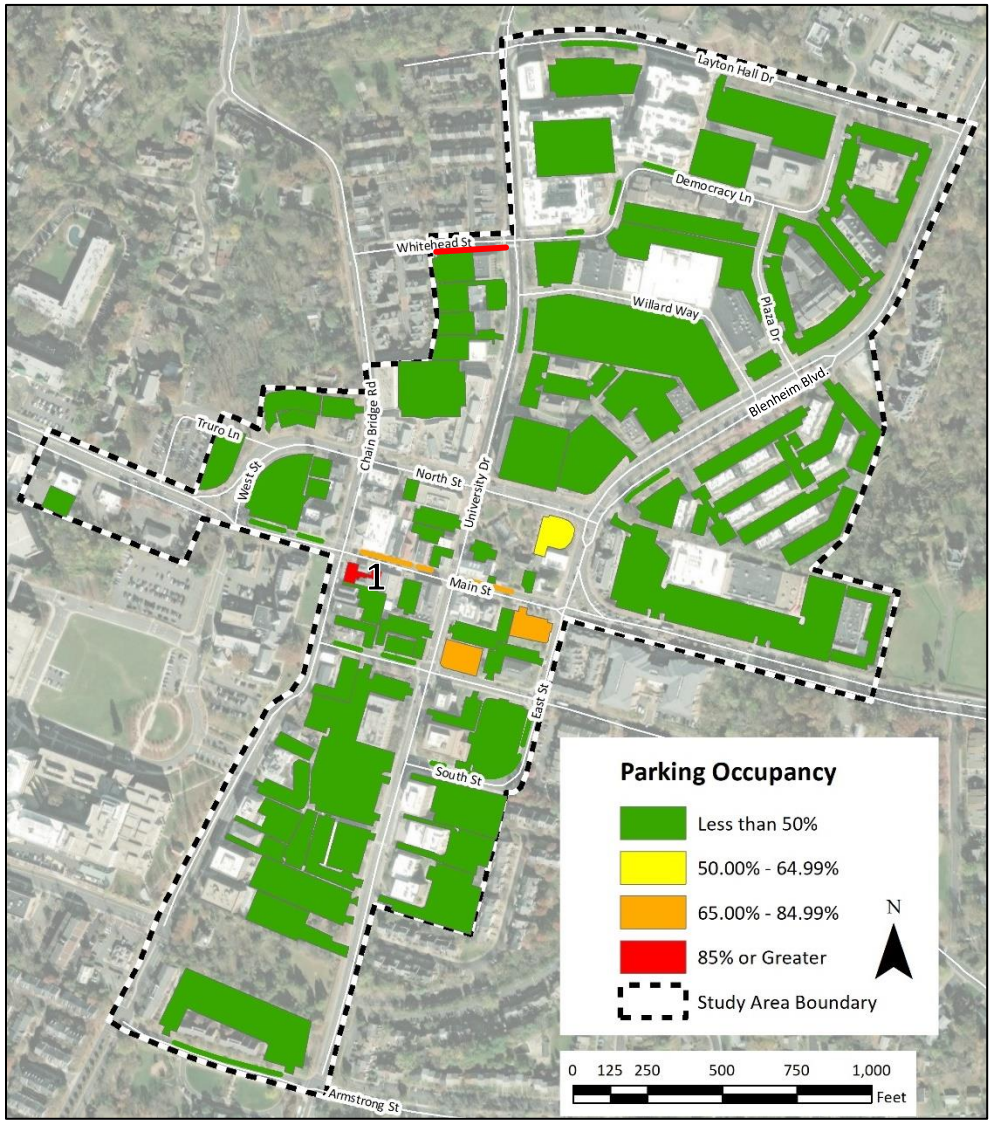
Parking occupancy trends on Saturdays (September 21 and October 19, 2024) were lower than on weekdays (Thursday and Friday), likely due to reduced employee traffic with most offices closed. However, the general pattern persisted, with peak occupancy occurring at midday (23%) and gradually declining into the evening. This highlights a consistent midday demand for parking, even on weekends, though at a lower intensity than during the workweek.

Figure 18 – Saturday Total Parking Occupancy Trends



Like Friday, the occupancy rates were higher for public off-street parking spaces, especially during midday (more than half, at 67%). However, the split between on- and off-street parking was more expansive than the Friday trends, with people seeming to prefer parking in off-street public parking lots. The logical conclusion to this trend is that more public lots were open during the weekend, i.e., the supply was higher, so people had more choices of where to park.

Figure 19 – Saturday All Parking 9 a.m. Occupancy (17%)

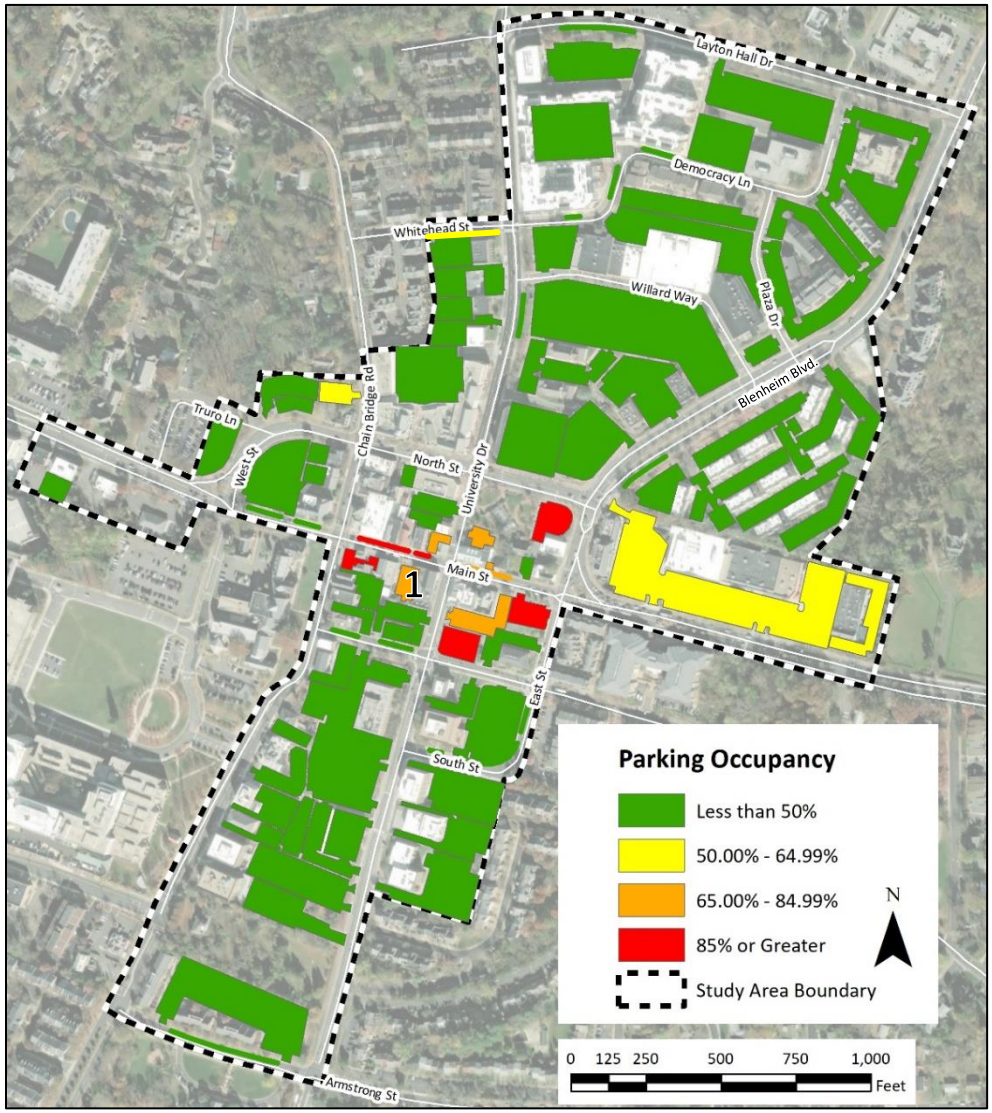


Overall parking occupancy during Saturday morning was the lowest rate during the daytime data collection, at 17%.

However, despite this trend, the Royal Gas & Auto Service (Lot 1) still exhibited high occupancy rates: 133%. This occupancy rate remained from the Friday 3 p.m. count and continued for 24 hours. This was because of vehicles parked that were being serviced by the garage.

On-street parking was busy in the downtown area on Main Street, which recorded 67% occupancy, and Whitehead Street, which recorded 86% occupancy. All other on-street parking spaces were below 50% occupancy.

Figure 20 – Saturday All Parking Noon Occupancy (23%)



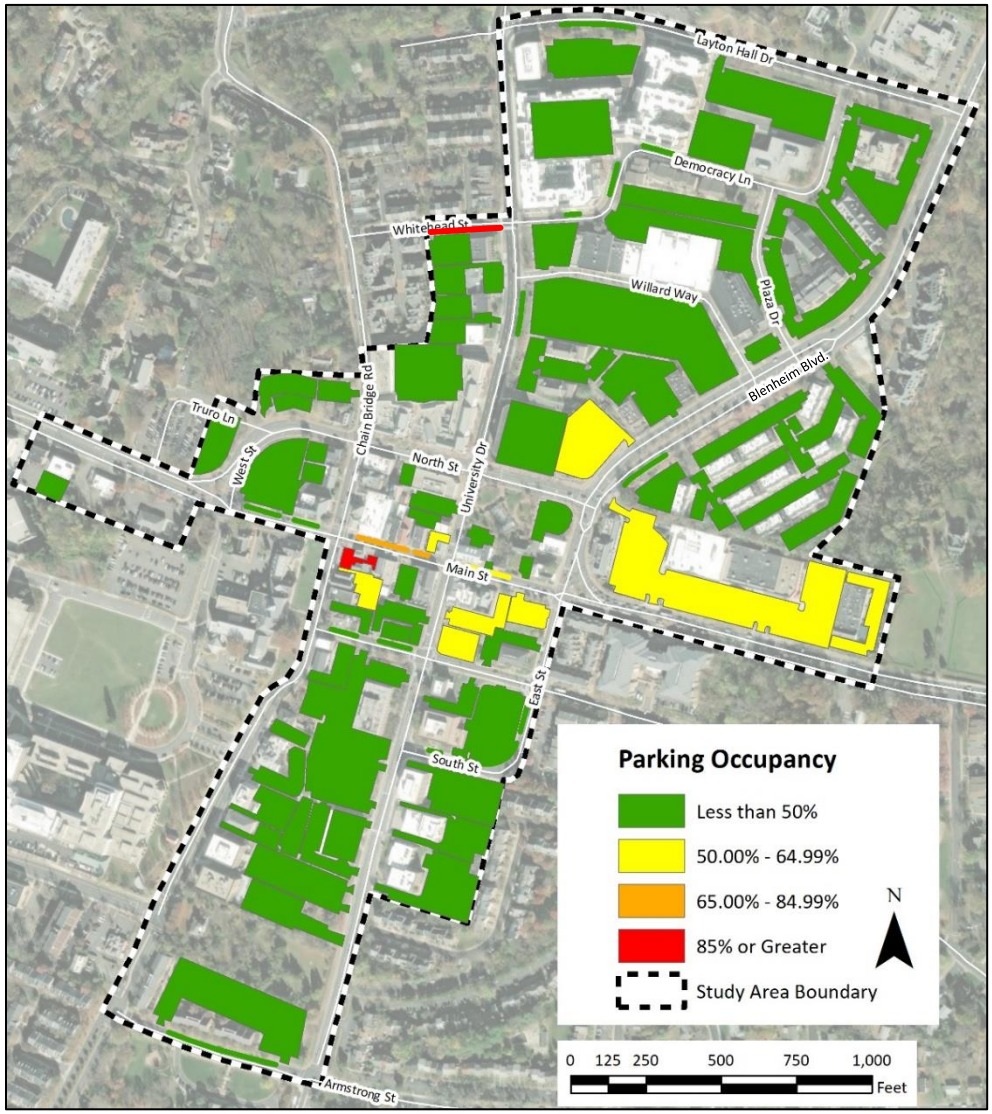
Like Friday, noon Saturday represents the peak period for study area parking demand.

The downtown intersection near Main Street and University Drive sees the highest percent occupancy rates across public and on-street parking spaces.

Main Street on-street parking recorded 89% occupancy, up from 67% at 9 a.m.

Mobius (Lot 1) experienced 78% occupancy, much higher than its previous average of 30% across all periods.

Figure 21 – Saturday All Parking 3 p.m. Occupancy (20%)



The overall trend for parking occupancy decreased from noon, as seen by the lack of orange on the map, except for on-street parking along Main Street.

The on-street parking at Whitehead Street increased from 57% to 86% occupancy.

All other parking lots and spaces experienced a decrease in occupancy.

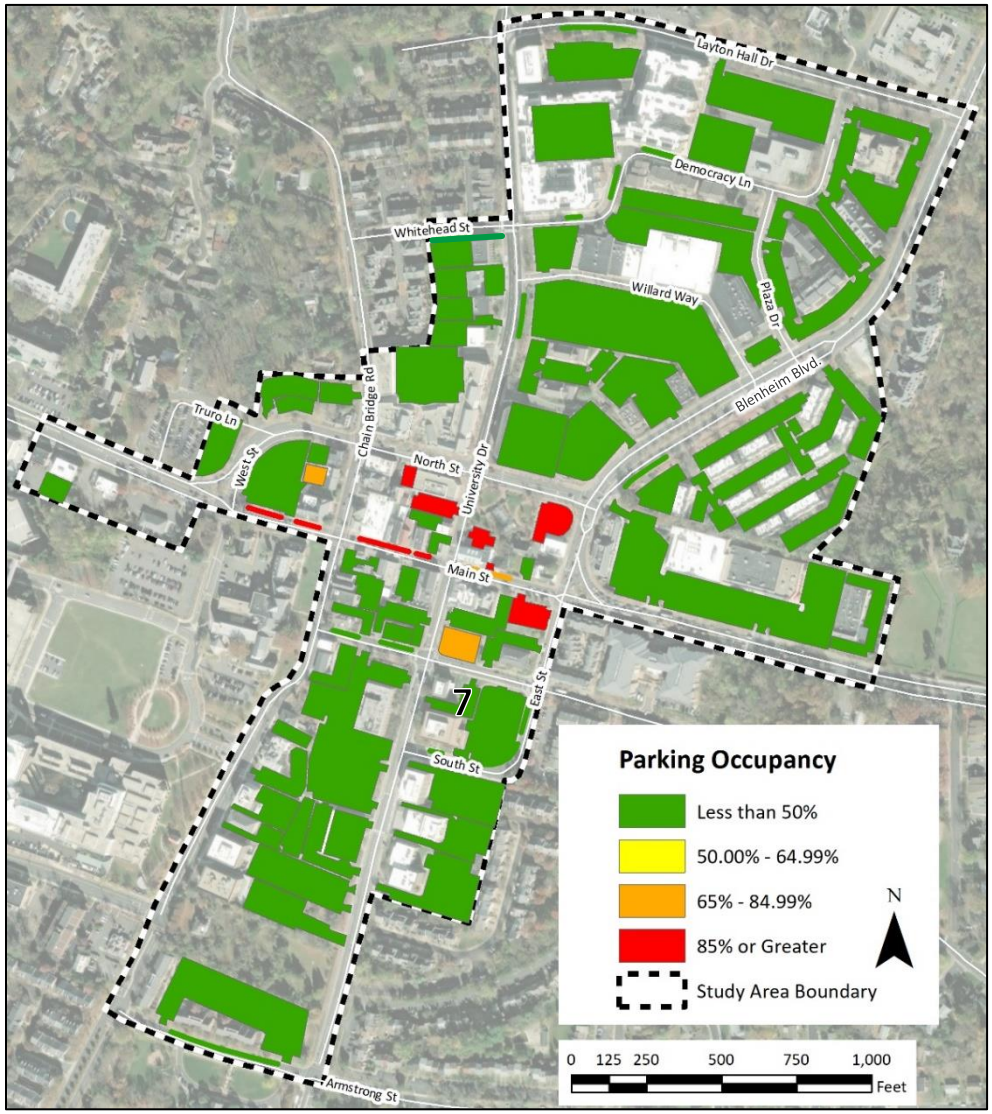
Figure 22 – Saturday All Parking 6 p.m. Occupancy (17%)

Although overall occupancy across all parking lots decreased and reached its lowest rate, 17%, a few parking lots experienced very high occupancy throughout the day.

Hamrock's (Lot 8) experienced a lot more activity, with occupancy at 90%, because it is a popular restaurant during a weekend dinner period.

On-street parking on Main Street reached 111% occupancy, indicating one instance of illegal parking. This highlights the heightened demand for parking in this area, driven by the convenience of parking downtown to access nearby destinations.

Figure 23 – Saturday All Parking 9 p.m. Occupancy (17%)



Late evening occupancy saw slight increases across on-street and off-street public parking (20% and 4%, respectively) and a decline in private parking occupancy (24% or approximately 182 vehicles).

The decline in private parking occupancy was most notable at specific lots, such as Hamrock's, where occupancy dropped by 67%, and Gaming Giant (Lot 7) which fell by 81%.

Some of the main increases in occupancy occurred in public lots, explored in greater detail in the next section.

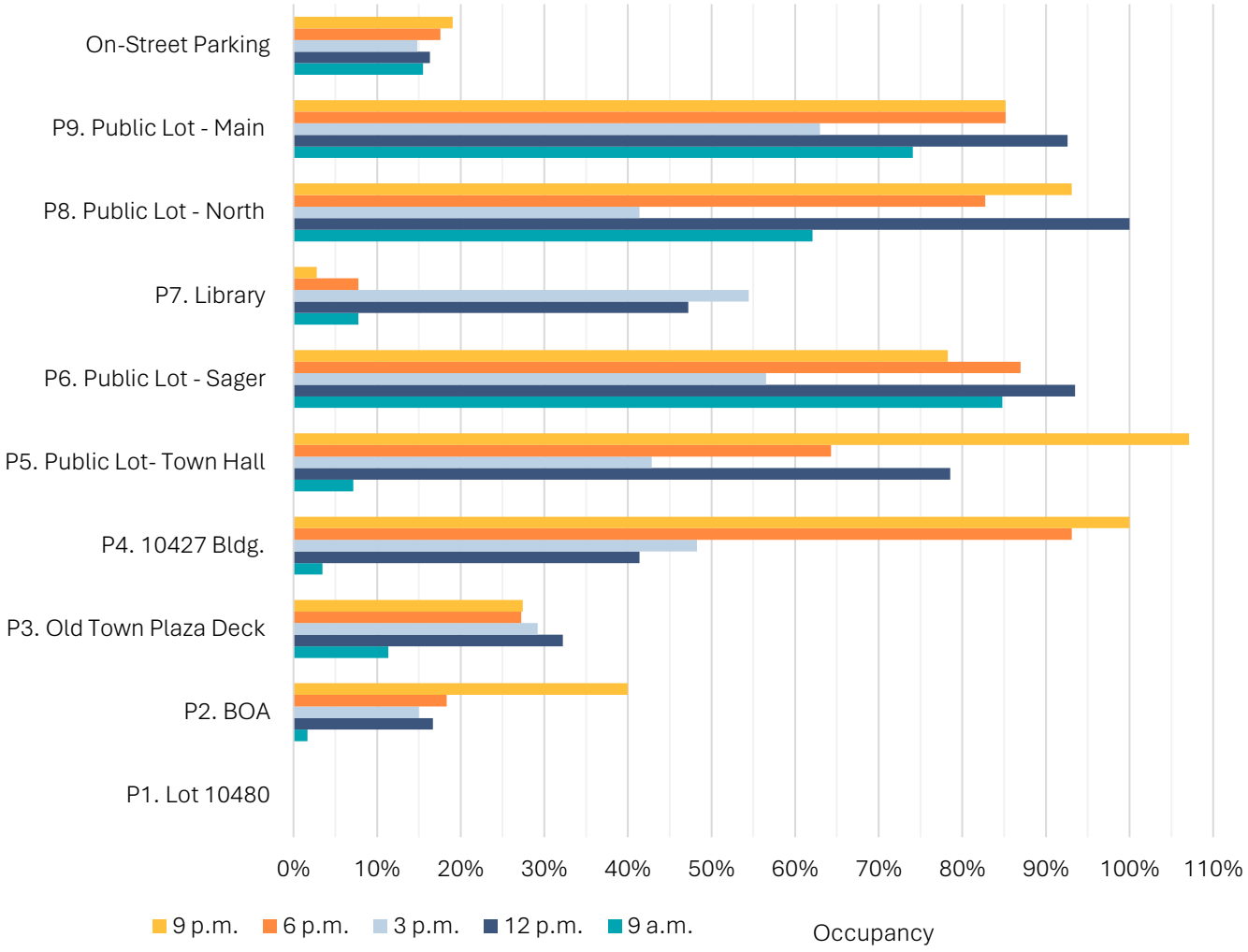
Saturday Public Parking Trend Overview

The peak on Saturday occurred at noon, with occupancy reaching 40%. Overall, the average parking occupancy for all public lots on Saturday was 31%, eight percentage points lower than Friday's average (39%). Interestingly, although Friday's peak occupancy was higher by 10 percentage points, there was a notable drop in occupancy rates from 6 to 9 p.m. In contrast, Saturday evening saw an increase in occupancy during this same period. This increase in activity was attributed to a party taking place at Old Town Hall.

Table 9 – Saturday Public Parking Occupancy

#	Lot Name	Inventory	9 a.m.	12 p.m.	3 p.m.	6 p.m.	9 p.m.
P1	Lot 10480	34	0	0	0	0	0
P2	BOA	60	1	10	9	11	24
P3	Old Town Plaza Deck	565	64	182	165	154	155
P4	10427 Bldg.	29	1	12	14	27	29
P5	Public Lot - Old Town Hall	14	1	11	6	9	15
P6	Public Lot - Sager	46	39	43	26	40	36
P7	Library	180	14	85	98	14	5
P8	Public Lot - North	29	18	29	12	24	27
P9	Public Lot - Main	27	20	25	17	23	23
	Total	984	158	397	347	302	314
	% Share	-	16%	40%	35%	31%	32%

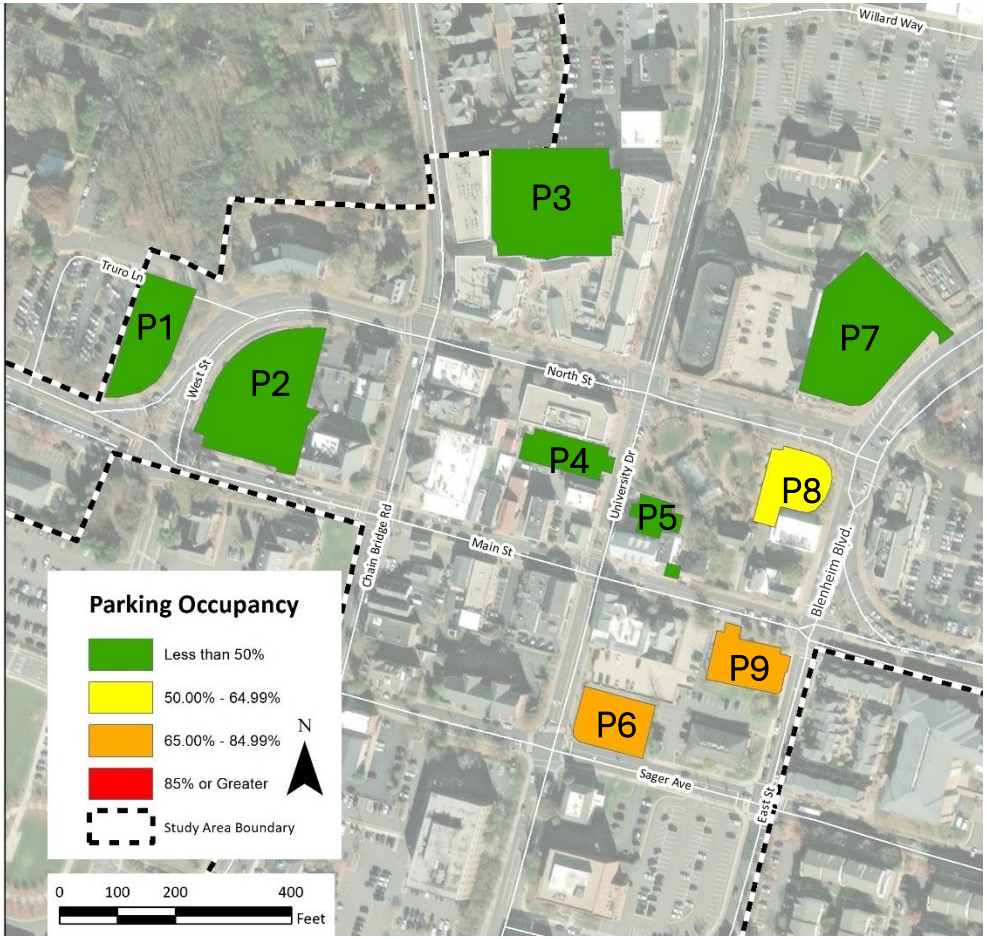
Figure 24 – Saturday Public Parking Occupancy by Lot



Like Friday, parking lots P5, P6, P8, and P9 maintained higher average occupancy across all periods, ranging from 60% to 80%. Each of these lots is free and open to the public at all hours. However, their peak occupancy times vary: P5 saw peak occupancy at 9 p.m., while the other three lots peaked at 12 p.m. Lot P1 had no activity throughout Saturday. All restricted parking lots showed increased activity after 6 p.m., except for the library, which experienced a significant drop in occupancy from 3 p.m. to 6 p.m.

Public Parking Trends by Time of Day

Figure 25 – Saturday Public Parking 9 a.m. Occupancy (24%)



Three lots exhibited above-average parking occupancy on Saturday at 9 a.m. Sager (P6) and the public lot at Main Street (P9) experienced 85% and 74%, respectively.

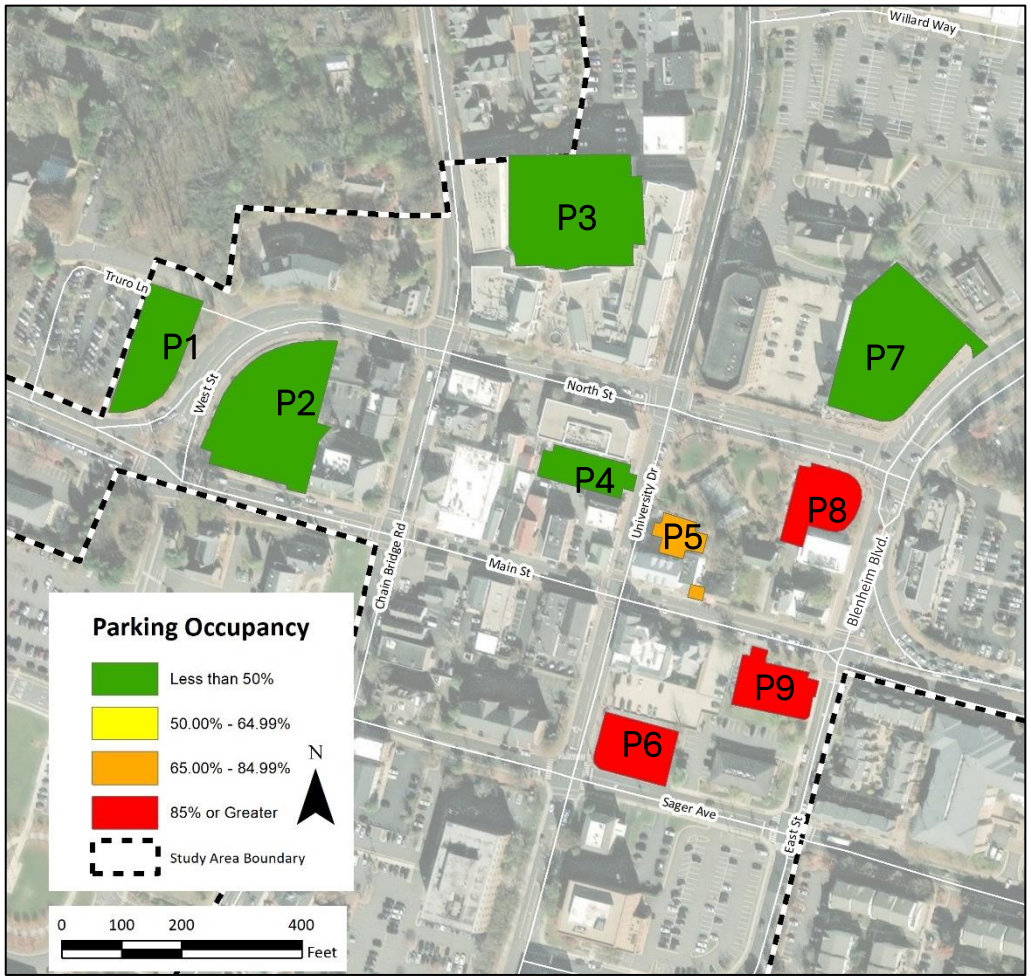
The public lot on North Street (P8) was 62%.

All other public parking lots were below 50% at 9 a.m.

Public Parking Lot Inventory and Count

#	Lot Name	Inv.	Occ.
P1	Lot 10480	34	0
P2	BOA	60	1
P3	Old Town Plaza Deck	565	64
P4	10427 Bldg.	29	1
P5	Public Lot - Old Town Hall	14	1
P6	Public Lot - Sager	46	39
P7	Library	180	14
P8	Public Lot - North	29	18
P9	Public Lot - Main	27	20
	Total	*984*	*158*

Figure 26 – Saturday Public Parking Noon Occupancy (48%)



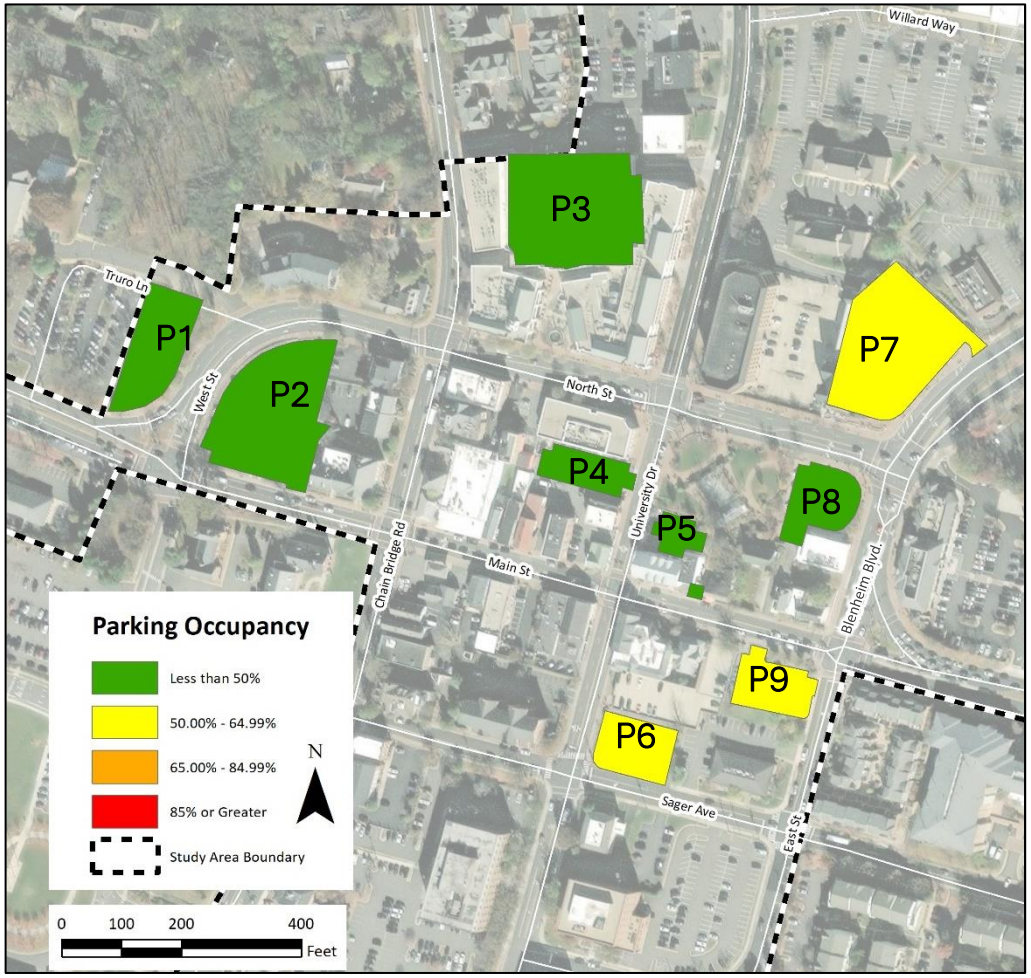
Public parking lot occupancy percentages are double those of privately owned facilities during the middle of the day. For the third day in a row, the peak of parking occupancy is midday. Lot P6, P8, and P9 recorded 96%, 96%, and 100% occupancy. The higher demand for parking in this area was most likely due to the National Dance Day event[3] at Old Town Square from 10 a.m. to 3 p.m., which probably saw its peak attendance around this time. Lot P5 was recorded at 79% occupancy. This was a unique occurrence across the three days and periods whereby all of these public lots located on these two adjacent lots experienced such high demand. It was unusual that the other public parking lots experienced such low demand.

