

# **A EXISTING CONDITIONS REPORT**

Town of Vienna

# Town of Vienna Commercial Corridor's

## Existing Parking Conditions

April 2023

**N** NELSON  
NYGAARD



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# EXECUTIVE SUMMARY

The Town of Vienna is a small-town community with traditional neighborhoods, historic streets, and commercial corridors nestled within bustling Northern Virginia. To support the diversity of land uses in the Town, the Town of Vienna has initiated a parking analysis of the Town's Commercial Corridors, which includes businesses, restaurants, stores, and other commercial activity along Maple Avenue, Cedar Lane, Church Street, Park Street, Mill Street, Dominion Road, and Center Street (the study area, as shown in Figure 1). The Parking Study will help the Town understand the nature of parking in light of emerging trends and plan for the Town's needs of the next ten years while also informing the Town's on-going Zoning Code update. The Town has identified the following goals and objectives for this parking study:

1. Capacity: A quantitative assessment of the supply and demand for study area parking, to include a determination on the need for additional parking or whether there is excess parking capacity in both the short-term and future development scenarios
2. Maintenance & Management: Strategies to improve the maintenance and management of publicly and privately owned surface parking lots, garages, and on-street parking stalls, to include an evaluation of shared parking systems.
3. Operations: An evaluation of the days and hours of parking enforcement, current parking restrictions, and associated wayfinding signage effectiveness.
4. Safety & Convenience: Ways to provide safe, convenient parking for all users of Vienna including residents, employees and visitors as well as accommodations for special events.
5. Pricing: A determination of the need and feasibility for pricing of current garages, surface lots, and on-street parking.
6. Design: Recommended design improvements to increase the efficiency of parking facilities, to include improvements to parking-related signs and other wayfinding, and/or new parking facilities.

## Parking Inventory Key Findings

- 5,127 inventoried spaces are off-street
- Almost all of the off-street parking spaces are privately owned by commercial enterprises, but available for public use by business patrons.
- 94 inventoried spaces are on-street
- Approximately 99% of all inventoried spaces in the study area are off-street.

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- Less than 1% of the inventoried spaces are reserved for ADA use.
- Of the inventoried parking spaces in the study area, less than 1% are publicly owned (the Public Library).

### **Weekday Parking Utilization Key Findings**

- Parking activity was the lowest in the 6 p.m.-7 p.m. hour with 29% of all spaces occupied.
- Off-street parking utilization peaked during the lunch period (12 p.m.-2 p.m.) on the studied Wednesday with just less than half of all spaces utilized (45%).
- During the lunch hour, 3,184 off-street spaces remained empty throughout the study area.
- Following the peak period, the number of occupied spaces began to steadily decline throughout the rest of the day.
- On-street parking activity was the lowest in the 10 a.m.-11 a.m. hour with 36% spaces occupied.
- Weekday on-street parking space utilization peaked during the 12 p.m.-1 p.m. hour with 65% spaces occupied (leaving over a third of all on-street spaces vacant).
- Average weekday utilization (as a percentage occupied) for on-street parking was 20% higher than off street average weekday utilization.

### **Weekend Utilization Key Findings**

- On weekends, off-street parking utilization peaked at the 12 p.m.-2 p.m. period at 39% utilization and then began to gradually decline to the 6 p.m.-7 p.m. hour where there was a 27% utilization of spaces.
- On-street parking activity was generally higher than on weekdays peaking at 78% occupancy at 2 p.m.-3 p.m. The lowest utilization was in the 5 p.m.-6 p.m. hour with 51% utilization.
- The average Saturday utilization for on-street parking is 31% higher (as a percentage of spaces occupied) than the off-street average utilization on Saturday, consistent with Weekday on- and off-street average utilization differences.

### **Public Parking Survey Key Findings**

- The majority of survey respondents come to the Town's commercial corridors to eat or drink (84.60%).
- Maple Avenue and Church Street are the most common destinations for respondents.
- Ninety percent of survey respondents visit Vienna at least once per week
- Over 90% of survey respondents travel to the study area in a private automobile whether driving alone or driving with others
- Most survey respondents typically park in a free parking lot or garage when coming to Vienna.

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- Most respondents park on-site or on the same block as their destination. If not on the same block, they likely park about one block away.
- Approximately 36% of respondents park for one to two hours when visiting the study area and 33% park for 30 minutes to one hour. Very few respondents park for more than three hours.
- Respondents were asked to select the most important factors when determining where to park. Location and proximity to destination (91%) and ease of finding a space (85%) were selected as the top factors in determining where to park. Other common responses were cost or price of parking (38%), type of parking facility (32%) and familiarity with location and the facility (22%).
- Respondents would rather walk further to their destination for free or cheaper parking, rather than paying more to be closer to their final destination. Respondents also prefer to drive to and park at each destination, rather than parking once and walking, biking, or taking transit between destinations in Vienna.
- Respondents shared that Vienna's free parking, parking locations, and walkability of the Town work well. However, lack of available parking, residential spillover parking, and a lack of shared parking make parking difficult. Respondents would improve parking by creating additional free parking, a parking garage, shared parking agreements, improving active transportation and public transit infrastructure and traffic flow on Maple Avenue, and increased parking requirements for new developments.

# 1 INTRODUCTION

For a small-town community in the bustling Northern Virginia/National Capital region, the Town of Vienna is a distinctive place with traditional and charming neighborhoods. The Maple Avenue corridor includes major retail, specialty shops, restaurants and cafés, and other local businesses. Visitors and residents alike can walk along historic Church Street or enjoy Windover Heights and other historic areas. To support and improve these diverse places, the Town's 2019 Strategic Plan emphasizes the importance of enhancing traffic safety, promoting multimodal transportation options, and supporting economic vitality through transportation improvements.

In response to the 2019 Strategic Plan, Multimodal Transportation and Land Use Study (2019), the Economic Development Strategy and current Zoning Code update process (Code Create Vienna), the time is right to evaluate the effectiveness of the existing parking program and identify opportunities to better manage current and future demand. This includes reducing overall demand where feasible, shifting some demand toward any underutilized options, and keeping availability at desirable levels among the most convenient, high-demand spaces.

The Town of Vienna has initiated a parking analysis of the Town of Vienna's Commercial Corridors, which includes businesses, restaurants, stores, and other commercial activity along Maple Avenue, Cedar Lane, Church Street, Park Street, Mill Street, Dominion Road, and Center Street (the study area, as shown in Figure 1). The Parking Study purpose is to help the Town understand the nature of parking in light of emerging trends and plan for the Town's needs of the next ten years while also informing the Town's on-going Zoning Code update.

## Project Goals

The Town has identified the following goals and objectives for this parking study:

### Goals & Objectives

The Town has identified the following goals and objectives for this parking study:

7. Capacity: A quantitative assessment of the supply and demand for study area parking, to include a determination on the need for additional parking or whether there is excess parking capacity in both the short-term and future development scenarios
8. Maintenance & Management: Strategies to improve the maintenance and management of publicly and privately owned surface parking lots, garages, and on-street parking stalls, to include an evaluation of shared parking systems.

9. Operations: An evaluation of the days and hours of parking enforcement, current parking restrictions, and associated wayfinding signage effectiveness.
10. Safety & Convenience: Ways to provide safe, convenient parking for all users of Vienna including residents, employees and visitors as well as accommodations for special events.
11. Pricing: A determination of the need and feasibility for demand-based pricing or changes to current parking rates for garages, surface lots, and on-street parking.
12. Design: Recommended design improvements to increase the efficiency of parking facilities, to include improvements to parking-related signs and other wayfinding, and/or new parking facilities.

## 2 EXISTING CONDITIONS OVERVIEW

The study is focused along the Virginia State Route 123 (Maple Avenue) that runs through the study area. The study area, shown in Figure 1, includes areas along the section of Maple Ave, which runs southwest to northeast, from James Madison Dr to Beulah Rd NE. Neighboring streets of interest that ran either parallel or intersect Maple Ave included Church St NE (SW to NE), Dominion Rd NE (NW to SE), and Mill St NE (NW to SE). The study area was selected through discussions and feedback from Town Council, residents and businesses and Town staff.

Town of Vienna Commercial Corridors - Existing Parking Conditions  
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Figure 1: Study Area



Along both Maple Avenue and Church Street, commercial property land uses predominate in varied degrees of intensity, scale, and mix. Townhouse and multi-family zones create a transition between the much lower-density commercial and single-family detached home sections that make up the majority of the land use in the Town in regions that are adjacent to Maple Avenue. This transitional sector acts as a barrier between residential areas and commercial areas.

# PARKING INVENTORY

The initial analysis of the study area's existing parking conditions attempts to understand more than simple system wide utilization figures. Spatial inventory analysis reveals where parking locations are reserved for employees, visitors, and persons with disabilities. Spatial utilization analysis looks at the difference between perceived parking availability, and actual availability in parking facilities.

In order to be comprehensive and fully-understand the dynamics of parking in a study area, all on- and off-street parking assets should be evaluated, including private parking. While public parking is typically the most discussed and prominent parking resource for a downtown's businesses, a significant amount of business activity is generated by people using privately owned parking. Furthermore, when assessing the true parking demand, it is necessary to know how public and private parking is used by to accurately understand how parkers within the study area behave.

## Parking Inventory Overview

All parking areas within the study area including on- and off-street parking lots (public and private) were inventoried to get an understanding of the overall parking demand and use during the data collection periods. Approximately 5,127 total functional parking spaces were inventoried, comprised of 94 on-street and 5,033 off-street spaces. Figure 2 depicts the parking spaces available within each lot and on-street block and Table 1 details the number of spaces available by location.

Town of Vienna Commercial Corridors - Existing Parking Conditions  
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Figure 2: Parking Inventory



## Town of Vienna Commercial Corridors - Existing Parking Conditions

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**Table 1 Existing Off-Street Parking Inventory and Ownership**

Regulation	Parking Stock	Ownership	% of Total
Private Parking	5,033	Various Owner	99%
Public Parking	60	Town of Vienna	1%
ADA Specific	47*	Various Owners	<1%*
<b>Total</b>	5,127	-	100%

*\*Percentage/Stock not included in total referencing public and private parking together.*

**Table 2: Existing On-Street Parking Inventory and Ownership**

Regulation	Parking Stock	Ownership	% of Total
Private Parking	-	-	-
Public Parking	94	Town of Vienna	100%
ADA Specific	-	-	-
<b>Total</b>	94	-	100%

### PARKING INVENTORY: KEY FINDINGS

- 5,127 inventoried spaces are off-street
- Almost all of the off-street parking spaces are privately owned by commercial enterprises, but available for public use by business patrons.
- 94 inventoried spaces are on-street
- Approximately 99% of all inventoried spaces in the study area are off-street.
- Less than 1% of the inventoried spaces are reserved for ADA use.
- Of the inventoried parking spaces in the study area, less than 1% are publicly owned (the Public Library).

## Parking Regulation

Parking options in the study area include on-street parking along Church Street, Center Street and Mill Street, as well as Town or Privately-owned commercial/retail off-street parking lots. The Town-owned parking lot is free and available to the public on a daily basis; the on-street parking spaces are also free for public use, however they are limited to two-hour use daily between 9:00 a.m. – 5:00 .p.m. Monday to Friday. There are a number of parking spaces dedicated to users of the Washington and Old Dominion Trail that runs northwest – southeast, bisecting the study area creating an axis with Maple Ave at the Town Green and Trailside Parks. These spaces are owned by NOVA Parks and are leased by businesses adjacent to the trail. Some private lots also offer amenities for alternative modes of transportation such as bicycle parking. The parking lot of the Wawa convenience store and

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gas station at the corner of Maple Ave and Nutley St NW hosts seven parking spaces reserved for EV charging stations owned by Tesla (see in figure 3).

**Figure 3: Tesla Supercharger Station at Wawa**



# PARKING UTILIZATION FINDINGS

This section documents and analyzes parking utilization counts for the study area, providing a snapshot of the time and location of parked cars for typical days. The Nelson\Nygaard survey team – conducted parking utilization counts on two weekdays (Wednesday, October 19<sup>th</sup>, and November 9<sup>th</sup>, 2022) and weekend days (Saturday, October 22<sup>nd</sup>, and November 12<sup>th</sup>, 2022) during each day. On both Wednesdays and Saturdays, data collection began at 10AM with the last survey beginning at 6PM. Within the study area, on-street and off-street parking spaces noted by Town staff as potential high demand spaces (focused) were recorded every hour while the remaining spaces were recorded every 2-hours.

Figure 4 Parking Utilization Survey Areas



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Parking may be at optimal capacity when there is at least one empty space per block face or along a typical row of parking, ensuring customer access to businesses but also indicating a busy commercial environment. This typically equates to a target of 15% vacancy per on-street block face and 10% vacancy off-street. If any block or parking facility has less availability than the target, it is effectively at its functional capacity and inhibits people from finding available spaces.

The study team considered the following in selecting dates to complete utilization counts:

- Capturing demand from typical study area activity
- Weather
- Construction schedules which may significantly impact roadways and/or parking supply
- Day of the week - Nelson\Nygaard has found that mid-weekdays such as Tuesday, Wednesday, and Thursday represent a typically busier day than Mondays or Fridays.

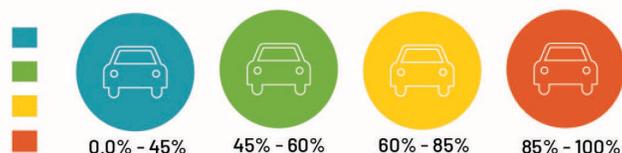
This section analyzes weekday temporal and spatial patterns and provides a sample of parking utilization of different facilities by type, ownership, and accessibility, followed by the same analysis for a weekend day. Although this data is incredibly valuable in highlighting how parking functions in the study area it is equally valuable to understand how users perceive the system. Utilization is just one piece of the puzzle; additional analysis of regulation, safety, signage, technology, and more will yield valuable additional insights.

## Spatial Analysis of Parking Utilization

An important part of understanding how parking is managed in the study area is being able to see how various parking facilities and segments of on-street parking interact with each other throughout the course of a day. A chart of hourly utilization rates for one specific location is valuable but seeing how that location behaves among others located nearby can reveal patterns and trends not evident in numbers alone. For example, one lot may be completely full during several hours while another lot around the corner could have plenty of available spaces at that same time.

The parking utilization data collected for the study area was geo-coded and displayed on a series of maps. The maps show the use intensity of each parking facility by color-code, as explained in Figure 3. Maps depicting the hourly utilization percentages can be found in Appendix A

Figure 5: Spatial Parking Utilization Color Code



- **“Underutilized” Blue/Green** refers to utilization of under 60% occupancy. When a resource is underutilized, especially during peak periods, it should be viewed as having excess capacity and strategies for encouraging use should be considered. Blue facilities are extremely

underutilized and are good candidates for specially designated overflow parking during events and for long-term parking.

- **“Ideal” Yellow** refers to blocks and facilities with 60 to 85% utilization and represent actively-used resources. It is a “functionally full” sweet spot that is well-used but usually a space can be found. The nearer utilization levels approach the high end of this range, the more efficiently they are being utilized and nearing functional capacity. Change in regulation or pricing is not necessary.
- **“Warning” Orange** refers to utilization between 85 and 100% and is considered approaching full. While fully maximizing efficiency, the on-street parking or off-street facilities are full or near full, giving the impression of a lack of parking. Use discretion to consider deploying measures to reduce demand. Make changes if consistently in this category over many time periods or if facilities this occupied are adjacent to similarly occupied facilities.

## Weekday Parking Utilization within Study Area

### WEEKDAY UTILIZATION: OVERALL KEY FINDINGS

- Parking activity was the lowest in the 6 p.m.-7 p.m. hour with 29% of all spaces occupied.
- Off-street parking utilization peaked during the lunch period (12 p.m.-2 p.m.) on the studied Wednesday with just less than half of all spaces utilized (45%).
- During the lunch hour, 3,184 off-street spaces remained empty throughout the study area.
- Following the peak period, the number of occupied spaces began to steadily decline throughout the rest of the day.
- On-street parking activity was the lowest in the 10 a.m.-11 a.m. hour with 36% spaces occupied.
- Weekday on-street parking space utilization peaked during the 12 p.m.-1 p.m. hour with 65% spaces occupied (leaving over a third of all on-street spaces vacant).
- Average weekday utilization (as a percentage occupied) for on-street parking was 20% higher than off street average weekday utilization.

### Utilization Patterns: Weekday

The series of charts on the following pages show parking utilization profiles throughout the weekday within the study area for both on and off-street parking inventory

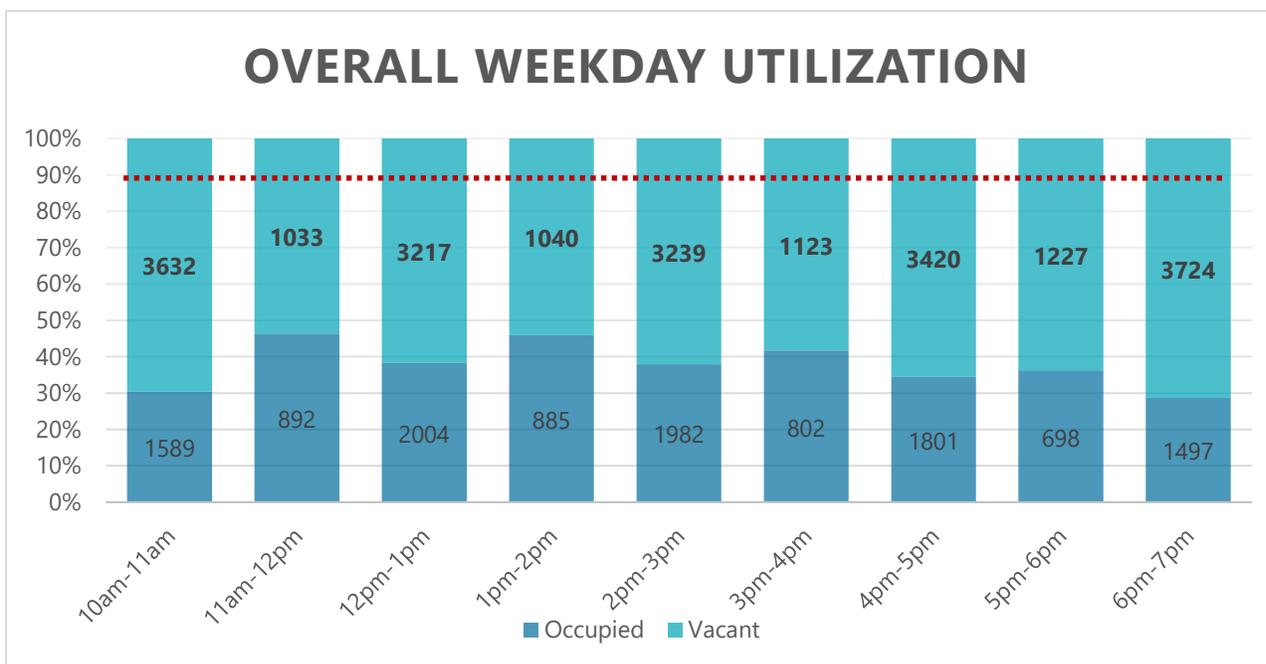
## Town of Vienna Commercial Corridors - Existing Parking Conditions

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### Detailed Utilization Charts

Utilization charts reflect observed vacancies and occupancies. The red dotted lines indicate “functional capacity” of parking, i.e. 90% utilized/10% vacancy, a recognized national standard of when a parking area is effectively full. Occupancy above this line represents a functionally full condition where the user perceives a lack of available parking.