Public Parking Lot Inventory and Count

#	Lot Name	Inv.	Occ.
P1	Lot 10480	34	0
P2	BOA	60	10
P3	Old Town Plaza Deck	565	182
P4	10427 Bldg.	29	12
P5	Public Lot - Old Town Hall	14	11
P6	Public Lot - Sager	46	43
P7	Library	180	85
P8	Public Lot - North	29	29
P9	Public Lot - Main	27	25
	Total	*984*	*397*

[3] National Dance Day - 5th Annual! | City Calendar | City of Fairfax, VA

Figure 27 – Saturday Public Parking 3 p.m. Occupancy (40%)



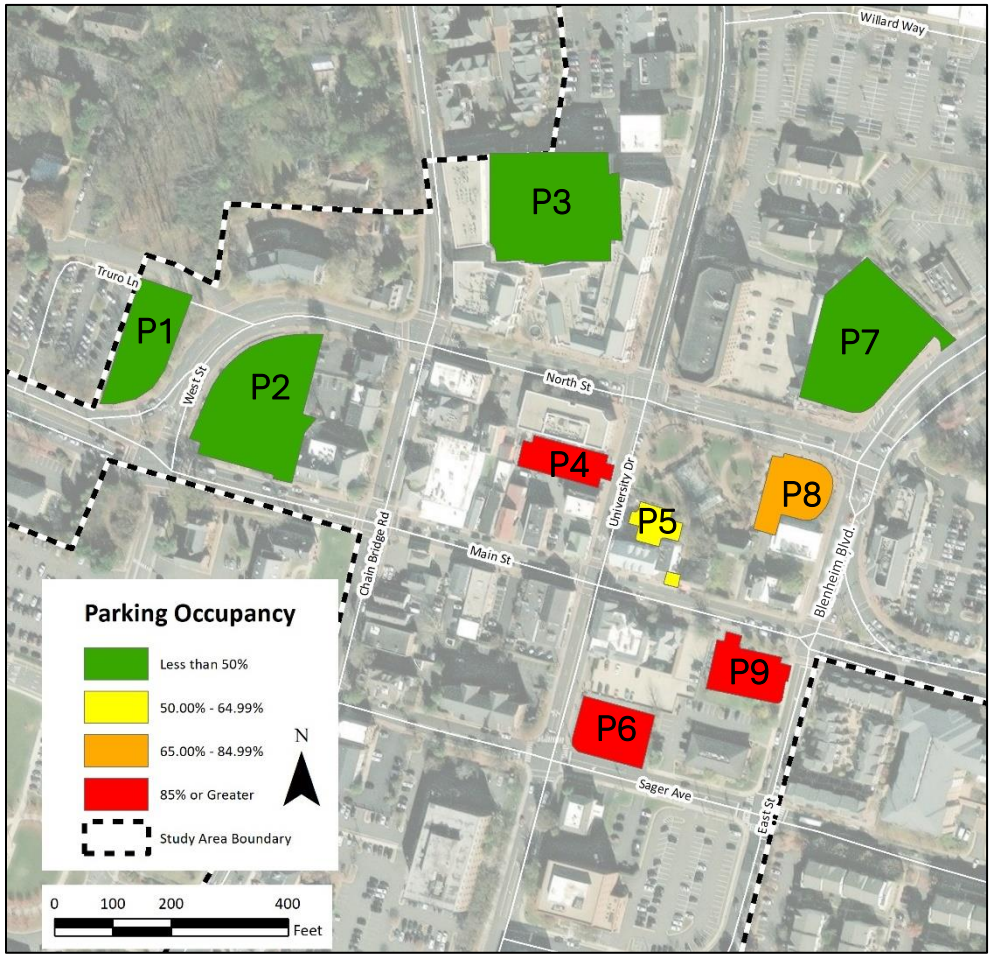
The 3 p.m. counts showed a decrease in overall occupancy, especially at P5 and P8, which dropped to 43% and 41%, respectively.

The lots on the adjacent block, P6, and P9, dropped below 65%.

Public Parking Lot Inventory and Count

#	Lot Name	Inv.	Occ.
P1	Lot 10480	34	0
P2	BOA	60	9
P3	Old Town Plaza Deck	565	165
P4	10427 Bldg.	29	14
P5	Public Lot - Old Town Hall	14	6
P6	Public Lot - Sager	46	26
P7	Library	180	98
P8	Public Lot - North	29	12
P9	Public Lot - Main	27	17
	Total	*984*	*347*

Figure 28 – Saturday Public Parking 6 p.m. Occupancy (31%)



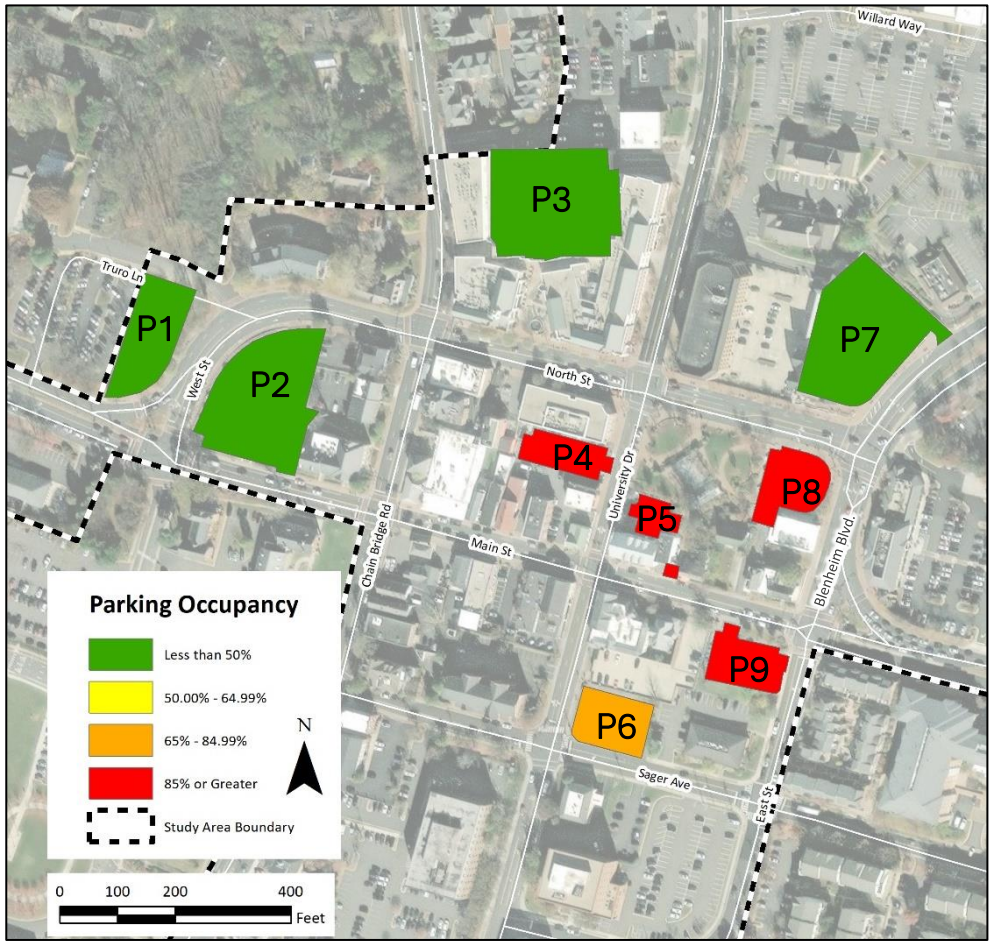
The 6 p.m. period saw significant activity downtown, particularly in lots P4, P6, P8, and P9. Each lot reached occupancy levels of 83% or higher, highlighting a busy weekend evening.

In contrast, the BOA lot and library parking facility remained underutilized during these peak times, possibly due to limited signage or the perceived inconvenience of its further walking distance.

Public Parking Lot Inventory and Count

#	Lot Name	Inv.	Occ.
P1	Lot 10480	34	0
P2	BOA	60	11
P3	Old Town Plaza Deck	565	154
P4	10427 Bldg.	29	27
P5	Public Lot - Old Town Hall	14	9
P6	Public Lot - Sager	46	40
P7	Library	180	14
P8	Public Lot - North	29	24
P9	Public Lot - Main	27	23
	Total	*984*	*302*

Figure 29 – Saturday Public Parking 9 p.m. Occupancy



The 9 p.m. period saw a slight increase in downtown activity compared to earlier in the evening.

Lots P4, P5, P8, and P9 had occupancy levels above 85%, with P4 and P5 reaching full capacity.

Lot P5, in particular, recorded an occupancy rate of 107% due to a social event at the Old Town Fairfax City Old Town Hall.

Public Parking Lot Inventory and Count

#	Lot Name	Inv.	Occ.
P1	Lot 10480	34	0
P2	BOA	60	24
P3	Old Town Plaza Deck	565	155
P4	10427 Bldg.	29	29
P5	Public Lot - Old Town Hall	14	15
P6	Public Lot - Sager	46	36
P7	Library	180	5
P8	Public Lot - North	29	27
P9	Public Lot - Main	27	23
	Total	*984*	*314*

Parking Policies and Practices

This portion of the report documents the existing policies and practices in the City of Fairfax to establish the baseline conditions that govern parking and planning strategy in the city. While the previous section addressed how much parking exists and how it is utilized, the section below considers how the parking system operates.

Organizational Structure

The City of Fairfax does not operate a parking enterprise fund or have a separate parking department. Instead, the Transportation Division of Public Works, Police Department, and Community Development and Planning Department[4] are each responsible for specific parking-related tasks. Enforcement is under police jurisdiction, while maintenance of public facilities is the responsibility of Public Works. Maintenance and other operating costs, such as rent, are paid through the general fund. The cost of enforcement is included in the police budget.

The city has not made any noticeable investments in parking. The number of on-street parking spaces is limited, and expanding its capacity is difficult due to the volume of traffic that the city's streets must carry. In addition, the city has a modest ownership of off-street parking, with only five official (24 hours, 7 days a week) public parking lots.

Website

There is a parking information homepage on the city's website; however, navigating to this section from the main page is not direct. Parking information can be found under Government, Public Works, Transportation Division. Walker could not find a link to or section about parking on the Transportation Division page. Rather, Walker navigated directly to the page from a Google search. A screenshot of the parking homepage is shown to the right. Once on the parking page, a map of the public parking options available is readily available. The map indicates the location of and restrictions for each public parking asset. The homepage also includes information about the residential permit parking districts (RPPD), with links to the section of city code governing the practice and a page specific to the RPPD where those interested can learn more about purchasing a permit, creating a new district, or modifying an existing district.

[4] Department is responsible for zoning code enforcement and establishing parking requirements for new developments.

The last highlight on the parking homepage is a blurb about PARK(ing) Day in 2019. It includes a link to the American Society of Landscape Architects to learn more about the celebration and the CUE bus system, a transportation system operated by George Mason University that is open to students and the general public.

Information about parking enforcement, including paying for parking citations and links to the sections of city code related to parking violations, is posted under the Services section of the Police Department's website. There is no link from the Public Works page to the enforcement or citation payment sections.

Signage and Wayfinding

The city has erected limited signage identifying selected parking facilities as "public parking." Fairfax has entered into shared parking agreements with several parcel owners to access their facilities on nights and weekends; the restrictions applicable to each are in the previous section. These include the Old Town Plaza Deck, the lot adjacent to 10427 North Street (Woody's), the library garage, and the former Bank of America lot at the corner of North and Main Streets. As shown below, the parking signage at these facilities is inconsistent and confusing. It does not present a unified brand or image, or even acknowledge these as city-sanctioned shared parking locations. As a result, several of the "shared" lots function as "public" 24/7.

Figure 30 – Photos Illustrating Signage Identifying Public Parking at Shared Facilities

Figure 31 – Photos Illustrating Signage Identifying Public Parking at Public Facilities

Source: Walker Consultants, 2024

Several municipally owned or leased facilities are in the downtown area. Still, they do not have a unified brand or image, as shown in the following images. For example, the Old Town Hall and North Street lots have blue signage with a two-hour restriction, while the Sager and Truro Lane lots showcase green "P" signage. There is also a green "P" on the space count sign outside the Old Town Plaza Deck.

Zoning

Parking Geometrics

Section 4.2.6 of the City of Fairfax Zoning Ordinance, Parking Lot Design documents the minimum geometric requirements for off-street parking, including the parking stall and the aisle.

Table 10 – Minimum Off-Street Parking Space Standard (All Dimensions in Feet)

Angle	Width of Space (Feet)	Depth of Space 90° to Aisle (Feet)	Width of Aisle (Feet)		Width of Space Parallel to Aisle (Feet)
			One-Way	Two-Way	
45	9	19	12	18	12.7
60	9	20	16	20	10.4
90	9	18	23	23	9
90	10	19	22	22	10
Parallel	8	8 (Width)	13	22	22

Source: City of Fairfax Zoning Ordinance, Section 4.2.6, 2024

The ordinance also allows for the following modifications to the dimensions of the parking stall:

- Parking spaces (90° only) that abut a landscape island may be reduced to 16 feet provided that the island is a minimum of four feet in depth and protected by wheel stops or curb. Plant material shall be a minimum of two feet from the wheel stop or curb.
- Parking spaces (90° only) that abut a sidewalk adjacent to a building may be reduced in length to 16 feet provided that the sidewalk is a minimum of six feet in width.

Parking Minimums and Maximums

The City of Fairfax outlines the minimum and maximum parking requirements in Section 4.2.3, Parking Requirements, of their Zoning Ordinance. The following table identifies the minimum number of parking spaces required by land use. For those uses not explicitly mentioned, the zoning administrator determines the requirements for off-street parking based on the most similar use or based on data provided by the applicant and the department.

Table 11 – City of Fairfax Required Parking Minimums

Use Types/ Use Groups*	General Requirements
Residential	
Single-family detached	2 spaces per unit
Single-family attached	2 spaces per unit
Duplexes	2 spaces per unit
Multifamily	1.5 spaces per one or less bedroom unit; 2 spaces per 2 or more bedroom unit
Townhouses	2 spaces per unit
Upper story residential/mixed use buildings	1.25 spaces per efficiency unit; 1.5 spaces per 1 bedroom unit; 2 spaces per 2 or more bedroom units; other uses as required herein
Public, civic and institutional uses (See §3.4.1.E)	
Adult day care	5 spaces per 1,000 sq. ft. of floor area
Assisted living facility	1 space per 4 beds
Auditorium or arena	1 space per 4 seats
Day care centers	5 spaces per 1,000 sq. ft. of floor area
Day care home, family (less than 5)	No spaces in addition to spaces otherwise required
Day care home, family (5 to 12)	In addition to spaces otherwise required, 1 space for such home providing care for 5 to 7 children, and 2 spaces for such home providing care for 8 to 12 children
Detention facilities	Determined by zoning administrator per §4.2.10
Colleges and universities	10 spaces per classroom
Community services*	1 space per 300 sq. ft. of floor area
Congregate living facility	1.5 spaces per unit
Group homes/statutory	2 space per dwelling
Hospitals	1 space per 2 beds, but not less than 1 space per 200 sq. ft. of floor area
Medical care facilities*	1 space per 2 beds, but not less than 1 space per 200 sq. ft. of floor area
Nursery schools	5 spaces per 1,000 sq. ft. of floor area
Nursing homes	1 space per 5 beds
Parks and open areas*	Determined by zoning administrator per §4.2.10
Religious institutions	1 space per 4 seats in main assembly area
Schools, elementary and middle	2 spaces per classroom
Schools, high	5 spaces per classroom
Social service delivery	Determined by zoning administrator per §4.2.10
Utilities, minor*	None
Utilities, major*	1 space per 1,000 sq. ft. of floor area
Telecommunications towers/facilities	Determined by zoning administrator per §4.2.10

Use Types/ Use Groups*	General Requirements
Commercial Uses (See §3.4.1.F)	
Adult uses	1 space per 100 sq. ft. of floor area
Amusement centers	1 space per 250 sq. ft. of floor area
Animal care facilities	1 space per 250 sq. ft. of floor area
Art gallery or studio	1 space per 400 sq. ft. of floor area
Auction houses	5 spaces per 100 sq. ft. of floor area
Bed and Breakfasts	1 space per guest room, plus otherwise required parking

Brew pubs	1 space per 300 sq. ft. of floor area
Building supplies and lumber sales	1 space per 300 sq. ft. of floor area
Catering or delivery services	1 space per 200 sq. ft. of floor area
Cemeteries	Determined by zoning administrator per §4.2.10
Convenience stores	1 space per 200 sq. ft. of floor area
Fuel stations	1 space per 200 sq. ft. of floor area
Funeral homes	1 space per 50 square feet of floor space in funeral service rooms
Furniture, appliance or carpet/flooring stores	1 space per 400 sq. ft. of floor area
Grocery stores	1 space per 200 sq. ft. of floor area
Hotels; hotels, extended-stay; motels	1 space per guest room, plus 1 space per 200 sq. ft. of conference, banquet, restaurants or food services floor area
Manufacturing, limited*	1 space per 1,000 sq. ft. of floor area
Office, general*	1 space per 300 sq. ft. of floor area
Office, medical*	1 space per 200 sq. ft. of floor area
Parking, commercial or municipal	Determined by zoning administrator per §4.2.10
Plant nurseries and greenhouses	1 space per 200 sq. ft. of floor area
Private clubs	1 space per 200 sq. ft. of floor area
Recreation, indoor*	1 space per 250 sq. ft. of floor area
Recreation, outdoor*	Determined by zoning administrator per §4.2.10
Restaurants or food service	1 space per 200 sq. ft. of floor area; 1 space per 100 sq. ft. of floor area with dancing and entertainment; none for outdoor dining and service areas
Retail, general*	1 space per 200 sq. ft. of floor area
Retail, large format	1 space per 200 sq. ft. of floor area
Schools, technical, trade, business	6 per classroom, plus 1 per 300 sq. ft. of office floor area
Service, general*	1 space per 200 sq. ft. of floor area
Services, personal*	1 space per 200 sq. ft. of floor area
Shopping centers	1 space per 200 sq. ft. of floor area
Theater	1 space per 4 seats
Tobacco and smoke shops	1 space per 200 sq. ft. of floor area
Vehicle repair*	2 spaces per bay
Vehicle sales and leasing*	1 per 500 sq. ft. of floor area
Vehicle service*	2 spaces per bay

USE TYPES/ USE GROUPS*	GENERAL REQUIREMENTS
INDUSTRIAL USES (SEE §3.4.1.G)	
Crematorium	Determined by zoning administrator per §4.2.10
Fuel sales, residential	1 space per 1,000 sq. ft. of floor area
Manufacturing, general*	1 space per 1,000 sq. ft. of floor area
Manufacturing, heavy*	1 space per 1,000 sq. ft. of floor area
Manufacturing, limited*	1 space per 1,000 sq. ft. of floor area
Petroleum storage and distribution	Determined by zoning administrator per §4.2.10
Research and development*	1 space per 1,000 sq. ft. of floor area
Self-service storage facility	5 spaces, plus 1 space per 100 storage units
Vehicle storage and towing	One space per 300 sq. ft. of floor area
Warehouse/freight movement*	1 space per 1000 sq. ft. of floor area
Waste service*	1 per 300 sq. ft. of floor area + 1 per 1,000 sq. ft. of outside storage area

Source: City of Fairfax Zoning Ordinance, Section 4.2.3, 2024

The City has also established maximum parking requirements for commercial and industrial uses that require 50 or more parking spaces. When this occurs, the developer can only provide a maximum of 110 percent of the minimum number of spaces required. The zoning ordinance also allows for reductions in the minimum parking requirements within the Old Town Fairfax Historic Overlay District, the Old Town Transition Overlay District, and the Commercial Urban District, where structured parking is provided. In the Commercial Urban District, a 10% reduction is allowed with structured parking. The table below shows the exceptions in the Historic Overlay District and Transition Overlay District.

Table 12 – City of Fairfax Required Parking Minimums Exceptions

Historic Overlay District (Section 3.7.2.B.5)		Transition Overlay District (Section 3.7.3.F)
Parking District A (Four block area bound by Chain Bridge Road, East Street, North Street and Sager Street; one block bound by North Street, Chain Bridge Road and Main Street)	Requirement Waived	50% reduction, provided each dwelling unit has no less than 1.5 spaces
All other parts	50% reduction	

Source: City of Fairfax Zoning Ordinance, Section 3.7, 2024

Section 4.2.5 of the Fairfax Zoning Ordinance addresses shared parking as an alternative to meeting the minimum parking requirement for each land use in a mixed-use setting. A study demonstrating the feasibility of implementing shared parking is submitted to the zoning administrator. Additionally, applicants must provide a shared parking agreement executed by all the parties sharing spaces. The ordinance specifies the maximum reductions allowed based on the proposed land-use combination.

Parking Enforcement and Citations

The Police Department performs parking enforcement. Two parking enforcement officials (PEOs) patrol the entire city, including Old Town, Monday through Friday between 9:30 a.m. and 5:30 p.m. There is an overlap of their shifts between 11 a.m. and 5 p.m. If a violation occurs on a night or the weekend, a police officer issues the ticket. The Old Town area has no set schedule, but the city reports regular patrols, which take about 30 minutes each. Some circuits are completed on foot when weather allows.

Fairfax uses handheld devices with printers to enforce parking regulations and issue paper tickets. The handheld devices virtually chalk the vehicle tire by noting the position of the air valve stem. The officials complete one full route through all the Residential Parking Permit Districts (RPPDs) and Old Town before focusing on a specific neighborhood or area for the day. The areas patrolled by each official vary daily, so each neighborhood is enforced at least once monthly. In addition to patrolling the on-street and public off-street facilities, PEOs tour the shopping centers to check for ADA violations as time allows.

Over the last three years, Fairfax has issued approximately 7,800 parking tickets. The most commonly issued citations are expired inspection/registration. In Old Town, they also commonly issue citations for violating the

two-hour time restriction. Due to the limitations of the enforcement software, the city could not provide any more specific history of the type or location of citations issued.

The table below shows the name of each violation, the statute referenced, and the associated fine both before and after 30 days. The last known increase in parking fines occurred in 2009.

Table 13 – City of Fairfax Schedule of Parking Citations

Name of Violation	Fee Within 30 Days	Statute Code	Fee After 30 Days
01 Parking After Expiration of Time	$20	98-154,185	$45
02 Exceeding Time Limit	$20	98-154,185	$45
202 Unlawful Inoperable Vehicle on Property	$50	98-163	$75
03 Handicapped Parking Only	$250	98-145	$275
04 Parking In Fire Lane	$75	98-143/42-92	100
06 Park Against Flow of Traffic	$50	98-150	$75
210 Park on Snow Emergency Route	$50	98-242	$75
206 Unlawful Angle Parking	$50	98-152	$75
09 Park within 30' of Stop Sign	$50	98-143	$75
05 W/In 15' of Fire Hydrant	$75	98-143	$100
08 Parking on a Sidewalk	$50	98-143	$75
12 Commercial Vehicle in Residential Zone	100	98-147	$125
07 Parking in Loading Zone	$50	98-154	$75
23 Parking on Street For Sale/Rent	$50	98-146	$75
11 Across Lines of Meter Space	$50	98-186	$75
13 Trailer in Residential Zone	$50	98-148	$75
16 Too Close to Intersection	$50	98-143	$75
22 Within 15' Fire Station Drive	$75	98-143	100
14 Obstructing Traffic	$50	98-150	$75
10 In Violation of Official Sign	$50	98-143	$75
209 Park within Safety Zone	$50	98-143(A)(8)	$75
20 Back up To curb, Not Loading	$50	98-151	$75
33 Failure to Display Valid City Sticker	$50	98-149	$75
211 Excess Weight Non-Commercial Vehicle	$50	98-147(B)	$75
19 Private Property without a Permit	$50	98-144	$75
17 Blocking Driveway	$75	98-143	100
212 Traffic Hazard at Police/Fire Scene	$50	98-150	$75
15 Double Parking	$50	98-143	$75
25 Parked within 20' of Crosswalk	$50	98-143	$75
204 On Local Street during Snow Emergency	$50	98-242	$75

Name of Violation	Fee Within 30 Days	Statute Code	Fee After 30 Days
34 No City Sticker/ Other Jurisdiction	$50	98-70	$75
21 Parking in a Bus/Taxi Area	$50	98-155	$75
18 No Residential Zone Permit Display	$50	98-207	$75
203 Left Vehicle Unlawfully on Private Property	$50	98-161	$75
201 Abandon Vehicle, Snow Emerg Route	$50	98-243	$75
207 Parking on Bridge/in Tunnel	$50	98-143(A)(12)	$75
205 Unlawful Use of a Bus/Taxi Stop	$50	98-155	$75
32 No Valid Registration/Inspection	$50	98-153	$75
35 No Valid Sticker on Private Property	$50	98-69	$75
208 Failure to Park within Marked Space	$50	98-186	$75
213 Improper Display of City Sticker	$50	98-66(D)	$75

Source: City of Fairfax, 2024

Parking Time Limits and Rates

Fairfax has no metered parking spaces or known monthly commercial parking permits. All parking is provided free of charge to users. While the city-developed map identifies which facilities are public and which only allow public parking on nights and weekends, there is no published information regarding parking time limits in public parking facilities or on the street. Through our existing conditions survey, Walker identified two public lots with posted two-hour time limits. The Old Town Plaza Deck also has a two-hour restriction in specific spaces (blue striped) between 8 a.m. and 6 p.m., Monday through Friday. The blue spaces (approximately 100) are designated as public spaces within the private parking facility.

There are also a limited number of on-street spaces with posted two-hour parking restrictions. The parking supply section provides a more detailed breakdown of parking time limits.

Parking Facility Maintenance

The city contributes to the maintenance of the Old Town Plaza Deck. The city partnered with a private developer, leasing the land to Kimco Realty and contributing to a garage maintenance fund for access to the parking garage. While the city contributes to the fund, they are not responsible for the maintenance of the garage.

Per the city, the City of Fairfax Public Works Department is responsible for maintaining on-street parking (i.e., striping, and signage). Decisions about where to focus efforts across the entire city are made annually. Public Works is also responsible for maintaining the limited public off-street parking facilities. No formal maintenance manual exists.

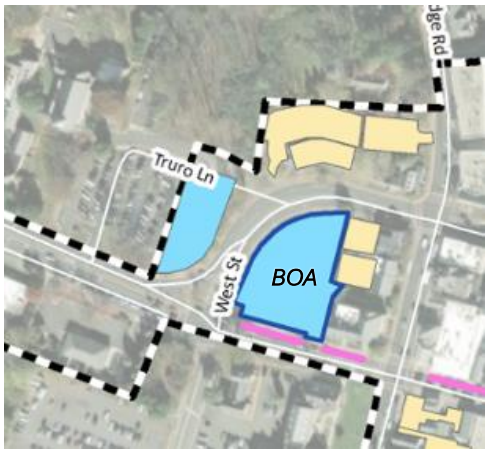
Leased Parking Agreements

Bank of America Lot

The Bank of America Lot, shown in the figure to the right, is a 60-space lot at 10440 Main Street. The license agreement provided by the city is dated January 2006 and specifies a two-year term. The deal grants the city use of the lot between 6:00 p.m. and 6 a.m. for a monthly fee of $1,000. The agreement specifies that store owners and customers should use the lot for parking only after hours and on weekends during construction in the downtown area. Both parties can terminate the agreement with 30 days' notice. The city (licensee) is also responsible for carrying the site's Workers' Compensation and Commercial General Liability insurance.

The agreement does not include an extension clause, and Walker was not provided additional documentation extending the contract during the discovery process.

Figure 32 - Bank of America Lot



Business Investment Group Lot

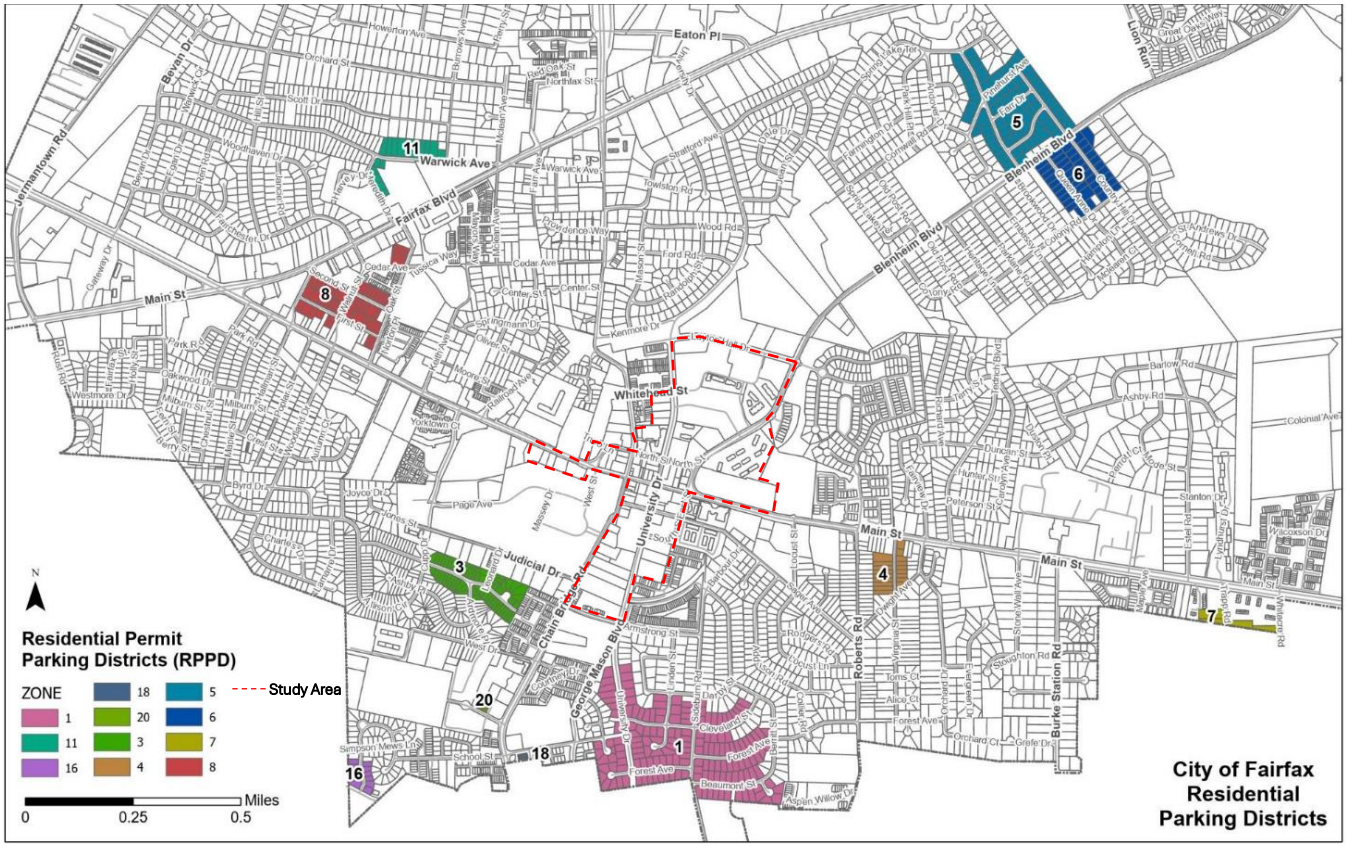
The city also agreed with the Business Investment Group, LLC (BIG) in July 2017 to lease an approximately 46-space lot at the northeast corner of Sager Avenue and University Drive. BIG retains use of 15 of the 46 spaces in the lot for its tenants between 8 a.m. and 5 p.m., Monday through Friday. The initial lease term ended in June 2022, but the city has the right to renew the lease for up to 10 additional one-year terms. Rent was established at $54,000 annually or $4,500 each month. The city can use the lot 24/7, save for the 15 spaces, as public parking. The city has the right to repave and restripe the lot, increasing or decreasing the number of spaces; install signage indicating public parking; install parking meters; install or construct minor improvements such as landscaping, decorative fencing, and security lighting; remove the access control equipment and store the equipment at their own cost; and install 15 signs designating the reserved spaces for BIG tenants. The city must carry, naming BIG and the city, general liability insurance for the lot.

The city has exercised its renewal rights thrice since the original term expired in 2022.

Residential Permit Parking

While Fairfax has 11 designated Residential Parking Permit Districts (RPPDs), none are within the study area. Per the website, one permit for each vehicle registered to the district address is issued annually. Two visitor permits per household, renewable annually, are also issued annually. There is no link on the RPPD home page to purchase the permit online or indicate the price. Residents are directed to contact the treasurer's office for more information about the process.

Figure 33 – City of Fairfax RPPD Map



Source: City of Fairfax RPPD, 2024

Employee Parking Strategy

There are no employee parking strategies. While the City may encourage businesses to have their employees park in long-term parking areas, this cannot be enforced nor managed through the City. It would be up to the businesses to work with their employees on solutions.

Employees who work in the commercial corridors do not pay for parking—they have access to all available parking along the corridor, including on-street parking lots and parking decks.

Public vs. Private Sector Roles

As documented previously, parking availability is mainly determined based on ownership of a parking facility. Privately owned parking lots are generally unavailable to the general public, with noted exceptions. Most are signed as private parking with various nuances, including employee parking only, contract parking, parking for customers of XYZ business, specific visitor parking, etc. On-street parking is public, and selected off-street parking lots are owned or leased by the City and designated as public parking facilities.

03

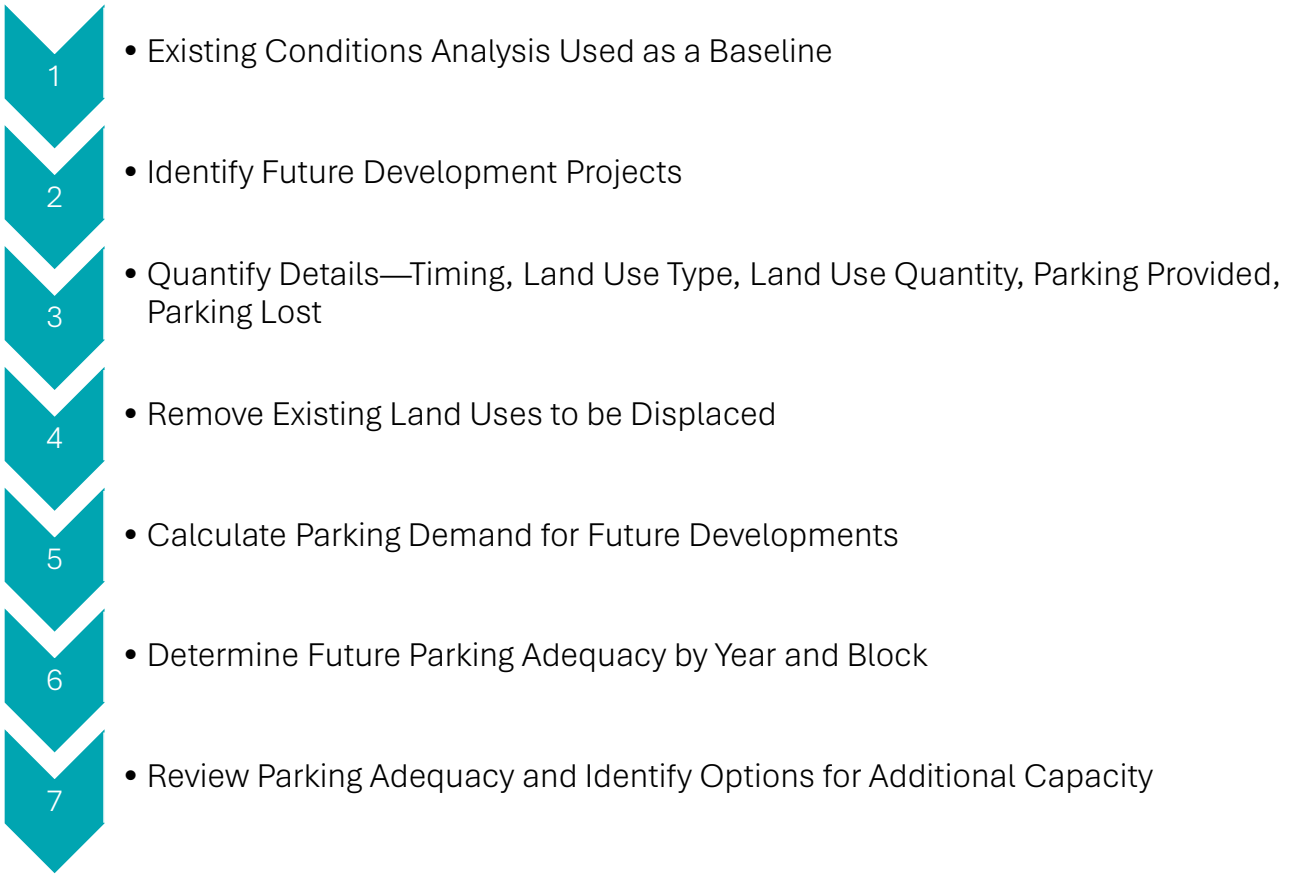
Future Conditions

Future Conditions

Methodology

The figure below illustrates Walker's approach to modeling future parking needs in Old Town Fairfax. The parking supply and demand findings prepared as part of the existing conditions analysis, including the peak noon time counts in particular, serve as the baseline for the future conditions analysis.