**Table 3 Parking Utilization - Weekday - All Surveyed Spaces**



Note: On-street and off-street parking spaces noted by Town staff as potential high demand spaces were surveyed every hour while the remaining spaces were surveyed every 2-hours

### Publicly Accessible vs. Restricted-Access Off-Street Utilization

Publicly accessible parking is open to any driver, either for free or a fee. Surface lot parking may be privately-owned and still open to the public. If there were restricted spaces in the off-street parking lots, they were specifically for patrons of the business it was serving. On-street parking is completely owned by the Town of Vienna and is all publicly accessible.

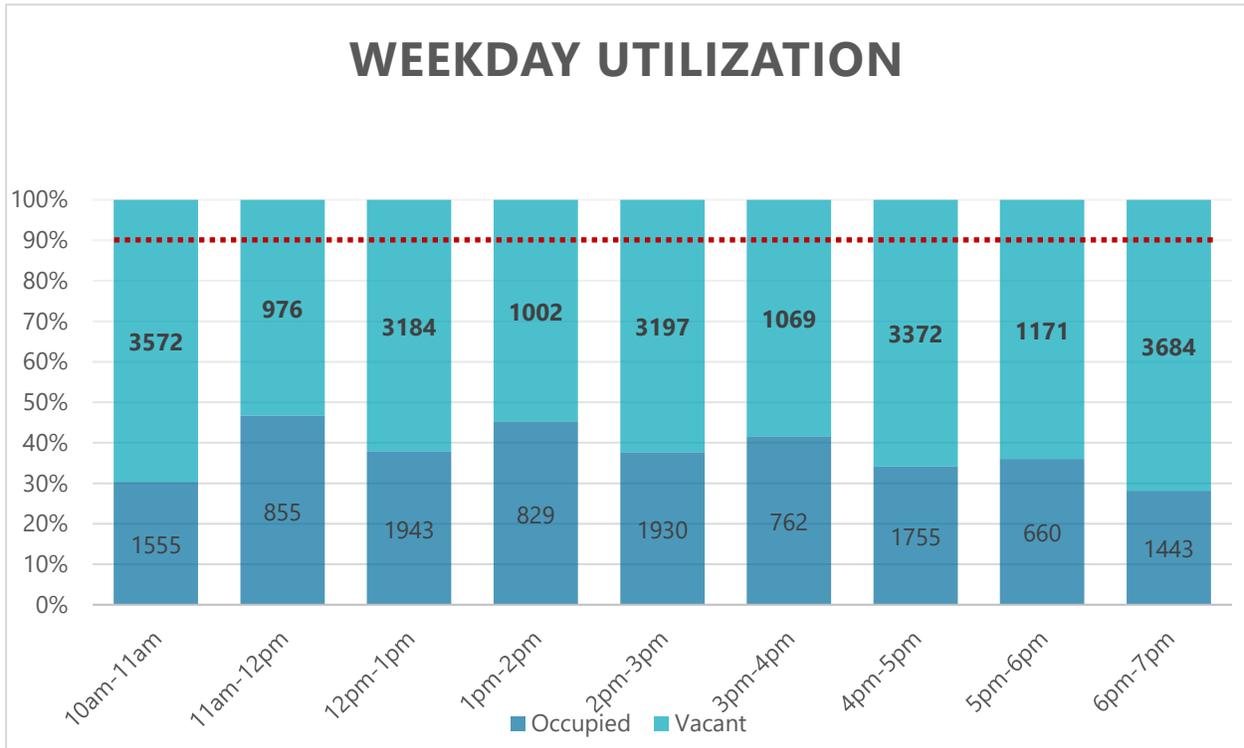
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**On-Street vs. Off Street Utilization**

Utilization rates for on-street and off-street parking manifest themselves similarly over the course of the day, as shown in Table 4 and Table 5. In both cases, the major trend is peak parking use in the lunchtime period.

**Table 4 Off-Street Parking Utilization – Weekday**

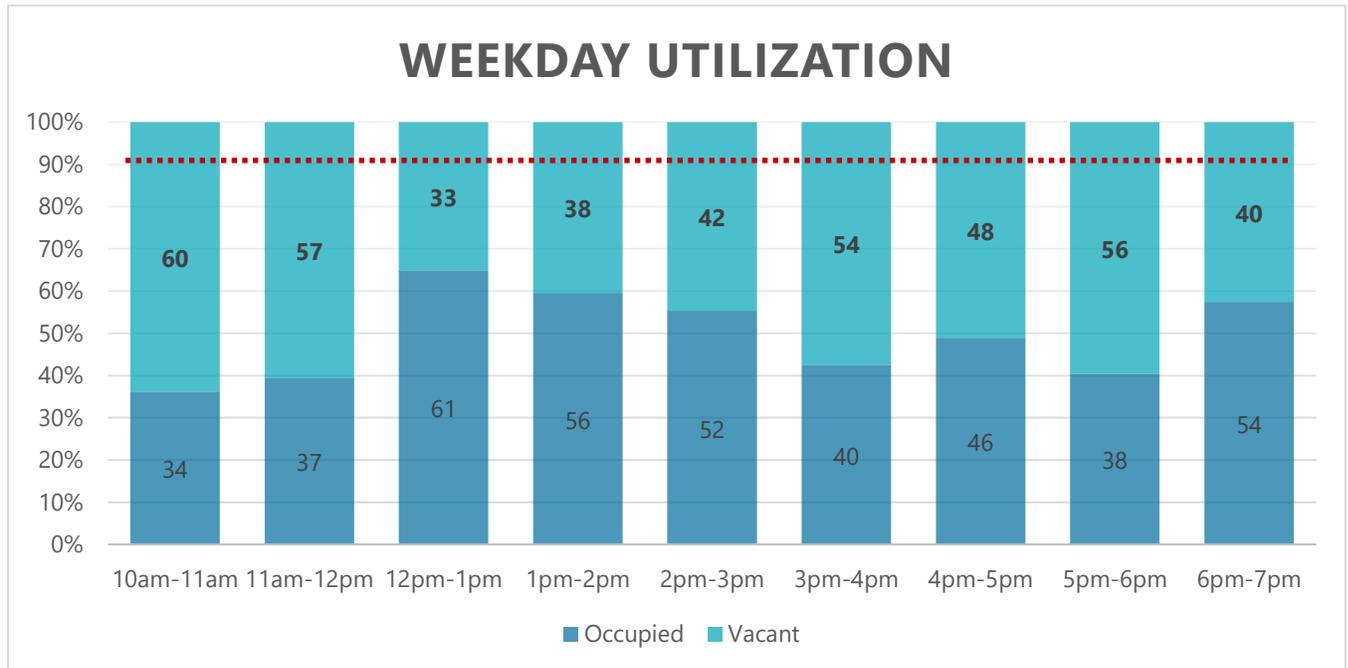


Note: On-street and off-street parking spaces noted by Town staff as potential high demand spaces were surveyed every hour while the remaining spaces were surveyed every 2-hours

## Town of Vienna Commercial Corridors - Existing Parking Conditions

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Table 5 On-Street Parking Utilization – Weekday



Note: All on-street spaces were surveyed every hour.

## Overall Weekday Utilization: Observed Parking Patterns

The peak period of parking activity in the study area is between 12 p.m. and 2 p.m. when off-street parking is 45% full and on-street parking at 65% of full occupancy. In the evening after 6 p.m., parking utilization significantly decreased to 27% (off-street) 57% (on-street) occupancy.

While noting that these are aggregate numbers over the entire study area, specific lots do experience differing use dynamics. Those lots belonging to auto industry businesses, particularly along Dominion Road utilize parking spaces for the storage of cars in the process of receiving service. However, within the study area off-street parking utilization on a typical weekday means there are never less than 3,000 spaces available and 3,600 available off-street spaces after 6:00 p.m.

The remainder of the maps for Wednesday’s parking utilization study can be found in Appendix A: Parking Utilization Maps.

**Table 6: Overall Parking Utilization – Wednesday**

Hour Block	10AM-11AM	11AM-12PM	12PM-1PM	1PM-2PM	2PM-3PM	3PM-4PM	4PM-5PM	5PM-6PM	6PM-7PM
Spaces utilized	1589	892	2004	885	1982	802	1801	698	1497
Percent Full	31%	49%	39%	48%	39%	44%	35%	38%	29%

**Table 7 Off-Street Parking Utilization – Wednesday**

Hour Block	10AM-11AM	11AM-12PM	12PM-1PM	1PM-2PM	2PM-3PM	3PM-4PM	4PM-5PM	5PM-6PM	6PM-7PM
Spaces utilized	1555	855	1943	829	1930	762	1755	660	1443
Percent Full	30%	47%	38%	45%	38%	42%	34%	26%	28%

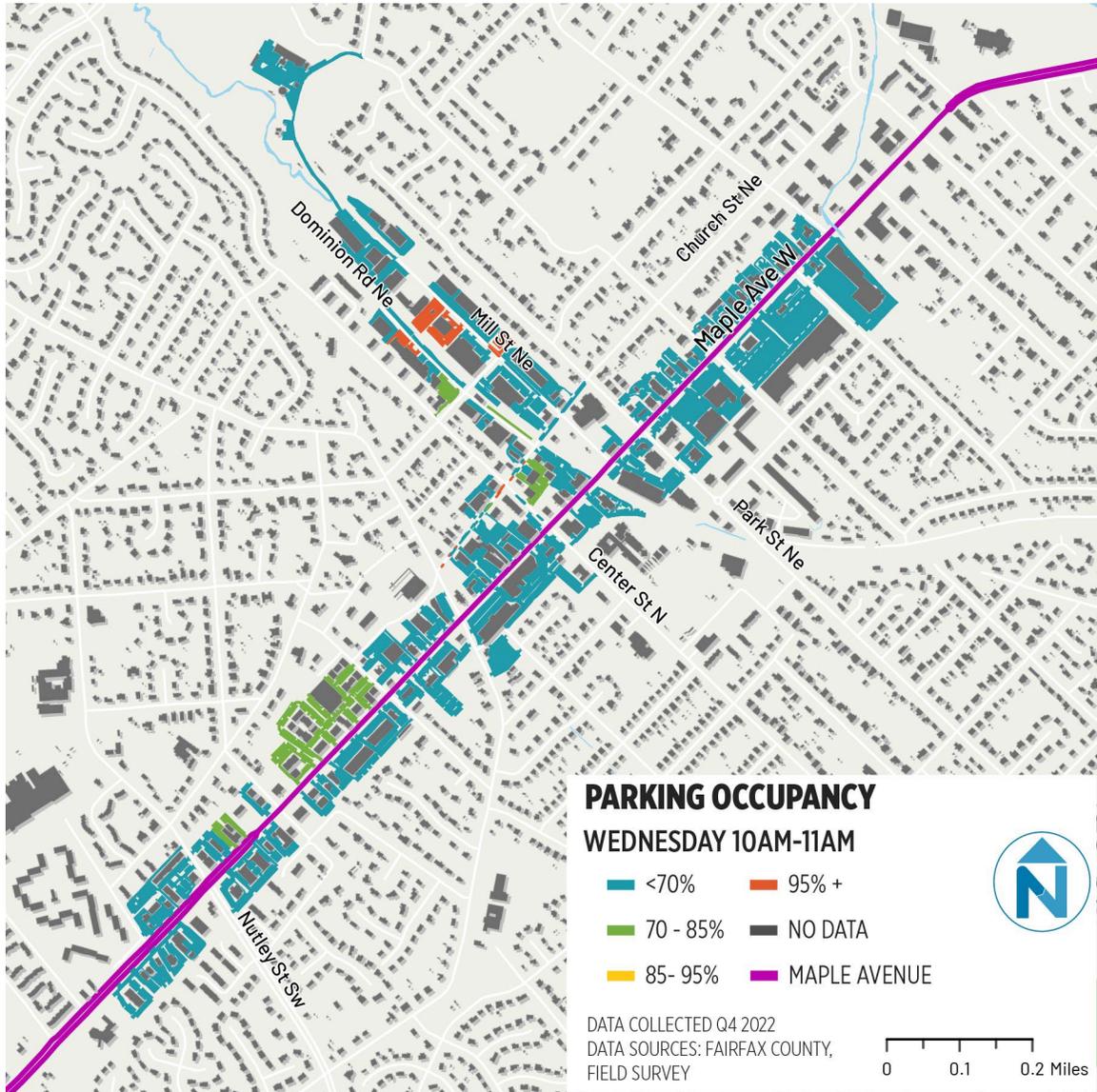
**Table 8 On-Street Parking Utilization – Wednesday**

Hour Block	10AM-11AM	11AM-12PM	12PM-1PM	1PM-2PM	2PM-3PM	3PM-4PM	4PM-5PM	5PM-6PM	6PM-7PM
Spaces utilized	34	37	61	56	52	40	46	38	54
Percent Full	36%	39%	65%	60%	55%	43%	49%	40%	57%

# Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

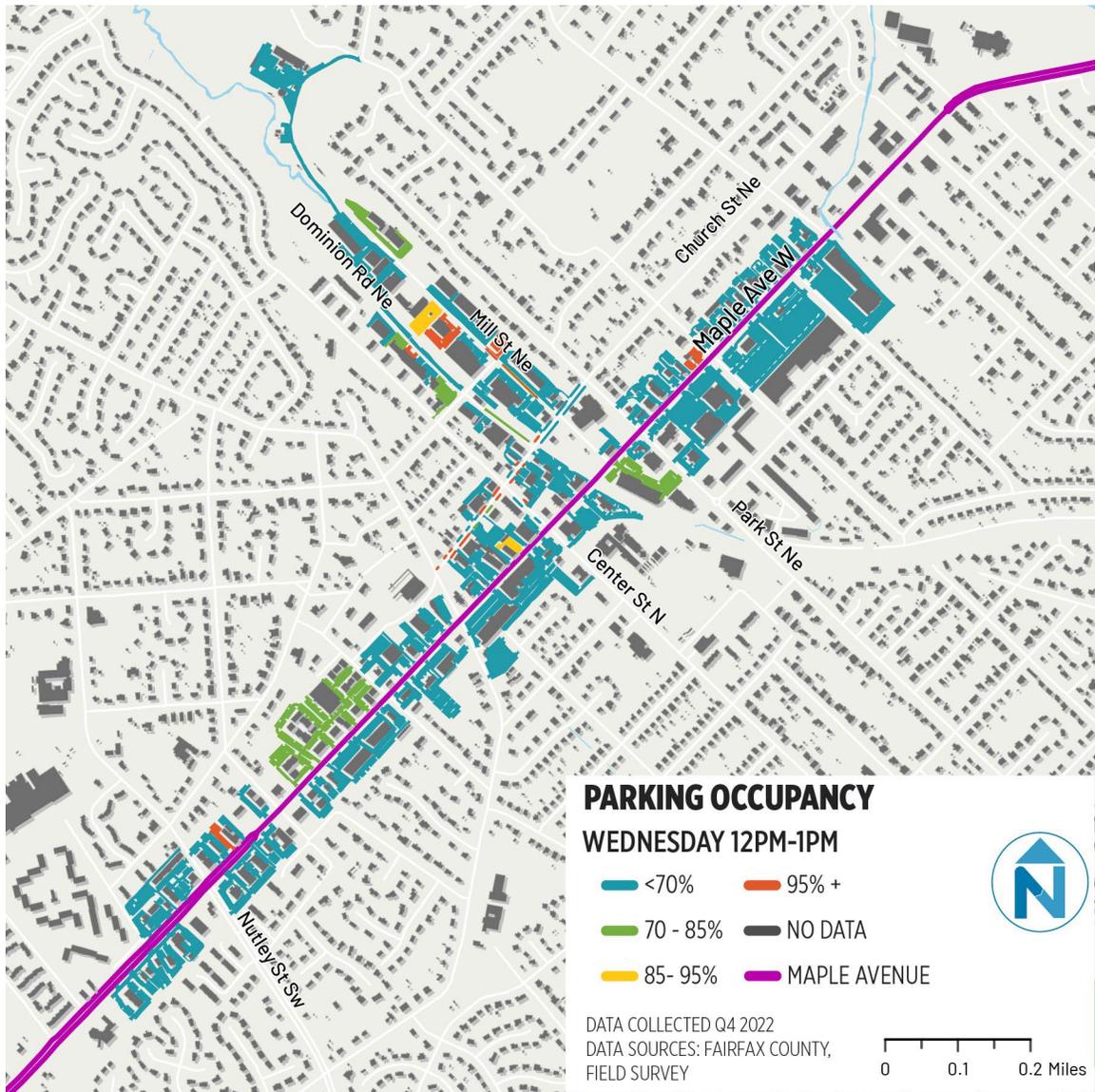
## Figure 6: Parking Utilization – Wednesday 10am