Figure 34 – Future Conditions Methodology



Before projecting future parking demand in Old Town, the City of Fairfax Community Planning and Development Department (Planning Department) was contacted to identify proposed development projects in the study area. These include known development projects under review or approved by the Planning Department and suggested high-level building programming identified in the 2020 Old Town Small Area Plan. For each future development, the type and quantity of land uses, expected timing of the project, and number of parking spaces that would be eliminated or added to the existing parking system were quantified. Moreover, in addition to identifying new development projects within the study area, the type and quantity of existing land uses that would be eliminated as part of the redevelopment process was quantified.

Future development projects were organized into three planning horizons—short-term, mid-term, and long-term—culminating in fully realizing the Small Area Plan. Known or imminent developments were assigned to the short-term planning horizon. At the same time, the more conceptual programming from the Small Area Plan was divided between the mid-and long-term planning horizons.

After identifying changes to the existing parking supply in Old Town Fairfax, a shared parking methodology was used to estimate the parking demand generated by the new developments. The shared parking analysis and corresponding conclusions presented below are based on recommendations and data presented by the Urban Land Institute (ULI), the Institute of Traffic Engineers (ITE), the International Council of Shopping Centers (ICSC), and specifically ULI's shared parking methodology, using ITE- and ULI-supplied data as presented in Shared Parking, as well as Walker's experience in similar municipalities. These recommendations represent parking needs at a high standard – an 85th percentile level of observed parking generation for most land uses.

The projected parking demand was then compared to the proposed parking supply on each block and for each facility to determine the future parking adequacy at each phase of the planning horizon. The analysis considers the potential shifting of demand from block to block and lot to lot as new parking facilities come online and older facilities are removed. Lastly, based on the anticipated parking surpluses or deficits, options are identified for creating additional parking capacity, if needed.

Process for Identifying Future Development Projects

As noted above, three planning horizons were proposed: short-term, mid-term, and long-term, culminating in fully realizing the Small Area Plan. Known or imminent developments were assigned to the short-term planning horizon. At the same time, the more conceptual programming from the Small Area Plan was divided between the mid-and long-term planning horizons.

The 2020 Small Area Plan depicted, on a conceptual basis, the land use types, building typologies, and general quantities expected in the Old Town Core, North, and South regions[5]. As noted in the plan, it is difficult to predict long-term development; however, an expected plan was outlined through discussion with community stakeholders, market analysis, and regional trends. The plan included the addition of the following:

[5] Old Town North is generally defined as the area north of North Street. Old Town South includes the mega block south of Sager Avenue and the block bound by South Street and University Drive. Old Town Core includes the blocks to the north and south of Main Street.

- At least 1,250 residential units, including a mix of townhomes, condominiums, market-rate apartments, senior living, student housing, and affordable units,
- Approximately 25,000 Square Feet (SF) of office space,
- About 60,000 SF of new retail and restaurant space, as well as activation of about 20,000 SF of vacant retail space,
- A new 100-key boutique hotel, and
- At least 100,000 SF of institutional and arts-related space.

When interpreting the land use and parking quantities and allocating them block-by-block within the study area, Walker considered how the known development projects discussed above fit within the plan. The known development projects may not precisely align with the conceptual location of buildings or mix of land uses identified in the Small Area Plan. Any changes to the metrics outlined in the Small Area Plan were discussed with the city before projecting impacts on parking demand.

A more detailed breakdown by block and phase is included in the following section.

Short-Term Planning Horizon

The short-term planning horizon includes the following projects expected to be completed and operational within the next five years:

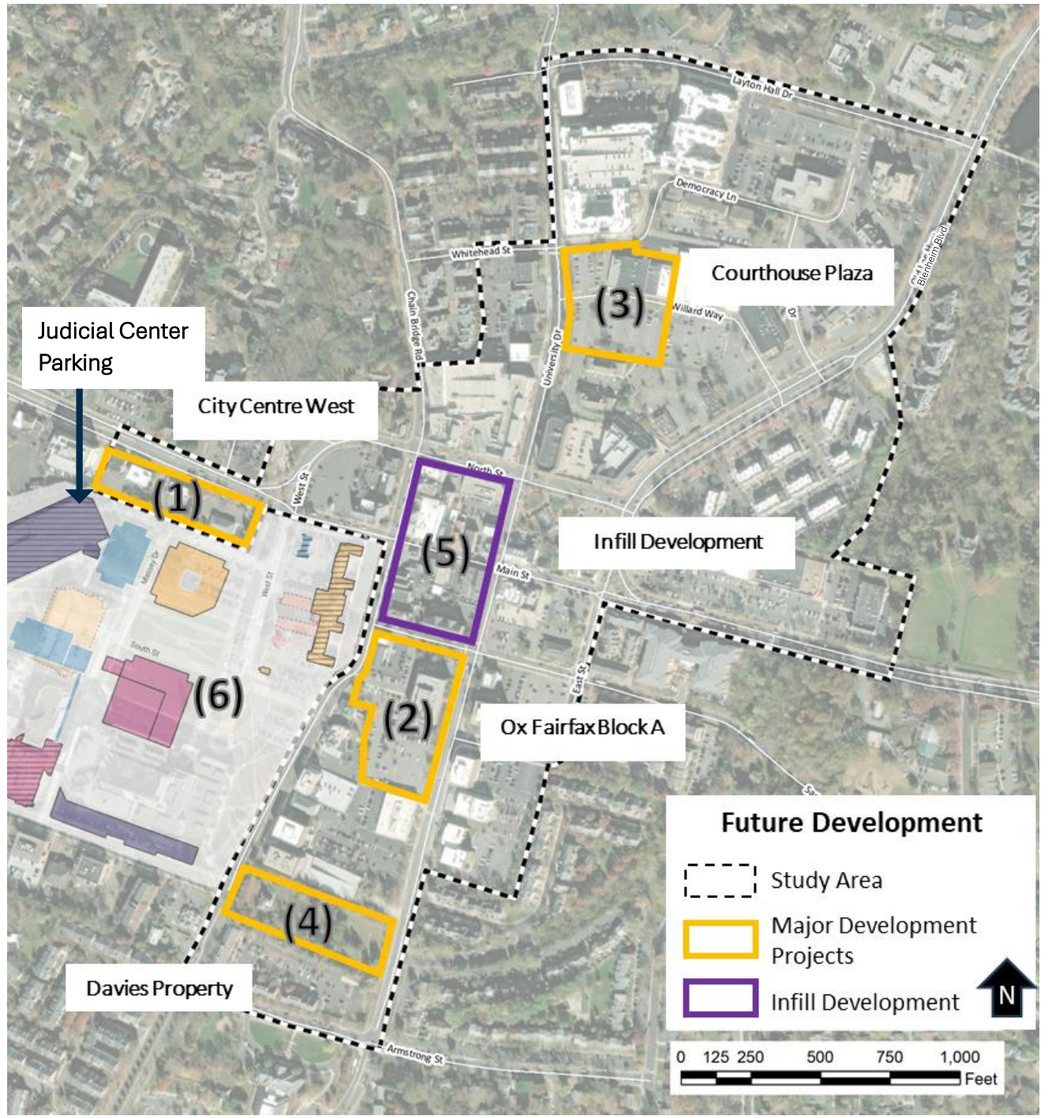
- The four known development projects, including a Phase 1 Redevelopment of the Courthouse Plaza, City Centre West, Ox Fairfax Block A, and the Davies Property,
- Infill development on two of the blocks in the Old Town Core[6], identified in the Small Area Plan, included in the short-term planning horizon, and
- Execution of the Fairfax County Judicial Complex Master Plan[7].

The above projects feature complete parcel redevelopment; therefore, the observed parking demand was subtracted from the modeled future parking demand.

The general locations of the projects are identified on the map on the following page. The map also includes an overlay from the Fairfax County Judicial Complex Master Plan. While outside the study area and expected to meet all its own parking needs with on-site parking, the campus's reorganization is expected to impact Old Town, specifically through increased foot traffic on weekdays.

The redevelopment of the Fairfax County Judicial Complex includes reorganizing the roadway system. This plan, intended for the mid-to-long-term future, will connect to the City's South Street extension project, as well as University Drive and Chain Bridge Road. At the same time, the County plans to move the complex's main entrance approximately 150-200 feet north along Chain Bridge Road to align with the extension of South Street. This reorientation is expected to increase foot traffic in Old Town during weekdays.

Figure 35 – Short-Term Development Map



Source: City of Fairfax Major Development Projects, 2020 Small Area Plan, & Fairfax County Judicial Complex Master Plan

[6] Bordered by North Street to the north, University Street to the east, Sager Avenue to the south and Chain Bridge Road to the west.

[7] Fairfax County Judicial Complex Master Plan Executive Summary, January 2021.

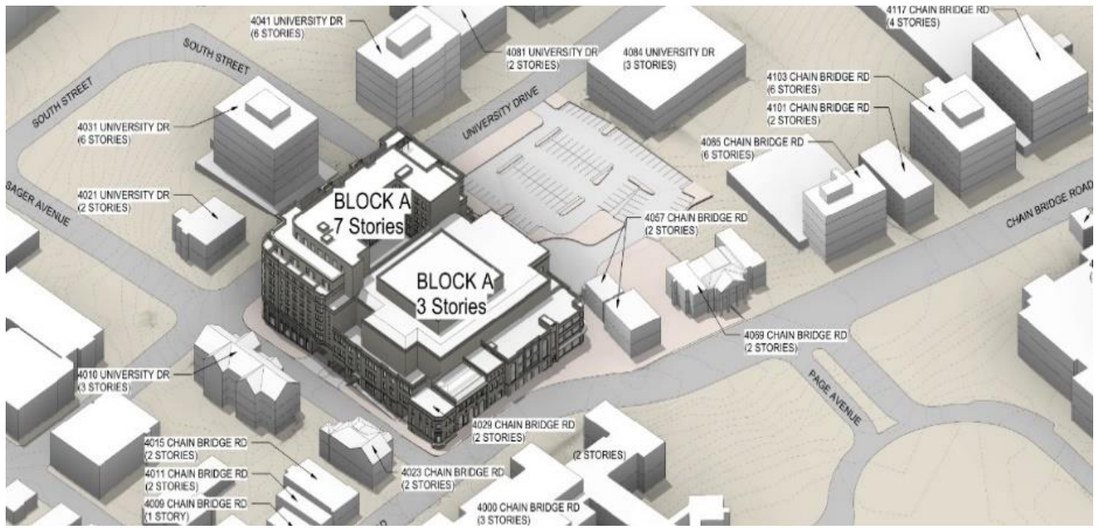
Ox Fairfax Block A

Ox Hill Realty has submitted plans to the city to redevelop the 4020 University Building, also known as the Truist Building. According to the city's webpage, their application is currently under review and proceeding through the formal review process. The Ox Fairfax Block A project is generally bounded by Sager Avenue to the north, University Drive to the east, and Chain Bridge Road to the west, as shown in the figure below. The plan features the demolition of two buildings – the Truist building and 4031 Chain Bridge Road, the preservation of the historic bank building at the corner of Chain Bridge Road and Sager Avenue, and the development of the following types and quantities of uses:

- a mix of retail, restaurant, and office space totaling 33,873 SF,
- a 169-seat hotel with approximately 26,000 SF of convention space, and
- a 4,127-seat concert hall.

There are 2,796 fixed seats in the main hall, a 117-seat black box theater, with the remainder of the seats functioning as standing room only. Using an event management plan produced by others[8], Walker separated event types into three categories based on size: small 750-seat events, 3,000-seat events, and sold-out/standing-room-only events. For this analysis, Walker assumed the venue would host smaller 750-seat events during the daytime and conservatively modeled a sold-out, 4,127-seat event on both a weekday and Saturday night.

Figure 36 – Ox Fairfax Block A Site Plan



Source: Ox Fairfax Block A General Development Plan, 01/24

There are currently two parking lots on the proposed development site, with 273 spaces. After reconfiguring the remaining lot, redeveloping the property will remove 179, leaving 94 surface spaces. In addition to the reconfigured surface lot, the project includes a 428-space below-grade parking garage. Adding the 94 remaining surface spaces to a 428-space parking structure yields 522 spaces for the Ox Fairfax Block A project. It is expected to be completed during the short-term planning horizon.

City Centre West

City Centre West, located at 10501 Main Street, replaces a former bank, a former restaurant, and existing office spaces with a mixed-use residential project served by a 309-space below-grade parking garage. The project includes 79 residential units, approximately 7,700 SF of retail and restaurant space, and nearly 37,000 SF of office and medical office space. We understand that Truist is relocating from its existing space at 4020 University Drive to the City Centre West site. Based on the city's webpage, the project's application is approved.

As a known development project, Walker excluded the existing 7,896 square feet of offices at 10523 Main Street and its associated demand from the analysis. The City Centre West project was included in the short-term planning horizon.

Figure 37 – City Centre West Rendering

Source: City Centre West General Development Plan, 01/22

[8]https://www.fairfaxva.gov/home/showpublisheddocument/22493/638429078241300000

Courthouse Plaza Phase 1 Redevelopment

The Courthouse Plaza Shopping Center occupies the middle portion of the mega block bound by Layton Hall Drive to the north, Blenheim Boulevard to the east, North Street to the south, and University Drive to the west. The development plan, under review by the city, includes approximately 315 residential units above 12,000 square feet of retail space. Included with the project is a 493-space, six-level parking structure. The planned multi-family development will only be built on a portion of the existing property, displacing approximately 175 existing parking spaces on the western side of the parcel and some retail space. The grocery store and retail space to the east will remain during the short-term planning horizon.

Figure 38 – Courthouse Plaza Site Plan

Source: Courthouse Plaza Special Exception Plan, 03/23

It is important to note that the Small Area Plan outlines additional redevelopment of this parcel (Courthouse Plaza Phase 2), likely during the mid-term planning horizon. Walker assumed future development of the parcel would incorporate the square footage and land uses displaced during both phases of redevelopment. Thus, any new retail space built on the site during Phase 2 would be in addition to the approximately 83,600 square[9] feet of existing space.

Davies Property

Also under review by the city's planning department, this mixed-use development includes approximately 276 residential units and about 10,500 square feet of retail, restaurant, and office space at grade. The project also includes 426 parking spaces in two different structures. A southern-facing elevation plan is shown in the following image.

Figure 39 – Davies Property Elevation Plan

Source: 4131 Chain Bridge Road Rezoning Application, Architectural Plan, 09/24

A single-family home currently occupies the parcel but is mostly a vacant greenspace sandwiched between a low-rise office complex to the south and a four-story office building and garage to the north. The applicant seeks a zoning amendment from residential medium (RM) to commercial urban (CU) in the Old Town Transition Overlay District. It is assumed the project will be developed within the short-term planning horizon.

[9] https://realestate.fairfaxva.gov/building.asp, parcel 57 2 20 004 D

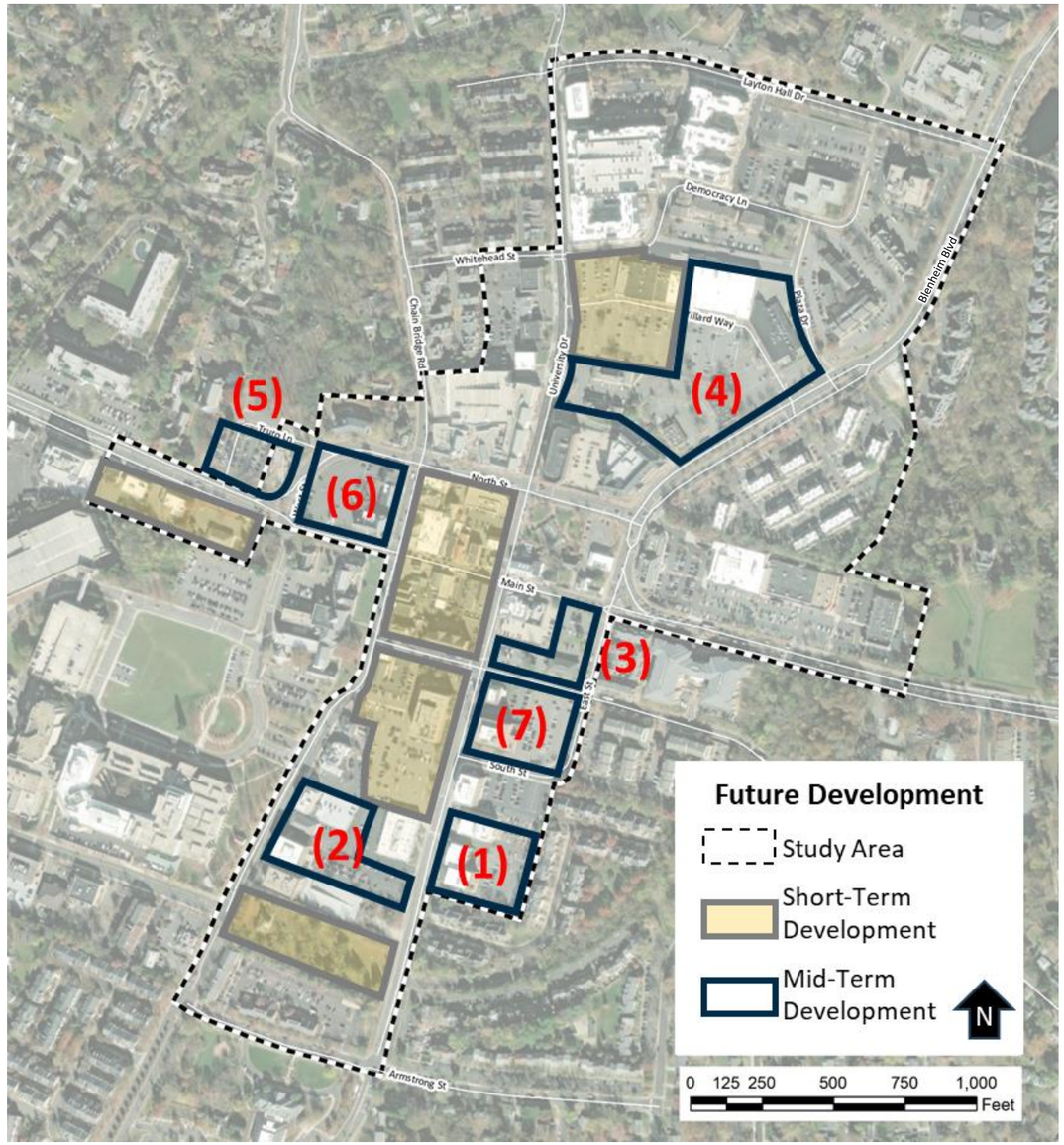
Mid-Term Planning Horizon

The further along the planning horizon, the less certainty around the location, type, and quantities of development within the study area. During the mid-term planning horizon, development plans for only one project, Ox Fairfax Block B (indicated by (7) on the map), have been provided to the city. As with other known development projects, Walker adjusted the observed parking demand to account for the lost demand generator.

The remaining developments on the map to the right were described in the Small Area Plan. Our model assumes the existing building program on these parcels is built into any new development proposed. As a result, no adjustments to the observed parking demand were made when modeling future conditions. A more detailed breakdown of the building program is included within this section.

Projects associated with the mid-term planning horizon are expected to be completed within five to ten years.

Figure 40 – Mid-Term Development Map



Source: City of Fairfax Major Development Projects & 2020 Small Area Plan

Ox Fairfax Block B

Due to its more conceptual nature, the Ox Fairfax Block B development is included in the mid-term planning horizon. The property is occupied by a low-rise commercial building, formerly the George Mason University's Mason Enterprise Center, and two surface parking lots. Bound by Sager Avenue to the north, East Street to the east, South Street to the south, and University Drive to the west, preliminary plans for the parcel include an approximately 300-space parking structure wrapped by 250 residential units. The project also includes about 10,000 square feet of retail space fronting University Drive. It is designated (7) on the map in Figure 40.

Small Area Plan

During the mid-term planning horizon, six development projects from the Small Area Plan were identified and modeled as part of the future conditions analysis. Three projects identified in the Small Area Plan are located within Old Town South, two in the Old Town Core, and one in Old Town North. Again, the Small Area Plan did not address the timing of the proposed development, just the general block location and a conceptual building layout and program. Walker built on the location of the known development projects when making assumptions about the location of the mid-term projects. At this conceptual stage, the mix of bedroom types is unknown, as is the mix of retail and restaurant space.

Table 14 – Mid-Term Small Area Plan Building Program

Map Designation	Land Use	Quantity	Unit
1	Townhouses	24	DU
	Fire Station		
2	Multi-Family Residential	261	DU
	Office	23,108	SF
	Retail	16,476	SF
3	Hotel	100	Keys
	Retail	2,500	SF
	Fast/Casual	2,500	SF
4	Multi-Family Residential	300	DU
5	Townhouses	5	DU
	Retail	3,000	SF
	Fast/Casual	5,000	SF
	Fine/Casual	2,000	SF
6	Multi-Family Residential	150	DU
	Retail	3,000	SF
	Fast/Casual	5,000	SF
	Fine/Casual	2,000	SF
7	Multi-Family Residential	250	DU
	Retail	4,500	SF
	Fast/Casual	1,500	SF
	Fine/Casual	4,000	SF
Total	Residential	846	DU
	Retail	18,970	SF
	Fast/Casual Dining	12,500	SF
	Fine/Casual Dining	4,000	SF
	Office	39,608	SF
	Hotel	100	Keys

Source: Small Area Plan, 2020

Long-Term Planning Horizon

The long-term planning horizon is most uncertain relative to the project's location, land use mix, and quantities. It is based solely on the programming outlined in the Small Area Plan.

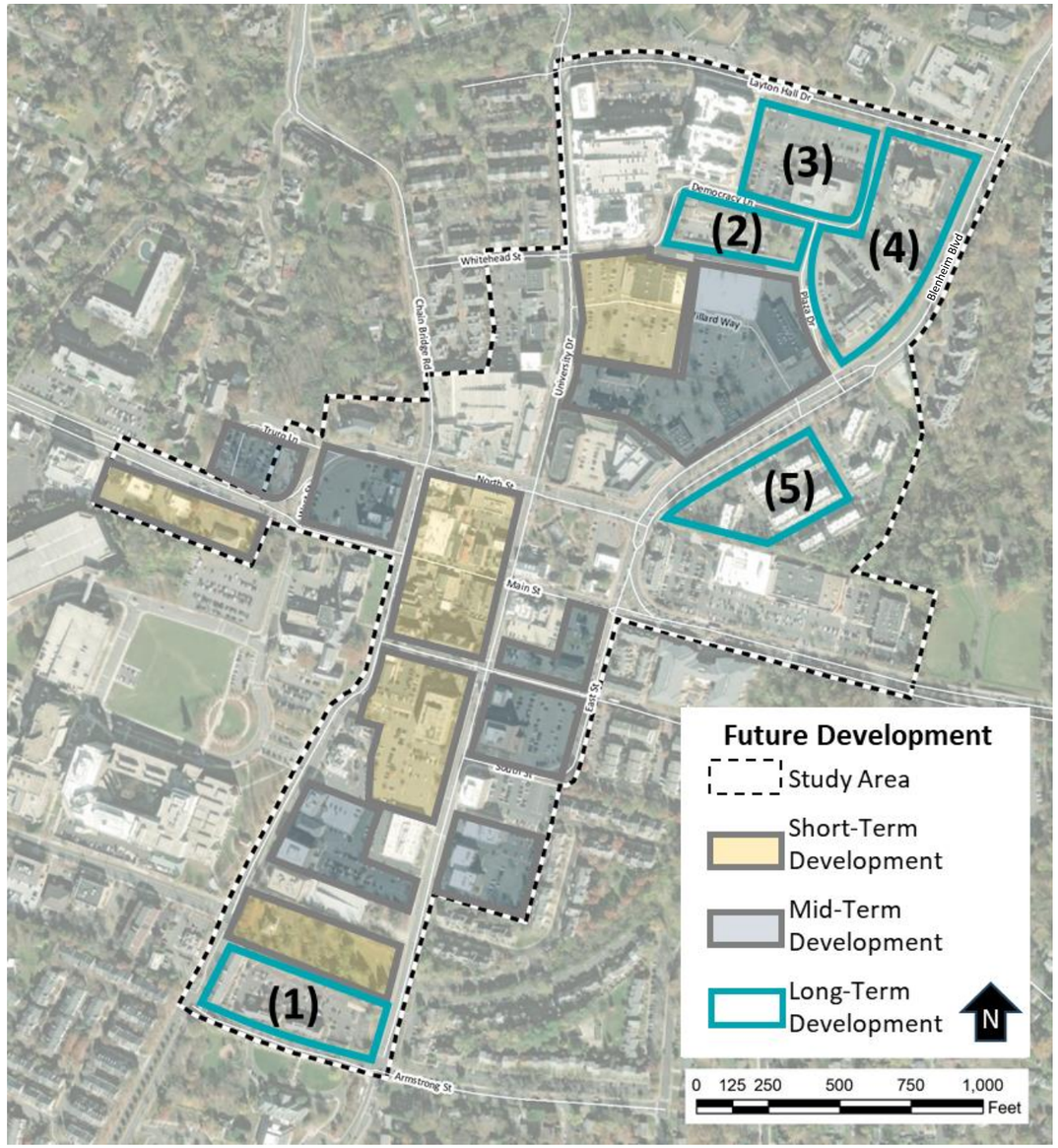
The long-term planning horizon is defined as projects completed within the next 10 to 15 years or as long as it takes for the Small Area Plan to be fully realized. As discussed in the mid-term planning horizon section, the square footage shown in Table 154 are new developments and existing land uses on the redeveloped parcel. Walker assumed the types and quantities of the existing land use on the parcel and their associated demands observed during our field survey would be absorbed into whatever new development is realized.

Table 15 – Long-Term Small Area Plan Building Program

Map Designation	Land Use	Quantity	Unit
1	Retail	2,000	SF
	Fast/Casual	4,000	SF
	Fine/Casual	4,000	SF
2	Multi-Family Residential	100	DU
	Office	9,296	SF
3	Multi-Family Residential	150	DU
	Retail	2,000	SF
	Fine/Casual	3,000	SF
4	Multi-Family Residential	100	DU
	Retail	2,000	SF
	Fast/Casual	3,000	SF
	Office	5,564	SF
5	Retail	6,000	SF
	Fast/Casual	4,000	SF
	Office	25,000	SF
Total	Residential	350	DU
	Retail	12,000	SF
	Fast/Casual Dining	11,000	SF
	Fine/Casual Dining	7,000	SF
	Office	39,860	SF

Source: Small Area Plan, 2020

Figure 41 – Long-Term Development Map



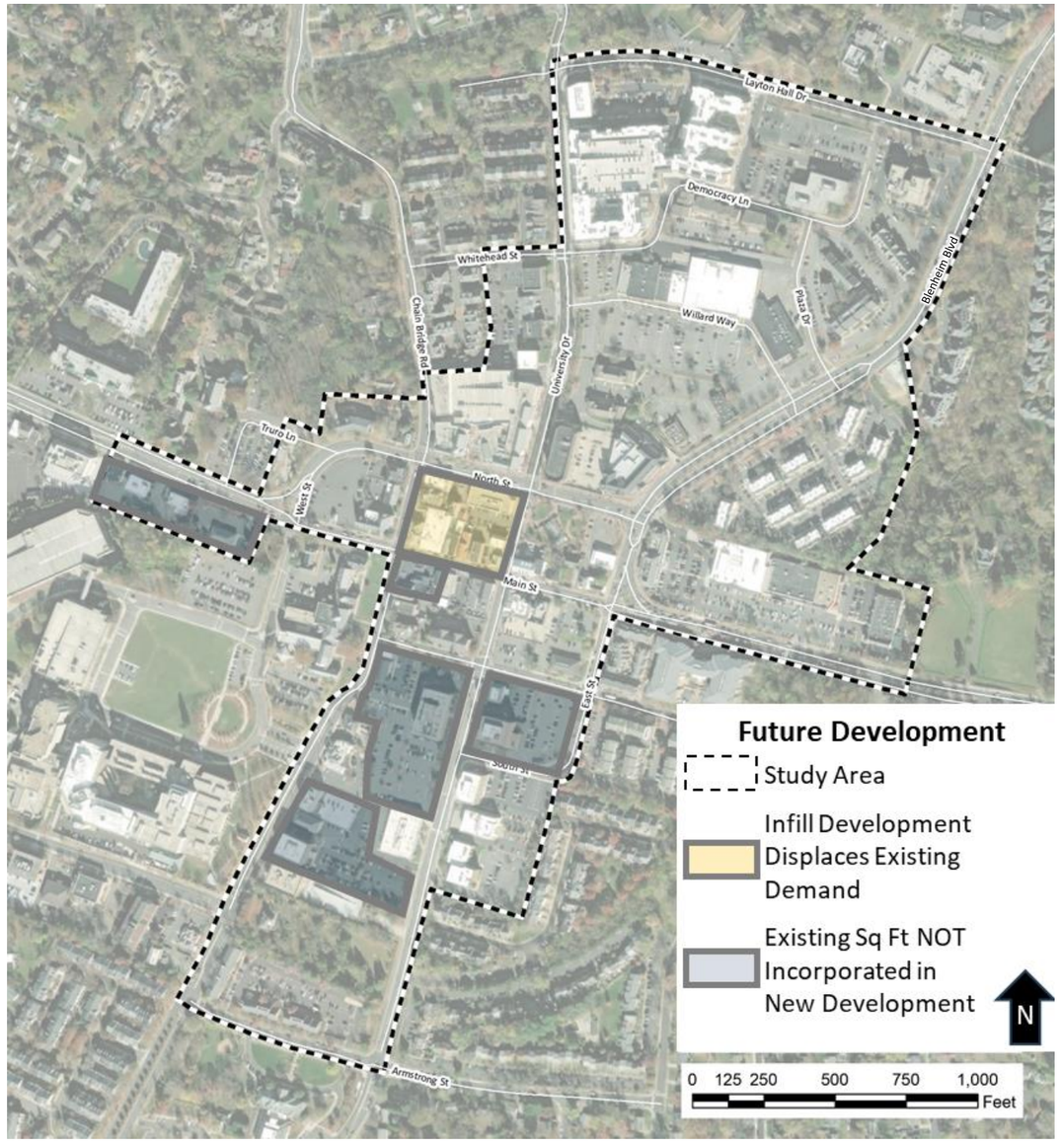
Source: City of Fairfax Major Development Projects & 2020 Small Area Plan

Summary of Existing Land Uses Demolished

While Walker predominantly assumed the existing land uses on redeveloped parcels would be incorporated into the programming of future developments, there were exceptions to this approach. The figure to the right shows the approximate locations of the projects where the existing land uses on the property were not reabsorbed into the proposed development project. These include City Centre West, Ox Fairfax Blocks A and B, 4084 University Drive/4085 office buildings, 4101 and 4103 Chainbridge Road, and the gas station on the corner of Chainbridge Road and Main Street.

Also shown on the map is the general location of an infill development project that could displace an existing parking lot. Walker assumed the existing parking demand in that lot would need to be reallocated to a public parking facility. For planning purposes, it was reassigned to the Old Town Plaza Deck. Walker understands this garage has 100 public parking spaces during weekday office business hours, with the entire facility publicly available on nights and weekends.

Figure 42 – Demolished Existing Land Uses



Source: City of Fairfax Major Development Projects & 2020 Small Area Plan

Process for Projecting Future Parking Supply

During our analysis of existing conditions, Walker confirmed the available parking supply for every public and private facility in the study area, including on-street parking. As new developments are completed, existing parking spaces may be displaced, necessitating the construction of new parking facilities to support these projects. The Major Development Projects identified by the city on the Community Planning and Development website include detailed information on the planned parking supply in each project's General Development Plan. These plans also outline any existing parking spaces that will be lost or redesigned. The table below summarizes the changes to the parking supply for each Major Development Project and indicates the associated phase for reference.

Table 16 – Major Development Parking Supply Changes

Planning Horizon	Name	Parking Supply Lost	Parking Supply Added
Short-Term	City Centre West	(24)	309
Short-Term	Ox Fairfax Block A	(146)	428
Short-Term	Davies Properties 4131 Chain Bridge Road	0	426
Short-Term	Courthouse Plaza	(175)	493
Mid-Term	Ox Fairfax Block B	(140)	300

Source: City of Fairfax Planning Department Website

However, the building program outlined in the Small Area Plan is less particular. The specific parcels involved, the exact layout of the sites, and, therefore, the proposed changes to the parking supply are less specific. Walker used the conceptual locations of buildings drawn in the Small Area Plan as a reference when eliminating parking facilities, adjusting for real-world deviations already realized.

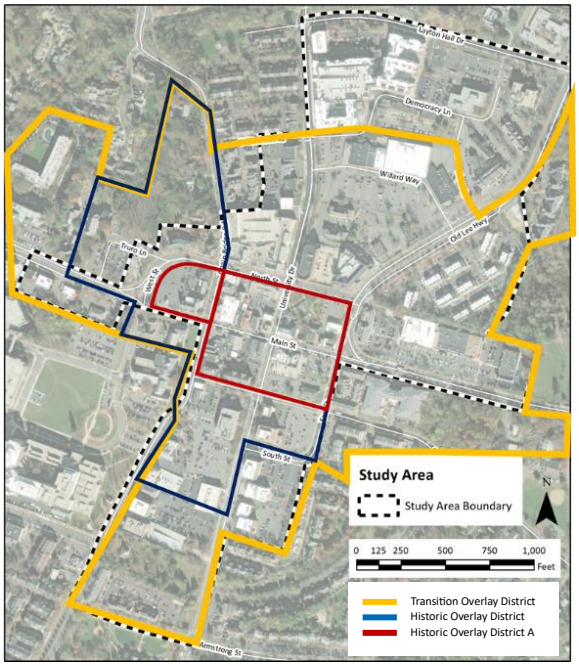
On most parcels earmarked for redevelopment, Walker assumed any existing parking on the site was demolished. Walker based our future parking supply assumptions on the minimum parking requirements outlined in the city's zoning ordinance[10]. As shown in the map below, much of the study area is in the Historic or Transition Overlay District[11]. As a result, the minimum parking requirements outlined in Chapter 110, Article 4.2 of the City's zoning ordinance are reduced or eliminated. In Parking District A within the Historic Overlay District (indicated in red), developments are exempt from the minimum parking requirement. In the remainder of the Historic Overlay District (blue line), the minimums are 50% reduced. The Transition Overlay District is outlined in orange. This district's minimums are also reduced by 50%, provided each dwelling unit has at least 1.5 spaces.

[10] https://www.fairfaxva.gov/home/showpublisheddocument/19644/638633038193970000
[11] Historic Overlay District's exceptions are outlined in Artricle7.2.B.5; Transition Overlay District's exceptions are outlined in Article 3.7.3.F

Table 17 – Minimum Zoning Requirements for Future Parking Supply

Land Use	Parking Minimum
Multi-Family	1.5 spaces per one or less bedroom unit 2 spaces per two+ bedroom unit
Townhouses	2 spaces per unit
Hotel	1 space per key
Office	3.33 spaces/ 1,000 SF
Retail	5 spaces/ 1,000 SF
Restaurant	5 spaces/ 1,000 SF

Source: City of Fairfax Zoning Ordinance



On most parcels, Walker assumed the existing land use type and quantity of square footage would be incorporated into the new development. As a result, for these cases, Walker's calculation of future parking supply includes the proposed building program and the existing land uses.

The table below summarizes the number of spaces lost and added within the study area by phase, using the above methodology for projects identified through the Small Area Plan. The infill development in the short-term planning horizon is expected to displace two lots. Because these infill projects are located within Parking District A of the Historic Overlay District, no additional parking needs to be built. The result is a net loss of parking in the short term. Additionally, while the 100-key boutique hotel is proposed on the corner of East Street and Sager Avenue is within Parking District A, Walker assumed some parking associated with the project would be built while applying Historic Overlay District requirements to the proposed program. This assumption was also used for the remainder of the projects identified in the Small Area Plan, which are situated outside Parking District A and require some parking to be built.

Table 18 – Small Area Parking Supply Changes

Planning Horizon	Parking Supply Lost	Parking Supply Added	Net Change
Short-Term	(15)	0	(15)
Mid-Term	(1,126)	2,051	925
Long-Term[1]	(1,065)	1,021	(44)

1. During the long-term planning horizon, the remaining 97 spaces in the surface lot at Ox Fairfax Block A are demolished in association with the additional redevelopment project.

Source: 2020 Small Area Plan and City of Fairfax Zoning Ordinance

Based on the proposed building program and the application of the city's zoning requirements, a net gain in parking is anticipated in the mid-and long-term planning horizons.

Changes to the Future Parking Supply

Like the existing conditions analysis, the future parking supply was classified as public on-street, public off-street, or private off-street. However, due to the nature of public parking in Old Town Fairfax, some facilities are only available to the public on nights and weekends, while others are publicly available 24/7. When assigning a parking "type" to specific lots, Walker considered the on-site signage, published materials on the city's parking webpage, and actual usage of the facility. As a result, two facilities open to the public on nights and weekends were categorized as private off-street parking supplies in the summary table below – the Old Town Plaza Deck (P3) and the lot behind 10427 North Street (P4). (See the map in Figure 43 for reference.) A more in-depth discussion of the publicly available parking supply is included in the next section.

Over the long-term planning horizon, a net increase of 2,422 parking spaces is expected; however, the public parking supply is expected to decrease by about 107 spaces, while the private off-street supply is expected to increase by 2,529. The loss of public parking is associated with four publicly available parking lots being redeveloped during the mid-term planning horizon. Most new developments in Old Town Fairfax are expected to be built with off-street parking.

Table 19 – Future Parking Supply by Planning Horizon

Type	Existing	Short-Term	Mid-Term	Long-Term	Net Increase
Public On-Street	128	128	128	128	0
Public Off-Street[1]	430	430	323	323	(107)
Private Off-Street[2]	5,761	7,034	8,220	8,290	2,529
Total	6,319	7,592	8,671	8,741	2,422

1. Public off-street parking does not include the Old Town Plaza Deck and the lot behind 10427 North Street.
2. While the Old Town Plaza Deck is primarily private parking, 100 spaces are designated for public use 24/7. These public spaces are included in the total private off-street parking supply.

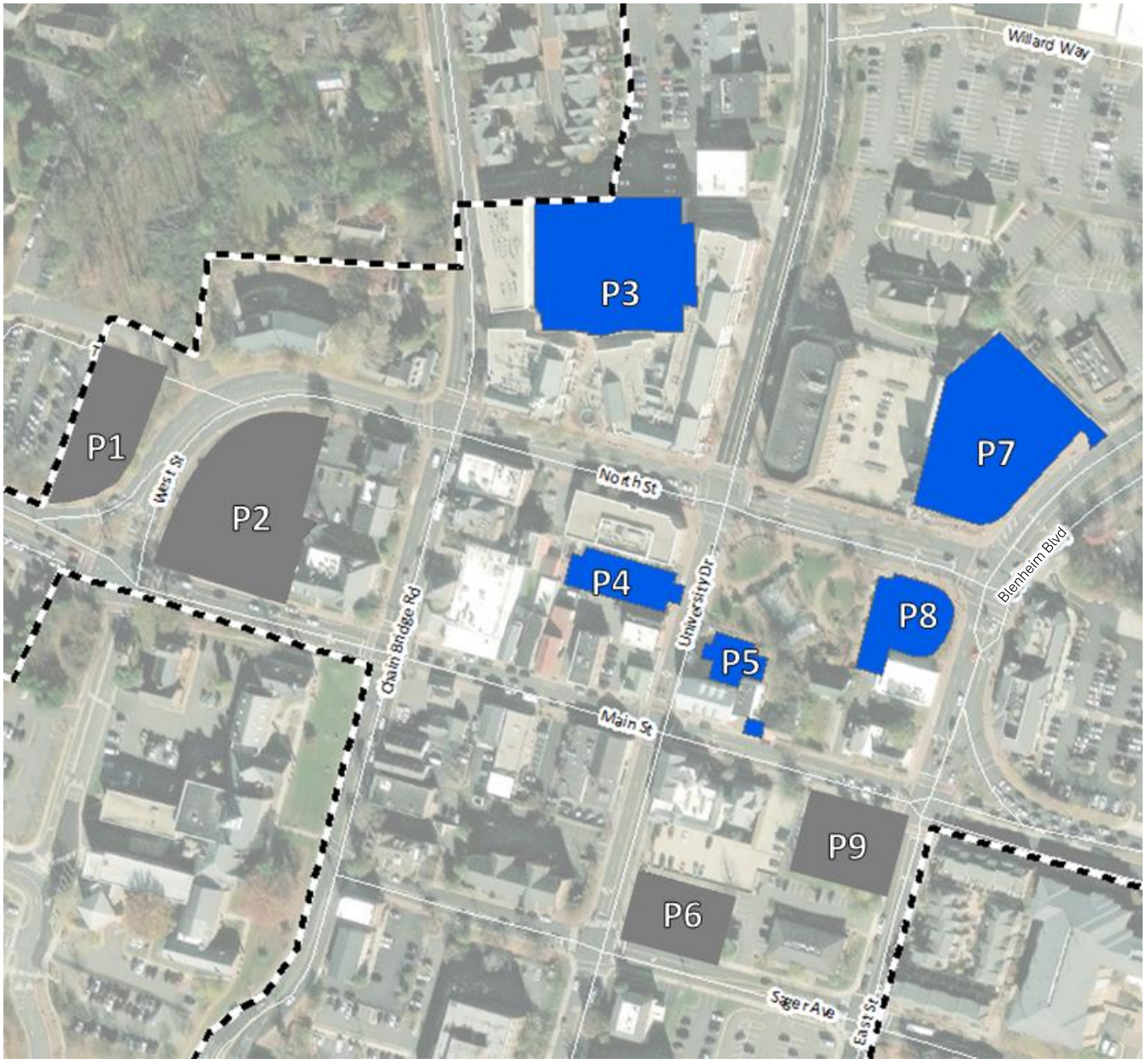
Source: Walker Consultants, 2024

Changes to the Publicly Available Parking Supply

There are nine publicly available parking facilities in Old Town Fairfax. Seven of the nine facilities are surface lots. P2, P4, and P7, shown on the map on the following page, are only available to the public on nights and weekends. Most spaces in P3 are also only available to the public on nights and weekends; however, approximately 100 spaces are available 24/7. As a result, the publicly available parking supply varies depending on the time of day and the day of the week. On nights and weekends, these facilities provide nearly 1,000 publicly available off-street parking spaces. During the weekday daytime, the publicly available parking supply shrinks to about 400 spaces.

Surface parking is often some of the last available land downtown and, therefore, the first considered by developers for new projects. For that reason, several public parking lots in Old Town were earmarked for redevelopment as part of the Small Area Plan. These include lots P1, P2, P6, and P9, indicated in gray in the following map. All four lots are expected to be redeveloped during the mid-term planning horizon.

Figure 43 – Public Off-Street Parking Supply Changes



Source: Walker Consultants, 2024

The following table quantifies the changes to the publicly available parking facilities over the multi-year planning horizon. As noted above, approximately 167 spaces are eliminated. The existing parking demand observed in these lots during our site visits was reallocated to the Old Town Plaza Deck.

Table 20 – Future Public Parking Supply by Planning Horizon

#	Lot Name	Existing	Short-Term	Mid-Term	Long-Term
P1	Lot 10480	34	34	0	0
P2	BOA	60	60	0	0
P3	Old Town Plaza Deck	565	565	565	565
P4	10427 Bldg.	29	29	29	29
P5	Public Lot- Town Hall	14	14	14	14
P6	Public Lot - Sager	46	46	0	0
P7	Library	180	180	180	180
P8	Public Lot - North	29	29	29	29
P9	Public Lot - Main	27	27	0	0
	Total	984	984	817	817

Source: Walker Consultants, 2024

Operational Capacity

The inventory of parking within the Study Area is adjusted to allow for a cushion necessary for vehicles moving in and out of spaces and to reduce the time needed to find the last few remaining spaces when the parking supply is nearly full. We derive the operational capacity by deducting this cushion from the total parking capacity. The cushion allows vacancies created by restricting parking spaces to specific users (reserved spaces), mis-parked vehicles, minor construction, and debris removal. A parking supply operates at peak efficiency when parking occupancy, including both transient and monthly parking patrons, is 85 percent to 95 percent of the supply. When occupancy exceeds this level, patrons may experience delays and frustration while searching for a space. Therefore, the parking supply may be perceived as inadequate even though some spaces are available in the parking system.

As a result, operational capacity is used to analyze the adequacy of the parking system rather than the total supply or inventory of spaces. The following are some factors that affect the efficiency of the parking system:

- Capacity – Large, scattered surface lots operate less efficiently than a more compact facility, such as a parking structure, which offers consolidated parking in which traffic generally passes more available parking spaces in a more compact area. Moreover, finding available spaces in a widespread parking area is more complicated than in a centralized parking facility.
- Type of users – Monthly or regular parking patrons can find the available spaces more efficiently than infrequent visitors because they are familiar with the parking facility's layout and typically know where the spaces will be available when they park.
- On-street vs. off-street—On-street parking spaces are less efficient because patrons have to find the last few vacant spaces. In addition, patrons are typically limited to one side of the street at a time and often must parallel park in traffic to use the space. Often, on-street spaces are not striped or signed confusingly, leading to lost spaces and frustrated parking patrons.

The cushion size depends on the type of user and facility. A factor of 85 percent adjusts on-street parking because of the difficulty of finding an open space while negotiating traffic. A factor of 90 percent adjusts public off-street parking to account for user unfamiliarity and the challenges of safely navigating the area while searching for a space. Private off-street parking is adjusted by 95 percent because employees or repeat users are familiar with the area and generally park in the same location daily. Over the planning horizon, the total parking supply increases from about 6,300 to over 8,600 parking spaces. After adjusting for factors that impact efficiency, the study area's operational capacity ranges from nearly 6,000 spaces today to more than 8,200 spaces in the long-term planning horizon, as shown in the following figure. The cushion of parking increased from about 350 to 455 spaces over 15 years.

Table 21 – Operational Parking Supply by Planning Horizon

Type	Existing	Near-Term	Mid-Term	Long-Term
Public On-Street	109	109	109	109
Public Off-Street	351	351	201	201
Private	5,511	6,711	7,900	7,859
Total Operational Supply	5,971	7,171	8,210	8,168
Total Available Supply	6,319	7,582	8,667	8,623
Parking Cushion	348	411	457	455

Source: Walker Consultants, 2024

Process for Projecting Future Parking Demand

Shared parking methodology has been a widely accepted industry standard for rightsizing parking facilities for over 40 years. It has been adopted by municipalities and developers across the United States and is included in zoning ordinances as an acceptable practice. Shared parking is endorsed by organizations such as the Urban Land Institute (ULI), the International Council of Shopping Centers (ICSC), the American Planning Association (APA), and the National Parking Association (NPA) as a valid method for parking planning and management.

This approach allows for sharing parking spaces among different uses in mixed-use environments rather than requiring a minimum number of parking spaces for each land use. Implementing shared parking often results in a significant reduction in the total number of required parking spaces. The extent of this reduction depends on the variety and quantity of uses and local code requirements.

Shared parking considers the parking demand for more than 45 different land uses, the availability and use of alternative modes of transportation, captive market effects, and daily, hourly, and seasonal variations. In the developments proposed for Old Town Fairfax, the shared parking analysis acknowledges the interrelationship of parking among retail, restaurant, residential, hotel, and office land uses. Additionally, Walker considered the impact of the adjacent Fairfax County Judicial Complex. Although it is outside the boundaries of the study area, the redevelopment projects identified in their Master Plan are expected to generate additional foot traffic around Old Town.

The shared parking methodology begins by assessing a development's land use quantities, such as the number of residential dwelling units, and multiplying these figures by a base demand ratio. These base parking demand ratios, found in the ULI Shared Parking model and sometimes refined through additional research by Walker, serve as a starting point for the analysis. Based on studies of parking generation rates for standalone developments, these industry standards are later adjusted to reflect specific site conditions.

The table below summarizes the base parking ratios used to project future parking demand for each new development in Old Town. Due to the conceptual nature of this exercise, the mix of residential units is unknown. Walker instead used a blended rate depending on the residential type. Additionally, Walker assumes a 0.45 space per seat ratio for the concert hall or about two attendees per vehicle. This ratio is higher than the ULI recommended ratio for performance theaters and was used at the request of the city to represent a more conservative scenario. The number of attendees per vehicle can vary depending on the type of event being held and when the event is held.

Table 22 – Base Parking Demand Ratios

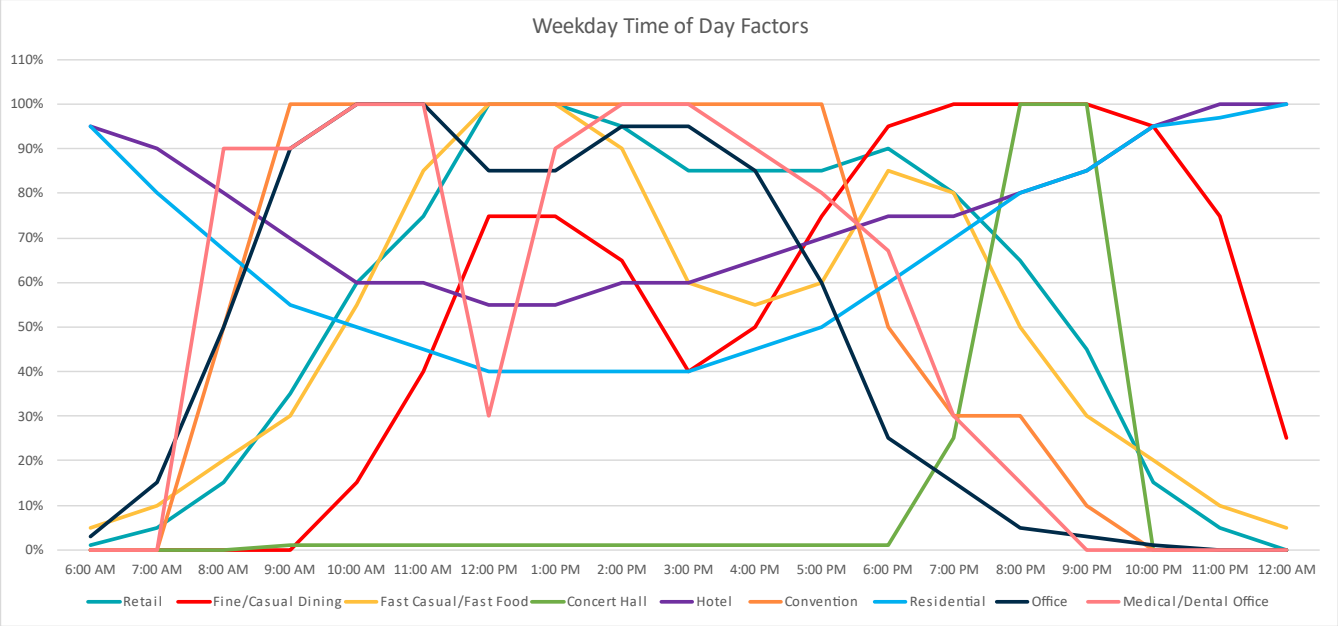
Land Use	Weekday Base Ratio		Weekend Base Ratio	
Multi-Family Residential	1.31	/unit	1.36	/unit
Accessory Dwelling Units	1.10	/unit	1.15	/unit
Condos	1.60	/unit	1.65	/unit
Townhouses	1.60	/unit	1.65	/unit
Retail	3.60	/1,000 SF GLA	4.00	/1,000 SF GLA
Fast/Casual Dining	14.40	/1,000 SF GLA	14.70	/1,000 SF GLA
Fine/Casual Dining	15.50	/1,000 SF GLA	17.75	/1,000 SF GLA
Medical Office Building	4.50	/1,000 SF GLA	4.50	/1,000 SF GLA
Office	3.55	/1,000 SF GFA	0.35	/1,000 SF GFA
Hotel	1.15	/key	1.15	/key
Concert Hall	0.45	/seat	0.45	/seat
Convention Space	11.14	/1,000 SF GLA	11.14	/1,000 SF GLA
Art Gallery	1.00	/1,000 SF GLA	1.00	/1,000 SF GLA

Note: The base ratio includes customer/visitor and the employee/resident components.
Source: Walker Consultants, 2024

The base ratios are adjusted to account for seasonality and hourly fluctuations. It is expressed as a percentage of potential demand modified for the time of day and time of year. The parking demand for each land use may peak at different times, which generally means that fewer parking spaces are needed for the combination of land uses in a project than would be required if each land use were considered separately. In the case of Old Town, Walker adjusted the ratios to reflect both noon and 8 p.m. conditions in October.

The following figure shows the time-of-day adjustment factors for various land uses on a weekday. For example, at noontime, residential demand is about 40% of peak, but at 8 p.m., it is about 80% of peak. A similar curve is realized for hotel space, while office space experiences the inverse (i.e., at noon, the office presence factor is 80% but decreases to 5% of peak at 8 p.m.).

Figure 44 – Weekday Time of Day Presence Factors



Source: Urban Land Institute, Shared Parking, 3rd Edition, 2020

Some land uses, like office space, experience peak parking demand at different times on weekdays vs. Saturdays. Another example of other time of day factors on weekdays and Saturdays can be seen with the concert hall. On a weekday, the concert hall experiences peak activity around 8 p.m., as shown above. On the weekend, the concert hall is likely to host both a matinee and primetime event, resulting in peak activity around 2 p.m. and 8 p.m.

The ULI recommended monthly adjustment factor for office and residential space is 100% during October (and most of the year). While retail activity peaks in December, it is only about 69% of peak activity in October. Hotel, convention space, and concert hall activity are also high in October (95%, 85%, and 90% of peak conditions, respectively). Restaurant activity is lower in January and February but is about 95% of peak activity in October.

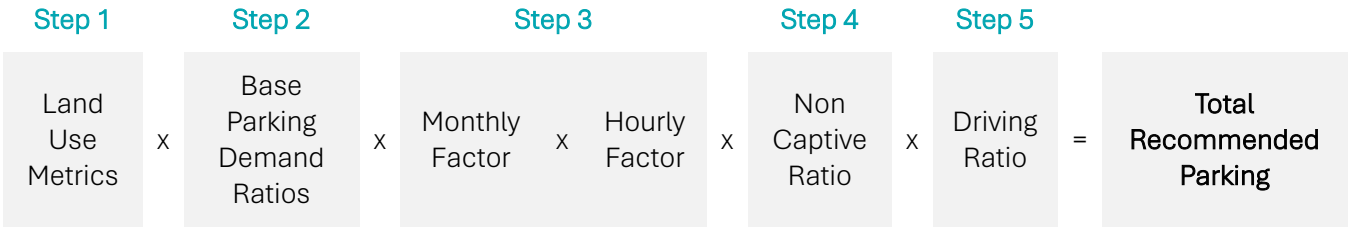
Walker also applies two additional adjustments to the base parking demand ratios: one to reflect an estimate of the local transportation modal split (called the drive ratio) and another to account for the best estimate of captive market effects (called the non-captive ratio).

Walker used commute-to-work data from the American Community Survey to adjust the drive ratio for office space. In Fairfax, approximately 92% of professional employees drive or ride to work in a personal vehicle. In comparison, the remaining 8% take an alternative mode of transportation like public transit, biking, walking, taxi, or ride-hailing services. Commercial uses like retail and restaurant space were adjusted to reflect an 87% driving ratio. However, the drive ratio for the hotel and convention space was reduced to 59% and 68%, respectively, to account for higher Uber/Lyft usage. Vehicle ownership data from the census adjusted the driving ratio to 90% for the proposed residential uses.

While the drive ratio accounts for how people travel to the site, the non-captive factor adjusts for visitors to one land use that may already be parked or have arrived to visit multiple land uses. For example, a non-captive adjustment is applied to restaurant space to account for office employees who visit for lunch without reparking. When adjusting for the non-captive effect, there are typically primary land uses and secondary uses. In this case, the primary uses are the office, residential, and hotel space, which account for the most extended parking stays and remain at 100%. Secondary uses include retail, restaurant, concert hall, and convention space. A 90% non-captive adjustment factor was applied to retail space. Fast/casual and fine/casual dining were adjusted by 66% and 78%, respectively. Because many convention attendees and even concertgoers are likely also hotel guests, Walker applied a 60% adjustment to the convention use and an 82% adjustment to the concert hall space.

The following graphic provides an illustrative view of the steps involved in the shared parking methodology.

Figure 45 – Steps of Shared Parking Analysis



Source: Walker Consultants, 2024

Allowing multiple land uses and entities to share parking spaces has allowed for and led to the creation of many popular real estate developments and areas, resulting in the combination of office, residential, retail, hotel, and entertainment districts that rely heavily on shared parking for economic viability while providing parking accommodations to meet the actual demand generated by the development. Traditional downtowns in large and small cities alike have depended on the practice to be compact, walkable, and economically viable.

Future Parking Occupancy

The section below summarizes the projected parking demand generated by the known and proposed development projects in Old Town Fairfax over the 15-year planning horizon. Only off-street parking activity on redeveloped parcels is expected to change. The on-street parking occupancy rates were also increased to mirror the year-over-year growth experienced off-street. The future conditions below illustrate typical parking activity during the noon hour in October.

Short-Term Planning Horizon

The short-term planning horizon includes development projects on four parcels – City Centre West, Ox Fairfax Block A, Courthouse Plaza Phase 1, and the Davies Property at 4131 Chain Bridge Road— plans for each feature on-site parking. Infill development within the historic core is also expected. Not only is the infill development expected to generate additional parking demand without adding to the available parking supply, it is also expected to displace two existing parking lots.

For planning purposes, Walker allocated the displaced parking demand and the demand generated by the new infill projects to the Old Town Plaza Deck. This garage has approximately 100 publicly available parking spaces, more on nights and weekends.

Weekday

The table below summarizes peak hour parking occupancy by parking type. Over the short-term planning horizon, peak weekday parking demand is expected to increase by approximately 810 spaces, and the parking supply is expected to increase by more than 1,200 spaces during that period. Overall occupancy within the study area is expected to reach about 39% capacity. Note that overflow from private development was allocated to the public parking system.

Table 23 – Short-Term Peak Weekday Parking Occupancy by Type

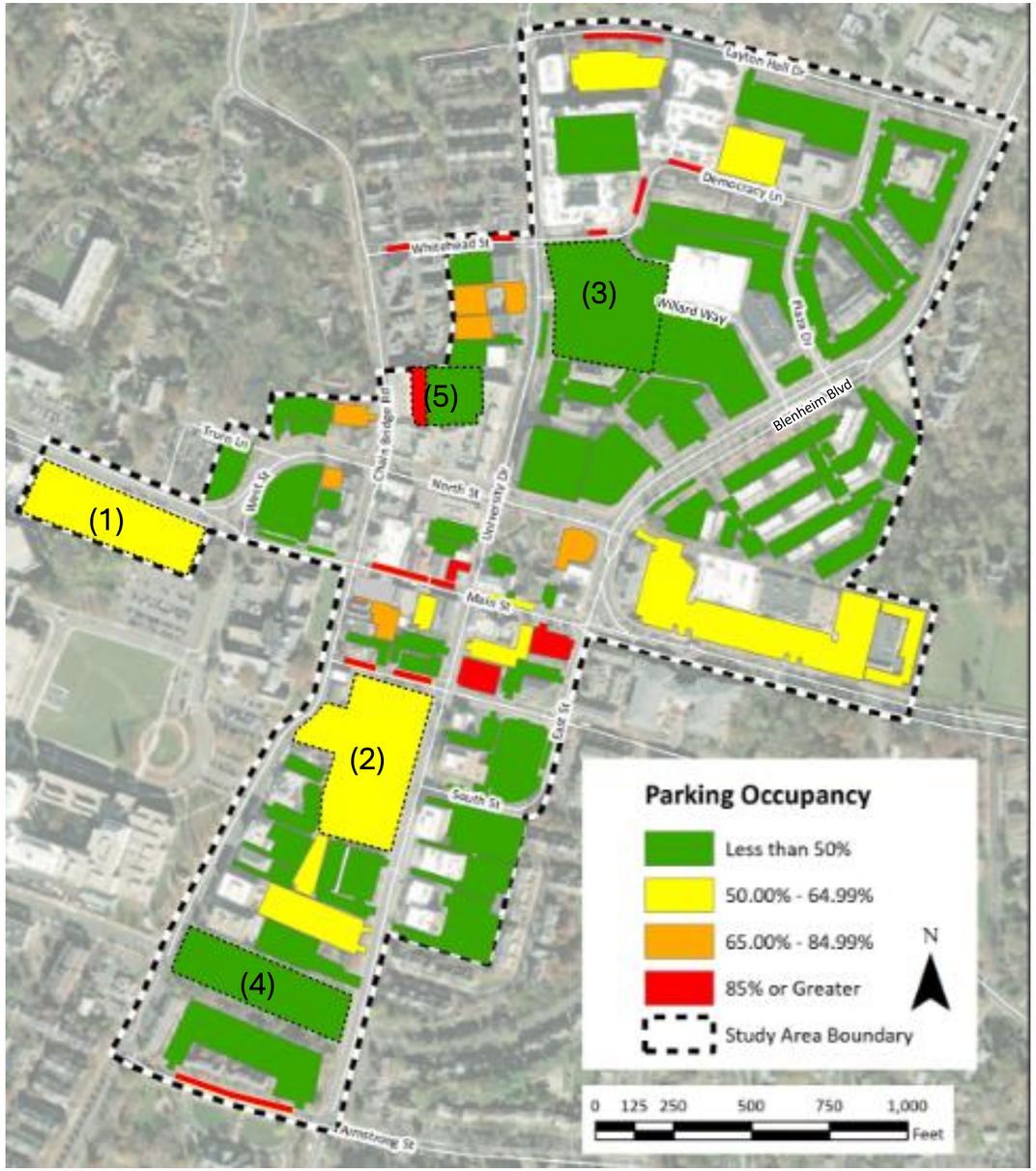
Type	Supply	Demand	% Occupied
Public On-Street	128	77	60%
Public Off-Street[1]	430	294	68%
Private Off-Street	7,034	2,604	37%
Total	7,592	2,975	39%

1. Public off-street parking includes 100 spaces in the Old Town Plaza Deck and the library garage. The City/BOA lot and 10427 Bldg. lot are excluded from the weekday public parking supply.

Source: Walker Consultants, 2024

While the occupancy rate does not indicate a parking shortage, localized hot spots are expected. These facilities are shown on the map on the following page.

Figure 46 – Short-Term Planning Horizon Weekday Parking Occupancy Map



Source: Walker Consultants, 2024

1. City Centre West's retail, restaurant, and office space mix is expected to result in a 55% occupancy rate during the noon peak.
2. Ox Fairfax Block A features a 4,127-seat concert hall, office space, retail/restaurant space, a hotel, and convention space. Walker assumed the concert hall would host smaller (750-seat) events during the day on a weekday. Occupancy during the peak hour is estimated at 61%. Note that most matinee shows start at 2 p.m., after the noon peak.
3. Courthouse Plaza Phase 1 displaces a portion of the block's existing parking lot and retail space. Assuming the existing land uses and the new development won't share parking, occupancy rates for both developments on the block are expected to remain below 50%.
4. The Davies Property plan features over 270 multi-family residential units. During the noontime peak, the parking on-site is projected to be 47% occupied.
5. The Old Town Plaza Deck was 41% occupied during our survey; however, about 100 of the 565 spaces are publicly available during the day. While the utilization rate of the public spaces is unknown, infill and displaced demand from blocks to the south were reallocated to the public portion of the Old Town Plaza Deck. As a result, utilization of the public portion of the garage is expected to increase to about 120%. No growth is projected for the private portion of the garage. The public portion is indicated in red, while the private portion of the garage is highlighted in green.
6. During the peak hour, on-street parking on most blocks is expected to be at or above 85% capacity.

Weekend

The table below summarizes the peak hour parking occupancy by parking type on a typical Saturday in October. On nights and weekends, the public parking supply increases from 430 spaces to 984 spaces due to shared parking agreements with private lots. Over the short-term planning horizon, demand is expected to increase by approximately 65% or 955 spaces. The parking supply is expected to increase by more than 1,200 spaces during that period. Overall occupancy within the study area is expected to reach about 32% of capacity. Public parking is expected to be about 46% occupied on a Saturday at noon.

Table 24 – Short-Term Peak Weekend Parking Occupancy by Type

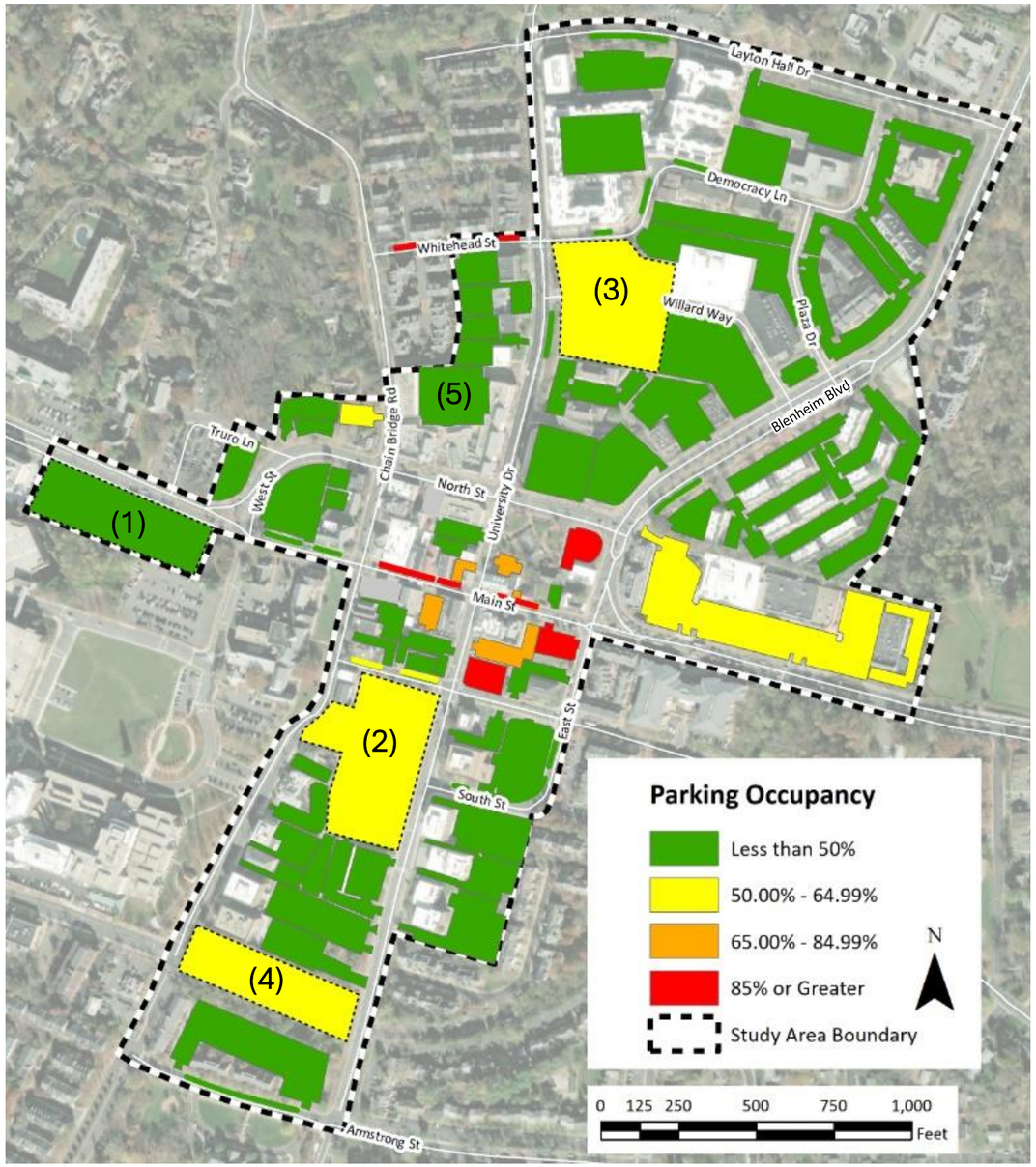
Type	Supply	Demand	% Occupied
Public On-Street	128	47	37%
Public Off-Street[1]	984	452	46%
Private Off-Street	6,480	1,920	30%
Total	7,592	2,419	32%

1. Public off-street parking includes the Old Town Plaza Deck, the City/BOA lot, and the lot behind 10427 North Street.

Source: Walker Consultants, 2024

While the occupancy rate does not indicate a parking shortage, localized hot spots are expected. These facilities are shown on the map on the following page.