# Town of Vienna Commercial Corridors - Existing Parking Conditions

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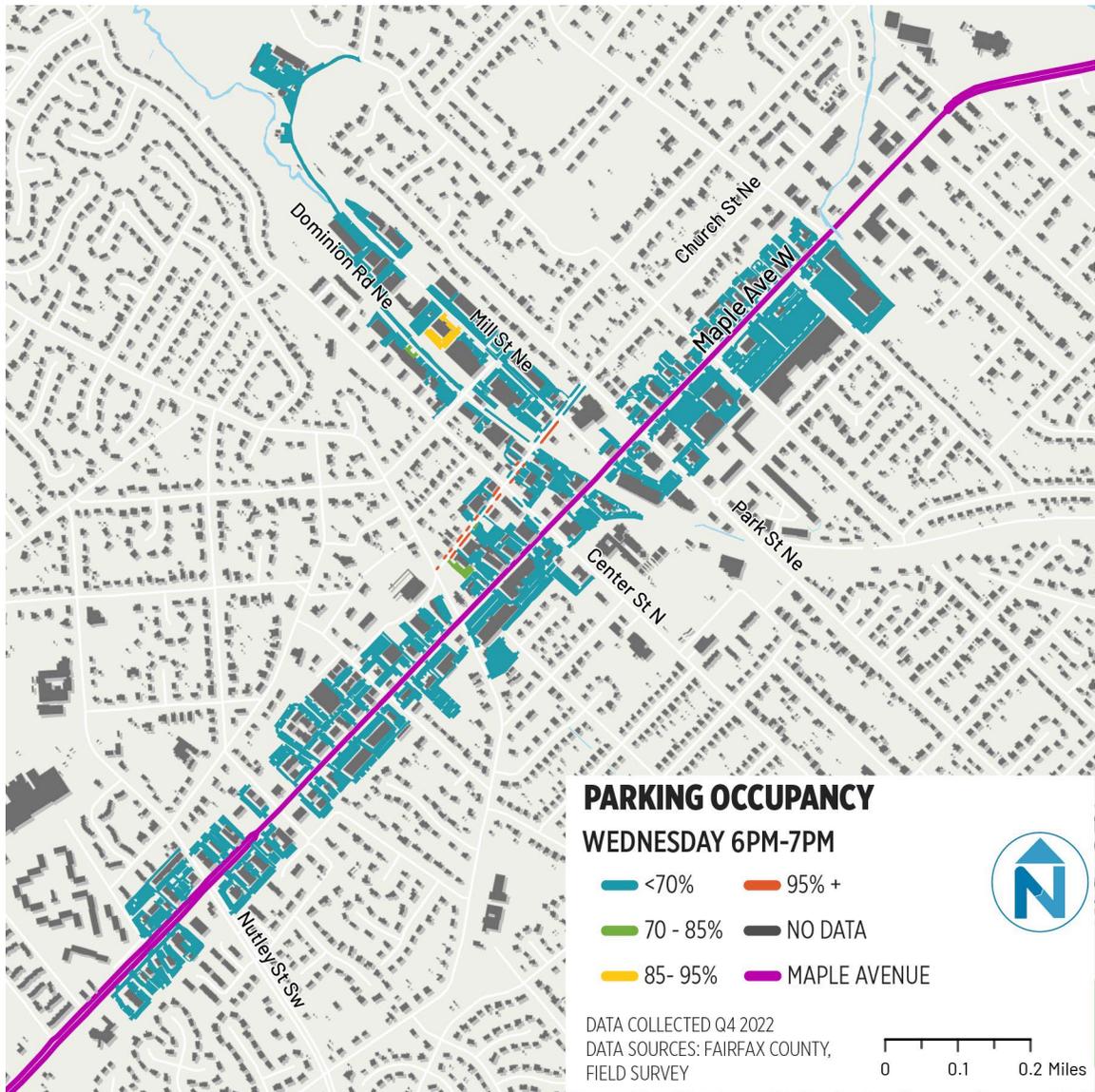
### Figure 7: Parking Utilization – Wednesday 12.p.m.



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### Figure 8: Parking Utilization – Wednesday 6.p.m.



# Weekend Parking Utilization

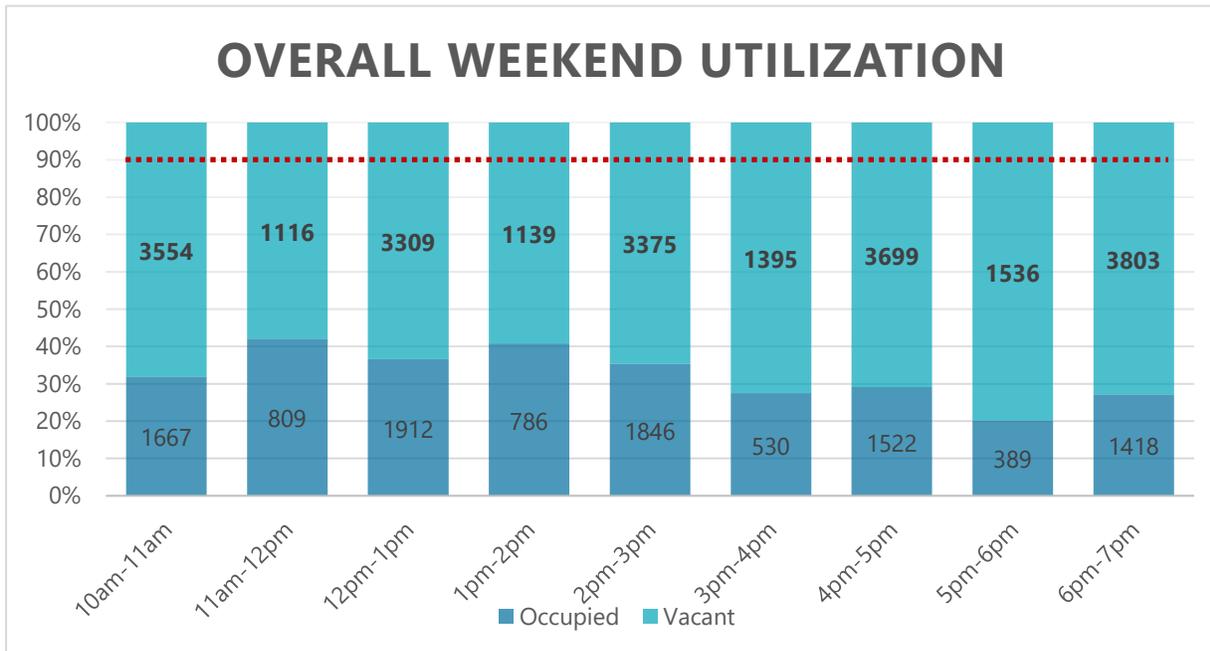
## WEEKEND UTILIZATION: OVERALL KEY FINDINGS

- On weekends, off-street parking utilization peaked at the 12 p.m.-2 p.m. period at 39% utilization and then began to gradually decline to the 6 p.m.-7 p.m. hour where there was a 27% utilization of spaces.
- On-street parking activity was generally higher than on weekdays peaking at 78% occupancy at 2 p.m.-3 p.m. The lowest utilization was in the 5 p.m. -6 p.m. hour with 51% utilization.
- The average Saturday utilization for on-street parking is 31% higher as a percentage of spaces occupied) than the off-street average utilization on Saturday, consistent with Weekday on- and off-street average utilization differences.

## Utilization Patterns: Weekend

The series of charts on the following pages show parking utilization profiles throughout the day for different zones within the Historic District for both on and off-street parking inventory.

**Table 9 Parking Utilization – Weekend (Overall)**



Note: On-street and off-street parking spaces noted by Town staff as potential high demand spaces were surveyed every hour while the remaining spaces were surveyed every 2-hours

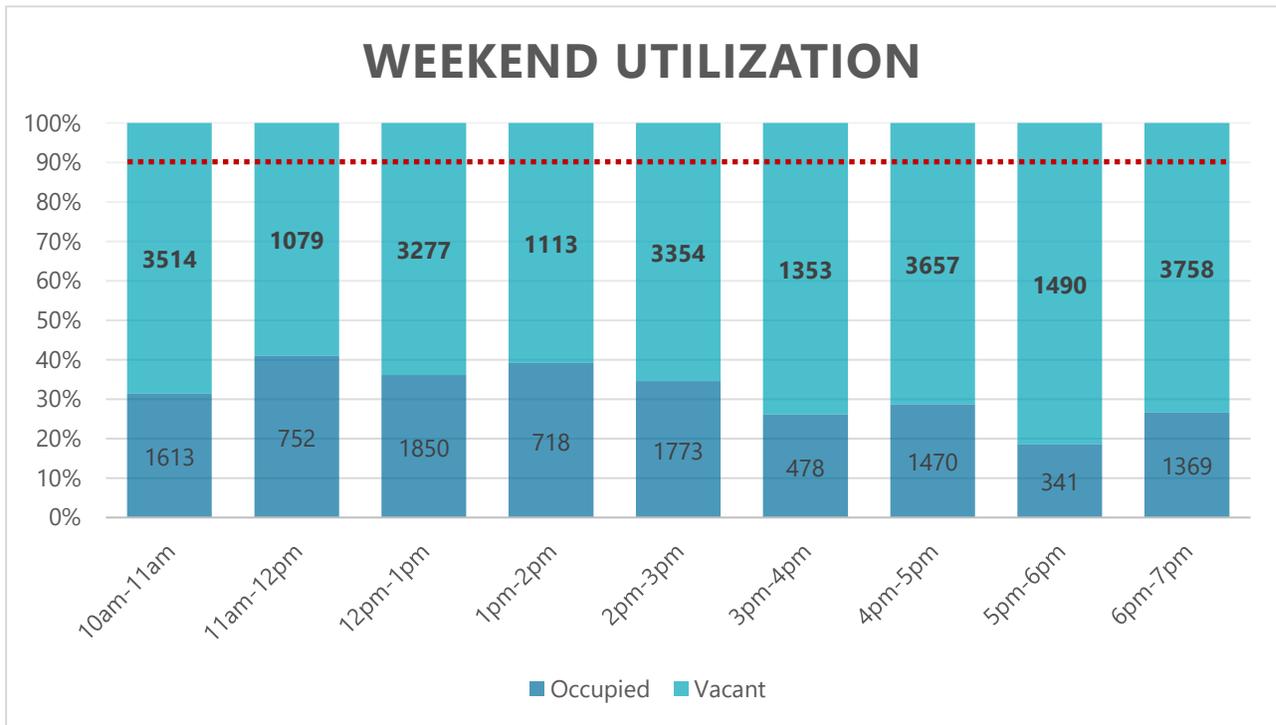
## Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

### On-Street vs. Off Street Utilization

On-street parking spaces are used at a consistently higher utilization rate on Saturdays than off-street parking spaces as shown in Table 11 and Table 12. This is primarily due to the 2-hr restriction not being applicable to on-street spaces on weekends.

**Table 10 Off-Street Parking Utilization – Weekend**

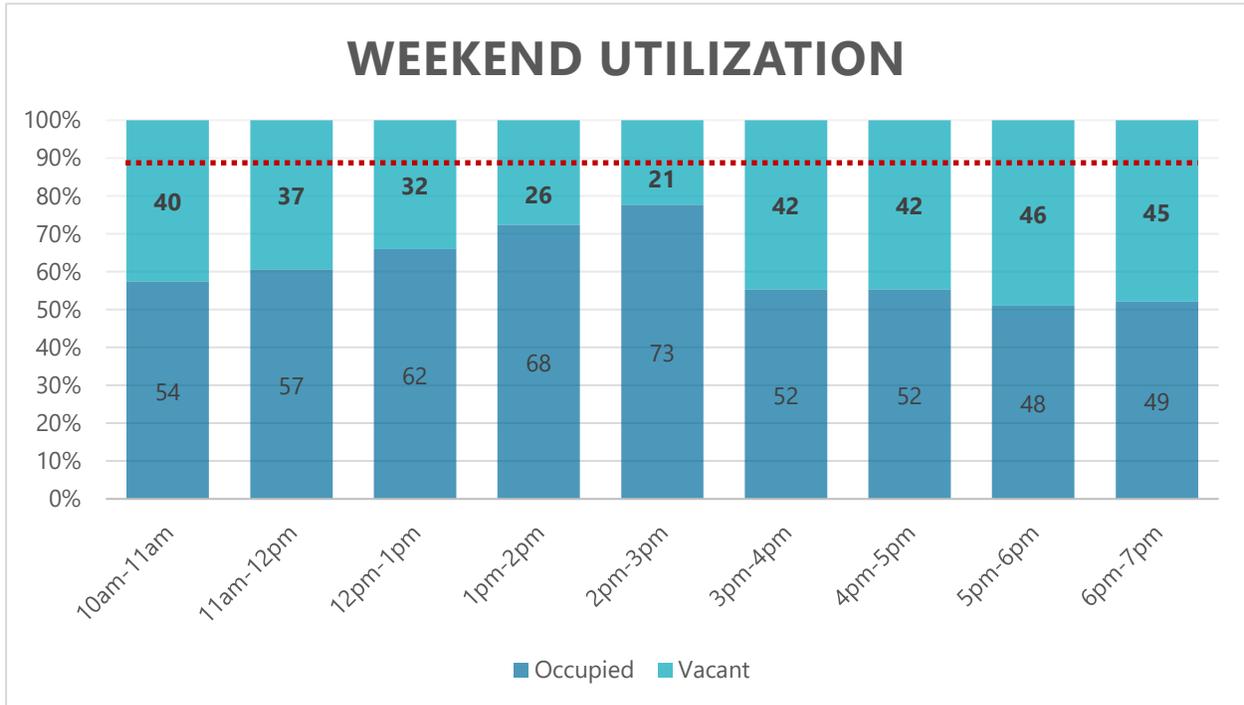


Note: On-street and off-street parking spaces noted by Town staff as potential high demand spaces were surveyed every hour while the remaining spaces were surveyed every 2-hours

Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

Table 11 On-Street Parking Utilization – Weekend



Note: All on-street spaces were surveyed every hour.

**Overall Weekend Utilization: Observed Parking Patterns**

The peak period of parking activity in the study area is between 12 p.m. and 2 p.m. with 41% of spaces occupied, when off-street parking is about 39% full and on-street parking at 72% of full occupancy. In the evening after 6 p.m., parking utilization significantly decreased to 27% (off-street) and 52% (on-street).

As previously noted, while these are aggregate numbers over the entire study area, specific lots do experience differing use dynamics. As seen during a typical weekday many of the lots belonging to auto industry businesses utilize parking spaces for the storage of cars in the process of receiving service. Thus, those lots see higher overall parking utilization. Mimicking the weekday utilization trends, overall off-street parking utilization on a typical weekend evening means there are over 3,700 unused off-street spaces after 6:00 p.m. and never less than 3,200 off-street spaces available.

The remainder of the maps for Saturday’s parking utilization study can be found in Appendix A: Parking Utilization Maps.

Town of Vienna Commercial Corridors - Existing Parking Conditions

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Table 12: Overall Parking Utilization – Saturday

Hour Block	10AM-11AM	11AM-12PM	12PM-1PM	1PM-2PM	2PM-3PM	3PM-4PM	4PM-5PM	5PM-6PM	6PM-7PM
Spaces utilized	1667	809	1912	786	1846	530	1522	389	1418
Percent Full	32%	42%	37%	41%	35%	28%	29%	20%	27%

Table 13 Off-Street Parking Utilization – Saturday

Hour Block	10AM-11AM	11AM-12PM	12PM-1PM	1PM-2PM	2PM-3PM	3PM-4PM	4PM-5PM	5PM-6PM	6PM-7PM
Spaces utilized	1613	752	1850	718	1773	478	1470	341	1369
Percent Full	31%	41%	36%	39%	35%	26%	29%	19%	27%

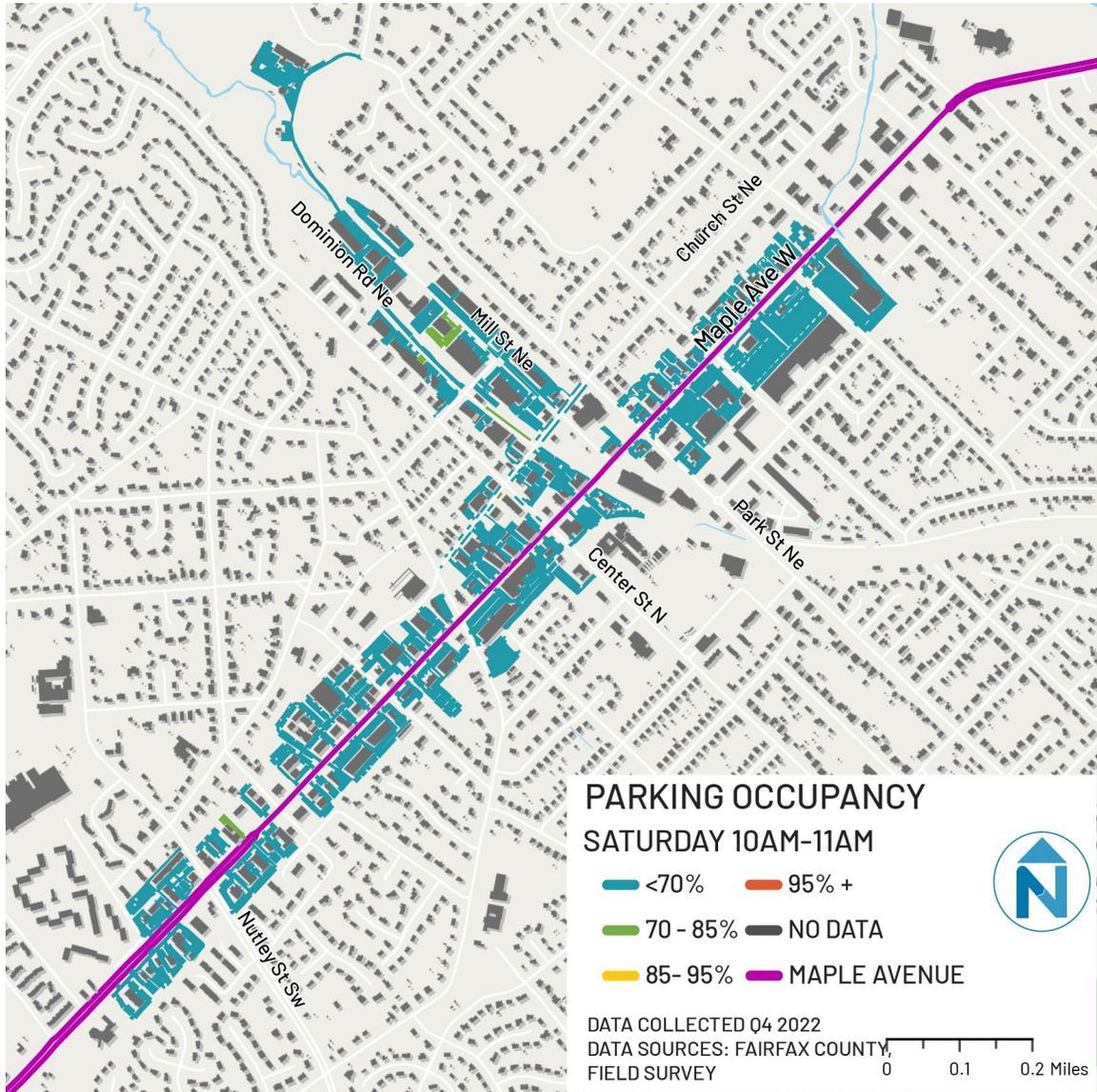
Table 14 On-Street Parking Utilization – Saturday