Figure 47 – Short-Term Planning Horizon Weekend Parking Occupancy Map



Source: Walker Consultants, 2024

1. Due to the mix of retail, restaurant, and office space, only about 20% of the parking at City Centre West is expected to be occupied at noon.
2. Like weekday conditions, Walker assumed a smaller 750-seat event at the Ox Fairfax Block A concert hall during the peak. Occupancy during the peak hour is estimated at 53%. Note that most matinee shows start at 2 p.m., after the noon peak.
3. The Courthouse Plaza Phase 1 project features a 493-space garage. The remaining surface lot has a capacity of about 524 spaces. The new development is projected to occupy 58% of the garage during peak weekend conditions. The remaining retail uses in the shopping center are expected to utilize 24% of the remaining surface parking.
4. The Davies Property plan features over 270 multi-family residential units. During the noontime peak, the parking on-site is expected to be occupied by 61%.
5. The Old Town Plaza Deck, publicly available on the weekends, was 32% occupied during our Saturday survey at noon. With infill and displaced demand from blocks to the south reallocated to the Old Town Plaza Deck, utilization is expected to increase to about 42%.
6. During the peak hour, on-street parking on most blocks is expected to be at or above 85% capacity.

Special Event

The concert hall featured in the Ox Fairfax Block A development plans has a maximum seating capacity of 4,127 seats. While sold-out events of this size are not expected to happen often, understanding the impact of this kind of event on the Old Town parking system is critical. Peak parking demand generated by a concert hall is expected to occur around 8 p.m., between the two evening occupancy counts (6 p.m. and 9 p.m.) completed by Walker during the survey. Again, Walker conservatively used the busier 6 p.m. observations on a Saturday night when modeling the impact of the concert hall on the downtown parking system. However, it is important to note that parking in Old Town was not heavily occupied even during the Saturday night count. A select number of lots in the historic core experienced occupancy rates at or above 85%, but nearly all other parking facilities in the study area were utilized less than 50%.

Due to the low baseline occupancy levels downtown, especially in private parking facilities, overlaying parking demand associated with a large event at the concert hall is not easily seen in the overall occupancy rate. This analysis directs any overflow concert hall demand to the public parking system, specifically the Old Town Plaza Deck. The table below summarizes parking occupancy by type when the Ox Fairfax Block A concert hall hosts a sold-out event. The overall parking system is only 44% occupied.

While this analysis focuses on the specific Ox Fairfax Block A proposal, it is important to consider broader implications. If this project does not move forward, other proposed developments that exceed the city's anticipated growth without providing adequate parking could put significant strain on the public parking system. As development continues, careful planning will be necessary to ensure that the demand generated by new projects does not overwhelm the existing parking supply.

Table 25 – Short-Term Special Event Weekend Parking Occupancy by Type

Type	Supply	Demand	% Occupied
Public On-Street	128	92	72%
Public Off-Street[1]	984	1,257	128%
Private Off-Street[2]	6,480	1,997	31%
Total	7,592	3,346	44%

1. Public off-street parking includes the Old Town Plaza Deck, City/BOA lot, and the lot behind 10427 North Street.
2. Overflow private parking demand from the Ox Fairfax Block A concert hall was allocated to the public parking system.

Source: Walker Consultants, 2024

While overall occupancy, including public and private parking, does not indicate a shortage, public parking is expected to reach 128% occupancy when absorbing overflow from Ox Fairfax Block A's concert hall on a Saturday night. Other localized hot spots are also expected. The frequency of such events should inform parking management strategies. If large events are infrequent, partnering with the County to use Judicial Garage B may be preferable to building structured parking.

The Ox Fairfax project is expected to exceed on-site parking capacity by nearly 250%. Even with public parking, a well-planned event parking strategy is needed to prevent system overload during major concerts. The shortage will worsen when the on-site lot is redeveloped, reducing spaces from 522 to 425. The next page shows facility-level parking occupancy during special events.

Figure 48 – Short-Term Planning Horizon Special Event Weekend Parking Occupancy Map

Source: Walker Consultants, 2024

1. Due to the mix of retail, restaurant, and office space, only about 45% of the parking at City Centre West is expected to be occupied at noon.
2. Walker modeled the impact of a sold-out 4,127-seat event at the Ox Fairfax Block A concert hall on the Old Town parking system on a Saturday night. The concert hall is expected to generate demand for 1,400 spaces around 8 p.m. Compared to the available 522-space capacity, occupancy would be nearly 268%. More than 880 off-site parking spaces are needed to accommodate a sold-out event at the concert hall. For planning purposes, Walker assumed the Ox Fairfax garage would max out at 100% of its capacity, and the overflow would be directed to the public parking system. However, the public parking system cannot accommodate all 880 excess vehicles.
3. During our Saturday night count, there were only 90 cars in the Courthouse Plaza shopping center, utilizing about 15% of the supply. Even after accounting for lost capacity due to redevelopment, occupancy in the remaining lot is only 17%. The garage associated with the new development is expected to reach 66% capacity on a Saturday evening.
4. The Davies Property plan features over 270 multi-family residential units. On a Saturday evening, the parking on-site is expected to be 67% occupied.
5. The Old Town Plaza Deck, publicly available on the weekends, was 32% occupied at 6 p.m. on our Saturday survey. With infill and displaced demand from blocks to the south and overflow from a concert at Ox Fairfax, reallocated to the Old Town Plaza Deck, utilization is expected to increase to about 196%.
6. On-street parking on most blocks in the downtown core is expected to be at or above 85% capacity on a Saturday night. Layton Hall Drive and Democracy Lane are not expected to reach 50% capacity.

Mid-Term Planning Horizon

The mid-term planning horizon represents a five- to ten-year window, generally 2029 through 2034. Most of the building program modeled in this planning window is based on the expectations featured in the Small Area Plan apart from the Ox Fairfax Block B development. During this phase, three fully public parking lots – The Sager Avenue, Main Street, and Truro Lane Lots (approximately 107 spaces), are replaced by new developments. When parking sources are eliminated from the parking system, it is not easy to know where displaced parkers will relocate. For planning purposes, Walker assumed the cars utilizing these lots would find space in the Old Town Plaza Deck. There are 100 publicly available parking spaces during weekday daytime hours, while the entire garage is open to the public on nights and weekends through a shared parking agreement.

It is important to note that no access control equipment exists in the Old Town Plaza Deck; spaces are allocated based on signage and striping. As a result, it is challenging to gauge compliance. If all overflow is redirected to the public parking spaces in the Old Town Plaza Deck during the daytime hours, demand will likely exceed the allocated 100 spaces during the mid-term planning horizon; however, unless the user restrictions are strictly enforced, the general public will use the private spaces within the garage.

During the mid-term planning horizon, the lot at 10450 Main Street (City/BOA) is also earmarked for redevelopment. This lot is only available to the public on nights and weekends. During our site visits, no more than 25 vehicles were parked in the lot, typically less than a dozen. Walker assumed any vehicles parked in this lot during weekday and weekend peak hours would be relocated to the public parking system.

Weekday

Walker assumed each new project was developed with its on-site parking supply. As a result, the available parking supply is expected to increase by nearly 2,400 spaces compared to existing conditions. Peak weekday parking demand is only expected to increase by more than 1,500 spaces. Overall occupancy within the study area, including public and private parking, is expected to reach about 43% capacity. With several public lots being demolished and overflow demand from new projects built in the Historic Overlay District, public demand is projected to exceed the supply by the mid-term planning horizon. A 103% occupancy rate in the public parking supply is projected. The table below summarizes the peak hour parking occupancy by parking type.

Table 26 – Mid-Term Peak Weekday Parking Occupancy by Type

Type	Supply	Demand	% Occupied
Public On-Street	128	96	75%
Public Off-Street[1]	323	333	103%
Private Off-Street[2]	8,220	3,290	40%
Total	8,671	3,719	43%

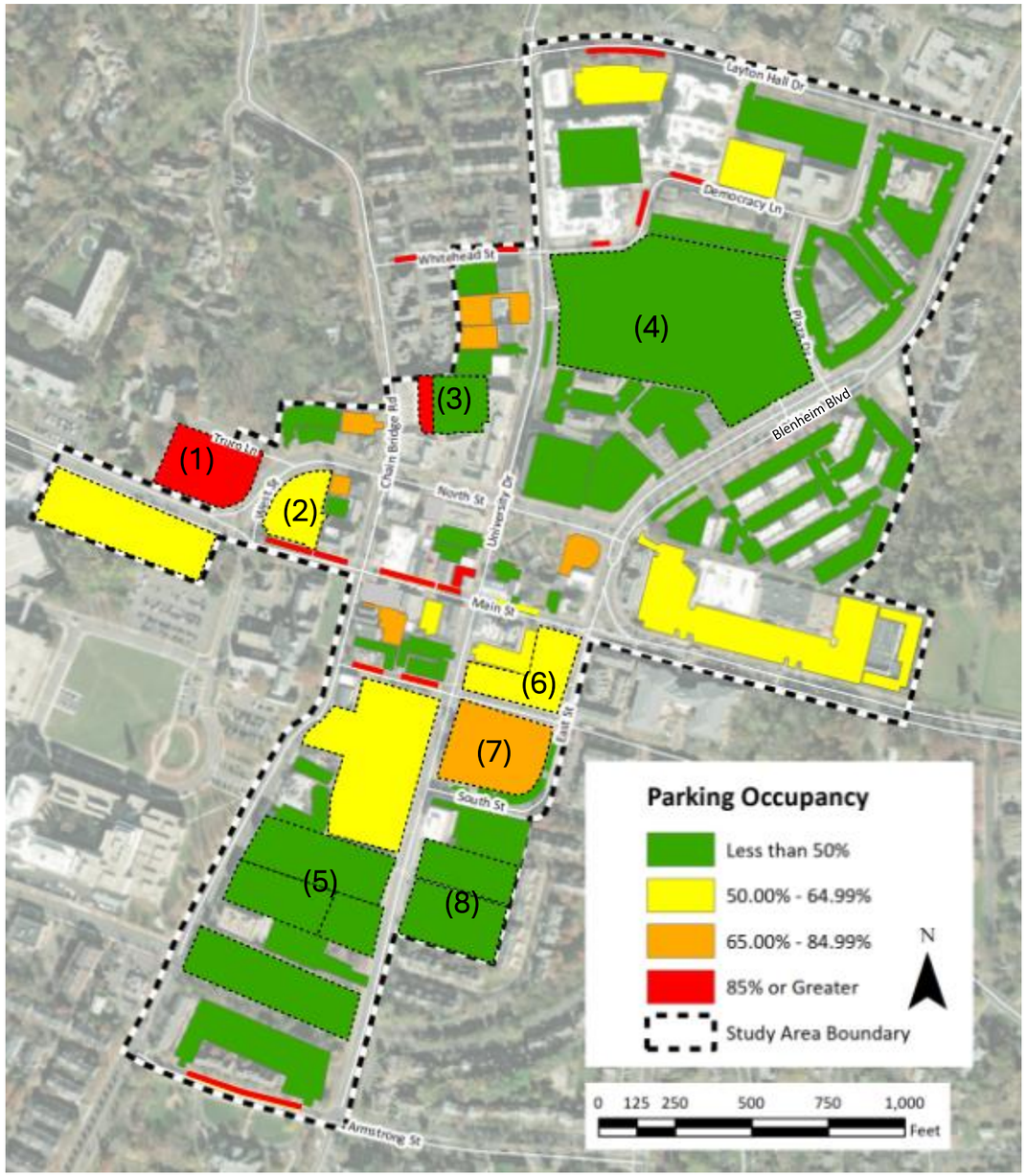
1. Public off-street parking does not include the private portion of Old Town Plaza Deck or the lot behind 10427 North Street.
2. Any overflow from private development projects is included in the projected public parking demand and subtracted from the projected private parking demand.

Source: Walker Consultants, 2024

Note that the available public parking supply decreased 107 from the short-term to the mid-term planning period, but demand increased by about 35 spaces. The cars currently parked in these public lots were reallocated to the public portion of the Old Town Plaza Deck. A more in-depth discussion of the changes to public parking utilization is included in a later section.

While the overall occupancy rate (43%) does not indicate a parking shortage, the public parking system is projected to experience a parking shortage. Additional localized hot spots are also expected. These facilities are shown on the map on the following page.

Figure 49 – Mid-Term Planning Horizon Weekday Parking Occupancy Map



Source: Walker Consultants, 2024

1. The Small Area Plan features a mix of townhouses and commercial space on this public parking lot (P1). While no cars were observed during our survey, demand from the proposed development is expected to exceed supply (107%).
2. The lot at 10450 Main Street experienced low occupancy during our site visit. If redeveloped, a 67% occupancy rate is projected during the noontime peak.
3. The occupancy rate in the public portion of the Old Town Plaza Deck is expected to increase to 221% during the noon peak. New developments are expected to displace the Main Street, Sager Avenue, and Truro Lane public parking lots. Overflow demand was reallocated to the Old Town Plaza Deck. While increased demand is not projected in the private portion of the garage, public demand could overflow into the private areas without increased enforcement.
4. Courthouse Plaza Phase 2 is a further redevelopment of the mega block. The programming includes additional housing and reimagining the 83,600 SF retail and grocery space. With shared parking across both phases of the development, a 35% occupancy rate is expected.
5. To the south of the Ox Fairfax Block A parcel, several office buildings totaling more than 105,000 SF and about 360 parking spaces exist. Per the Small Area Plan, Walker assumed these buildings would be replaced with a mixed-use residential development. The existing office space was not incorporated into the future building program. Once these changes unfold, Walker expects the parking occupancy rate to be less than 50% during the weekday peak.
6. The Small Area Plan recommends a boutique hotel and ground floor retail on this block. The proposed redevelopment would displace two public parking lots. Walker assumed the displaced public demand would be directed to the Old Town Plaza Deck. Additionally, while on-site parking is not required per zoning, Walker assumed some parking would be built with the hotel. During the weekday peak, Walker expects 58% of the parking to be utilized.
7. Ox Fairfax Block B is the only known project identified in the mid-term planning horizon. As a result, the observed parking demand was not included in the projections for future conditions. A 65% occupancy rate is anticipated for this project during the weekday peak.
8. The city has indicated they are purchasing 4085-4087 University Drive from George Mason University and will construct a new fire station on that parcel. The existing parcel will be repurposed, likely using a Public-Private Educational Facilities and Infrastructures Act (PPEA) approach. For planning purposes, Walker assumed 24 new townhouses would be built on the property. Assuming most of the existing parking on the George Mason University parcel is retained when the new fire station is developed, less than 20% of the parking will be occupied during the peak hour. Parking associated with the townhouses is only expected to be 35% occupied.
9. During the peak hour, on-street parking on most blocks is expected to be at or above 85% capacity.

Weekend

The table below summarizes the peak hour parking occupancy by parking type on a typical Saturday at noon in October. Over the mid-term planning horizon, demand will increase by more than 2,000 spaces. The parking supply is expected to keep pace with the increases in parking demand, with more than 2,300 spaces added to the parking system over the same time frame. Overall occupancy within the study area is expected to reach about 40% capacity. By comparison, only 23% of the system was occupied during Walker's site visit.

Table 27 – Mid-Term Peak Weekend Parking Occupancy by Type

Type	Supply	Demand	% Occupied
Public On-Street	128	67	53%
Public Off-Street[1]	817	475	58%
Private Off-Street	7,726	2,927	38%
Total	8,671	3,469	40%

1. Public off-street parking includes Old Town Plaza Deck and the lot behind 10427 North Street.

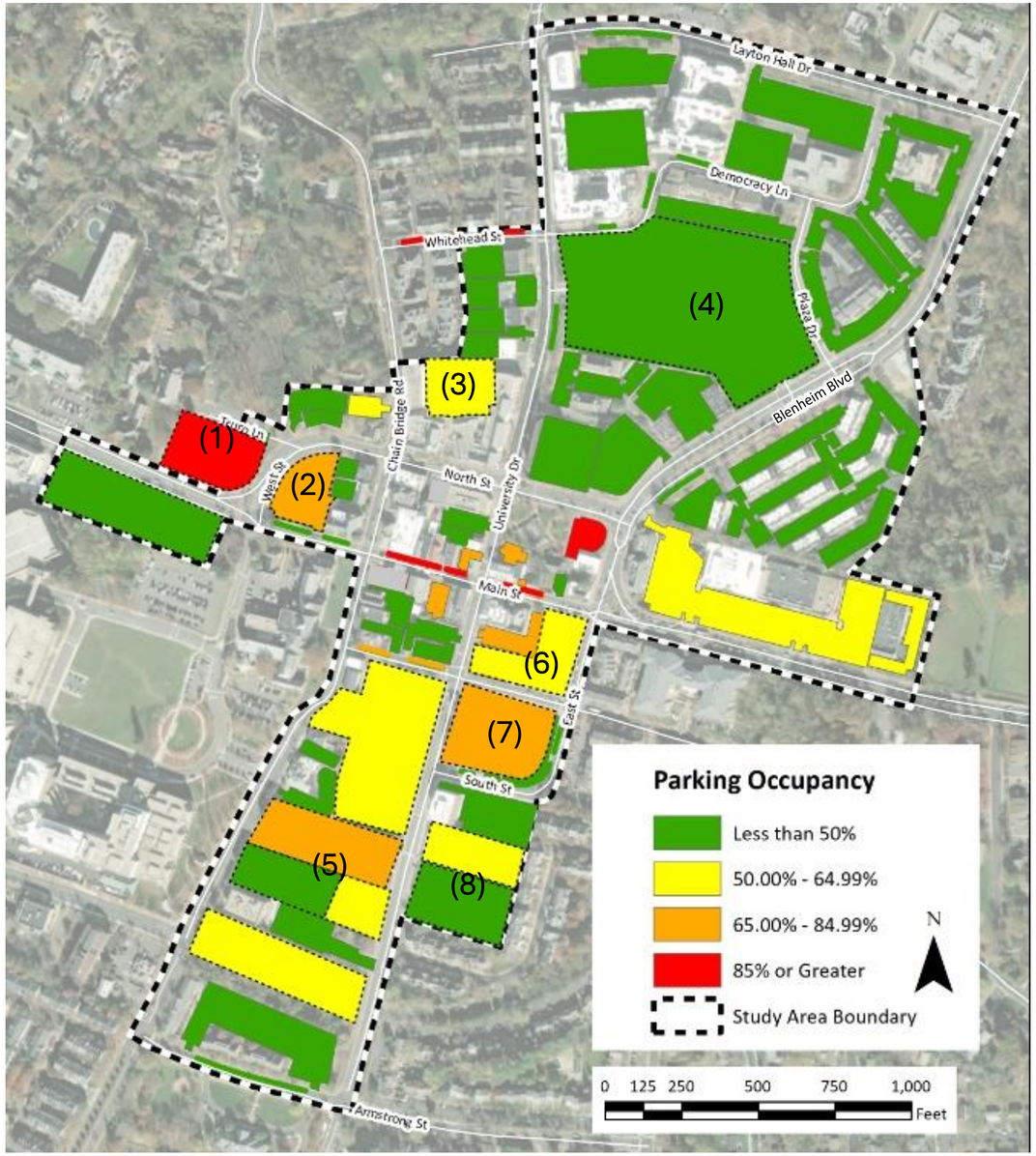
Source: Walker Consultants, 2024

Again, the summary table does not wholly represent the localized shifts in parking activity in downtown Fairfax during the Saturday peak. Several public parking lots are redeveloped, shifting demand to the Old Town Plaza Deck.

Parking occupancy on a facility-by-facility basis during the mid-term planning horizon is shown on the following map.

It is also important to remember that peak parking conditions will occur during the noon hour. As a result, the parking impact of the concert hall featured in the Ox Fairfax Block A building plan is not realized in the table above or the map below. As discussed in the Special Event section under the short-term planning horizon, a sold-out event at the concert hall is expected to generate demand for nearly 1,400 parking spaces on a Saturday night. By comparison, development plans only show 522 spaces being built. At the same time, between 100 and 170 publicly available parking spaces will be eliminated from the parking supply due to redevelopment.

Figure 50 – Mid-Term Planning Horizon Weekend Parking Occupancy Map



Source: Walker Consultants, 2024

1. Walker did not observe any cars parked in this public lot (P1) during the noon count. The redevelopment plans in the Small Area Plan assume a mix of residential and commercial space is built on site. The new development is expected to generate demand for about 61 spaces. Compared to the anticipated parking supply of 58 spaces, a 105% occupancy rate is expected.
2. During our Saturday site visit, the lot at 10450 Main Street experienced low occupancy. A 69% occupancy rate is projected during the noontime peak if redeveloped as multi-family residential with commercial space at grade.
3. The occupancy rate at the Old Town Plaza Deck is expected to increase from 32% currently to 60% by the mid-term planning horizon. A new development is expected to displace the Main Street, Sager Avenue, 10450 Main, and Truro Lane public parking lots. Overflow demand was reallocated to the Old Town Plaza Deck.
4. Courthouse Plaza Phase 2 introduces additional housing to the mega block and incorporates 83,600 SF of retail and grocery space, making it a more walkable neighborhood. With shared parking across both phases of the development, a 49% occupancy rate is expected.
5. The Small Area Plan shows the more than 105,000 SF of office space south of Ox Fairfax Block A being replaced with a mix of multi-family residential, townhomes, and a smaller office building with ground floor retail. During the Saturday peak, the office space and townhomes are projected to occupy less than 50% of the parking provided; however, the multi-family building is expected to utilize about 70% of its on-site parking.
6. If a boutique hotel and ground-floor retail are developed on this block, the existing public parking lots will be relocated to the Old Town Plaza Deck. While zoning does not require new development to build on-site parking, Walker assumed some parking would be associated with the hotel project. During the Saturday peak, Walker expects 59% of the parking to be occupied.
7. Ox Fairfax Block B is the only known project identified in the mid-term planning horizon. As a result, the observed parking demand was not included in the projections for future conditions. An 83% occupancy rate is anticipated for this project on a Saturday at noon.
8. The city plans to build a new fire station immediately south of the current building and, using a PPEA approach, redevelop the existing fire station. For planning purposes, Walker assumed 24 new townhouses would be built on the property. Assuming most of the existing parking on the George Mason University parcel is retained when the new fire station is developed, less than 20% of the parking will be occupied during the peak hour. Parking associated with the townhouses is only expected to be 50% occupied.
9. On-street parking in the core is moderately busy during the noon peak. Along Armstrong Street, Layton Hall Drive, and Democracy Lane, very little on-street parking is occupied.

Long-Term Planning Horizon

The long-term planning horizon, capturing a 10–15-year projection, is most uncertain relative to the project's location and the mix and quantities of the land use. It is based on the programming outlined in the Small Area Plan. Much of the proposed redevelopment is located on parcels occupied by office space on the edges of the study area. Four sites are earmarked for redevelopment in Old Town North, and only one is in Old Town South. Like many projects identified in the mid-term planning horizon, Walker assumed new programming developed during the long-term planning horizon would be additive, meaning the type and quantity of displaced existing land uses would be incorporated into the project. Thus, while the existing parking supply on each parcel was removed from the parking model, the parking demand observed by Walker during the peak hour was not.

Weekday

Over the long-term planning horizon, weekday parking occupancy is expected to increase from the 34% observed during Walker's site visit to 45%. Each new project was developed with its on-site parking supply, as required by zoning. No new public parking resources were introduced to the system. The available parking supply is expected to increase by about 2,400 spaces compared to existing conditions. During the same period, parking demand is expected to increase by 2,044 spaces.

Overall occupancy within the study area is expected to reach about 48% of capacity. At 85% of capacity, visitors to the area may experience frustrations when searching for on-street parking. A strong signage and wayfinding program will be needed to direct parkers to off-street parking options. The public parking system is projected to exceed capacity (103%) over the long-term planning horizon. The table below summarizes the peak hour parking occupancy by parking type through 2039.

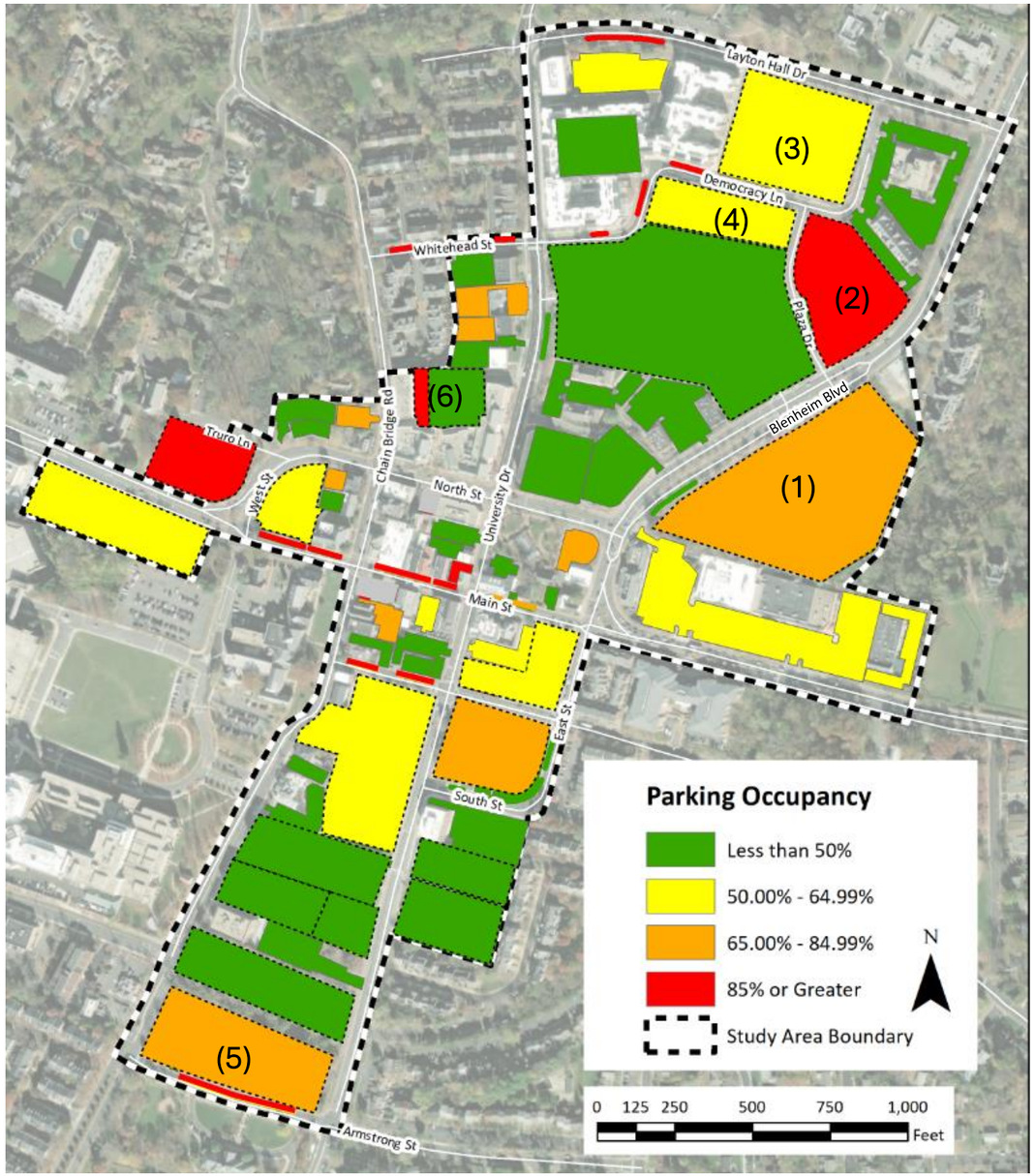
Table 28 – Long-Term Peak Weekday Parking Occupancy by Type

Type	Supply	Demand	% Occupied
Public On-Street	128	109	85%
Public Off-Street[1]	323	333	103%
Private Off-Street[2]	8,290	3,762	45%
Total	8,741	4,204	48%

1. Public off-street parking does not include the private portion of Old Town Plaza Deck or the lot behind 10427 North Street.
2. Any overflow from private development projects is included in the projected public parking demand and subtracted from the projected private parking demand.

With very few exceptions, Fairfax City's zoning ordinance requires on-site parking to be built with new developments. As a result, the parking supply within the study area is expected to grow in tandem with parking demand. When a public parking facility is redeveloped, more significant impacts are felt. Several public parking lots are expected to be redeveloped during the mid-term planning period, but no additional lots will be removed during the long-term horizon. A more in-depth discussion of the changes to public parking utilization is included in a later section. Localized changes to the parking occupancy within the study area are shown in the following map.

Figure 51 – Long-Term Planning Horizon Weekday Parking Occupancy Map



Source: Walker Consultants, 2024

1. The Small Area Plan features infill construction at Fairfax Commons, densifying the site and reorienting it towards Blenheim Boulevard. While maintaining the existing office square footage, the future conditions model considered the impact of an additional 25,000 SF of office space and 10,000 SF of retail and restaurant space. The occupancy rate is expected to increase to 65% when the property is densified.
2. Old Lee Plaza was also identified in the Small Area Plan for redevelopment. Plans for the site speculate on mixed-use residential. Again, the existing square footage and land use types are expected to be incorporated into the future programming for the site. During peak weekday conditions, 94% of the on-site parking is expected to be utilized.
3. There is an approximately 60,000 SF medical office building on the parcel and an underutilized surface parking lot. Expectations for the parcel summarized in the Small Area Plan include multi-family residential and a mix of retail, restaurant, and office space. Walker assumed the existing 60,000 SF medical office space would be included in the future building program developed on site. During the noontime weekday peak, the parking on site is projected to be 52% occupied.
4. During the long-term planning horizon, the older office space behind Courthouse Plaza Shopping Center will be replaced by a residential/office redevelopment project. The new development is expected to occupy about 61% of the parking during the noontime weekday peak.
5. The office condominium on Armstrong Street was also identified as a redevelopment site in the Small Area Plan. Walker assumed the existing 55,000 SF of low-rise office space would replace a mid-rise office featuring active retail and restaurant space at grade. Redeveloping the parcel increases the occupancy rate from the 18% observed during the noontime peak to 84% over the long-term planning horizon.
6. A parking deficit continues to be projected for the public portion of the Old Town Plaza Deck, while the private portion has surplus capacity on a weekday around noon. Public demand will likely overflow into the private spaces in the Old Town Plaza Deck without adequate enforcement.
7. During peak weekday conditions, much of the on-street parking is expected to be at or above 85% capacity.

Weekend

The table below summarizes the peak hour parking occupancy by parking type on a typical Saturday at noon in October. Over the long-term planning horizon, the projected parking occupancy within the study area is projected to increase from 23% on Saturday, 9/22/24 to 45%. The demand for private parking generated by new developments in the area is nearly equivalent to the parking supply required by zoning.

Table 29 – Long-Term Peak Weekend Parking Occupancy by Type

Type	Supply	Demand	% Occupied
Public On-Street	128	76	59%
Public Off-Street[1]	817	475	58%
Private Off-Street	7,796	3,377	43%
Total	8,741	3,928	45%

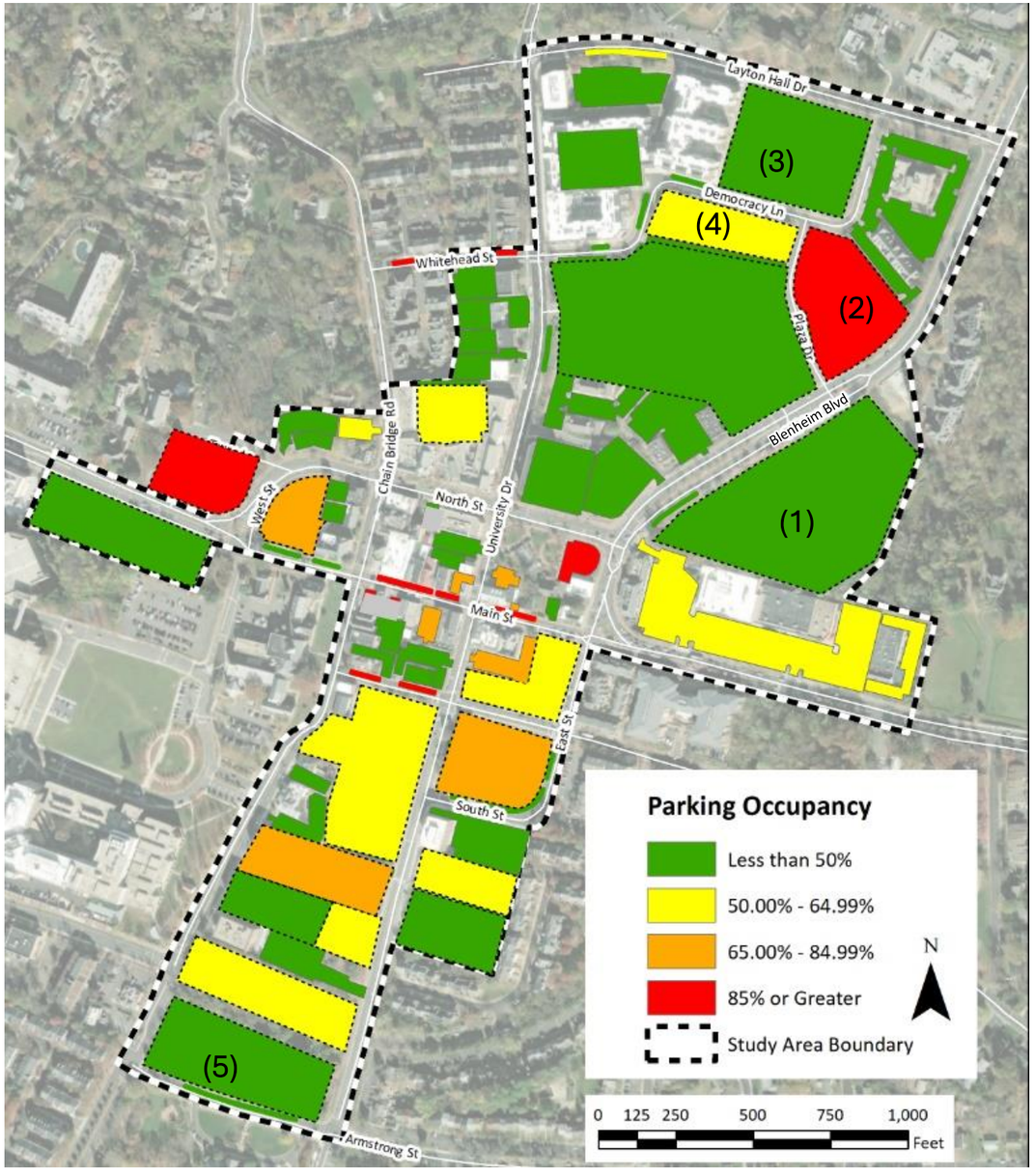
1. Public off-street parking includes the entire Old Town Plaza Deck and the lot behind 10427 North Street.