Hour Block	10AM-11AM	11AM-12PM	12PM-1PM	1PM-2PM	2PM-3PM	3PM-4PM	4PM-5PM	5PM-6PM	6PM-7PM
Spaces utilized	54	57	62	68	73	52	52	48	49
Percent Full	57%	61%	66%	72%	78%	55%	55%	51%	52%

# Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

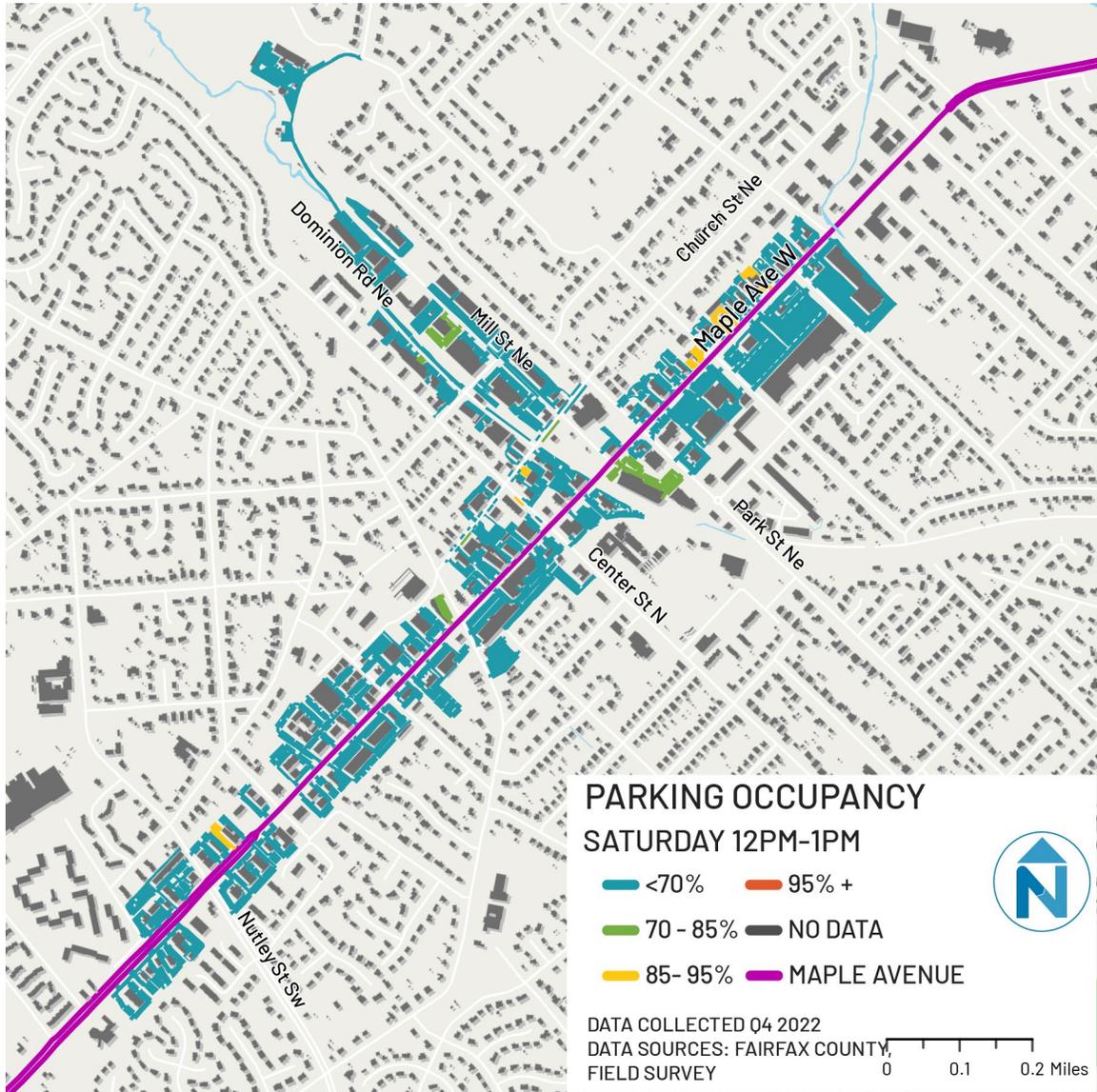
### Figure 9: Parking Utilization – Saturday 10.a.m.



# Town of Vienna Commercial Corridors - Existing Parking Conditions

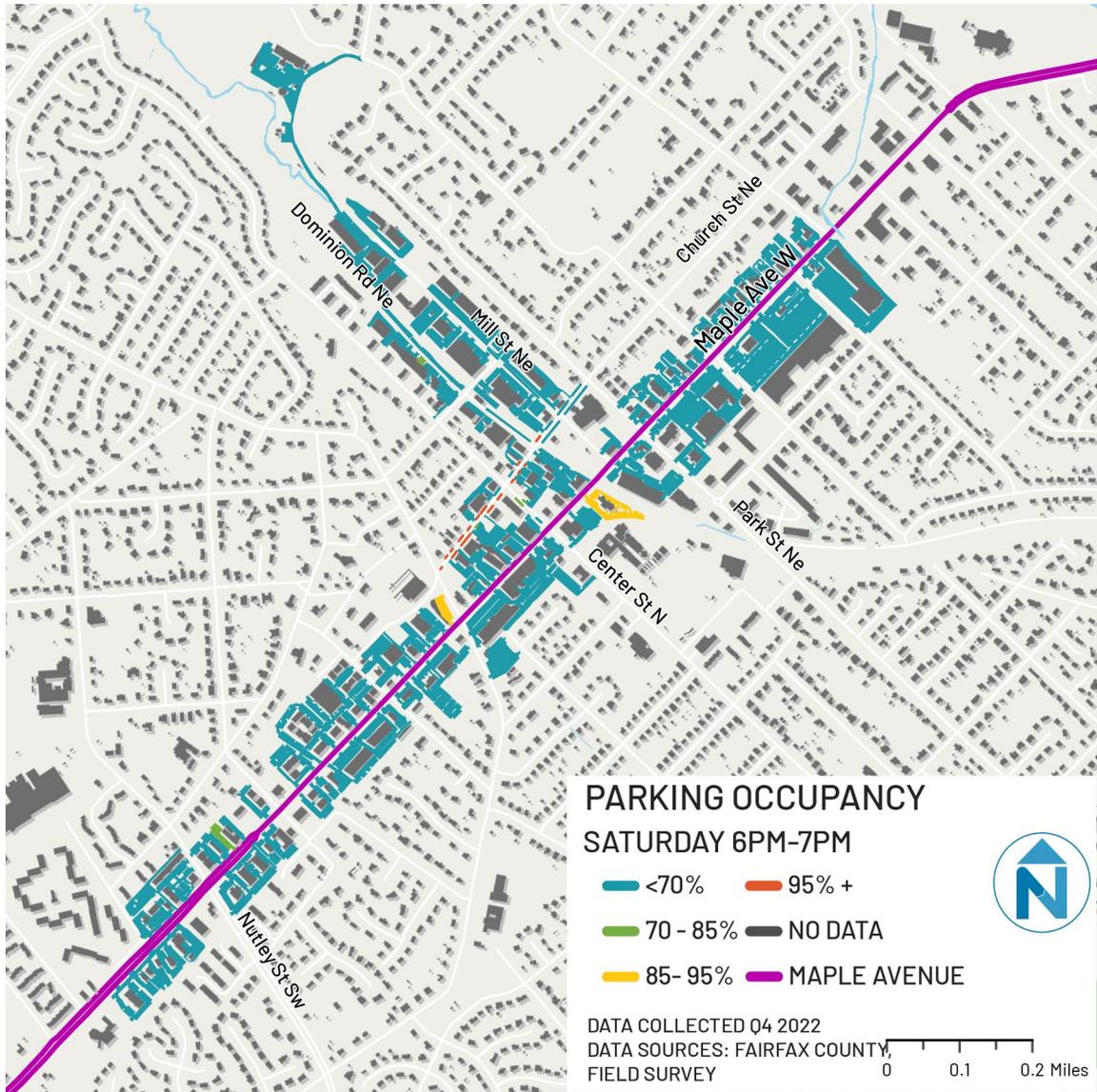
Town of Vienna, VA

### Figure 10: Parking Utilization – Saturday 12.p.m.



Town of Vienna Commercial Corridors - Existing Parking Conditions  
Town of Vienna, VA

Figure 11: Parking Utilization – Saturday 6.p.m.



# 3 PUBLIC PARKING SURVEY ANALYSIS

A transportation behavior and preference survey was administered from January 31, 2023 to March 1, 2023 via the Town of Vienna’s website. Town staff were responsible for promoting participation across the Town. Seven hundred forty-seven (747) responses were received.<sup>1</sup>

## Town of Vienna Affiliation

Currently, the majority of survey respondents come to the commercial corridors in the Town of Vienna to shop and/or eat and drink (Table 15). The survey also asked respondents about their most recent visit to the Town of Vienna’s commercial corridors. Respondents most recently came to the study area to shop (61%) or to eat and drink (58%).

**Table 15: Town of Vienna Affiliation**

Affiliation	Number of Respondents	Response Percentage
I own a business and/or property	41	5.59%
I work in the study area	36	4.90%
I shop	520	70.84%
I have medical, legal, or other appointments	84	11.44%
I go to eat/drink	621	84.60%
I go to special events like live shows, festivals, or sporting/cultural events	123	16.76%
Other	31	4.22%

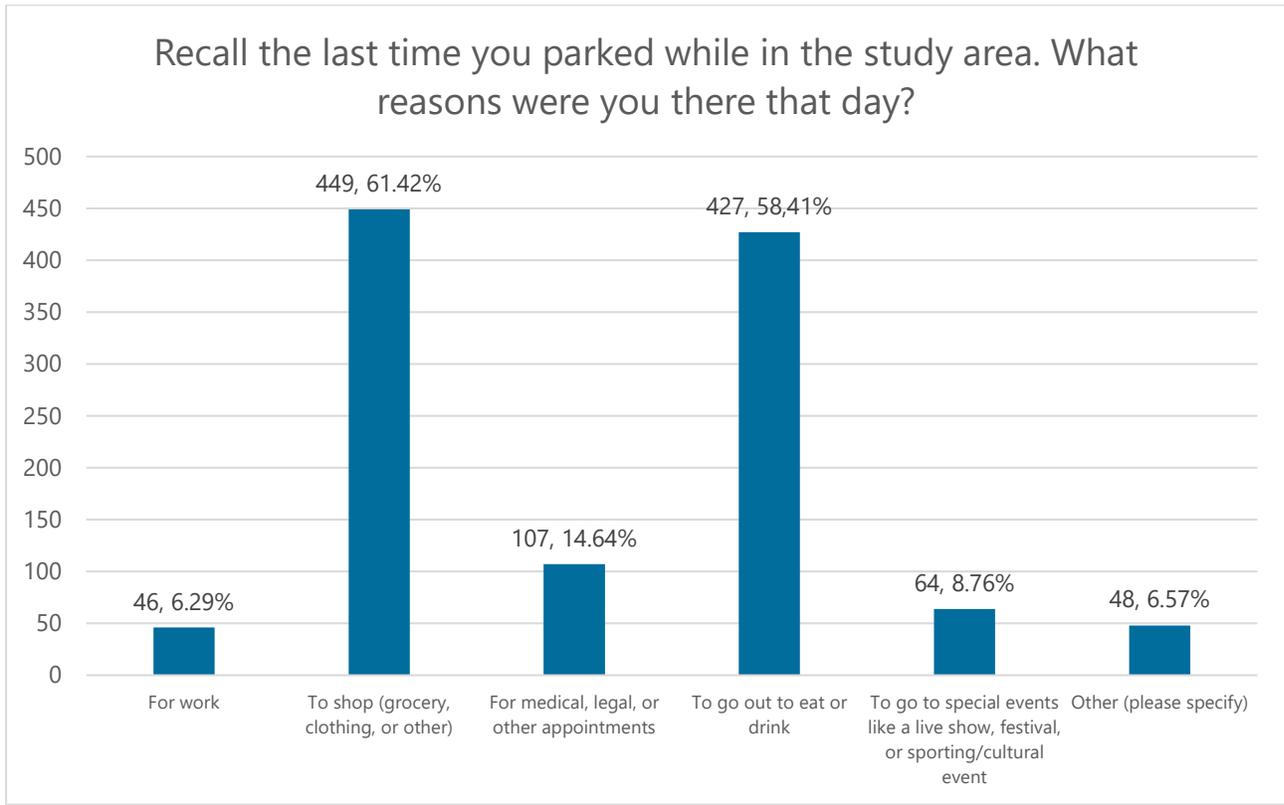
N = 734

<sup>1</sup> Many subsequent tables and charts summarizing individual questions list the number of responses for that question alone. Not all survey respondents answered all questions.

## Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

Figure 12: Recent Visit to Vienna



N = 731

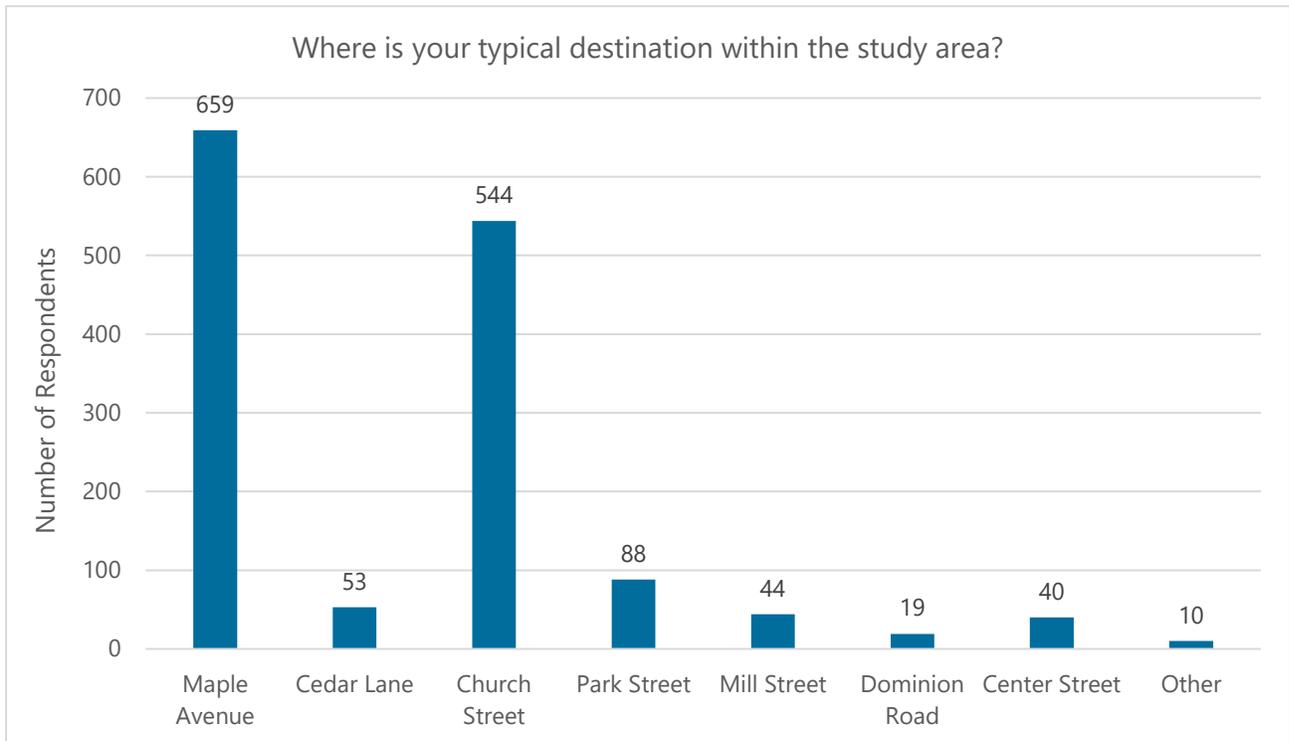
## Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

### Primary Destination

Most survey respondents typically go to Maple Avenue or Church Street when they come to the Town of Vienna. Ninety percent of respondents selected Maple Avenue as one of their primary destinations and 74% selected Church Street as one of their primary destinations.