Source: Walker Consultants, 2024

Again, it is important to note that the Old Town Plaza Parking Garage is categorized as public parking on nights and weekends, as is the lot behind 10427 North Street. The public parking system is projected to be about 58% utilized during the Saturday peak. However, a special event on a Saturday night would result in a significantly large public parking deficit. The impact to the public parking system during a special event like a concert at the Ox Fairfax Block A development is discussed in more detail in the sections below.

Parking occupancy on a facility-by-facility basis during the long-term planning horizon is shown on the following map.

Figure 52 – Long-Term Planning Horizon Weekend Parking Occupancy Map



Source: Walker Consultants, 2024

1. The Small Area Plan features infill construction at Fairfax Commons, densifying the site and reorienting it towards Blenheim Boulevard. While maintaining the existing office square footage, the future conditions model considered the impact of an additional 25,000 SF of office space and 10,000 square feet of retail and restaurant space. On a Saturday around noon, a 33% occupancy rate is expected.
2. Old Lee Plaza was also identified in the Small Area Plan for redevelopment. Plans for the site speculate on mixed-use residential. Again, the existing square footage and land use types are expected to be incorporated into the future programming for the site. During peak weekend conditions, 88% of the on-site parking is expected to be utilized.
3. The parcel includes an approximately 60,000-square-foot medical office building and an underutilized surface parking lot. The Small Area Plan summarizes the parcel's expectations, including multi-family residential and retail, restaurant, and office space. Walker assumed the existing 60,000-square-foot medical office space would be included in the future building program developed on-site. As a result, weekend parking occupancy is projected to peak at 46%.
4. During the long-term planning horizon, the older office space behind Courthouse Plaza Shopping Center will be replaced by a residential/office redevelopment project. The new development is expected to occupy about 58% of the parking during the noontime weekday peak.
5. The office condominium on Armstrong Street was also identified as a redevelopment site in the Small Area Plan. Walker assumed the existing 55,000 SF of low-rise office space would be replaced by mid-rise office space featuring active retail and restaurant space at grade. Redeveloping the parcel activates the space on the weekend. Over the long-term planning horizon, a noontime peak of 49% is expected.
6. On-street parking in the core is expected to be heavily occupied during peak weekend conditions. Still, streets on the edges of the study area are expected to have available parking capacity.

Public Off-Street Parking

Fairfax City's public parking system relies on a mix of municipally owned facilities and privately owned lots and garages made available through shared parking agreements. However, most of the parking within the study area is privately owned by individual businesses or residents. Depending on the time of day or day of the week, public off-street parking accounts for between 6% and 16% of the total parking supply in the study area. During weekday and daytime conditions, there are about 250 publicly available parking spaces, increasing to 984 on nights and weekends.

Most developments in Old Town Fairfax must build at least some parking, save for five blocks in the downtown core (Parking District A of the Historic Overlay), which are exempt. As a result, public parking enables Fairfax City to maintain the walkable character and historic nature of the downtown core while providing alternative parking options.

Access to publicly available parking (municipally and privately owned) is expected to change over the long-term planning horizon. New developments will replace existing lots, and those displaced cars will need to find alternative parking locations, presumably within the existing public parking system. The tables and maps below show the impact on the public parking system on weekdays and weekends over the next 15+ years. Note that the lots have been categorized as either municipally controlled or privately controlled. Because the library garage is only available to the public on nights and weekends, it is included in the privately owned/shared subtotal. The library's status as a public entity means the garage is likely used as public parking 24/7.

During the weekday peak (noon), only the municipally-controlled parking is available to the public; the occupancy rate is projected to increase from about 46% today to 102% over the 15-year planning horizon. Over the next 15 years, redevelopment will take offline the P1, P6, and P9 lots. (P2, which is only available on nights and weekends, is also expected to be redeveloped.) While the supply is eliminated, demand is not. Vehicles parking in P1, P6, and P9 and new demand generated by infill development in the historic district are allocated to the public portion (100 spaces) of the Old Town Plaza Deck. As a result, the utilization rate of the public portion of the garage is projected to increase from 41%[12] to 221%, or a net gain of 180 spaces.

It is important to note that Walker's analysis of municipally-controlled parking assumes the existing public parking spaces in the Old Town Plaza Deck were 41% occupied under current conditions (i.e., 41 of the 100 spaces were already occupied during the noon peak). If they are not regularly occupied during typical weekday conditions, the projected future occupancy rates at the 10- and 15-year planning horizons would be lower but still exceed capacity. As a quasi-government agency, the library garage was included in the municipally controlled public parking totals.

While there is a potential parking deficit during weekday daytime conditions, the city may want to consider alternative strategies to increase the parking supply before pursuing a garage. For example, the privately controlled portion of the Old Town Plaza Deck was less than 50% utilized and nearly 100% leased. The lower

[12] Note, the occupancy of the 100 public spaces was not recorded separately from the overall occupancy of the garage. Rather, Walker assumed both the public and private portions of the garage were equally utilized at 41%.

utilization in the privately-controlled portion of the garage presents an opportunity to extend the existing shared parking agreement.

Table 30 – Weekday Peak Hour Public Parking Occupancy by Planning Horizon

Municipally-Controlled Public Parking		Existing		Short-Term		Mid-Term		Long-Term	
		Supply	% Occ.	Supply	% Occ.	Supply	% Occ.	Supply	% Occ.
P1	Lot 10480	34	0%	34	0%	0	0%	0	0%
P3	Old Town Plaza Deck[1]	100	41%	100	120%	100	221%	100	221%
P5	Public Lot- Town Hall	14	14%	14	14%	14	14%	14	14%
P6	Public Lot - Sager	46	87%	46	88%	0	0%	0	0%
P7	Library[2]	180	48%	180	48%	180	48%	180	48%
P8	Public Lot - North	29	38%	29	69%	29	69%	29	69%
P9	Public Lot - Main	27	67%	27	94%	0	0%	0	0%
Total		**430**	**46%**	**430**	**68%**	**323**	**102%**	**323**	**102%**

1. The Old Town Plaza Deck has 100 municipally-controlled public parking spaces 24/7. The entire garage is publicly available on nights and weekends. In the summary tables, Walker allocated each portion of the garage to the appropriate user type and assumed both public and private parking was 41% occupied during the peak hour.
2. The library was included in the municipally-controlled public parking calculations. While it is advertised as public on nights and weekends only, its status as a quasi-government entity likely results in the spaces being used as "public" 24/7.

Source: Walker Consultants, 2024

While Walker projects a parking deficit in the municipally-controlled public parking facilities over the mid-and long-term planning horizons during weekday daytime conditions, a deficit is not anticipated on nights and weekends unless there is an event at the Ox Fairfax Block A theater. **Error! Reference source not found.** and REF _Ref183602253 \h * MERGEFORMAT **Error! Reference source not found.** summarize the peak hour and 8 p.m. (special event) weekend parking occupancy at each publicly-available parking facility over the planning horizon. On a typical Saturday around noon, utilization of the public parking facilities is projected to increase from the 40% observed on 9/22/24 to about 58% by 2039. Occupancy in the Old Town Plaza Deck specifically is expected to increase by about 156 spaces during the peak hour, increasing the utilization rate from 32% to 60%. Again, on Saturdays, the entire Old Town Plaza Deck is publicly available. In the municipally-controlled parking facilities (including the entire Old Town Plaza Deck and library garage), occupancy is projected to increase from about 42% to 59% over the 15-year planning horizon, despite the loss of four publicly-available lots.

Table 31 – Weekend Peak Hour Public Parking Occupancy by Planning Horizon

Public Parking		Existing		Short-Term		Mid-Term		Long-Term	
Municipally-Controlled		Supply	% Occ.	Supply	% Occ.	Supply	% Occ.	Supply	% Occ.
P1	Lot 10480	34	0%	34	0%	0	0%	0	0%
P3	Old Town Plaza Deck[1]	565	32%	565	42%	565	60%	565	60%
P5	Public Lot- Town Hall	14	79%	14	76%	14	76%	14	76%
P6	Public Lot - Sager	46	93%	46	94%	0	0%	0	0%
P7	Library[2]	180	47%	180	47%	180	47%	180	47%
P8	Public Lot - North	29	100%	29	100%	29	100%	29	100%
P9	Public Lot - Main	27	93%	27	94%	0	0%	0	0%
Total Municipally-Controlled		**895**	**42%**	**895**	**48%**	**788**	**59%**	**788**	**59%**
Privately-Owned									
P2	BOA[3]	60	17%	60	17%	0	0%	0	0%
P4	10427 Bldg.[3]	29	41%	29	42%	29	42%	29	42%
Total Privately-Owned		**89**	**25%**	**89**	**25%**	**29**	**42%**	**29**	**42%**
Total Public		**984**	**40%**	**984**	**46%**	**817**	**58%**	**817**	**58%**

1. The Old Town Plaza Deck has 100 municipally-controlled public parking spaces 24/7. The entire garage is publicly available on nights and weekends through a shared parking agreement. In the weekend summary tables, Walker allocated the entire garage to public parking.
2. As a public entity, Walker categorized the library garage as municipally-controlled public parking. The city's website officially states the garages are publicly available on nights and weekends.
3. Lot is publicly available on nights and weekends. It is included in the private parking calculations during the weekday and public parking calculations on nights and weekends.

Source: Walker Consultants, 2024

Under existing conditions, the public parking system is about 31% occupied Saturday night, with municipally-controlled facilities experiencing a 30% occupancy rate[13]. With several public parking lots being lost over the next 15 years and a major event at the Ox Fairfax Block A Theater, the overall occupancy rate is expected to increase to 167%; however, the occupancy rate in the municipally-controlled facilities is expected to increase to 170%.

[13] Municipally-controlled facilities include the entire 565-space Old Town Plaza Deck for these purposes.

Table 32 – Weekend 8 p.m. Hour Public Parking Occupancy by Planning Horizon

Public Parking		Existing		Short-Term		Mid-Term		Long-Term	
Municipally-Controlled		Supply	% Occ.	Supply	% Occ.	Supply	% Occ.	Supply	% Occ.
P1	Lot 10480	34	0%	34	0%	0	0%	0	0%
P3	Old Town Plaza Deck[1]	**565**	**27%**	**565**	**196%**	**565**	**212%**	**565**	**229%**
P5	Public Lot- Town Hall	14	64%	14	62%	14	62%	14	62%
P6	Public Lot - Sager	46	87%	46	88%	0	0%	0	0%
P7	Library[2]	180	8%	180	8%	180	8%	180	8%
P8	Public Lot - North	29	93%	29	83%	29	83%	29	83%
P9	Public Lot - Main	27	85%	27	86%	0	0%	0	0%
Total Municipally-Controlled		**895**	**30%**	**895**	**122%**	**788**	**158%**	**788**	**170%**
Privately-Owned									
P2	BOA[3]	60	18%	60	18%	0	0%	0	0%
P4	10427 Bldg. [3]	29	93%	29	93%	29	93%	29	93%
Total Privately-Owned		**89**	**43%**	**89**	**43%**	**29**	**93%**	**29**	**93%**
Total Public		**984**	**31%**	**984**	**128%**	**817**	**155%**	**817**	**167%**

1. The Old Town Plaza Deck has 100 municipally-controlled public parking spaces 24/7. The entire garage is publicly available on nights and weekends through a shared parking agreement. In the weekend summary tables, Walker allocated the entire garage to public parking.
2. As a public entity, Walker categorized the library garage as municipally-controlled public parking. The city's website officially states the garages are publicly available on nights and weekends.
3. Lot is publicly available on nights and weekends. It is included in the private parking calculations during the weekday and public parking calculations on nights and weekends.

Source: Walker Consultants, 2024

Future Parking Adequacy

Parking adequacy is a way of expressing the number of parking spaces remaining when parking demand is subtracted from the operational capacity. Because a parking lot is perceived as full before it reaches 100% utilization, operational capacity, rather than total parking supply, is used when assessing the adequacy of a parking system. A negative adequacy indicates a deficit; a positive result reflects a surplus. As discussed previously, different adjustment factors are applied to different types of parking facilities. For example, the operational capacity of on-street parking is typically 15% less than the total on-street supply because it is more challenging to find while navigating traffic. Off-street parking is adjusted by a 5% to 10% factor, depending on the typical user type.

For planning purposes, Walker's analysis of future parking adequacy focused on the public parking resources within the study area. During the noontime peak on a weekday, the municipally-controlled public parking is expected to have a deficit of parking throughout the 15-year planning horizon. As discussed in the public off-

street section above, the magnitude of the deficit depends on how utilized the public portion of the Old Town Plaza Deck is today and how the Library Garage is allocated. Walker assumed 41 of the 100 municipally-controlled parking spaces in the Old Town Plaza Deck were occupied during the peak hour, but typical utilization needs to be confirmed.

Table 33 – Weekday Public Parking Adequacy by Planning Horizon

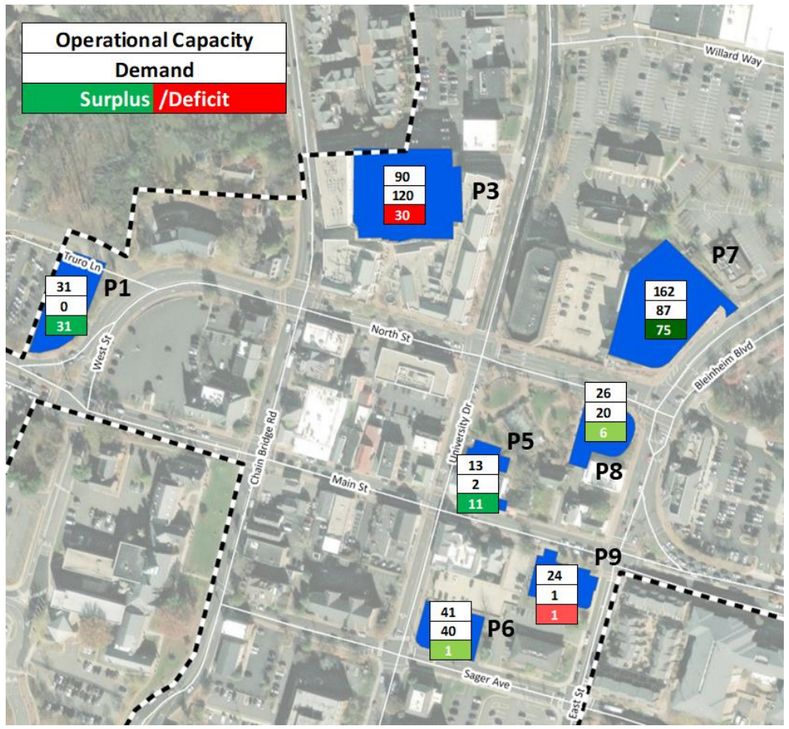
Municipally-Controlled Public Parking		Existing		Short-Term		Mid-Term		Long-Term	
		Demand	+/-	Demand	+/-	Demand	+/-	Demand	+/-
P1	Lot 10480	0	31	0	31	0	0	0	0
P3	Old Town Plaza Deck[1]	41	49	120	(30)	221	(131)	221	(131)
P5	Public Lot- Town Hall	2	11	2	11	2	11	2	11
P6	Public Lot - Sager	40	1	40	1	0	0	0	0
P7	Library[2]	87	75	87	75	87	75	87	75
P8	Public Lot - North	11	15	20	6	20	6	20	6
P9	Public Lot - Main	18	6	25	(1)	0	0	0	0
Total		199	188	294	93	330	(39)	330	(39)

1. The Old Town Plaza Deck has 100 municipally-controlled public parking spaces 24/7. The entire garage is publicly available on nights and weekends. In the summary tables, Walker allocated each portion of the garage to the appropriate user type and assumed both public and private spaces were equally utilized.
2. The library was included in the municipally-controlled public parking calculations. While it is advertised as public on nights and weekends only, its status as a quasi-government entity likely results in the spaces being used as "public" 24/7.

Source: Walker Consultants, 2024

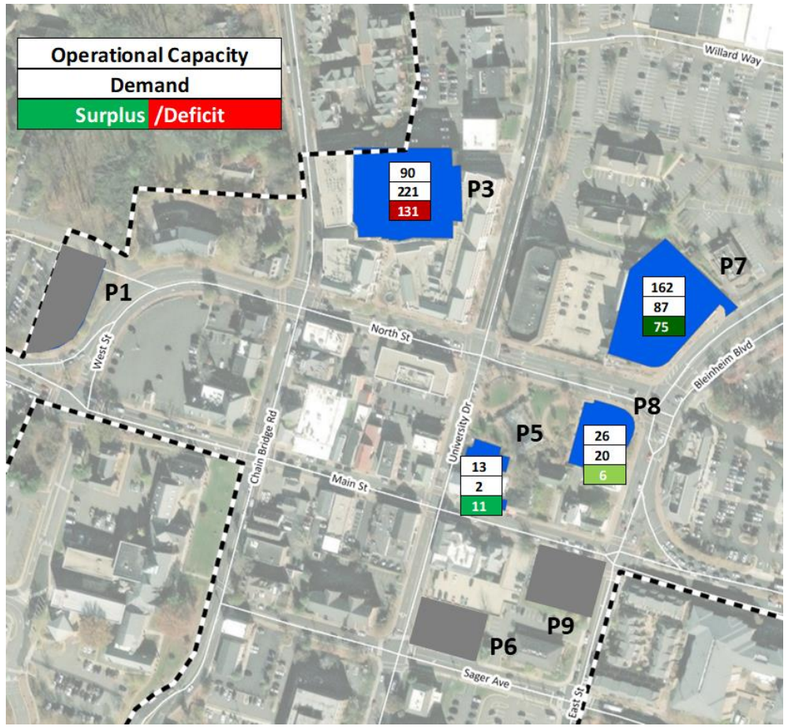
The figures on the following pages visually demonstrate the parking surplus or deficit of parking at each of the nine public parking facilities over the short-, mid-, and long-term planning horizons. When a facility is replaced by redevelopment, the lot is greyed out.

Figure 53 – Short-Term Public Parking Adequacy – Weekday Peak



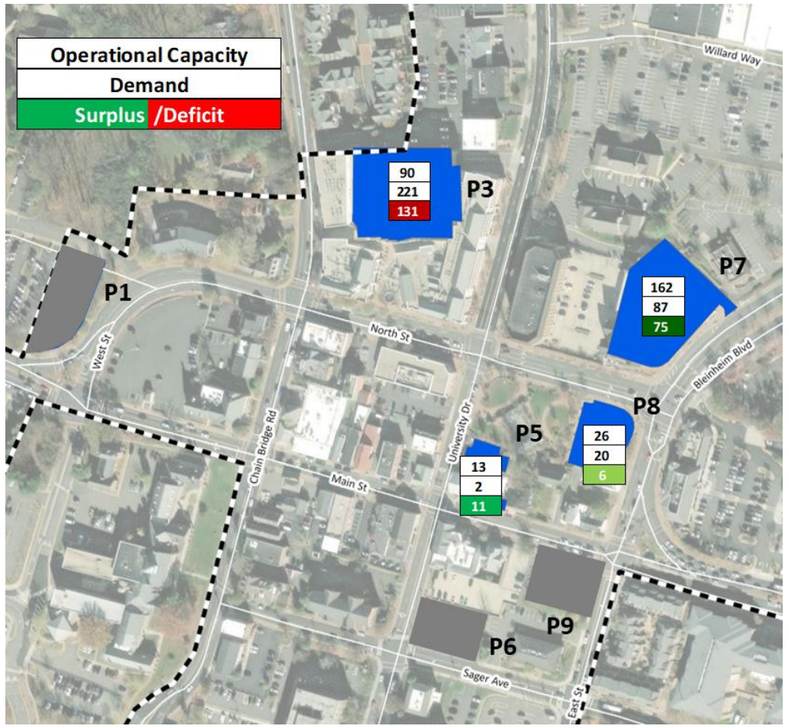
Source: Walker Consultants, 2024

Figure 54 – Mid-Term Public Parking Adequacy – Weekday Peak



Source: Walker Consultants, 2024

Figure 55 – Long-Term Public Parking Adequacy – Weekday Peak



Source: Walker Consultants, 2024

On a Saturday at noon, small localized deficits at some public facilities are projected over the planning horizon; however, the overall system has an adequate surplus to meet the projected parking needs.

Table 34 – Weekend Noon Public Parking Adequacy by Planning Horizon

Public Parking		Existing		Short-Term		Mid-Term		Long-Term	
Municipally-Controlled		Demand	+/-	Demand	+/-	Demand	+/-	Demand	+/-
P1	Lot 10480	0	31	0	31	0	0	0	0
P3	Old Town Plaza Deck[1]	182	327	237	272	338	171	338	171
P5	Public Lot- Town Hall	11	2	11	2	11	2	11	2
P6	Public Lot - Sager	43	(2)	43	(2)	0	0	0	0
P7	Library[2]	85	77	85	77	85	77	85	77
P8	Public Lot - North	29	(3)	29	(3)	29	(3)	29	(3)
P9	Public Lot - Main	25	(1)	25	(1)	0	0	0	0
Total Municipally-Controlled		**375**	**431**	**430**	**376**	**463**	**247**	**463**	**247**
Privately-Owned									
P2	BOA[3]	10	44	10	44	0	0	0	0
P4	10427 Bldg.[3]	12	14	12	14	12	14	12	14
Total Privately-Owned		**22**	**58**	**22**	**58**	**12**	**14**	**12**	**14**
Total Public		**397**	**489**	**452**	**434**	**475**	**261**	**475**	**261**

1. The Old Town Plaza Deck has 100 municipally-controlled public parking spaces 24/7. The entire garage is publicly available on nights and weekends through a shared parking agreement. In the weekend summary tables, Walker allocated the entire garage to public parking.
2. As a public entity, Walker categorized the library garage as municipally-controlled public parking. The city's website officially states the garages are publicly available on nights and weekends.
3. Lot is publicly available on nights and weekends. It is included in the private parking calculations during the weekday and public parking calculations on nights and weekends.

Source: Walker Consultants, 2024

Similar calculations were completed for a Saturday night to understand the ability of the public parking system to accommodate a special event, such as a sold-out performance at the concert hall associated with the Ox Fairfax Block A project. The following table shows the projected parking demand and the expected surplus or deficit during each planning period. Accommodating overflow from an event at the Ox Fairfax Block A theater would result in a significant public parking deficit. The magnitude of the deficit ranges from about 371 spaces in the near-term to approximately 448 spaces by 2039.

Table 35 – Weekend Special Event Public Parking Adequacy by Planning Horizon

Public Parking		Existing		Short-Term		Mid-Term		Long-Term	
Municipally-Controlled		Demand	+/-	Demand	+/-	Demand	+/-	Demand	+/-
P1	Lot 10480	0	31	0	31	0	0	0	0
P3	Old Town Plaza Deck[1]	154	355	1,109	(600)	1,195	(686)	1,292	(783)
P5	Public Lot- Town Hall	9	4	9	4	9	4	9	4
P6	Public Lot - Sager	40	1	40	1	0	0	0	0
P7	Library[2]	14	148	14	148	14	148	14	148
P8	Public Lot - North	27	(1)	24	2	24	2	24	2
P9	Public Lot - Main	23	1	23	1	0	0	0	0
Total Municipally-Controlled		**267**	**539**	**1,219**	**(413)**	**1,242**	**(532)**	**1,339**	**(629)**
Privately-Owned									
P2	BOA[3]	11	43	11	43	0	0	0	0
P4	10427 Bldg.[3]	27	(1)	27	(1)	27	(1)	27	(1)
Total Privately-Owned		**38**	**42**	**38**	**42**	**27**	**(1)**	**27**	**(1)**
Total Public		**305**	**581**	**1,257**	**(371)**	**1,269**	**(533)**	**1,366**	**(630)**

1. The Old Town Plaza Deck has 100 municipally-controlled public parking spaces 24/7. The entire garage is publicly available on nights and weekends through a shared parking agreement. In the weekend summary tables, Walker allocated the entire garage to public parking.
2. As a public entity, Walker categorized the library garage as municipally-controlled public parking. The city's website officially states the garages are publicly available on nights and weekends.
3. Lot is publicly available on nights and weekends. It is included in the private parking calculations during the weekday and public parking calculations on nights and weekends.

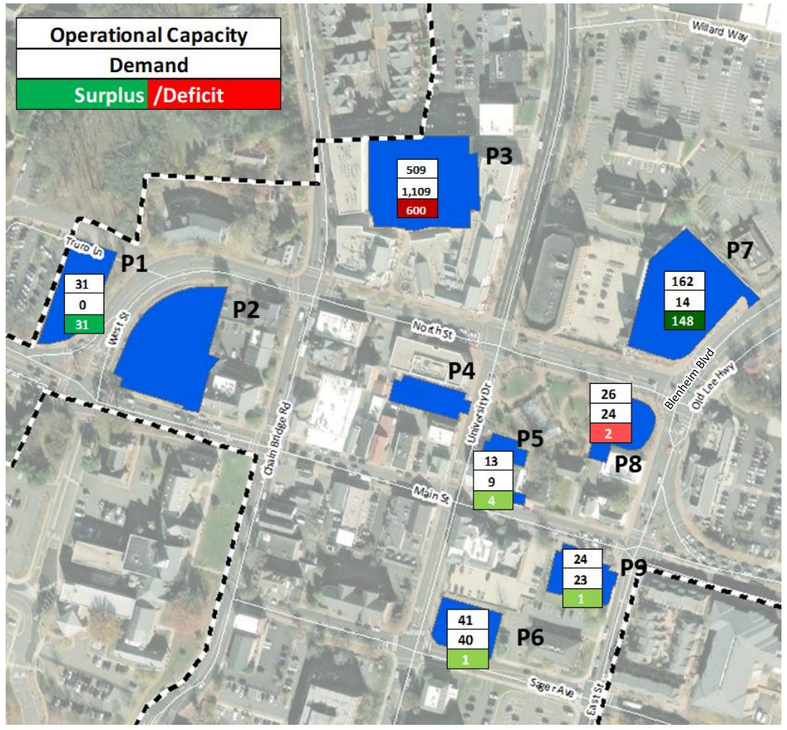
Source: Walker Consultants, 2024

It is important to note that the Ox Fairfax Block A project is projected to generate demand for approximately 1,400 vehicles during a sold-out event at the concert hall. Additionally, their on-site parking supply ranges from 522 spaces in the short term to 425 spaces in the long term. Even if EVERY space on site was utilized, there is still a 879-space to 976-space deficit of parking during a sold-out event. And, as illustrated in the table above, the public parking system can only accommodate a portion of the overflow demand, likely to the detriment of other activity in the downtown area.

The figures on the following pages visually demonstrate the parking surplus or deficit of parking at each of the nine public parking facilities over the short-, mid-, and long-term planning horizons during a Saturday evening with a special event. When a facility is replaced by redevelopment, the lot is greyed out.

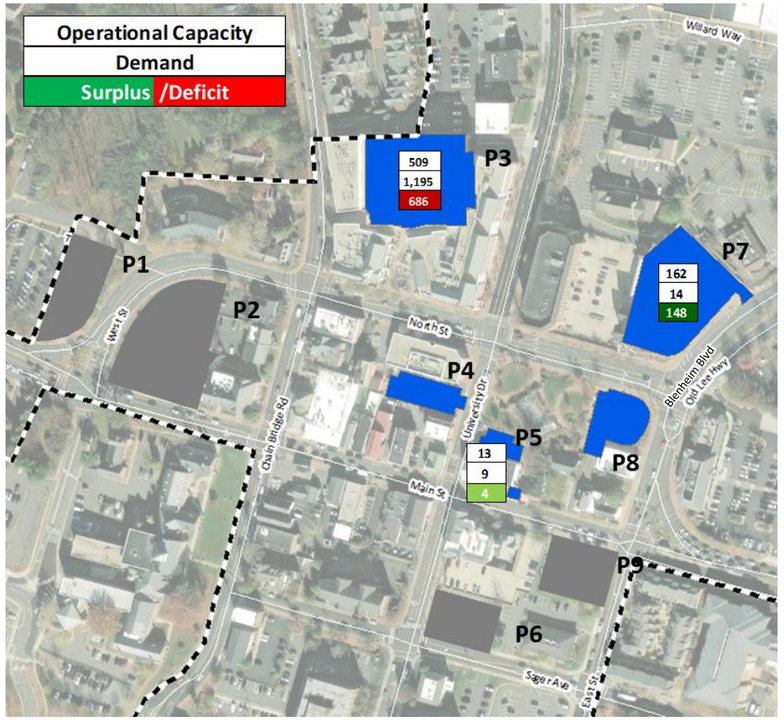
The overflow from Ox Fairfax's concert hall, as well as displaced existing demand and other new developments, was allocated to the Old Town Plaza Deck for illustrative purposes. The library garage could accommodate about 148 parkers during an event, reducing the Old Town Plaza deficit from 600 spaces to approximately 450 spaces in the short term.

Figure 56 – Short-Term Public Parking Adequacy – Saturday Evening



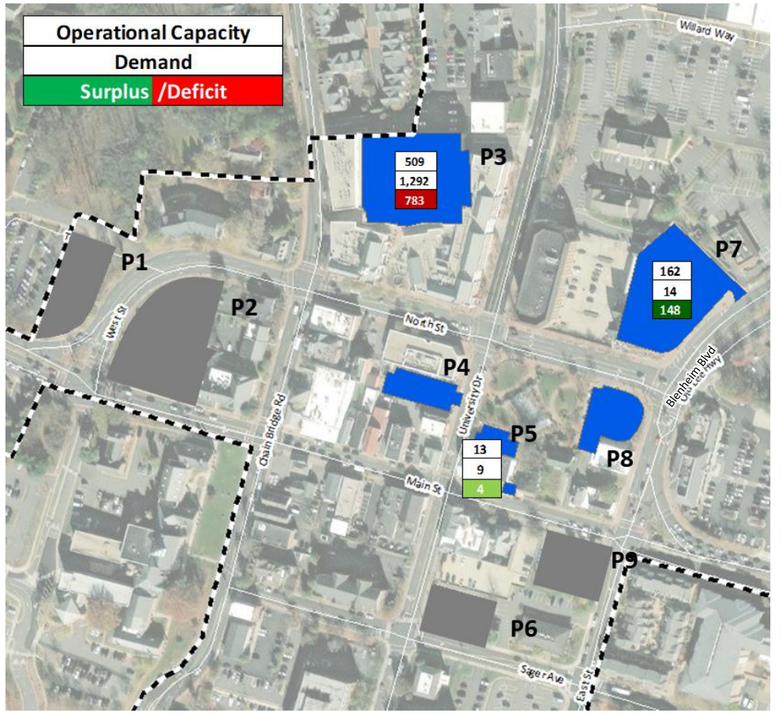
Source: Walker Consultants, 2024

Figure 57 – Mid-Term Public Parking Adequacy – Saturday Evening



Source: Walker Consultants, 2024

Figure 58 – Long-Term Public Parking Adequacy – Saturday Evening



Source: Walker Consultants, 2024

Summary of Future Conditions Analysis

Old Town Fairfax has undergone significant redevelopment in recent years. With several additional projects currently under review or approved for construction, the city wants to understand the impact these ongoing changes could have on its parking system. To understand downtown Fairfax parking needs today and in the future, parking activity on both a weekday and a Saturday was observed to establish baseline conditions. Peak parking demand was identified during the noontime count on weekdays and Saturdays. Our observation of peak parking demand was then used to establish baseline conditions when modeling the impact of future developments on the parking system over the next 15 years. Changes to the parking supply and demand were projected using a combination of known development projects published on the city's community development and planning website and conceptual programming expectations detailed in the 2020 Small Area Plan.

The city's zoning ordinance requires a specific amount of on-site parking to be built for each new development. The zoning-required parking is generally expected to meet the projected parking needs on a facility-by-facility basis. However, in a few instances, private redevelopment displaces publicly available facilities, is not required to provide on-site parking, or exceeds the minimum requirement, forcing parkers to seek alternative off-site options. The tables below summarize the impact on the public parking system over the long-term planning horizon on both a weekday and a Saturday.

Four public parking facilities are expected to be redeveloped, decreasing the supply from 984 spaces to 817 on nights and weekends and from 430 to 323 on weekdays. At the same time, infill development and other projects in Historic Parking District A are expected to generate new demand. As a result, the overall typical peak parking occupancy of the publicly available parking supply can be expected to increase from 42% to about 102% by 2039.

More critical is the impact on the Old Town Plaza Deck specifically. The garage's utilization rate during peak weekday conditions is projected to increase from 41% to 221%, or a net gain of 180 spaces. The net gain exceeds the available public parking supply during weekday daytime hours but not the garage's combined public and private capacity.

The table below shows an approximately 39-space public parking deficit, even using the public library garage. The deficit would increase if the library were unavailable on a weekday.