Figure 13: Typical Destination Within Study Area

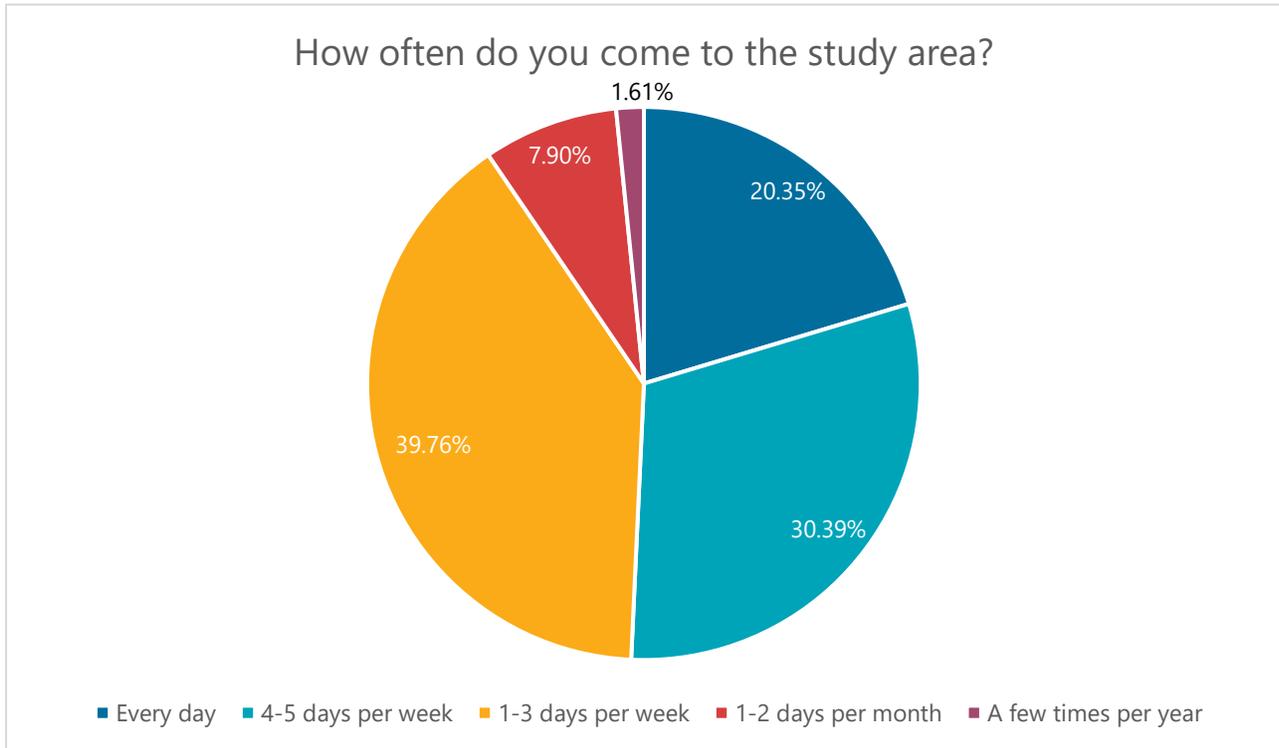


N = 734

### Frequency of Visits

A majority of survey respondents visit Vienna’s commercial corridors frequently. Ninety percent of survey respondents visit Vienna at least once a week, with 50% of respondents visiting the study area at least four days per week. No respondents never come to the Town of Vienna.

Figure 14: Frequency of Visits to the Study Area

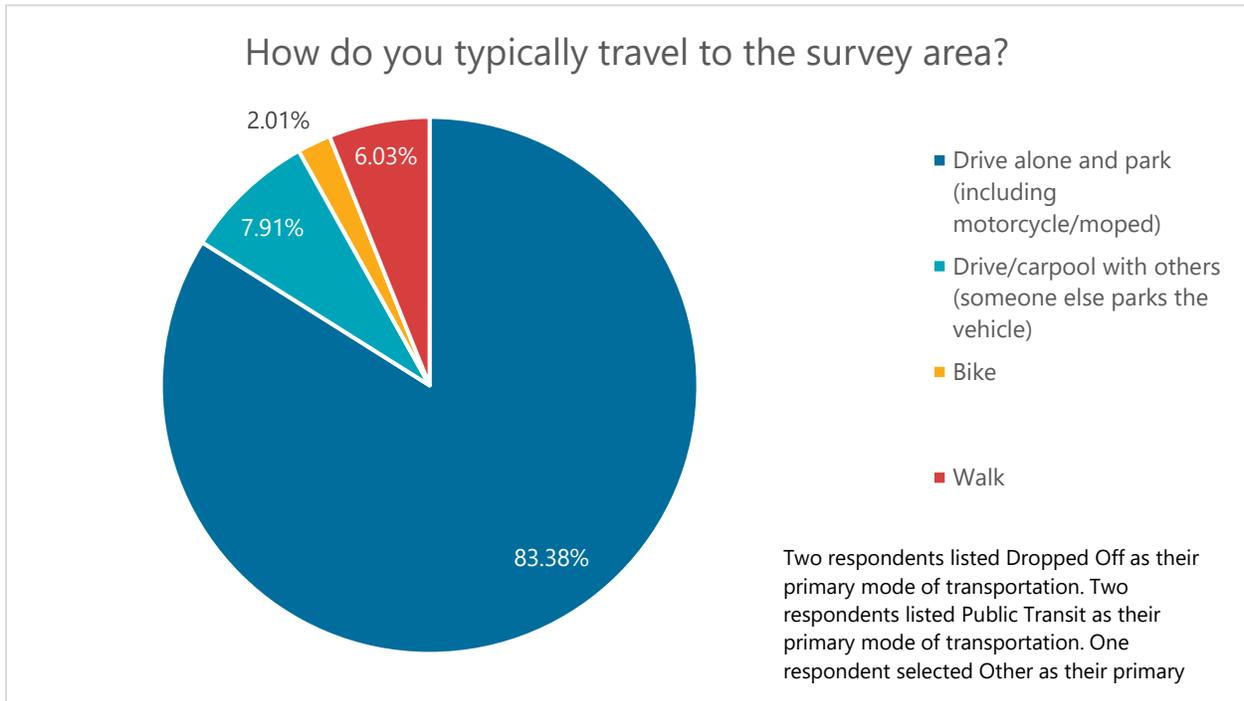


N = 747

## Primary Mode of Travel

Currently, over 90 percent of survey respondents travel to the study area in a private automobile whether driving alone or driving with others. Those who do not drive to the study area were likely to walk or bike – six percent of respondents walk to the study area and two percent of respondents bike to the study area. Less than one percent of respondents take public transit to the study area.

Figure 15: Survey Respondents Primary Mode of Travel

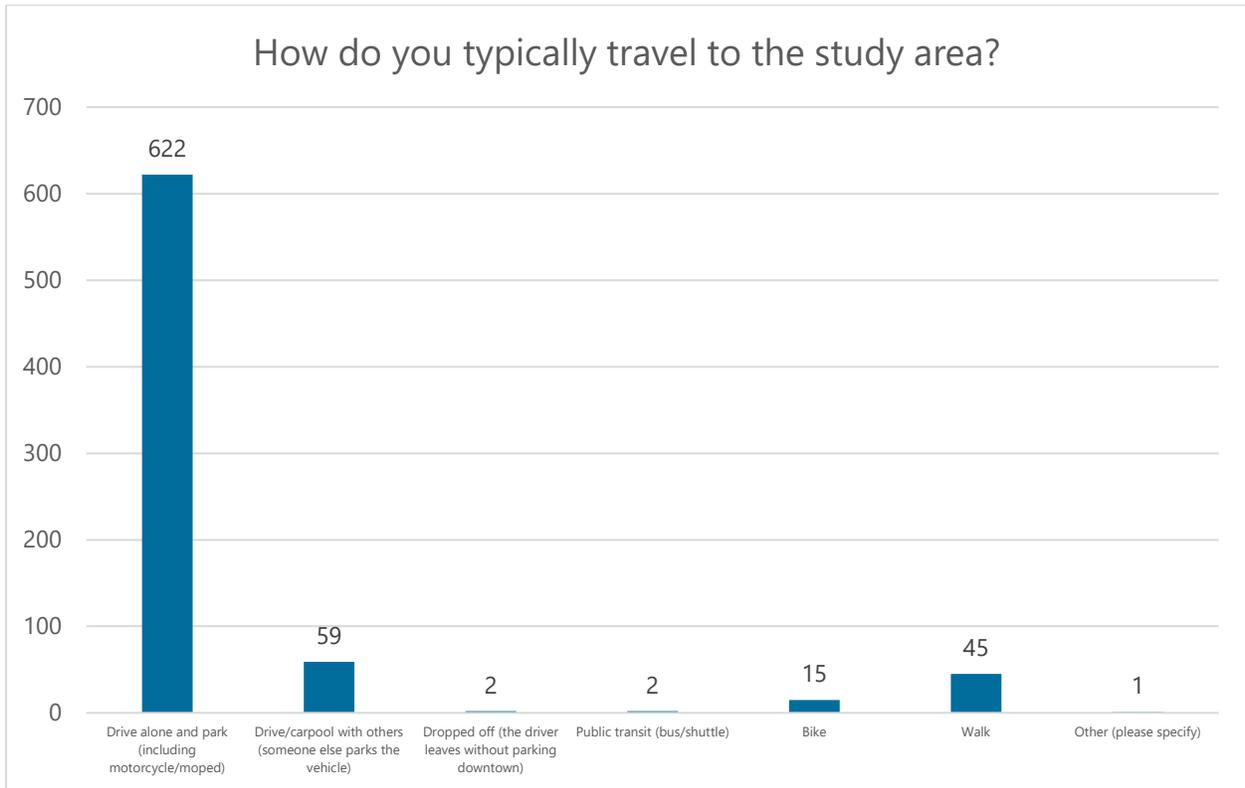


N = 746

## Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

Figure 16: Survey Respondents Primary Mode of Travel



N = 746

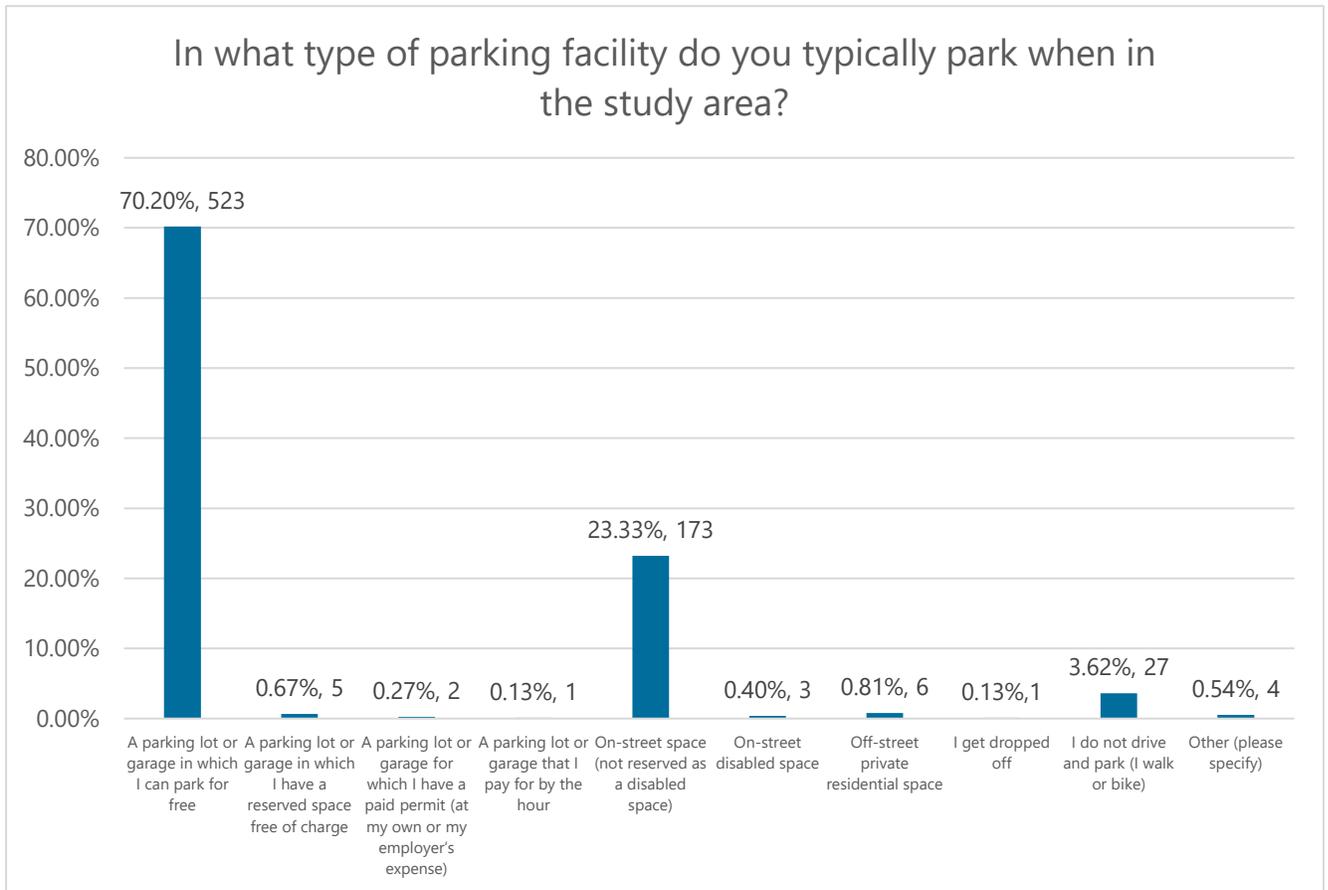
## Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

### Parking Facility

Most parking in Vienna's commercial corridors is in a parking lot or on-street. As such, most survey respondents typically park in a free parking lot or garage in Vienna (70%). If respondents do not park in a free lot, they are likely parking in an on-street parking space (not reserved as a disabled space) (23%). A small percentage (3.6%) of respondents do not drive to and park in the study area because they walk or bike.

Figure 17: Typical Parking Facility

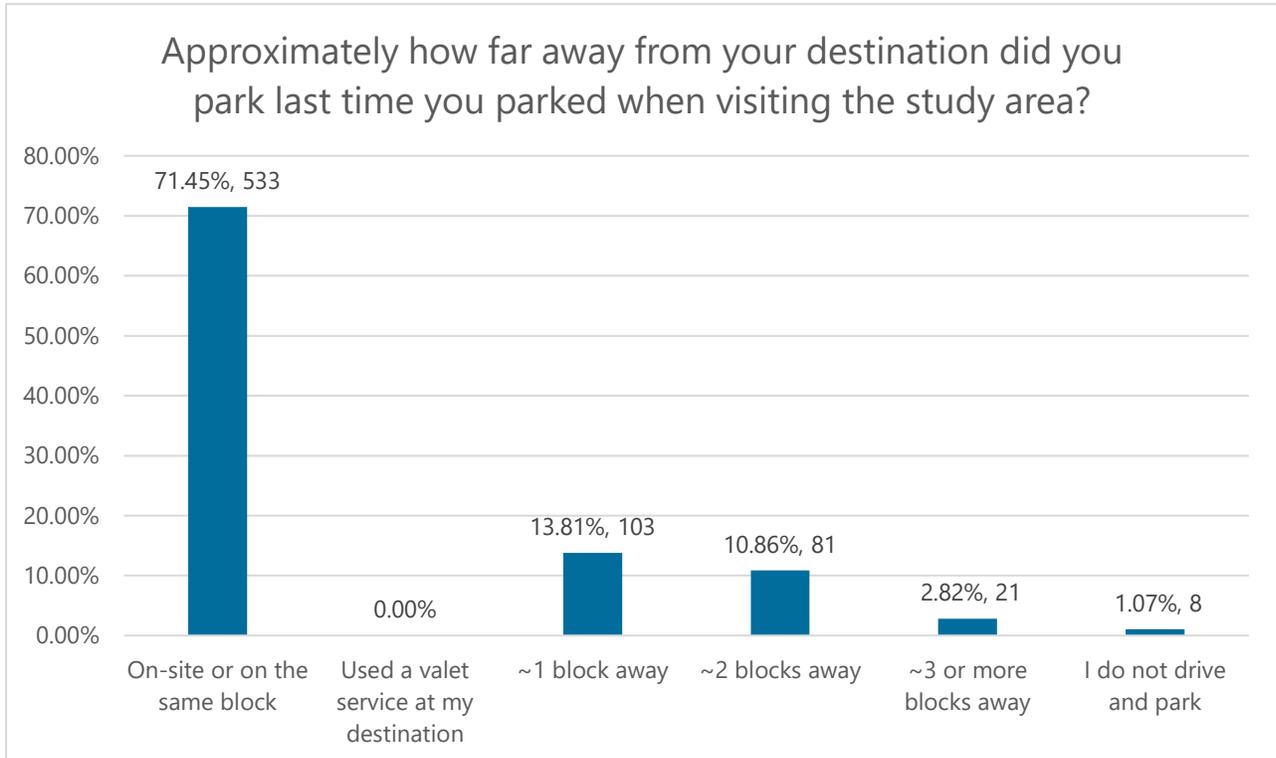


N = 745

## Parking Location

The survey attempted to assess where users choose to park. Most survey respondents – 71 percent - parked on-site or on the same block as their destination on their most recent visit to Vienna. This is not surprising, given that many respondents park in a free lot or use on-street parking near their destination. If respondents did not park on site or on the same block, they most likely parked about one block away (13.81%).