Table 36 – Weekday Public Parking Adequacy by Planning Horizon

Municipally-Controlled Public Parking		Existing		Short-Term		Mid-Term		Long-Term	
		Demand	+/-	Demand	+/-	Demand	+/-	Demand	+/-
P1	Lot 10480	0	31	0	31	0	0	0	0
P3	Old Town Plaza Deck[1]	41	49	120	(30)	221	(131)	221	(131)
P5	Public Lot- Town Hall	2	11	2	11	2	11	2	11
P6	Public Lot - Sager	40	1	40	1	0	0	0	0
P7	Library[2]	87	75	87	75	87	75	87	75
P8	Public Lot - North	11	15	20	6	20	6	20	6
P9	Public Lot - Main	18	6	25	(1)	0	0	0	0
Total		199	188	294	93	330	(39)	330	(39)

1. The Old Town Plaza Deck has 100 municipally controlled public parking spaces 24/7. The entire garage is publicly available on nights and weekends. In the summary tables, Walker allocated each portion of the garage to the appropriate user type and assumed both public and private spaces were equally utilized.
2. The library was included in the municipally controlled public parking calculations. While it is advertised as public on nights and weekends only, its status as a quasi-government entity likely results in the spaces being used as "public" 24/7.

Source: Walker Consultants, 2024

On a Saturday night, all the parking facilities in the table below, including the Old Town Plaza Deck, are available to the public. Accommodating overflow demand from new development, particularly an event at Ox Fairfax's concert hall, is likely to overwhelm the publicly available parking system.

Table 37 – Weekend Special Event Public Parking Adequacy by Planning Horizon

Public Parking		Existing		Short-Term		Mid-Term		Long-Term	
Municipally-Controlled		Demand	+/-	Demand	+/-	Demand	+/-	Demand	+/-
P1	Lot 10480	0	31	0	31	0	0	0	0
P3	Old Town Plaza Deck[1]	154	355	1,109	(600)	1,110	(601)	1,110	(601)
P5	Public Lot- Town Hall	9	4	9	4	9	4	9	4
P6	Public Lot - Sager	40	1	40	1	0	0	0	0
P7	Library[2]	14	148	14	148	14	148	14	148
P8	Public Lot - North	27	(1)	24	2	24	2	24	2
P9	Public Lot - Main	23	1	23	1	0	0	0	0
Total Municipally-Controlled		**267**	**539**	**1,219**	**(413)**	**1,157**	**(447)**	**1,157**	**(447)**
Privately-Owned									
P2	BOA[3]	11	44	11	43	0	0	0	0
P4	10427 Bldg.[3]	27	14	27	(1)	27	(1)	27	(1)
Total Privately-Owned		**38**	**42**	**38**	**42**	**27**	**(1)**	**27**	**(1)**
Total Public		**305**	**581**	**1,257**	**(371)**	**1,184**	**(448)**	**1,184**	**(448)**

1. The Old Town Plaza Deck has 100 municipally controlled public parking spaces 24/7. Through a shared parking agreement, the entire garage is publicly available on nights and weekends. In the weekend summary tables, Walker allocated the entire garage to public parking.
2. Walker categorized the library garage as a public entity as municipally controlled public parking. The city's website officially states the garages are publicly available on nights and weekends.
3. Lot is publicly available on nights and weekends. It is included in the private parking calculations during the weekdays and public parking calculations on nights and weekends.

Source: Walker Consultants, 2024

The magnitude of the surplus on Saturday night is important, especially when considering special events. For example, two blocks to the south, the Ox Fairfax Block A project features a 4,127-seat concert hall. A sold-out performance and other land uses on site are projected to generate demand for more than 1,200 parking spaces. Currently, development plans only show 522 parking spaces being provided, which could be reduced to 425 with the expansion of South Street. Even if EVERY space on site was utilized, there is still a 750-space to 847-space parking deficit during a sold-out event. As illustrated in the table above, the public parking system can only accommodate a portion of the overflow demand, likely to the detriment of other activity in the downtown area.

Assuming no major changes to the City's zoning ordinances, the existing public parking system should be sufficient to meet future parking needs during typical busy conditions. However, accommodating a major event, like a sold-out performance at the Ox Fairfax concert hall, would overwhelm the parking system.

Is a Garage Needed?

The City currently allows projects in the Historic Overlay District A to be built without any parking, and reduces the commercial and residential requirements for projects built in the Historic Overlay District B and Transitional Overlay District. As a result, any private parking demand exceeding the reduced (or eliminated) parking minimums overflows into the public domain. Under the current zoning practices, the city is likely to reach a tipping point, where demand exceeds the available supply, sometime between the near- and mid-term planning horizons. The shortage is projected to occur around noon on a weekday and could range between 40 and 130 spaces, depending on access to the library garage. While the upper end of the projected weekday deficit is significant, Walker observed excess capacity in the Old Town Plaza Deck. Before pursuing a structured parking solution, the city should investigate the opportunity to expand its access to the spaces in this garage. During typical busy conditions, the noon peak on a weekday is the only time the public parking system is expected to experience a parking shortage.

During special events, the public parking system could experience significant shortages if the city decides to accommodate overflow demand from the Ox Fairfax Block A project. The development features, among other uses, a 4,127-seat concert hall and is expected to generate demand for approximately 1,400 spaces during a significant sold-out event. However, the frequency and magnitude of events hosted at this venue are unknown at this stage of the planning process. Assuming the concert hall regularly hosts events with 4,000+ attendees, the city's public parking system would be inadequate in the short horizon. The size of the deficit could range from about 370 spaces to 630 spaces. As noted earlier, the impact of such a significant event would likely overwhelm the parking system to the detriment of other activity in the downtown area.

If events of this size occur frequently enough, the city would need to build additional public parking to meet the projected Saturday night shortage. Alternatively, if these mega-events are atypical and occur a few times a year or if the city could obtain concurrence from adjacent property owners to use their parking, e.g., use of Fairfax County's Judicial B Garage, the city may not need a new public parking facility.

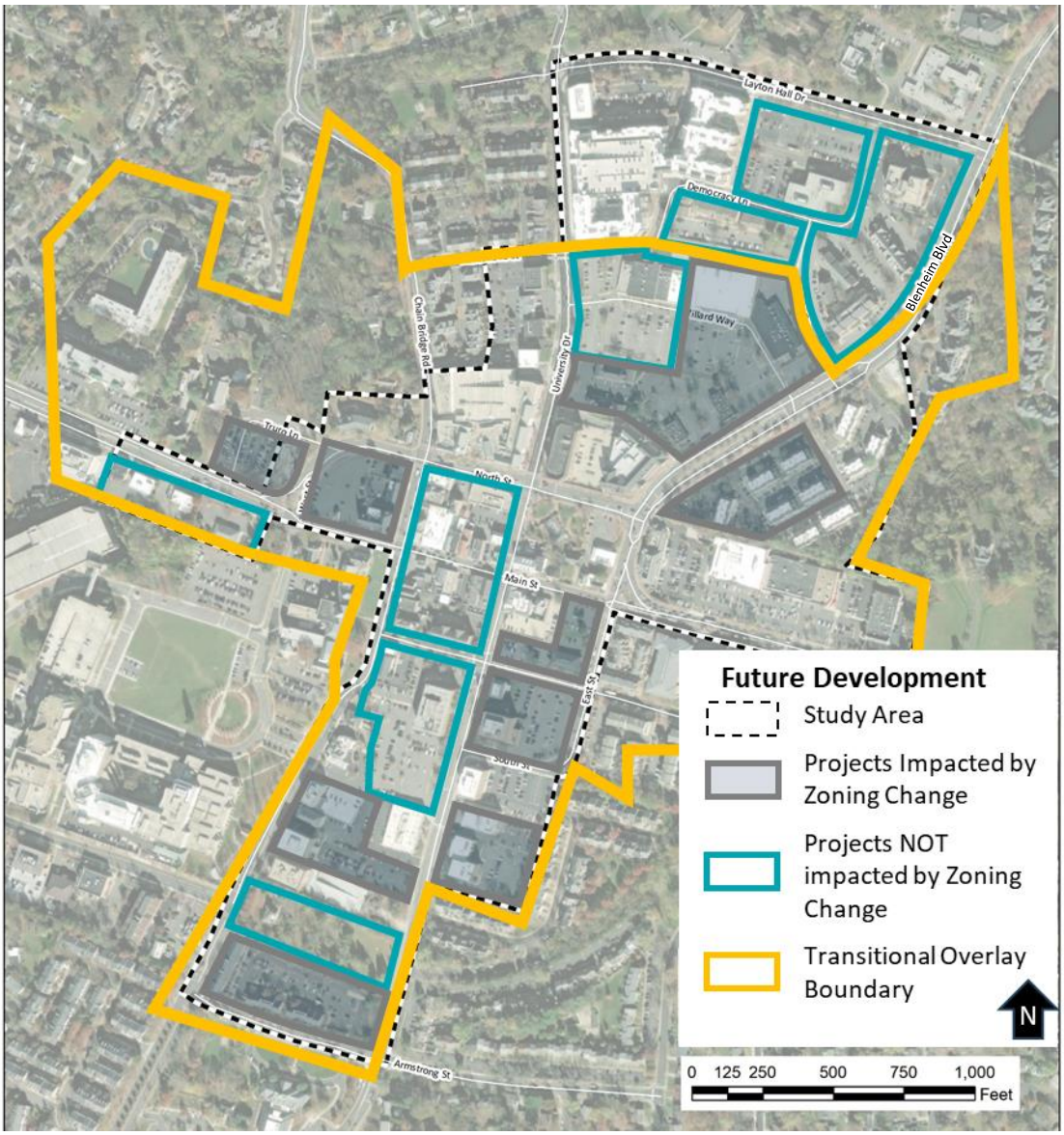
Impact of Zoning Regulation Changes

While the city's zoning ordinance supports a dense, walkable, multi-modal friendly urban core, Walker explored the impact of adopting more progressive changes, i.e., eliminating commercial parking requirements in the historic and transitional overlay districts altogether. Additionally, Walker was more conservative when projecting the parking supply related to two conceptual projects from the Comprehensive Plan planned for the mid-term horizon. While these projects, located in Historic Overlay District A, do not require parking by code, the analysis assumed developers would build parking for multi-family residential and hotel uses. Not creating any parking with these projects, as well as eliminating the commercial parking requirement throughout the historical and transitional overlay districts will have a significant impact on the public parking system over the next 15 years.

The figure below shows the projects potentially impacted by the change in zoning regulations. The boundary of the Transitional Overlay District is indicated by orange. The Historic Overlay District, located within the boundaries of the Transitional Overlay District is not shown. The five projects inside the Transitional Overlay District that were not impacted by the potential policy change are known developments planned for the short-

term planning horizon. There are also three other projects located outside the Transitional Overlay District boundary that any parking requirement changes would not impact unless the boundary was expanded.

Figure 59 – Future Development Projects Impacted by Zoning Regulation Changes



Source: Walker Consultants, 2024

The table below shows the impact on the private parking supply over the next 15 years if the city eliminated commercial requirements and no private parking was built with any projects in Historic Overlay District A. Over the planning horizon, up to 1,259 fewer private parking spaces could be built if commercial requirements are not mandated in the Historic and Transitional Overlay Districts.

Table 38 – Private Parking Impact of Zoning Regulation Changes

Scenario	Existing	Near-Term	Mid-Term	Long-Term
Base Zoning Assumptions	5,761	7,034	8,220	8,290
Revised Zoning Assumptions	5,761	7,004	7,156	7,031
Net Change	0	(30)	(1,064)	(1,259)

Source: Walker Consultants, 2024

The impact of building 1,259 fewer private parking spaces on the public parking system is significant. Based on the zoning regulations currently in effect on a typical weekday during the noon peak, the public parking system is projected to experience a 39-space shortage during both the mid-and long-term horizons. The public parking supply shrinks from about 430 spaces today to 323 in the mid- and long-term horizons. Eliminating all commercial minimums and not building any parking for projects in Historic Overlay District A (which is allowed by code today) illustrates a more extreme change to the parking regulations, resulting in a potential public parking shortage of about 469 spaces by 2039. Note, these shortages assume access to the library's 180-space garage.

Table 39 – Weekday Public Parking Impact of Zoning Regulation Changes

Public Parking		Supply	Mid-Term Surplus/Deficit		Long-Term Surplus/Deficit	
			Base Scenario	Revised Scenario	Base Scenario	Revised Scenario
P1	Lot 10480	0	0	0	0	0
P3	Old Town Plaza Deck[1]	100	(131)	(441)	(131)	(561)
P5	Public Lot- Town Hall	14	11	11	11	11
P6	Public Lot - Sager	0	0	0	0	0
P7	Library[2]	180	75	75	75	75
P8	Public Lot - North	29	6	6	6	6
P9	Public Lot - Main	0	0	0	0	0
Total		323	(39)	(349)	(39)	(469)

1. The Old Town Plaza Deck has 100 municipally controlled public parking spaces 24/7. The entire garage is publicly available on nights and weekends. In the summary tables, Walker allocated each portion of the garage to the appropriate user type and assumed both public and private spaces were equally utilized.
2. The library was included in the municipally controlled public parking calculations. While it is advertised as public on nights and weekends, its status as a quasi-government entity likely results in the spaces being used as "public" 24/7.

Source: Walker Consultants, 2024

Under current zoning regulations, a 261-space parking surplus is projected by the mid-term planning horizon during the Saturday noon peak. Eliminating commercial parking minimums results in a small 35-space deficit in the public parking system by the mid-term planning horizon and a 93-space deficit by 2039. Any changes to shared parking agreements with Old Town Plaza or other privately owned lots could increase the projected deficit.

Table 40 – Weekend Public Parking Impact of Zoning Regulation Changes

Public Parking			Mid-Term		Long-Term	
Municipally-Controlled		Supply	Base Scenario	Revised Scenario	Base Scenario	Revised Scenario
P1	Lot 10480	0	0	0	0	0
P3	Old Town Plaza Deck[1]	565	171	(125)	171	(183)
P5	Public Lot- Town Hall	14	2	2	2	2
P6	Public Lot - Sager	0	0	0	0	0
P7	Library[2]	180	77	77	77	77
P8	Public Lot - North	29	(3)	(3)	(3)	(3)
P9	Public Lot - Main	0	0	0	0	0
Total Municipally-Controlled		**788**	**247**	**(49)**	**247**	**(107)**
Privately-Owned		0		0		0
P2	BOA[3]	0	0	0	0	0
P4	10427 Bldg.[3]	29	(1)	14	(1)	14
Total Privately-Owned		**29**	**14**	**14**	**14**	**14**
Total		**817**	**261**	**(35)**	**261**	**(93)**

1. The Old Town Plaza Deck has 100 municipally controlled public parking spaces 24/7. The entire garage is publicly available on nights and weekends through a shared parking agreement. In the weekend summary tables, Walker allocated the whole garage to public parking.
2. Walker categorized the library garage as a public entity as municipally controlled public parking. The city's website officially states the garages are publicly available on nights and weekends.
3. The lot is publicly available on nights and weekends. It is included in the private parking calculations on weekdays and the public parking calculations on nights and weekends.

Source: Walker Consultants, 2024

The table below details the impact on the public parking system on a Saturday night during a special event, such as a sold-out performance at the concert hall on Ox Fairfax's Block A project. A special event was already projected to overwhelm the public parking system within the next five years, assuming the current zoning requirements were enforced. Eliminating the requirement for commercial parking within the Transitional and Historic Overlay Districts increases the magnitude of the deficit over the next 15 years.

Table 41 – Weekend Special Event Public Parking Impact of Zoning Regulation Changes

Public Parking			Short-Term		Mid-Term		Long-Term	
Municipally-Controlled		Supply	Base Scenario	Revised Scenario	Base Scenario	Revised Scenario	Base Scenario	Revised Scenario
P1	Lot 10480	0	31	31	0	0	0	0
P3	Old Town Plaza Deck[1]	565	(600)	(600)	(686)	(980)	(783)	(1,139)
P5	Public Lot- Town Hall	14	4	4	4	4	4	4
P6	Public Lot - Sager	0	1	1	0	0	0	0
P7	Library[2]	180	148	148	148	148	148	148
P8	Public Lot - North	29	2	2	2	2	2	2
P9	Public Lot - Main	0	1	1	0	0	0	0
Total Municipally-Controlled		**788**	**(413)**	**(413)**	**(532)**	**(826)**	**(629)**	**(985)**
Privately-Owned		0		0		0		0
P2	BOA[3]	0	43	43	0	0	0	0
P4	10427 Bldg.[3]	29	(1)	(1)	(1)	(1)	(1)	(1)
Total Privately-Controlled		**29**	**42**	**42**	**(1)**	**(1)**	**(1)**	**(1)**
Total Public Supply		**817**	**(371)**	**(371)**	**(533)**	**(827)**	**(630)**	**(986)**

1. The Old Town Plaza Deck has 100 municipally-controlled public parking spaces 24/7. The entire garage is publicly available on nights and weekends through a shared parking agreement. In the weekend summary tables, Walker allocated the entire garage to public parking.
2. As a public entity, Walker categorized the library garage as municipally-controlled public parking. The city's website officially states the garages are publicly available on nights and weekends.
3. Lot is publicly available on nights and weekends. It is included in the private parking calculations during the weekday and public parking calculations on nights and weekends.

Source: Walker Consultants, 2024

04

Parking Plan Development

Parking Plan Development

While the City of Fairfax has established a well-functioning parking system, opportunities exist to enhance the overall parking experience and optimize the use of existing resources. The following sections will delve into key components of an effective parking management plan, including considerations for improving the pedestrian environment, organizational changes, communication, marketing, wayfinding, and parking policy and practice adjustments. Additionally, recommendations will explore potential strategies for meeting the City's future parking needs, including the possibility of building an additional parking deck. These improvements will support a more efficient, user-friendly, and sustainable parking system that can better serve the evolving needs of Old Town Fairfax.

System Strengths

Although the City of Fairfax Old Town does not have an official parking program or management plan, it has an organized and well-functioning parking system that is a strong foundation for further development. This system's strengths include its parking information website, virtual and physical maps, and parking signage, including an Automated Parking Guidance System (APGS), all complemented by the City's zoning code and parking-related ordinances.

The City of Fairfax should be commended for enhancing safety and compliance by painting curbs red in front of fire hydrants. While not universally required by federal or state laws, this best practice is implemented in various cities and counties across the United States, including California, Texas, and Nebraska. Red-painted curbs are a clear visual aid to enforce the standard of a no-parking zone around hydrants, ensuring unobstructed access for emergency vehicles. This approach aids parking management by promoting driver awareness, reducing enforcement challenges, and contributing to a safer and more organized parking environment.

Source: Walker Consultants, 2024

Another notable strength is the parking information website. It provides clear and concise details and features a prominently displayed parking map as its centerpiece. This user-friendly approach helps visitors, residents, and employees navigate Old Town's parking system.

The City's zoning ordinance thoughtfully balances parking requirements and walkability. Provisions for mixed-use development, shared parking flexibility, and bicycle parking encourage efficient land use and support a multimodal environment. Shared parking agreements, such as those with BOA and BIG LLC, further illustrate how the City aims to maximize the utility of limited parking resources by accommodating different uses and peak demand times.

Additionally, the City has implemented various signage improvements in Old Town, including clear and legible APGS for the Old Town Plaza parking deck and wayfinding signage for public parking lots. While there are areas for improvement, as discussed later in this report, these efforts contribute to a safer, more accessible parking experience for all users.

General Parking Management Considerations

Communities decide to manage their parking for a variety of reasons. Traditionally, parking planning has been largely concerned with providing abundant free spaces at each destination. Municipalities and businesses would create more parking if the supply were ever insufficient. In recent times, however, there is a growing awareness that providing too much parking can be harmful, especially when alternatives exist to address a community's parking demands.

Parking management attempts to manage the parking supply strategically and efficiently through policies and programs that benefit the community but may not suit the needs of every single individual.

Parking management benefits include the following:

- Mitigating the urge to overbuild on-site parking for every land use;
- Minimizing congestion caused by excessive "circling" or "cruising" for an available parking space;
- Requiring less urban land be devoted to parking, which is often not the "highest-and-best use" of scarce land;
- Supporting the goals of walkable urbanism;
- Encouraging greater shared use between existing parking assets;
- Utilizing existing infrastructure more efficiently to save capital costs and make these funds available for more productive community investments and
- Creating opportunities for greater retail foot traffic and street life vibrancy.

Parking management is often the best solution to address real and perceived parking issues and enhance overall community benefits. Key features of municipal parking management include the following:

Parking Time Limits

Regulating user behavior using time limits is a means to inducing more parking turnover and space availability within a system. In a typical commercial business district, the most convenient parking spaces, those closer to business entry/exits, should be regulated for greater short-term use. Employee users are often more familiar with a downtown parking system. Therefore, effective parking management programs promote employee parking in less convenient parking spaces since employees are longer-term users than customers and other short-term users. This can be accomplished by signing and enforcing short-term (2 to 3 hours) and long-term spaces (3 plus hours) to direct user behavior.

Parking Enforcement

Instituting a parking enforcement program for on-street and/or off-street facilities ensures user compliance and that posted regulations are being adhered to regularly. Additionally, parking enforcement promotes more efficient user behaviors by directing long-term parkers to utilize more off-street options and short-term parkers to occupy more on-street spaces. This better distributes the parking demand and supports necessary turnover and space availability for a system to operate effectively.

Parking Rates

Providing parking to the public incurs direct and indirect expenses. While users might not be paying for a parking stall directly and believe they are enjoying “free” parking, costs exist and are passed along in the purchase price of goods and services and in the taxes levied by a municipality to maintain public parking infrastructure. Some communities elect to institute rates to recover the costs of administering public parking, resource the construction and maintenance of parking infrastructure, or as another means to induce parking turnover and space availability by using economics to regulate user behavior.

Shared Parking

Shared parking means that a parking facility serves multiple users or destinations. Shared parking works most effectively when it takes advantage of multiple land uses during “peak” and “off-peak” conditions, promoting greater cross-utilization of a facility while supporting a “park once” model where users can access multiple destinations from one parking facility.

Parking User Information

Knowing “where” to find public parking can sometimes prove difficult for users and result in system inefficiencies and perceived parking problems. Important features to aid users of a parking system include physical wayfinding and signage, uniform and consistent branding and marketing of parking locations, user maps and brochures, online website parking information, and electronic automated parking guidance systems (for parking garage facilities).

Targeted Recommendations

As the City anticipates future growth and development, engaging the "parking management playbook" will be essential to address parking challenges, satisfy stakeholder and user needs, and ensure that the City is deriving maximum benefit from existing parking resources.

Walker is not recommending user rates at this juncture. More rigorous and consistent on-street enforcement can improve on-street parking turnover and space availability. However, the parking management tools (reviewed above) are available for the City to consider should future conditions warrant implementation.

The following section presents a series of specific recommendations across five key parking management categories for the City of Fairfax. Although this study's occupancy analysis did not reveal significant bottlenecks or capacity issues, the recommendations aim to address areas where improvements could be made in the operation and management of both on- and off-street parking systems. Focusing on aspects such as the pedestrian environment, organizational changes, communication and wayfinding, parking policies, and potential new infrastructure will help the city optimize its parking resources and enhance the overall parking experience for residents, visitors, and employees.

Pedestrian Considerations

Acceptable walking distances vary based on the surrounding environment and conditions encountered by patrons. In this parking study for the City of Fairfax, pedestrian considerations focus on the walking distances and conditions experienced by individuals parking in public lots and traveling to their destinations.

A Level of Service (LOS) rating system evaluates acceptable walking distances. LOS ratings, ranging from "A" to "D," assess the quality of the walking experience based on specific criteria. Several factors influence what is considered a reasonable walking distance, including:

- Climate: Seasonal weather conditions and temperature.
- Perceived Security: Surveillance, open sightlines, or active surroundings.
- Lighting: Availability and quality of illumination along walking paths.
- Path Type: Whether the route is through a surface parking lot, along a sidewalk, or inside a structured parking facility.
- Path Features: Characteristics of the walking route, such as major road crossings, buffers from high-speed or high-volume traffic, sidewalk width, and other elements influencing pedestrian comfort and safety.

The LOS grades (based primarily on walking distances) are defined as follows:

- LOS "A": Best or ideal walking conditions.
- LOS "B": Good and acceptable.
- LOS "C": Average and typical.
- LOS "D": Below average but minimally acceptable.

The following table includes the LOS walking distances depending on the type of environment in which the parking facility is located. Walker applies the LOS for **outdoor uncovered** parking when considering parking opportunities in the City of Fairfax.

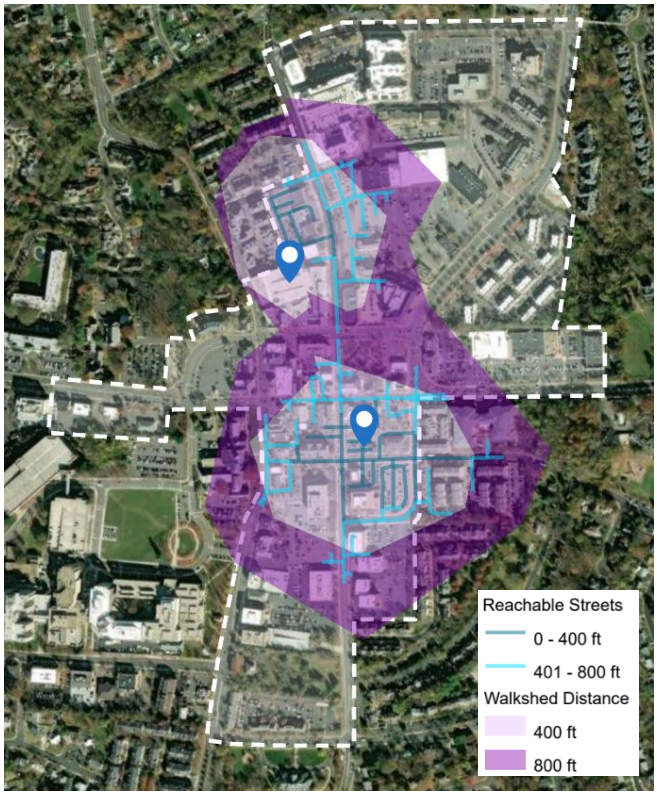
Table 42 – Walking Distance Level of Service Criteria

	Level of Service (In Feet)			
Environment Type	A	B	C	D
Outdoor Uncovered	400	800	1,200	1,600
Through Surface Lot	350	700	1,050	1,400
Outdoor Covered	500	1,000	1,500	2,000
Climate Controlled	1,000	2,000	3,000	4,000
Inside Parking Facility	300	600	900	1,200

In addition, the accompanying map highlights 400-foot and 800-foot walksheds from two key public parking facilities:

- Old Town Plaza Deck: A central structure serving a significant portion of the downtown core.
- Sager Lot: Another important facility located across Main Street, providing parking at the opposite end of the downtown core

Figure 60 – Public Parking LOS A & B Walksheds



Source: Walker Consultants, 2024

The map demonstrates that most of the downtown core is accessible to those parking in the Old Town Plaza Deck or the Sager Lot. The dark purple area represents an 800-foot walkshed, corresponding to Level of Service (LOS) B, while the light pink area illustrates a 400-foot walkshed, corresponding to LOS A. The green and light blue overlays indicate the streets within these walksheds, visually representing the accessible routes from these key parking facilities.

The parking facilities used on typical days in the City of Fairfax are generally designed to provide Level of Service (LOS) A or B, reflecting a high standard of convenience and accessibility. The line of sight is essential when evaluating walking distances, particularly in municipal settings. If a parker's final destination is not visible from the parking facility, the perceived walking distance may feel longer, affecting user satisfaction and experience.

Residents, in particular, expect an LOS A experience, as they often need to transport groceries, furniture, or

other items between their vehicles and dwellings. Similarly, employees and visitors benefit from LOS A or B conditions, ensuring efficient and comfortable journeys.

The City of Fairfax aims to maintain a high-quality parking and pedestrian experience for all users. This study establishes minimum standards the City should strive to uphold by prioritizing LOS A and B walking distances. These levels represent ideal and good walking conditions, promoting comfort, security, and accessibility.

Organizational Changes

For municipal parking operations that develop over time, it is common for various parking-related management and operations functions to be carried out by several City departments. This is partially what is occurring in the City of Fairfax. The Transportation Division of Public Works, Police Department, Community Development and Planning, and Communications and Marketing each play distinct roles in managing the City's parking system. Enforcement falls under the jurisdiction of the Police Department, while facility maintenance is the responsibility of Public Works. Planning and development of the parking system are managed by Community Development and Planning, with Communications and Marketing focusing on promoting and informing the public about parking resources. While this structure makes sense in theory, there are shortcomings from a practical operational perspective.

No single person or department is responsible for parking, no single point of contact for employee, resident, or visitor issues or inquiries, and no single entity is responsible for disseminating parking-related information.

It is common to organize and manage a municipal parking system in this way when there are few parking assets to manage, few rules governing parking privileges, and few consistent parking issues. However, the City of Fairfax is changing, and parking requires more significant consideration, primarily as new development occurs. The City (Public Works) maintains on-street parking and limited public off-street parking lots. Given the size of the public parking system in the City of Fairfax, we would not recommend creating a parking organization. And since the system does not generate any revenue, we do not believe hiring a parking operator would be a fiscally prudent approach.

However, coordinated oversight and operation of the City's public parking system would allow the City to better plan for and manage parking in an evolving community. To improve the management of parking-related functions within the city government, an individual from the City's Manager's office could be appointed to manage the public parking program.

Parking Champion

We believe there is a need for a parking champion, even if it's a simplified version that serves as a central point of contact for all parking issues and maintains a repository of institutional parking knowledge. Through this study, we and city staff have gained valuable insights into the current parking operations. This information underscores the importance of having a "parking champion" who should be well-informed about these operations.

We recommend establishing a "Parking Champion" role within the City's organizational structure (preferably the City Manager's Office). Given the City's public parking system's scale and anticipated future growth and development, it is essential to have someone who can serve as the primary contact for all matters affecting

parking. This individual would act as the single point of contact for all parking-related issues and oversee all aspects of the parking program.

The parking champion should thoroughly understand parking management, operations, and planning. This expertise would enable them to provide valuable guidance on parking-related topics to City staff and external stakeholders, including downtown businesses, event organizers, developers, and others.

In part, the person in this role would:

- Develop a mission and/or vision statement for parking in the City of Fairfax.
- Coordinate the efforts of public works employees who clean and maintain the City's parking deck structures, surface lots, and parking-related signage.
- Work with the city's planning department to evaluate the proposed new development's impact on the public parking system.
- Manage shared parking agreements.
- Manage parking enforcement efforts.
- Manage the parking website landing page.
- Field questions from citizens on parking-related matters.
- Proactively monitor public parking use in downtown to help identify potential issues before they arise.
- Assist downtown event venues and organizers of periodic events with parking planning and logistics.

Communication, Marketing, and Wayfinding

Uniform Signage and Wayfinding

Effective communication about parking, destinations, and landmarks is critical for any downtown area. This information should be delivered through uniform signage, an integrated wayfinding system, and accessible online resources that align with the messaging displayed on physical signs throughout downtown.

Expanding signage and wayfinding for the public parking supply is essential. Walker recommends the City of Fairfax enhance this system by adding public parking locations to platforms like Google and Apple Maps, reorganizing the City's website to consolidate parking and mobility information into a single, user-friendly location, and collaborating with the business community to educate customers and employees about available parking options.

The City's signage does not consistently reflect the iconic City of Fairfax brand identity. To establish a unified and recognizable parking system that provides a strong sense of place, signs should be redesigned to incorporate the city logo and branding elements. This branding should extend across all signage, print, and digital materials related to the parking system, fostering brand recognition and trust among users

An early priority in the parking plan should be the development of standardized signage for private parking lots available to the public on evenings or weekends. These signs should maintain a consistent design across all

applicable parking lots, regardless of ownership, and be placed adjacent to or alongside the main parking signs for clarity.

Building on the success of the existing green 'P Free' signs used for public lots such as the library, the City can adopt a similar approach for restricted-time parking lots. A uniform time-limit parking sign can be implemented across these lots, helping to ensure consistency, improve public understanding, and make it easier for users to identify parking options at a glance.

Below are two examples from the City of Tucker, GA, and the City of Marion, IN, illustrating shared parking signage with consistent messaging. These signs effectively communicate to the public that the parking lot is shared and highlight specific time restrictions. The City of Tucker's shared parking sign, in particular, aligns well with the City of Fairfax's signage style and could be adapted to match Fairfax's current colors and logos, ensuring consistency with its existing.

Figure 61 – Shared Parking Signage Examples

Source: Walker Consultants, 2024

Improvements to Parking Policies and Practices

Infrastructure Improvements

Striping On-Street Parking

Striping on-street parking spaces provides a clear and organized structure for parking, maximizing the efficiency of available spaces and reducing instances of improper or inefficient parking. This measure can also improve pedestrian safety by creating more predictable vehicle behavior and aiding drivers in quickly identifying available spaces. The City already does this for certain on-street parking zones, but Walker recommends making this a standard practice, not an exception.

Source: Walker Consultants, 2024

Erecting Signage for No-Parking Zones

To improve compliance and enhance traffic flow, the City should install clear, visible signage designating no-parking zones. This signage should be strategically placed where illegal parking is standard, or vehicles obstruct pedestrian pathways, sightlines, or emergency access routes. Signs should include concise, universally recognized symbols and, where appropriate, specify enforcement details (e.g., "No Parking: Tow-Away Zone"). Additionally, pairing the signage with public awareness campaigns and consistent enforcement by the Police Department can reinforce the importance of these restrictions and encourage compliance.

Parking Enforcement

To effectively manage parking and prepare for potential growth, the City of Fairfax should implement a proposed enforcement schedule from 10 a.m. to 6 p.m., seven days a week. Paid parking should not be introduced until two-hour time limits are consistently enforced and the program's outcomes are thoroughly evaluated. As new developments are introduced, the City can assess the need for adjusted enforcement hours, revised time limits, and updated fines. Until such developments are in place, paid parking is not recommended.

Fair and consistent enforcement is crucial for the success of time limits and paid parking systems. Policies that are not enforced or are inconsistently enforced have little value. Staffing levels, enforcement hours, and coverage areas must be carefully evaluated to align with desired policy outcomes. While enforcement resources can be adjusted as necessary, increasing enforcement costs must be considered.

Enforcement should prioritize education and compliance rather than revenue generation. The goal is to encourage correct parking behaviors, deter long-term use of time-limited spaces, and prevent payment evasion. Revenue generated from citations should offset enforcement costs and support parking operations rather than serve as the primary funding source for the program.