Figure 18: Parking Distance from Destination



N = 746

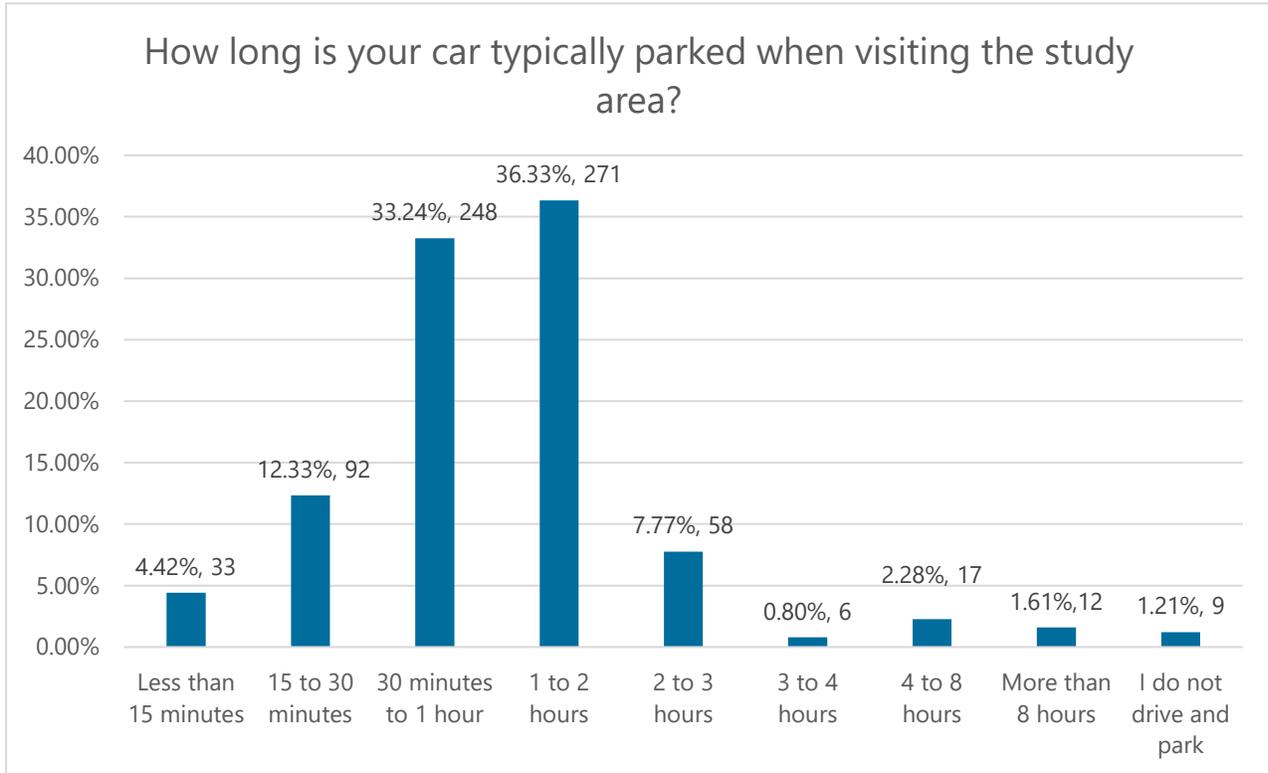
## Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

### Parking Duration

Approximately 36% of respondents park for one to two hours when visiting the study area and 33% park for 30 minutes to one hour. Very few respondents park for more than three hours.

Figure 19: Parking Duration



N = 746

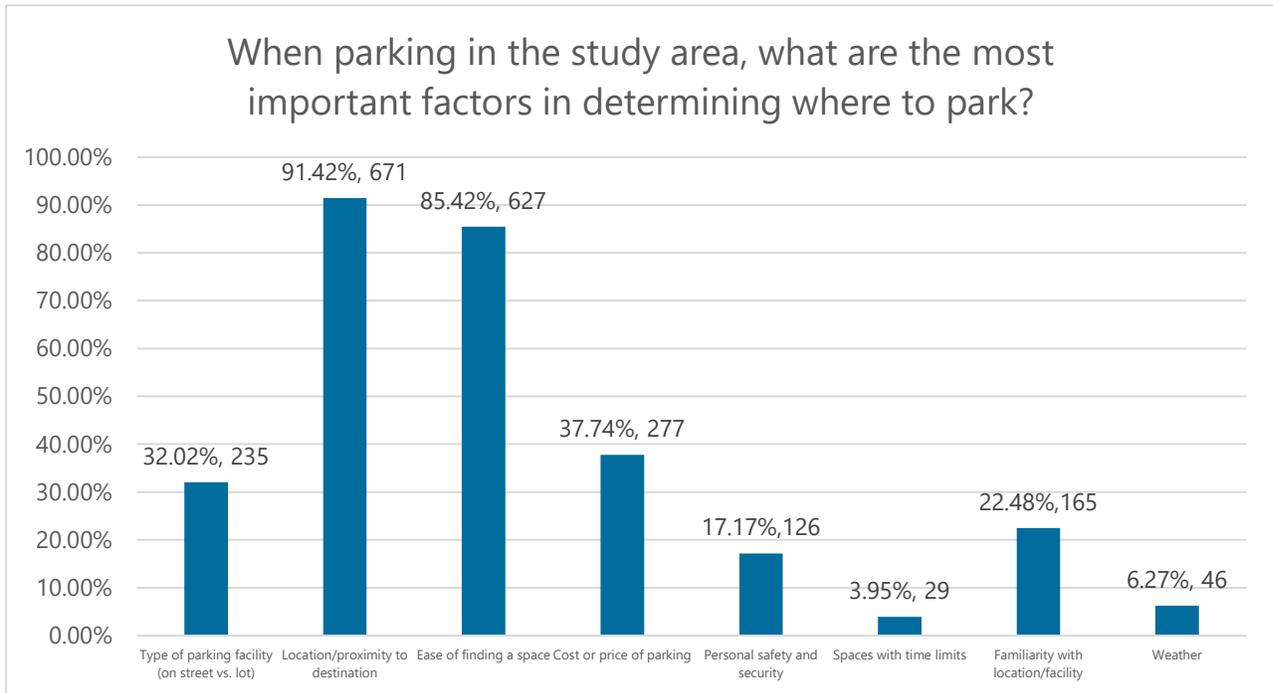
## Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

### Parking Choices

Respondents were asked to select the most important factors when determining where to park. Location and proximity to destination (91%) and ease of finding a space (85%) were selected as the top factors in determining where to park. Other common responses were cost or price of parking (38%), type of parking facility (32%) and familiarity with location and the facility (22%).

Figure 20: Factors in Parking Choice



N = 734

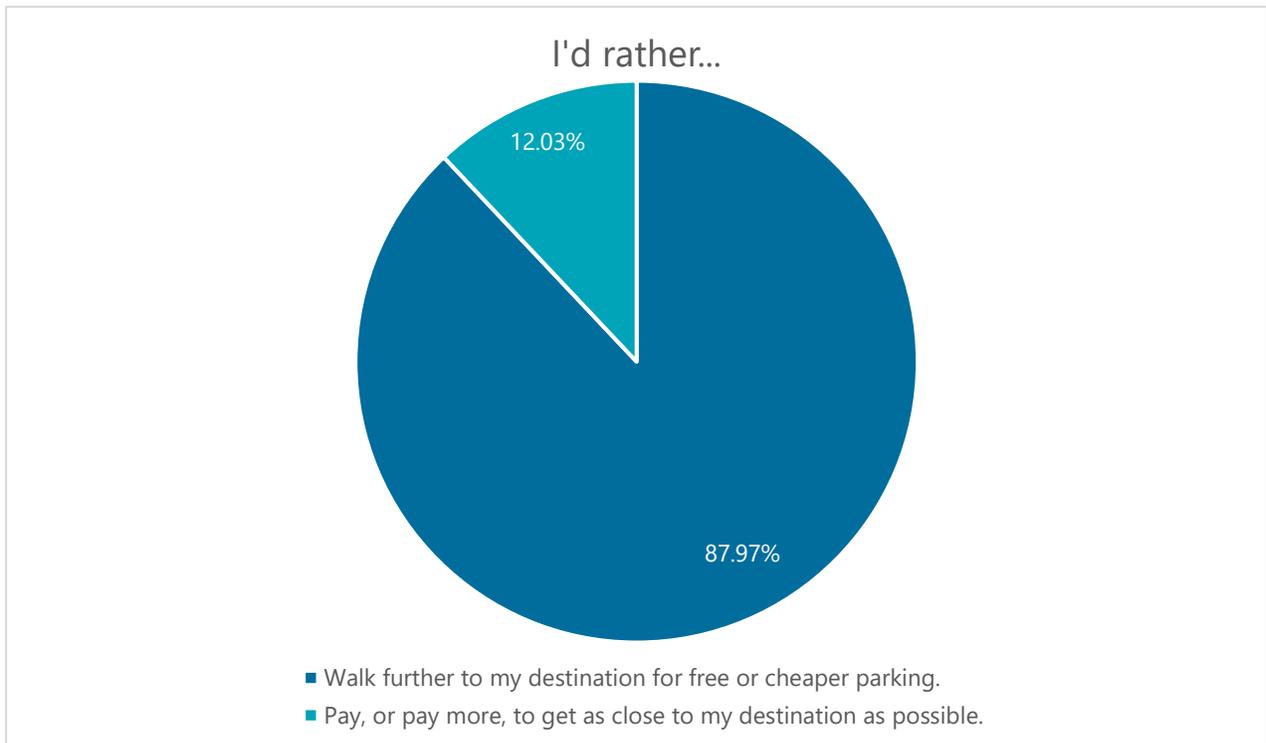
## Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

### Value Preference

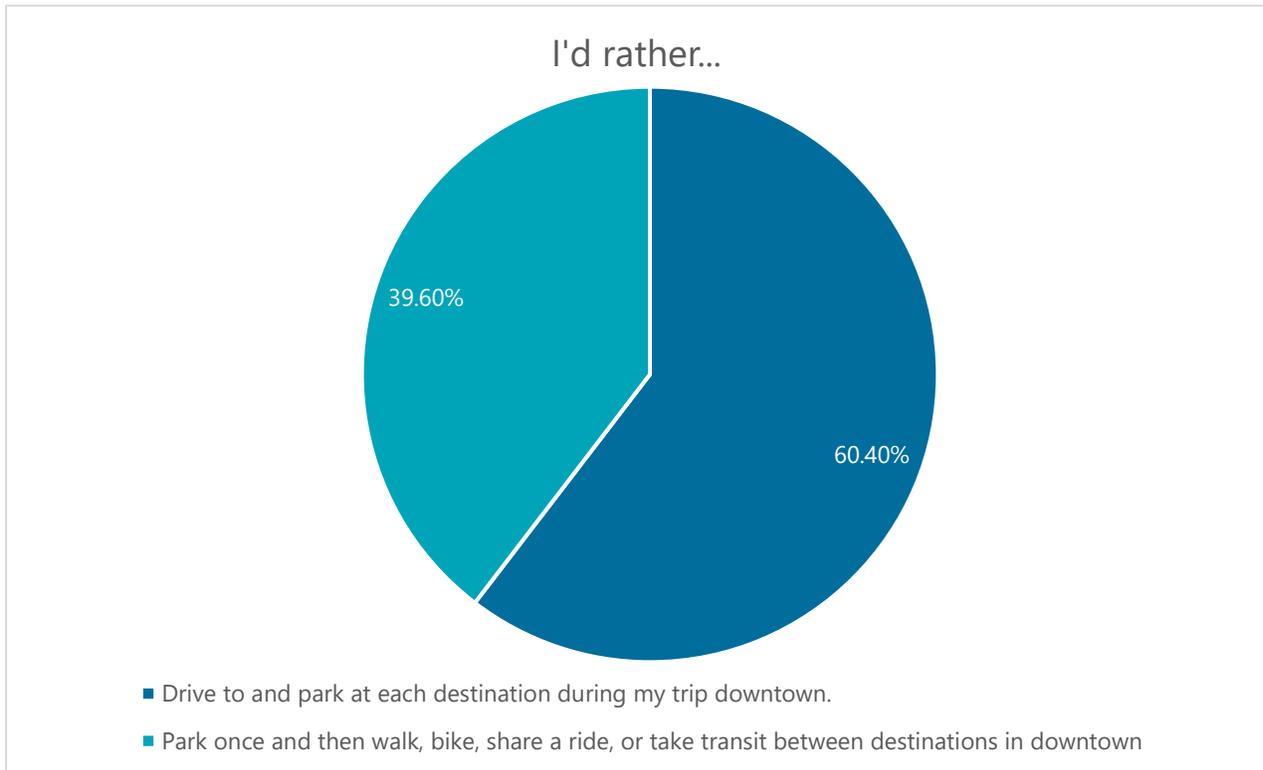
As location, ease of finding, and cost of parking were identified as primary considerations by a majority of respondents, the survey attempted to assess additional value preferences for parking. The majority of respondents would rather walk further to their destination for free or cheaper parking, rather than paying more to be closer to their final destination. Respondents also prefer to drive to and park at each destination, rather than parking once and walking, biking, or taking transit between destinations in Vienna.

Figure 21: Parking Location Value Preference



N = 740

Figure 22: Parking Event Value Preference



N = 745

### What Works Well?

Survey respondents were asked to describe what works well about parking and traveling around Vienna's commercial areas. Key themes in the responses included ample free parking, parking location, and walkability.

- Free Parking: Respondents shared that there is ample free parking around Vienna's commercial areas and they are often able to find a free spot near their destination
- Parking Location: Respondents shared they are often able to find a free spot near their destination. Many businesses have parking lots that customers can use, and these typically have spots open. On Church Street, it is easy to park and walk between destinations.
- Walkability: Respondents shared that there is plenty of parking if people are willing to walk a bit to their destination. Respondents also believe Vienna has good pedestrian and bicycle infrastructure, including the W&OD Trail, that they can use rather than driving.

### What Does Not Work Well?

Survey respondents provided feedback on what does not work well about parking and traveling around Vienna's commercial areas. The overwhelming responses were a lack of available parking near destinations, residential spillover parking, and lack of shared parking.

## Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

- **Lack of Available Parking:** Some respondents shared that they consistently have trouble finding a parking spot near their destination. Some acknowledged that there was plenty of parking, but it was full.
- **Residential Spillover Parking:** Some respondents shared that they often cannot find parking because of new residential developments. Respondents said they see people living in residential areas of Vienna parking in commercial areas and walking to their residence.
- **Shared Parking:** Many respondents shared they would like to park once and walk between destinations, but business owners employ towing companies to prevent this.

### **How Would You Improve Parking in Vienna's Commercial Areas?**

Respondents were asked how parking and getting around in Vienna's commercial areas could be improved. Key themes included additional free parking, a parking garage, shared parking, improved active transportation and public transportation infrastructure, traffic flow on Maple Avenue, increased parking requirements

- **Additional Free Parking:** Many respondents would like to see additional free parking, especially on Church Street.
- **Parking Garage:** Respondents were divided over a parking garage. Some shared that a parking garage would greatly improve traveling around Vienna. A central lot would allow respondents to park once and walk to multiple destinations. However, some respondents were strongly opposed to the idea of a parking garage.
- **Shared Parking:** Respondents shared that they would like to see more options for shared parking, especially in some of the larger shopping center lots. They would like to park in one lot and go to businesses in another lot, but this is not allowed by many businesses today.
- **Active Transportation and Public Transit Infrastructure:** Respondents would like to see bike parking minimums, crosswalks with high visibility beacons and lights, more crosswalks, and well-maintained sidewalks. This would improve walkability throughout Vienna. Respondents would also like to see a shuttle, trolley, or other public transportation throughout the Town of Vienna. They shared that current buses do not come frequently enough to use them.
- **Traffic Flow on Maple Avenue:** Respondents shared that the flow of traffic on Maple Avenue makes it very challenging to drive around Vienna. Respondents suggested banning all left turns onto Maple Avenue or aligning stoplight times to improve traffic flow.
- **Increased Parking Requirements:** Respondents shared they would like to see developments have increased parking requirements. Many developments go into existing spaces and cannot add parking if needed. Residents identified developments like 444 Maple Avenue as developments that should have had increased parking requirements when they went through the development program.

## 4 INITIAL ASSESSMENT AND NEEDS

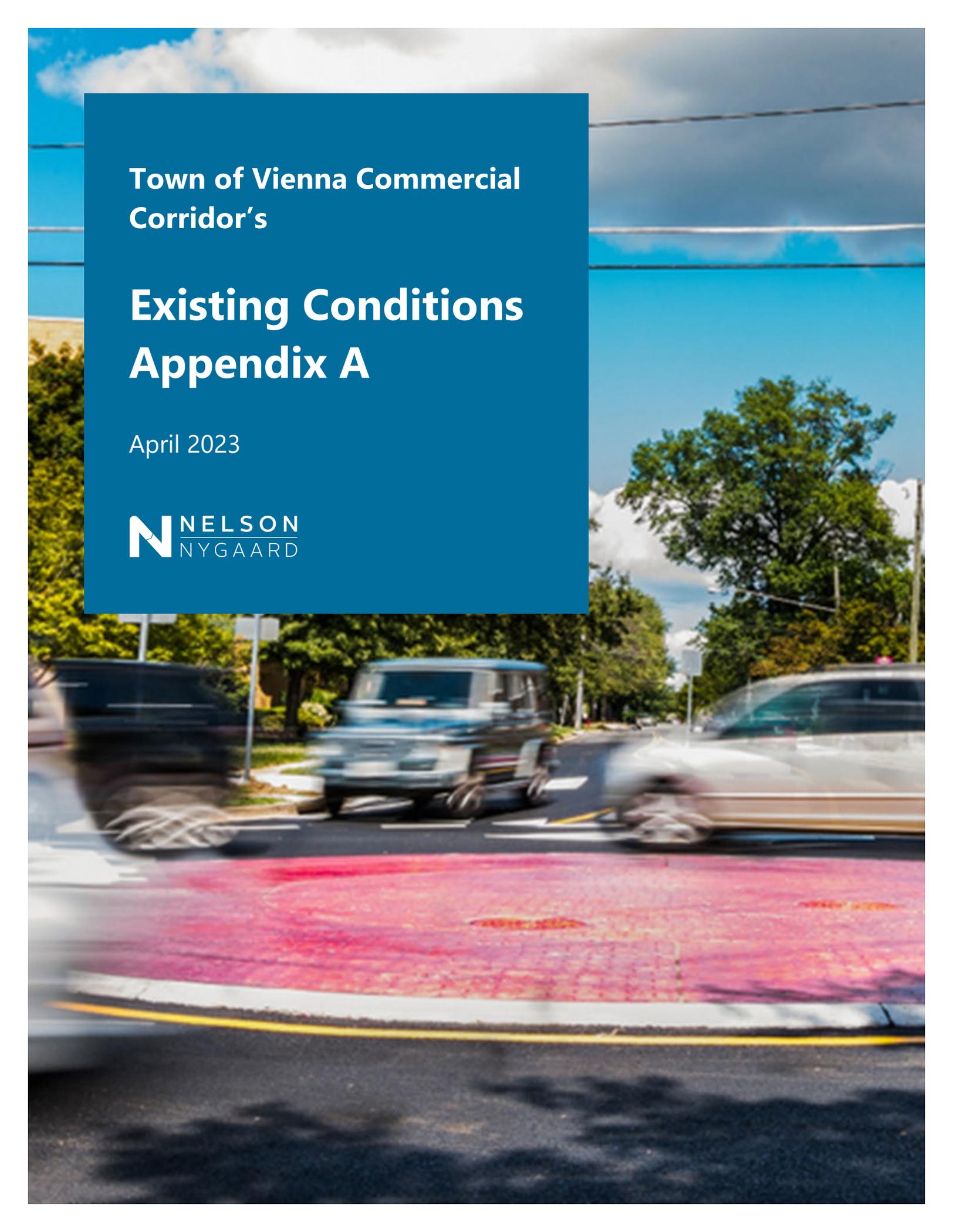
Based upon a comprehensive review of the existing conditions, parking utilization analysis, and the user surveys, the initial assessment and needs for the Town of Vienna study area consists of the following:

1. There is currently over 5,000 spaces within the Town of Vienna study area with approximately 99% off-street.
2. Less than 1% of the parking spaces in the study area are publicly owned (the Public Library).
3. The lunchtime period 12 p.m.-2 p.m. on both weekdays and weekends are the periods of highest demand.
  - i. 45% of off-street parking is occupied in the weekday lunch period
  - ii. 39% of off-street parking is occupied in the weekend lunch period
4. On street parking occupancy is generally higher on weekends than weekdays, peaking at 78% usage between 2 p.m. – 3p.m. on weekends and 65% on weekdays (12 p.m. – 1p.m.)
5. The majority of survey respondents come to the Town’s commercial corridors to eat or drink (84.60%)
6. Over 90% of survey respondents travel to the study area in a private automobile whether driving alone or driving with others.
  - i. Encouraging **TDM measures** into the site development process is encouraged.
7. Approximately 36% of respondents park for one to two hours when visiting the study area and 33% park for 30 minutes to one hour. Very few respondents park for more than three hours.
  - a. A range of **parking regulations** to provide varied time limited spaces is beneficial.
8. Respondents would rather walk further to their destination for free or cheaper parking, rather than paying more to be closer to their final destination.
  - a. **Parking pricing** is neither warranted by demand or wanted by clients
9. Respondents also prefer to drive to and park at each destination, rather than parking once and walking, biking, or taking transit between destinations in Vienna.
  - a. Use zoning to support a **compact “park-once” development** and environment.
10. Respondents shared that Vienna’s free parking, parking locations, and walkability of the Town work well. However, lack of available parking, residential spillover parking, and a lack of shared parking make parking difficult.
  - a. Consolidate and streamline the parking **wayfinding, signage and information systems**.
  - b. Encourage and support the use of **shared parking agreements** amongst compatible land-uses.