Sensible policies, supported by clear signage and wayfinding (as recommended in this plan), improve customer compliance and reduce the need for punitive enforcement measures. The City can enhance parking management and prepare for future growth by ensuring policies are clear and consistently enforced.

Secure Shared Parking Agreements

Educate, advocate, and facilitate the development of shared parking agreements between and with local businesses. Walker recommends the City pursue additional shared parking agreements with private property owners and encourage shared parking agreements between firms to increase the area's available "public" parking supply. The City should continue to rely on the private sector to provide and maintain parking.

As established, the City currently has two shared parking agreements: with BOA and BIG LLC. The BOA agreement has not been formally renewed since its original expiration around 2008, while the BIG LLC agreement has been renewed three times since its initial term ended in 2022. A formalized, consistent, and organized approach to managing these agreements is necessary to ensure effective management of all private and shared parking lots across the city. The City should continue to aim to lease parking facilities from private businesses for use by the public sector.

Some of the benefits of this approach (leased parking agreements) include the following:

- Maximizing Parking Efficiency: Shared arrangements reduce the need for excessive parking infrastructure by allowing different uses to share spaces based on varying peak demand times.
- Encouraging Mixed-Use Development: Strategically shared parking supports walkability and multimodal access by integrating uses more closely.
- Enhancing Accessibility: Clear agreements improve public access to private lots during off-peak hours, expanding parking availability without requiring new construction.
- Streamlining Enforcement: Well-managed agreements simplify oversight and enforcement by establishing clear rules and responsibilities for shared lots.
- Preserving the Environment: It is always preferable to use existing parking resources before building additional ones.
- Preserving the Historical Aesthetic: Adding to the existing checkerboard of surface lots may be perceived as undesirable. Although a standalone garage would consolidate parking and reduce the surface area devoted to parking, it is usually expensive and may not be warranted.
- Financial Savings: Owners may be relieved of some insurance and other operating costs while the City gets parking without spending the money needed for a garage.

It is also important to consider that, without a financial incentive for businesses to pool their parking, the City can only continue to offer information and resources to those individuals interested in organizing shared parking arrangements between themselves or the City. Examples of information and resources include:

- Sharing the findings and recommendations of the parking study with the business community;
- Informally collecting parking occupancy data at different times of the day/week at a particular business that is potentially interested in showing parking availability;

- Helping with negotiating strategic agreement components, such as:
    - Compensation in the form of increased lot maintenance, lot improvements, added security, etc.
    - Restricting access to the shared parking via permits to area employees to reduce risk and increase accountability
    - Defining any added security or enforcement measures necessary to ensure that the primary uses of the lot are prioritized
- When feasible, stepping in to remove barriers to viable agreements, which commonly includes assuming added liability insurance costs related to the agreements and
- Providing a sample shared parking agreement.

Update Development Conditions

Updating development conditions to encourage shared parking agreements involves modifying the requirements developers must meet when seeking approval for rezoning or new development projects. These conditions serve as negotiated commitments between a developer and the local government to address the impacts of a proposed development, often through contributions to infrastructure, land dedications, or specific design requirements.

To encourage shared parking agreements, the City could incorporate provisions within proffers that:

1. Require Shared Parking Plans: Developers must include shared parking agreements in their proposals, especially for projects near mixed-use areas or with complementary land uses (e.g., offices and restaurants with different peak parking demands).
2. Promote Flexibility in Parking Requirements: Adjust zoning ordinances to make shared parking agreements an alternative compliance method for meeting parking requirements, thereby reducing the need for dedicated parking spaces for each land use.
3. Provide Incentives: Offer reduced parking minimums or other regulatory benefits in exchange for formalized shared parking agreements. This would make shared parking agreements more attractive to developers.
4. Include Clear Terms for Shared Parking Management: Establish guidelines for creating and maintaining shared parking agreements, including specifying peak and off-peak usage, maintenance responsibilities, and the contract duration.
5. Support Public-Private Partnerships: Use proffers to encourage partnerships between developers and the City for shared parking initiatives, particularly in areas with limited parking availability or planned infrastructure improvements.
6. Foster Mixed-Use Development: Use proffers to prioritize projects with shared parking components, integrating them into mixed-use developments that promote walkability and efficient land use.

Some of the implementation considerations for these changes include:

- Legal Framework: Ensure that proffers comply with local and state regulations governing rezoning and development agreements.
- Monitoring and Enforcement: Develop a process for overseeing compliance with shared parking agreements, including periodic reviews to ensure proper usage and maintenance.

- Stakeholder Collaboration: Engage developers, property owners, and the community in discussions to highlight the mutual benefits of shared parking arrangements.

Parking In-Lieu Fees

Parking in-lieu fees are critical for fostering flexibility in parking requirements while supporting shared parking initiatives and optimizing land use in the City of Fairfax. The primary advantage of these fees lies in their ability to reduce parking requirements for developers while ensuring that resources are allocated to improving the broader parking ecosystem. The main recommendations for implementation include the following:

1. Flexibility for Developers:
   Parking in-lieu fees could be structured to provide developers with a cost-effective alternative to constructing new on-site parking spaces and promote shared parking. Developers can avoid or reduce upfront capital expenditures by paying parking in-lieu fees instead of building their own parking.

2. Pooled Parking Program:
   Establish a pooled parking program to manage a publicly available inventory of spaces from both public and private supplies. The program should:
   - Regularly monitor and define surplus parking availability.
   - Incentivize private participation by using in-lieu fees to bring private spaces into the public supply, creating a more cost-effective and sustainable alternative to constructing new facilities.
   - Apply parking requirements to the pooled supply, ensuring that the collective parking availability meets demand without overbuilding.
   - Cease the program when the pool is fully utilized or the district reaches build-out, encouraging resource allocation to alternative transportation options.

3. Targeted Use of Funds:
   Funds collected through in-lieu fees should prioritize cost-effective investments such as:
   - Expanding shared parking agreements
   - Improving public parking infrastructure and wayfinding
   - Parking enforcement program funding

4. Long-Term and Upfront Cost Models
   Introduce a hybrid fee structure with both one-time fees for initial development and ongoing operational fees. This ensures a steady revenue stream for public parking operations while minimizing financial barriers for developers.

5. Aligning Regulations with Context
   Requiring new parking spaces in the downtown core may be problematic given the current surplus of existing spaces. Regulations and developer contributions should focus on leveraging this existing supply through shared public pools, avoiding unnecessary long-term costs associated with building new parking structures.

While parking in-lieu fees can face controversies, such as insufficient fee collection or legal challenges if funds are not used effectively, establishing a clear framework is essential. A critical mass of fees should be pooled for strategic investments, ensuring visible, tangible results. Transparent policies and communication with stakeholders will further reinforce the value of in-lieu fees as a flexible and sustainable solution for parking management in Fairfax.

By implementing these recommendations, the City can balance the needs of developers, businesses, and the community, optimizing parking resources while supporting long-term economic growth and sustainability.

Build Additional Parking

As previously mentioned, the City of Fairfax currently has disproportionately fewer public parking spaces than similarly sized cities. Typically, on-street parking accounts for 8–10% of the total downtown parking supply, but publicly available parking can vary more widely. In Walker's last three municipal studies, public parking comprised 39%, 37%, and 51% of the total supply. However, only 6% of the parking supply in Old Town Fairfax is public.

While constructing a parking deck is one option to address potential parking shortages, Walker's supply and demand analyses indicate that it is not an immediate necessity. Instead, this option is an alternative to expanding shared parking agreements, which should be prioritized. However, if shared agreements prove insufficient to meet the City’s long-term needs, a new parking deck could provide additional capacity while enhancing the "quality of life" for visitors and residents by offering accessible and convenient parking options.

Given the potential increase in demand with new developments and the loss of existing public resources, the City may eventually need to consider constructing a parking deck. Walker has identified three potential locations for such a structure within the study area. However, building, operating, and maintaining a parking deck involves significant costs, and the City should carefully weigh the financial implications before proceeding.

To minimize the potential drawbacks of parking structures in an urban setting, any new deck should integrate seamlessly with the historic character of the downtown area. Key design considerations include:

- Clear and consistent signage indicating that the structure is public parking;
- Adequate lighting for safety and security;
- Activation of the street-level commercial frontage;
- Proper curb and gutter installation with adequate stormwater drainage; and
- Incorporation of landscaping elements to soften the structure’s visual impact.

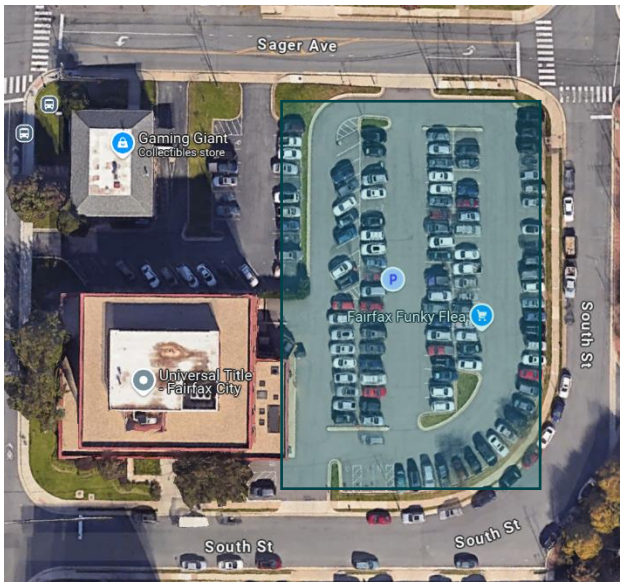
Based on Walker’s analysis of future parking conditions, the city could need approximately 150 additional public parking spaces over the long-term horizon. This does not include accommodating overflow parking demand associated with significant Ox Fairfax concert hall events.

Option 1 – Ox Fairfax Block B

The Small Area Plan identified the existing surface lot on the block bound by Sager Avenue to the north, East Street to the east, South Street to the south, and University Drive to the west as a potential location for a structured public parking facility. Walker understands a private developer has expressed interest in the site. As shown in the mid-term planning horizon section, a mixed-use residential development with approximately 300 structured parking spaces is proposed. The project is in the early design stages; no formal plan has been submitted to the planning commission.

The figure below shows the assumed location of a new public parking structure based on the Small Area Master Plan. The site is immediately adjacent to the proposed Ox Fairfax Block A development and one block south of the historic Old Town Square. The parcel is about 150 feet wide and 250 feet long (or 37,500 ft2), which could support a two-bay parking structure. Additional research regarding setbacks is needed to determine the number of spaces that could be developed on the site.

Figure 62 – Option 1: Ox Fairfax Block B



Assuming the block is redeveloped, the City could partner with the property owner to finance the construction of a new parking garage and its ongoing operations. The location and size of a proposed parking structure in this scenario are unknown.

As noted above, Walker projects a long-term need for about 150 parking spaces, not including any overflow parking demand generated by the concert hall on Ox Fairfax Block A.

A garage at this location would preserve the scale and historic charm of the Old Town core while providing parking within a reasonable walking distance.

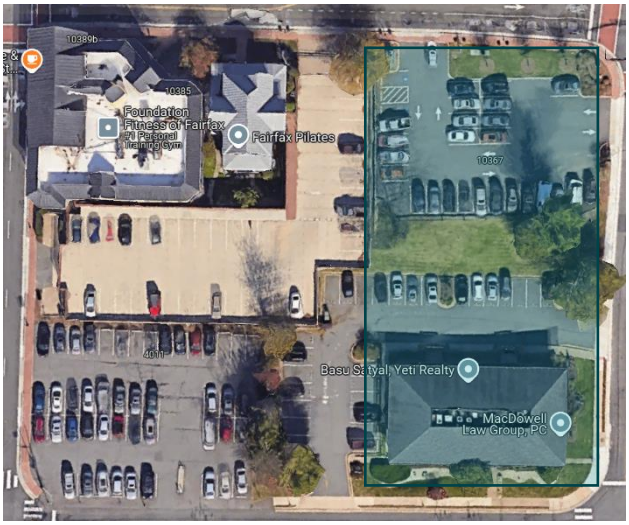
A major pro for this lot is its location; it is conveniently located near the downtown core and would represent an LOS A walking distance for any patron parking here. Given that no existing structures need to be demolished, there is minimum impact on any historic aspect of the built environment.

The main issue with this option is that the site presents significant challenges as the development plans for Ox Fairfax Block B are already established and progressing. Retrofitting a new parking structure into this area would be highly complex and may be unlikely, given the pre-existing commitments for construction and the associated limitations.

Option 2 – Victorian Plaza

Victorian Plaza offers a strategic location for an above-ground parking deck adjacent to Sager Avenue and the Sager parking lot. Positioned next to East Street, this site provides a convenient parking option for patrons accessing the city's downtown core. The potential parking structure would enhance the balance of public parking locations, as it is centrally located relative to the existing Library lot and Old Town Deck, which are positioned further north beyond Main and North Streets. This distribution would provide more choice and convenience for users.

Figure 63 – Option 2: Victorian Plaza



The lot covers around 33,000 ft^2 (250 feet long and 130 feet wide). One significant challenge with this option is the need for intensive development and planning. The reconfiguration of the existing building on-site could make this project more complex and expensive. The associated costs include acquiring both the structure and the land currently occupied by the existing business. An alternative to complete acquisition would be negotiating an agreement with the current company to share or incorporate parking resources, potentially reducing costs and development time.

From a strategic perspective, a parking structure at Victorian Plaza would complement the existing downtown parking network by filling a geographic gap in the distribution of public parking facilities. This enhancement could reduce congestion at the northern lots and support the downtown core's vibrancy by offering additional high-quality parking options within walking distance.

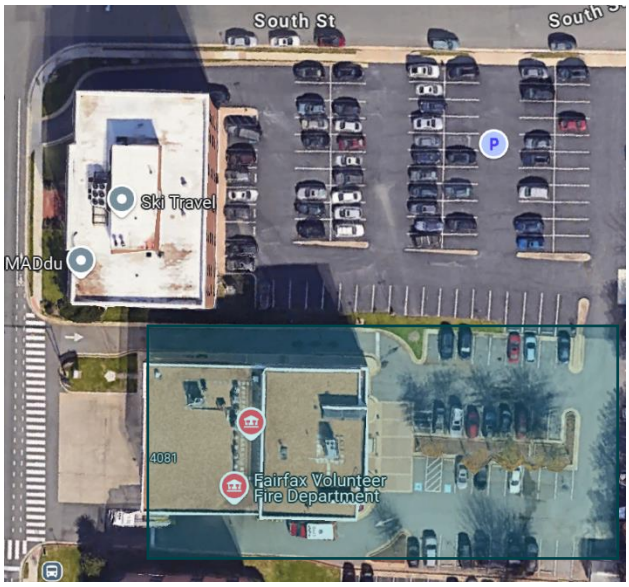
The Victorian Plaza location also presents an opportunity to create a modern parking structure designed with aesthetic considerations to align with Old Town Fairfax's historic and architectural character. Features such as landscaping, pedestrian-friendly pathways, and sustainable design elements could enhance the structure’s appeal and functionality, promoting its acceptance within the community.

Despite the hurdles, this option holds promise as a long-term solution that aligns with the City’s goal of providing a balanced, accessible, and efficient parking system to support future growth and activity in Old Town Fairfax. An alternative to that process would be to sign an agreement with the existing business.

Option 3 – Fairfax Volunteer Fire Department Lot

The third option for a potential parking structure is the site of the Fairfax Volunteer Fire Department, which encompasses approximately 39,000 square feet. It is the most extensive potential base for a parking structure among the three proposed options.

Figure 64 – Option 3: Fairfax Volunteer Fire Department Lot



The upcoming relocation of the City-owned Fire Station to a new site, one parcel to the south, presents a unique opportunity to redevelop the existing Fire Station parcel for a parking facility. Unlike the Ski Travel lot, this site eliminates land acquisition costs, significantly reducing the City's financial burden. Furthermore, parking in this interior block minimizes the visual impact on prominent streetscapes, aligning with the City's urban design goals to preserve aesthetic appeal in apparent areas.

While the site is slightly farther from the downtown core than other options, it remains within reasonable walking distance. Its interior block location may require additional wayfinding or pedestrian improvements to enhance connectivity and user convenience.

The site offers potential synergy with nearby developments and the envisioned extension of South Street across University Drive, through the Truist parking lot, and connecting to Page Avenue. This extension would enhance accessibility and circulation while integrating the parking structure into a broader network of downtown improvements.

Utilizing city-owned land avoids the costs associated with acquiring a private parcel. Additionally, its location on an interior block could reduce construction costs tied to obvious architectural treatments, providing an opportunity to focus funds on functionality and operational efficiency.

A parking facility on this site could serve as a southern anchor for downtown Fairfax, alleviating parking pressures while supporting the City’s long-term goals for sustainable development. Its larger footprint allows for design flexibility, including potential amenities like EV charging stations, landscaping, and sustainable building features to align with modern transportation and environmental objectives.

05

Appendix

Parking-Space Inventory and Occupancy Tabulation
Old Town Fairfax

Blk	Major Landmark	Boundaries and On-Street Capacity or Usage				Off-Street	Type	Number of Parking Cars Observed										
		North	East	South	West			Thu 9/19 9AM-3PM	Fri 9/20 9AM	Fri 9/20 12PM	Fri 9/20 3PM	Fri 9/20 6PM	Fri 10/18 9PM	Sat 9/21 9AM	Sat 9/21 12PM	Sat 9/21 3PM	Sat 9/21 6PM	Sat 10/19 9PM
		Main	N/A	N/A	N/A													
		0	0	0	0		On-Street	0	0	0	0	0	0	0	0	0	0	0
1	Law Office	Bldgs. Demo'd., fenced off, site of City Centre West				0	Private	0	0	0	0	0	0	0	0	0	0	0
	10523 Bldg.					24	Private	8	2	10	6	0	0	0	0	0	0	0
	Tech	Bldgs. Demo'd., fenced off, site of City Centre West				0	Private	0	0	0	0	0	0	0	0	0	0	0
	10515	Bldgs. Demo'd., fenced off, site of City Centre West				0	Private	0	0	0	0	0	0	0	0	0	0	0
	10501	Bldgs. Demo'd., fenced off, site of City Centre West				0	Private	0	0	0	0	0	0	0	0	0	0	0
		Truro	North	Main	N/A													
2		0	0	0	0		On-Street	0	0	0	0	0	0	0	0	0	0	0
	10480 **(P1)**					34	Private	1	0	0	1	0	0	0	0	0	0	0
		N/A	Chain Bridge	North	N/A													
3		0	0	0	0		On-Street	0	0	0	0	0	0	0	0	0	0	0
	National Pest					40	Private	11	2	5	4	7	0	3	6	5	8	7
	Hamrocks					20	Private	1	0	15	5	15	11	2	11	3	18	6
		North	Chain Bridge	Main	North													
4		0	0	8	0		On-Street	3	0	0	0	0	1	0	0	0	3	8
	City (evening & weekend only) **(P2)** "BOA"					60	Public	1	0	4	0	12	14	1	10	9	11	24
	Chap Peterson					11	Private	2	3	8	6	0	4	0	0	0	0	5
	Theater Company					15	Private	5	4	7	5	1	1	0	1	1	1	12
		Whitehead	University	Chain Bridge	North													
5		7	0	0	0		On-Street	4	6	8	8	6	3	6	4	6	6	2
	Lawrence, Smith, et al					36	Private	4	4	12	12	5	5	2	2	2	3	4
	Nail Wax/7-Eleven					26	Private	7	8	18	16	5	0	9	6	9	4	0
	TEEL					31	Private	30	24	23	18	2	3	3	3	4	4	3
	Daniels Design					31	Private	18	8	7	8	2	0	1	1	1	1	0
	Old Town Plaza Deck **(P3)**					565	Private	101	82	231	180	254	188	64	182	165	154	155
		North	University	Main	Chain Bridge													
		0	0	9	0		On-Street	1	5	6	9	10	7	6	8	6	10	9
6	Woody's			2-hr.		9	Private	1	3	8	6	7	9	1	1	4	7	12
	10427 Bldg. (evening & weekend only) **(P4)**					29	Private	11	9	9	10	6	23	1	12	14	27	29
	National Security					8	Private	2	6	9	10	2	3	2	6	4	2	3
	Joy Unlimited					8	Private	3	0	1	1	0	1	0	1	1	0	1
		Main	University	Chain Bridge	Sager													
		0	0	0	13		On-Street	5	6	8	6	5	2	3	4	3	0	3
	Royal				2-hr.	6	Private	6	10	12	8	8	4	8	8	8	6	2
7	High Side					19	Private	6	5	13	8	7	3	3	8	11	5	4
	Mobius					23	Private	7	6	12	10	4	6	2	18	10	6	3
	Joshua Gunnell House - Arcadia Massage					14	Private	4	2	4	4	2	0	0	2	3	2	0
	Gunnell Bldg. - 4010 University Dr.					45	Private	12	11	11	15	15	11	10	16	20	20	15
		Sager	University	N/A	Chain Bridge													
		0	0	0	0		On-Street	0	0	0	0	0	0	0	0	0	0	0
	Bail Bonds					33	Private	6	9	10	6	0	0	4	6	6	0	0
	Truist					240	Private	130	70	91	76	29	8	14	20	19	14	5
	Humane Society					11	Private	1	2	4	6	0	3	0	3	1	0	2
	Oyster House					47	Private	17	8	12	7	8	3	1	4	9	16	5
8	4085 Chain Bridge Lot					14	Private	14	15	9	8	1	0	0	0	0	0	0
	4085 Chain Bridge Garage					70	Private	14	19	18	14	1	0	3	2	3	0	0
	4084 University Lot					78	Private	44	19	17	6	1	1	1	2	3	1	1
	4084 University Garage					50	Private	23	13	13	13	1	0	1	1	0	0	0
	4101 Chain Bridge					17	Private	4	6	4	0	1	0	0	0	0	0	0
	4103 Chain Bridge					132	Private	79	92	85	82	19	4	8	9	7	5	1
	4117 Chain Bridge 2-Level Deck					120	Private	2	3	1	0	0	0	0	0	0	0	0

Blk	Major Landmark	Boundaries and On-Street Capacity or Usage: North	East	South	West	Off-Street	Type	Number of Parking Cars Observed: Thu 9/19 9AM-3PM	Fri 9/20 9AM	Fri 9/20 12PM	Fri 9/20 3PM	Fri 9/20 6PM	Fri 10/18 9PM	Sat 9/21 9AM	Sat 9/21 12PM	Sat 9/21 3PM	Sat 9/21 6PM	Sat 10/19 9PM
9		N/A	University	Armstrong	Chain Bridge													
		0	0	17	0		On-Street	13	13	10	8	2	0	2	3	1	0	0
	Office Complex	Unrestrict				201	Private	50	37	36	24	5	0	2	2	1	0	0
10		South	N/A	N/A	University													
		12	0	0	0		On-Street	2	2	1	0	0	0	0	0	0	0	0
	4041 University	Unrestrict				107	Private	44	31	31	21	9	7	20	25	12	5	6
	Fire Station					47	Private	45	26	19	15	16	15	19	19	14	14	13
	George Mason Commerce Bldg.					109	Private	13	11	10	3	0	0	0	0	0	0	0
11		Sager	East	South	University													
		0	17	0	0		On-Street	3	4	2	1	0	0	1	0	0	0	0
	Gaming Giant/United Bank - 4021		Unrestrict			26	Private	6	8	9	10	18	8	2	7	10	22	1
	4031 University Drive					114	Private	23	26	29	24	12	8	0	0	4	5	2
12		Main	East	Sager	University													
		0	0	0	0		On-Street	0	0	0	0	0	0	0	0	0	0	0
	Public Lot - Main **(P9)**					27	Public	15	24	25	18	18	18	20	25	17	23	23
	Victorian Square					74	Private	53	35	44	56	39	31	36	52	43	37	20
	Public Lot - Sager **(P6)**					46	Public	32	34	40	34	33	34	39	43	26	40	36
	10500 Sager					27	Private	9	5	4	4	0	2	0	2	2	2	1
13		North	Blenheim	Main	University													
		0	0	6	0		On-Street	1	0	2	2	0	5	4	5	3	4	4
	Public Lot - North **(P8)**			2-hr.		29	Public	12	3	20	11	24	12	18	29	12	24	27
	Public Lot- Town Hall **(P5)**					14	Public	11	12	2	13	11	5	1	11	6	9	15
	Exotica Florist/Codding Bldg.					5	Private	1	0	1	0	1	0	2	0	0	0	0
14		Willard	Blenheim	North	University													
		0	0	0	7		On-Street	0	0	0	0	0	2	2	0	0	1	1
	Courthouse Professional - 3921-3951 University Dr.					77	Private	15	9	13	13	19	7	13	9	20	20	17
	Courthouse Plaza (Safeway)					699	Private	99	80	97	99	162	55	73	126	102	90	88
	3924-3922 Blenheim (part of Courthouse Plaza)					0	Private	0	0	0	0	0	2	0	0	0	0	1
	Library **(P7)**					180	Public	56	71	87	70	12	7	14	85	98	14	5
	3975 University Deck					161	Private	39	43	39	26	14	4	9	7	15	0	4
15		Democracy	Plaza	Willard	University													
		0	0	0	0		On-Street	0	0	0	0	0	0	0	0	0	0	0
	Democracy Square					80	Private	38	33	25	24	6	3	23	19	6	3	1
16		Layton Hall	Democracy	Democracy	University													
		11	13	0	0		On-Street	9	19	17	21	18	9	0	4	3	6	9
	3801 University					103	Private	74	93	62	57	0	0	0	0	0	0	0
	The Flats					686	Private	217	257	216	218	225	275	271	221	230	230	247
	Residential					163	Private	39	31	39	26	7	0	11	11	8	2	0
	Inova - 10340 Building					91	Private	42	52	48	34	23	20	25	20	20	25	16
17		Layton Hall	Blenheim	N/A	Plaza													
		0	0	0	0		On-Street	0	0	0	0	0	0	0	0	0	0	0
	Providence Hill					215	Private	66	46	56	52	27	7	23	19	13	7	8
	Old Lee Plaza					196	Private	72	50	68	54	38	10	21	45	42	15	13
18		Blenheim	N/A	N/A	N/A													
		8	0	0	0		On-Street	0	0	0	0	0	0	0	0	2	0	0
	Fairfax Commons	2-hr				473	Private	183	116	146	141	60	5	106	78	38	14	3
19		N/A	N/A	Main	Blenheim													
		0	0	0	0		On-Street	0	0	0	0	0	0	0	0	0	0	0
	Main Street Marketplace					375	Private	202	89	257	205	190	14	177	240	200	123	23

Parking-Space Inventory and Occupancy Tabulation
Old Town Fairfax

Blk	Major Landmark	Percent Occupancy										
		Thu 9/19 9AM-3PM	Fri 9/20 9AM	Fri 9/20 12PM	Fri 9/20 3PM	Fri 9/20 6PM	Fri 10/18 9PM	Sat 9/21 9AM	Sat 9/21 12PM	Sat 9/21 3PM	Sat 9/21 6PM	Sat 10/19 9PM
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Law Office	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
1	10523 Bldg.	33%	8%	42%	25%	0%	0%	0%	0%	0%	0%	0%
	Tech	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	10515	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	10501	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	10480 **(P1)**	3%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%
3		28%	5%	13%	10%	18%	0%	8%	15%	13%	20%	18%
	Hamrocks	5%	0%	75%	25%	75%	55%	10%	55%	15%	90%	30%
		38%	0%	0%	0%	0%	13%	0%	0%	0%	38%	100%
4	City (evening & weekend only) **(P2)** "BOA"	2%	0%	7%	0%	20%	23%	2%	17%	15%	18%	40%
	Chap Peterson	18%	27%	73%	55%	0%	36%	0%	0%	0%	0%	45%
	Theater Company	33%	27%	47%	33%	7%	7%	0%	7%	7%	7%	80%
		57%	86%	114%	114%	86%	43%	86%	57%	86%	86%	29%
	Lawrence, Smith, et al	11%	11%	33%	33%	14%	14%	6%	6%	6%	8%	11%
5	Nail Wax/7-Eleven	27%	31%	69%	62%	19%	0%	35%	23%	35%	15%	0%
	TEEL	97%	77%	74%	58%	6%	10%	10%	10%	13%	13%	10%
	Daniels Design	58%	26%	23%	26%	6%	0%	3%	3%	3%	3%	0%
	Old Town Plaza Deck **(P3)**	18%	15%	41%	32%	45%	33%	11%	32%	29%	27%	27%
		11%	56%	67%	100%	111%	78%	67%	89%	67%	111%	100%
	Woody's	11%	33%	89%	67%	78%	100%	11%	11%	44%	78%	133%
6	10427 Bldg. (evening & weekend only) **(P4)**	38%	31%	31%	34%	21%	79%	3%	41%	48%	93%	100%
	National Security	25%	75%	113%	125%	25%	38%	25%	75%	50%	25%	38%
	Joy Unlimited	38%	0%	13%	13%	0%	13%	0%	13%	13%	0%	13%
		38%	46%	62%	46%	38%	15%	23%	31%	23%	0%	23%
	Royal	100%	167%	200%	133%	133%	67%	133%	133%	133%	100%	33%
7	High Side	32%	26%	68%	42%	37%	16%	16%	42%	58%	26%	21%
	Mobius	30%	26%	52%	43%	17%	26%	9%	78%	43%	26%	13%
	Joshua Gunnell House - Arcadia Massage	29%	14%	29%	29%	14%	0%	0%	14%	21%	14%	0%
	Gunnell Bldg. - 4010 University Dr.	27%	24%	24%	33%	33%	24%	22%	36%	44%	44%	33%
		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Bail Bonds	18%	27%	30%	18%	0%	0%	12%	18%	18%	0%	0%
	Truist	54%	29%	38%	32%	12%	3%	6%	8%	8%	6%	2%
	Humane Society	9%	18%	36%	55%	0%	27%	0%	27%	9%	0%	18%
	Oyster House	36%	17%	26%	15%	17%	6%	2%	9%	19%	34%	11%
8	4085 Chain Bridge Lot	100%	107%	64%	57%	7%	0%	0%	0%	0%	0%	0%
	4085 Chain Bridge Garage	20%	27%	26%	20%	1%	0%	4%	3%	4%	0%	0%
	4084 University Lot	56%	24%	22%	8%	1%	1%	1%	3%	4%	1%	1%
	4084 University Garage	46%	26%	26%	26%	2%	0%	2%	2%	0%	0%	0%
	4101 Chain Bridge	24%	35%	24%	0%	6%	0%	0%	0%	0%	0%	0%
	4103 Chain Bridge	60%	70%	64%	62%	14%	3%	6%	7%	5%	4%	1%
	4117 Chain Bridge 2-Level Deck	2%	3%	1%	0%	0%	0%	0%	0%	0%	0%	0%

Blk	Major Landmark	Percent Occupancy										
		Thu 9/19 9AM-3PM	Fri 9/20 9AM	Fri 9/20 12PM	Fri 9/20 3PM	Fri 9/20 6PM	Fri 10/18 9PM	Sat 9/21 9AM	Sat 9/21 12PM	Sat 9/21 3PM	Sat 9/21 6PM	Sat 10/19 9PM
9		76%	76%	59%	47%	12%	0%	12%	18%	6%	0%	0%
	Office Complex	25%	18%	18%	12%	2%	0%	1%	1%	0%	0%	0%
10		17%	17%	8%	0%	0%	0%	0%	0%	0%	0%	0%
	4041 University	41%	29%	29%	20%	8%	7%	19%	23%	11%	5%	6%
	Fire Station	96%	55%	40%	32%	34%	32%	40%	40%	30%	30%	28%
	George Mason Commerce Bldg.	12%	10%	9%	3%	0%	0%	0%	0%	0%	0%	0%
11		18%	24%	12%	6%	0%	0%	6%	0%	0%	0%	0%
	Gaming Giant/United Bank - 4021	23%	31%	35%	38%	69%	31%	8%	27%	38%	85%	4%
	4031 University Drive	20%	23%	25%	21%	11%	7%	0%	0%	4%	4%	2%
12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Public Lot - Main **(P9)**	56%	89%	93%	67%	67%	67%	74%	93%	63%	85%	85%
	Victorian Square	72%	47%	59%	76%	53%	42%	49%	70%	58%	50%	27%
	Public Lot - Sager **(P6)**	70%	74%	87%	74%	72%	74%	85%	93%	57%	87%	78%
	10500 Sager	33%	19%	15%	15%	0%	7%	0%	7%	7%	7%	4%
13		17%	0%	33%	33%	0%	83%	67%	83%	50%	67%	67%
	Public Lot - North **(P8)**	41%	10%	69%	38%	83%	41%	62%	100%	41%	83%	93%
	Public Lot- Town Hall **(P5)**	79%	86%	14%	93%	79%	36%	7%	79%	43%	64%	107%
	Exotica Florist/Codding Bldg.	20%	0%	20%	0%	20%	0%	40%	0%	0%	0%	0%
14		0%	0%	0%	0%	0%	29%	29%	0%	0%	14%	14%
	Courthouse Professional - 3921-3951 University Dr.	19%	12%	17%	17%	25%	9%	17%	12%	26%	26%	22%
	Courthouse Plaza (Safeway)	14%	11%	14%	14%	23%	8%	10%	18%	15%	13%	13%
	3924-3922 Blenheim (part of Courthouse Plaza)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Library **(P7)**	31%	39%	48%	39%	7%	4%	8%	47%	54%	8%	3%
	3975 University Deck	24%	27%	24%	16%	9%	2%	6%	4%	9%	0%	2%
15		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Democracy Square	48%	41%	31%	30%	8%	4%	29%	24%	8%	4%	1%
16		38%	79%	71%	88%	75%	38%	0%	17%	13%	25%	38%
	3801 University	72%	90%	60%	55%	0%	0%	0%	0%	0%	0%	0%
	The Flats	32%	37%	31%	32%	33%	40%	40%	32%	34%	34%	36%
	Residential	24%	19%	24%	16%	4%	0%	7%	7%	5%	1%	0%
	Inova - 10340 Building	46%	57%	53%	37%	25%	22%	27%	22%	22%	27%	18%
17		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Providence Hill	31%	21%	26%	24%	13%	3%	11%	9%	6%	3%	4%
	Old Lee Plaza	37%	26%	35%	28%	19%	5%	11%	23%	21%	8%	7%
18		0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%
	Fairfax Commons	39%	25%	31%	30%	13%	1%	22%	16%	8%	3%	1%
19		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Main Street Marketplace	54%	24%	69%	55%	51%	4%	47%	64%	53%	33%	6%

WALKER
CONSULTANTS