## Town of Vienna Commercial Corridors - Existing Parking Conditions

Town of Vienna, VA

11. Respondents would improve parking by creating additional free parking, a parking garage, improving active transportation and public transit infrastructure and traffic flow on Maple Avenue, and increased parking requirements for new developments.
  - a. Review the parking code to **“right-size” parking requirements** for new developments.
  - b. Focus on **multimodal improvements** to increase access to underutilized parking.
  - c. Streamline and standardize **signage and striping**, including for private lots that are open to the public.

The background image is a photograph of a street scene. In the foreground, there is a large, circular area paved with pink bricks. A yellow curb runs along the edge of this area. Several cars are visible, including a dark SUV on the left, a blue car in the center, and a white car on the right. The cars are slightly blurred, suggesting motion. In the background, there are green trees and a blue sky with some clouds. Power lines are visible across the top of the image.

# Town of Vienna Commercial Corridor's

# Existing Conditions Appendix A

April 2023

**N** NELSON  
NYGAARD

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# APPENDIX A: PARKING UTILIZATION MAPS

This appendix includes maps of the study area during data collection for the hours of 10am-11am, 12pm-1pm, 2pm-3pm, 4pm-5pm, and 6pm-7pm on. The maps include data visualizations of both the Wednesday and Saturday collection dates.

## WEEKDAY DATA COLLECTION

Figure 1: Parking Utilization – Wednesday 10am

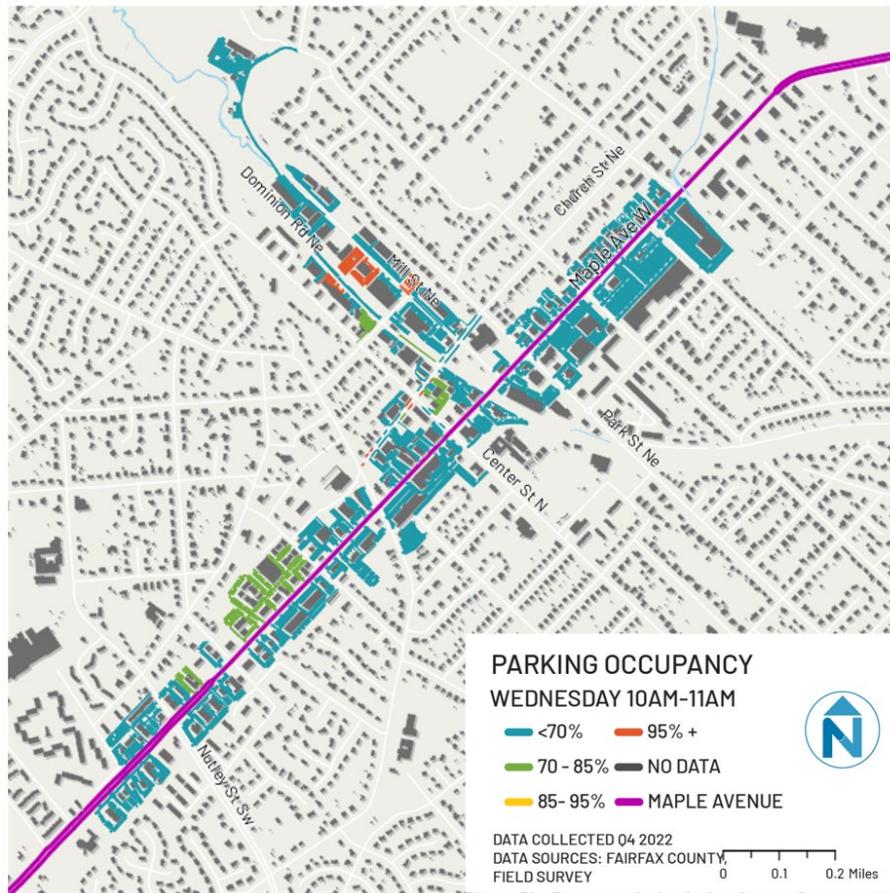


Figure 2: Parking Utilization – Wednesday 12pm



Figure 3: Parking Utilization – Wednesday 2pm

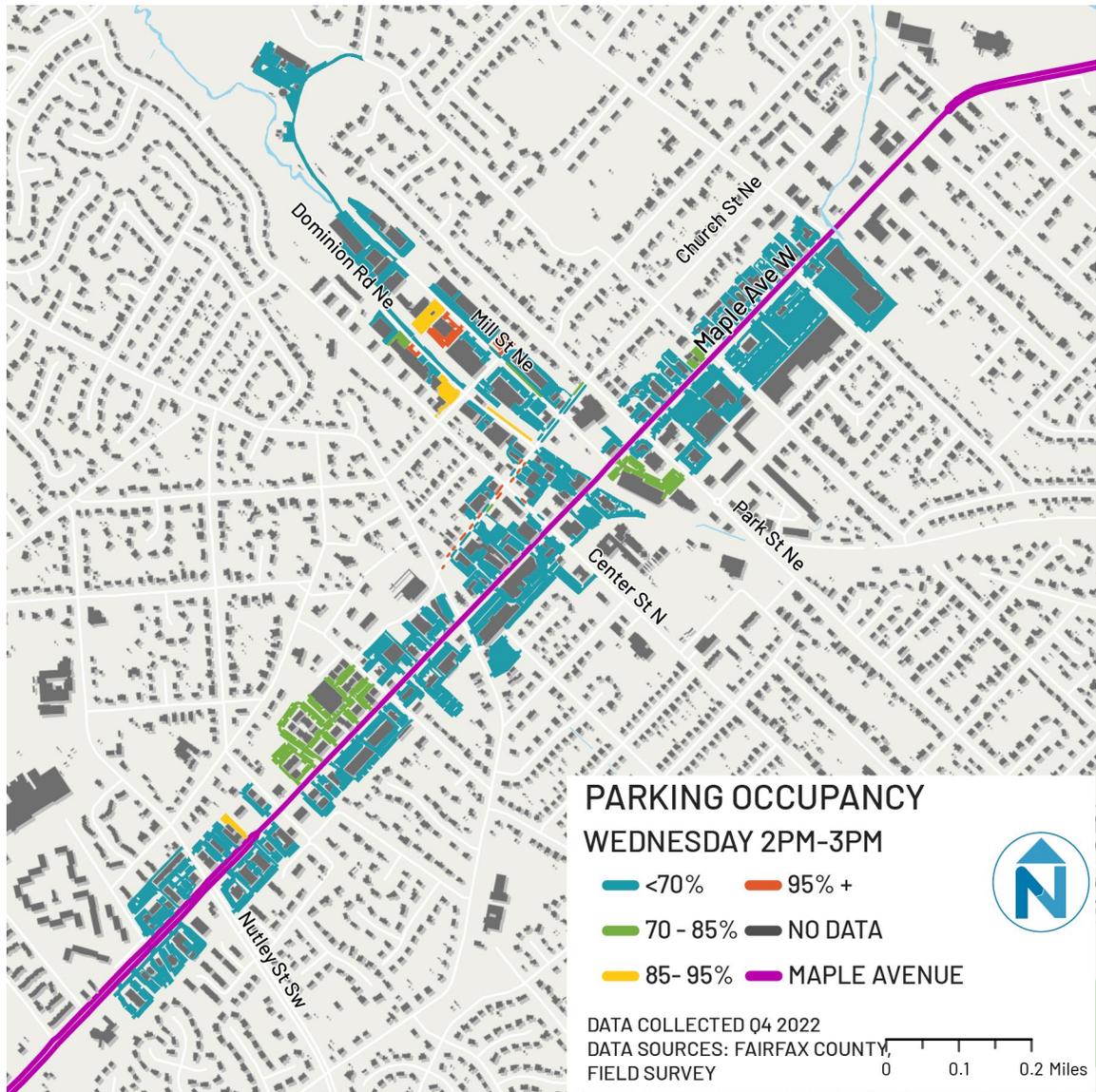


Figure 4: Parking Utilization – Wednesday 4pm

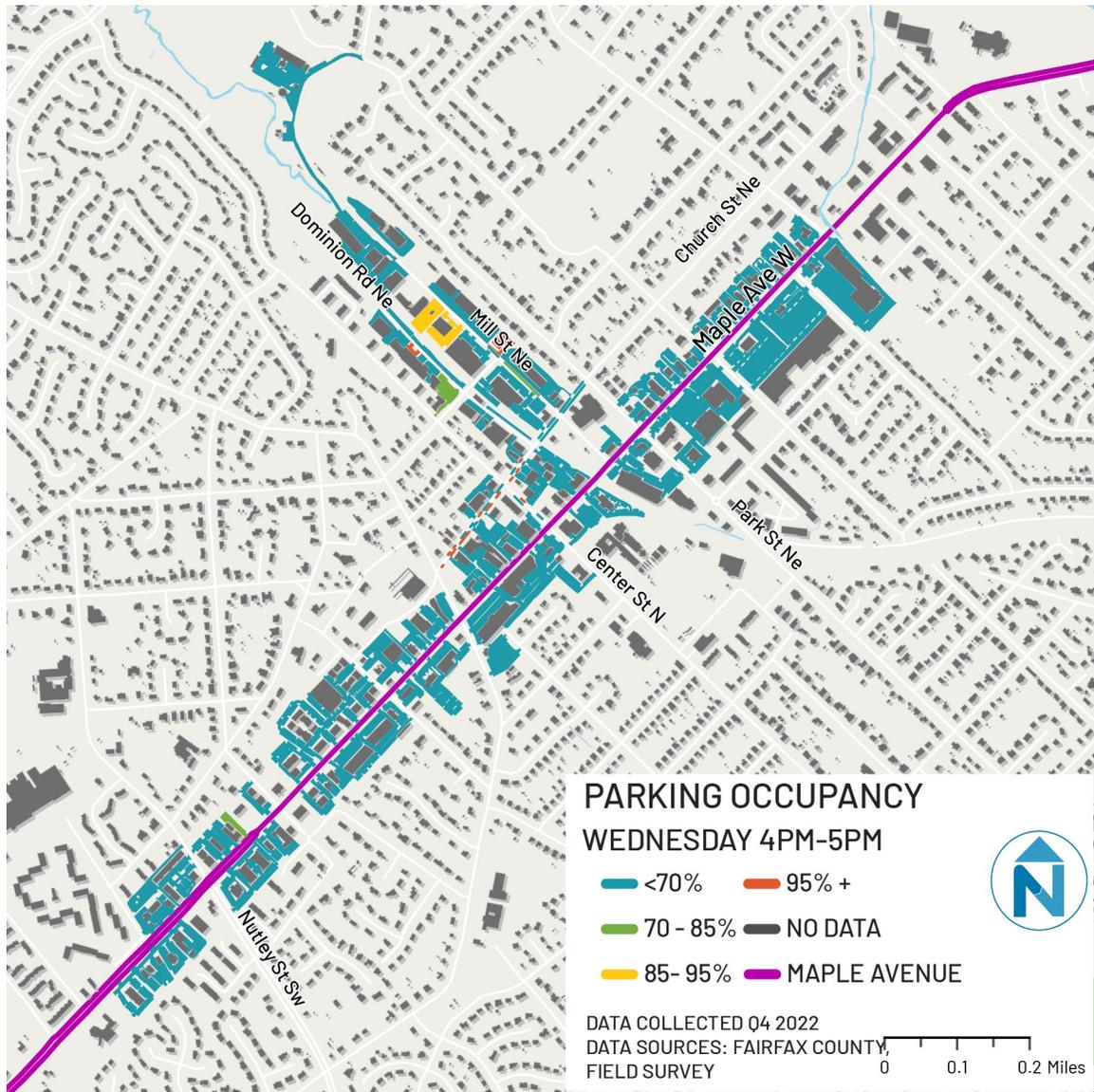


Figure 5: Parking Utilization – Wednesday 6pm



# WEEKEND DATA COLLECTION

Figure 6: Parking Utilization – Saturday 10am

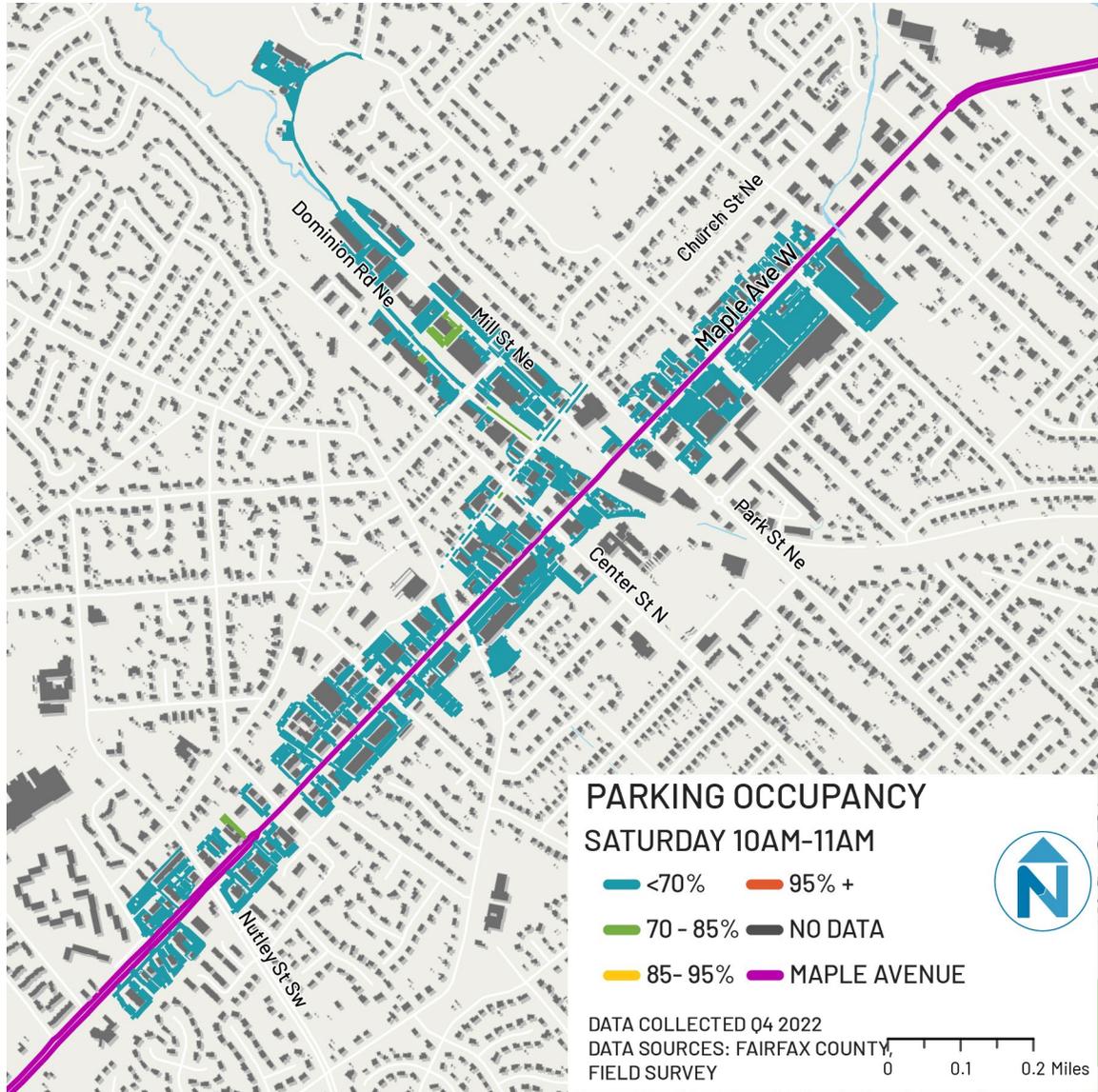


Figure 7: Parking Utilization – Saturday 12pm

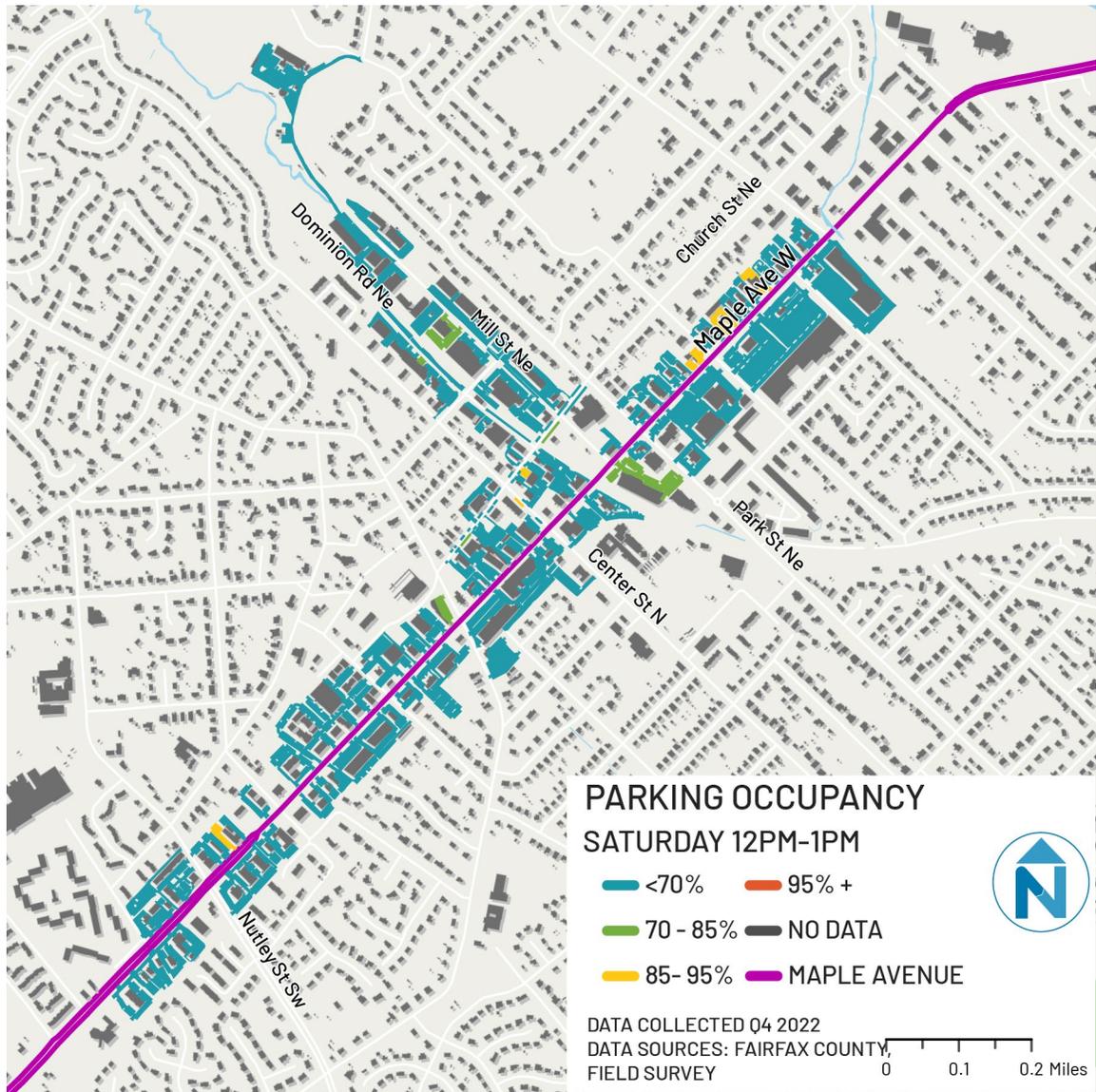


Figure 8: Parking Utilization – Saturday 2pm

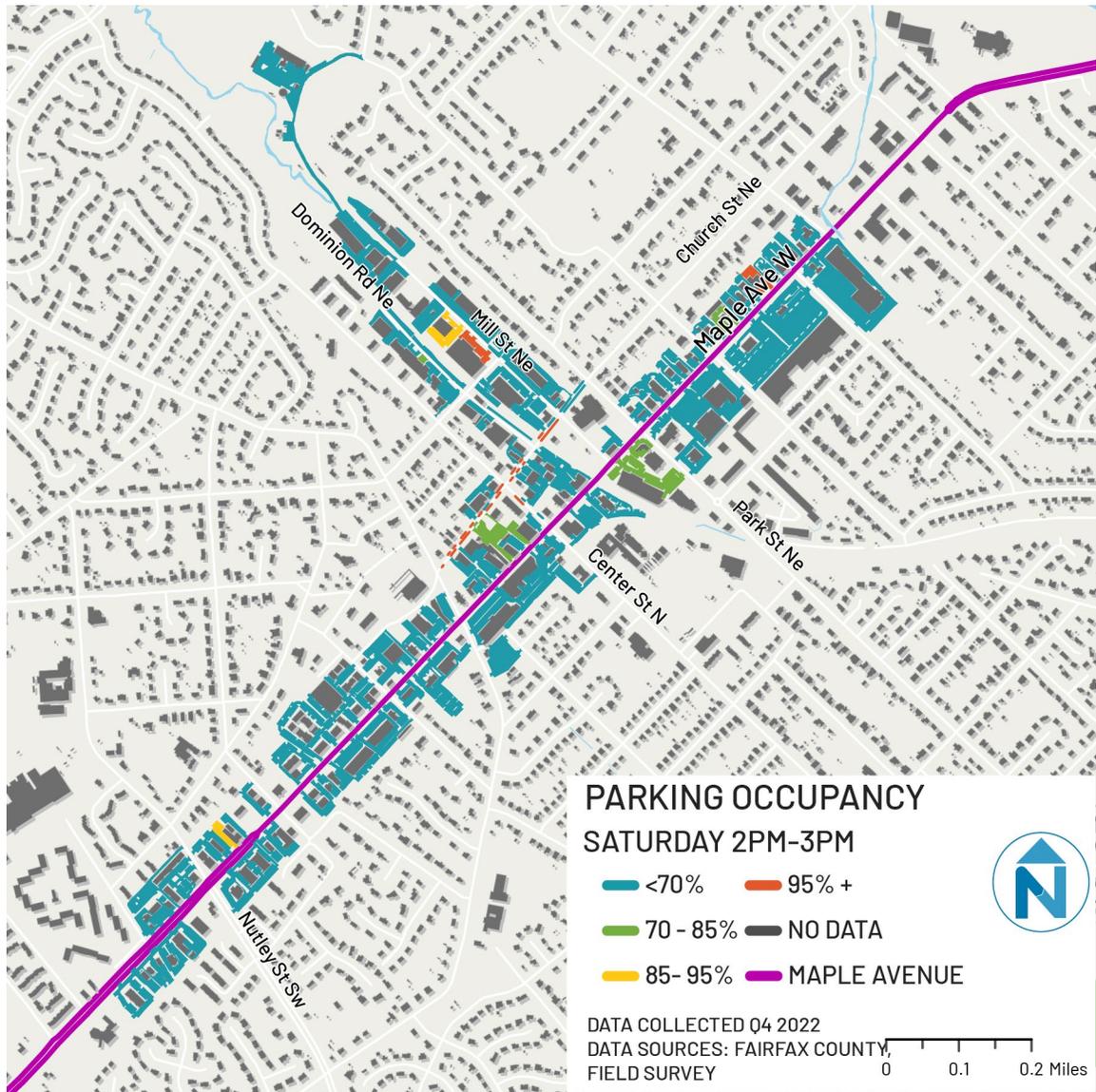


Figure 9: Parking Utilization – Saturday 4pm

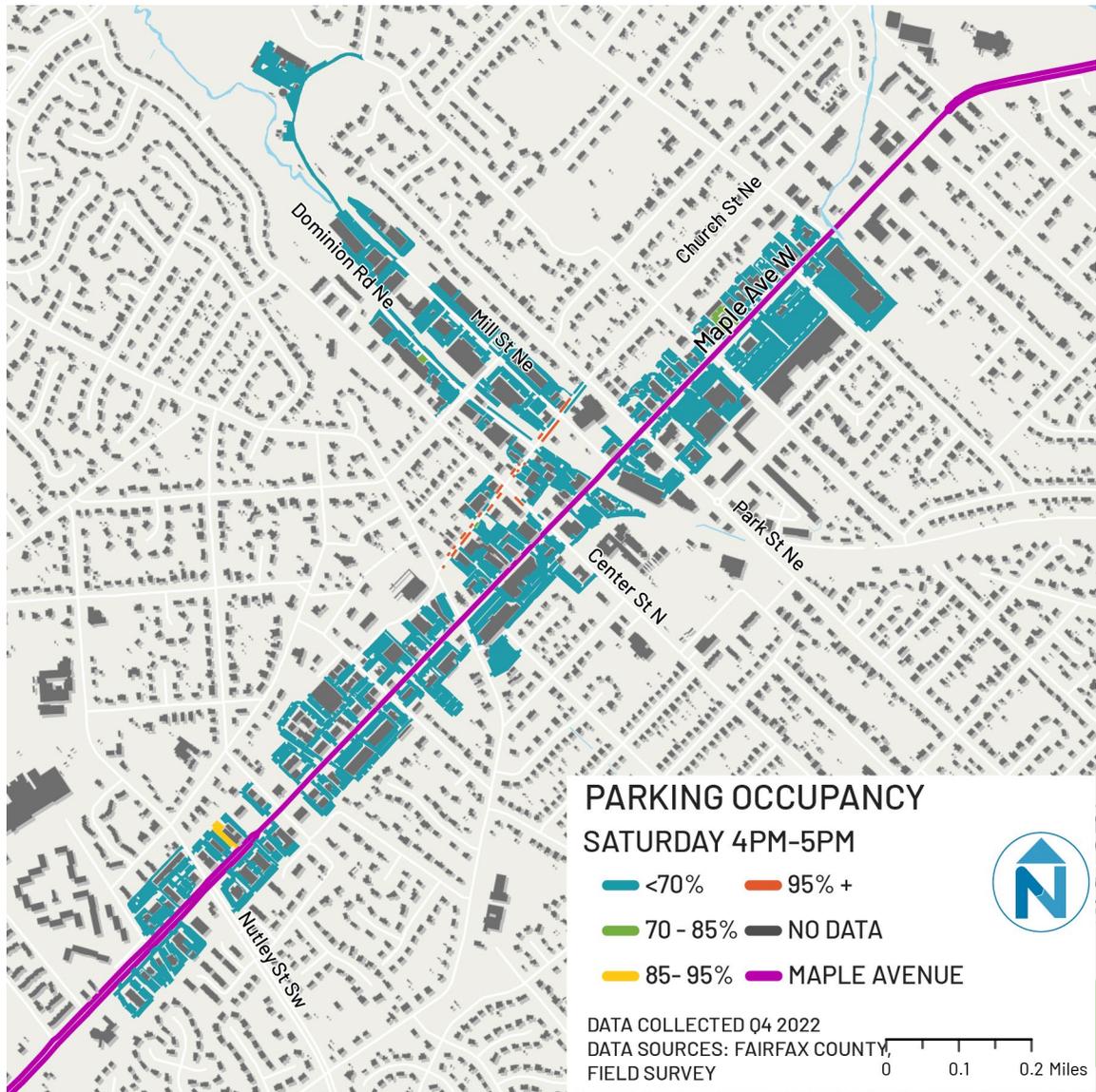
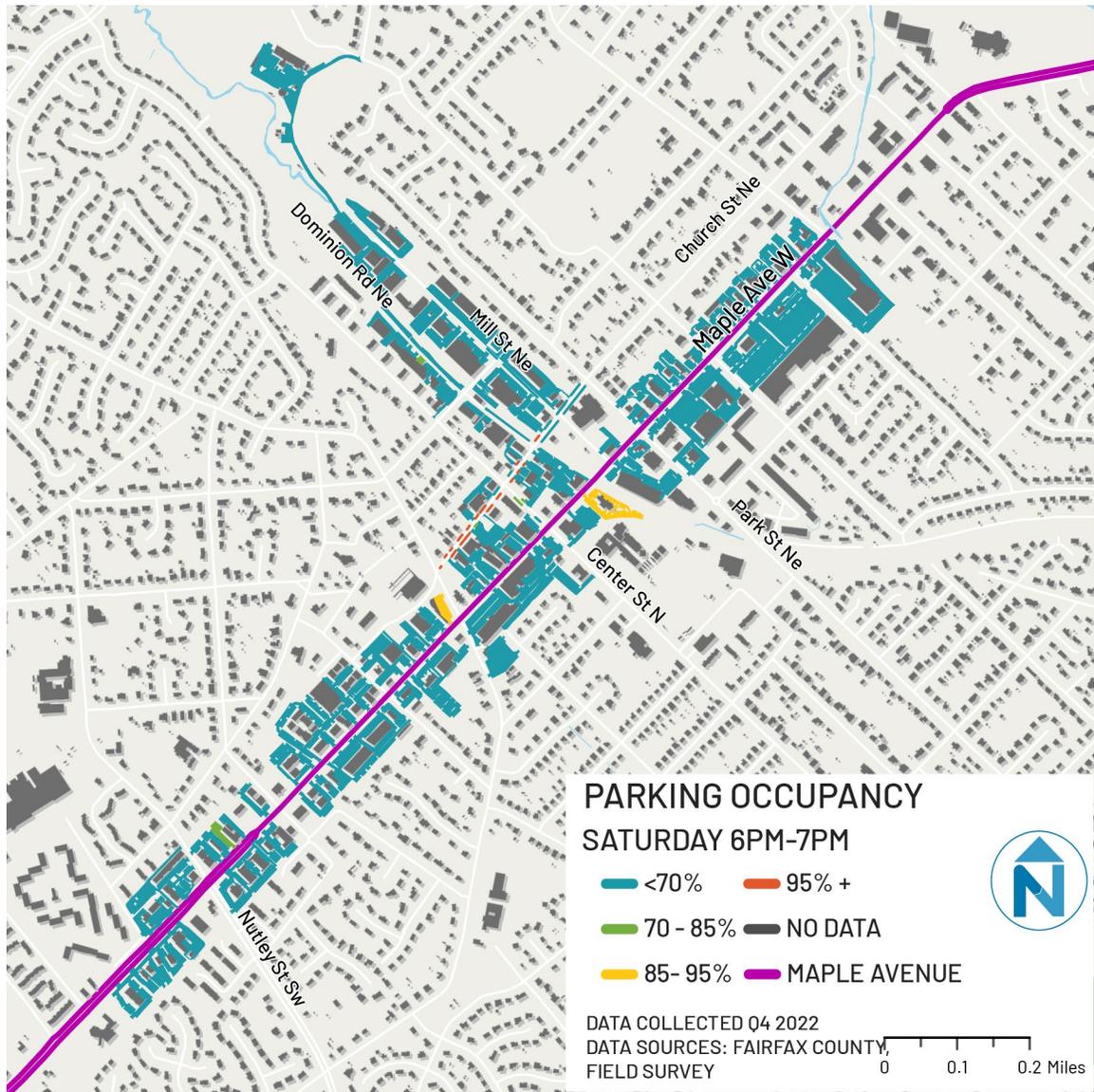


Figure 10: Parking Utilization – Saturday 6pm

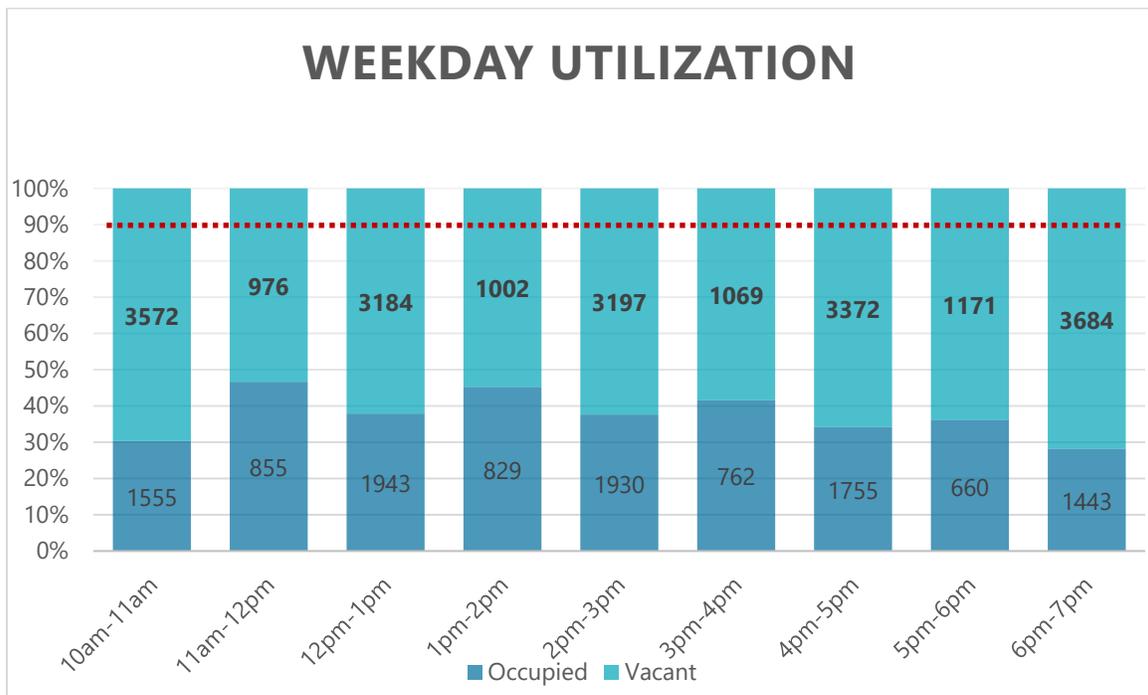


# APPENDIX B: PARKING UTILIZATION TABLES

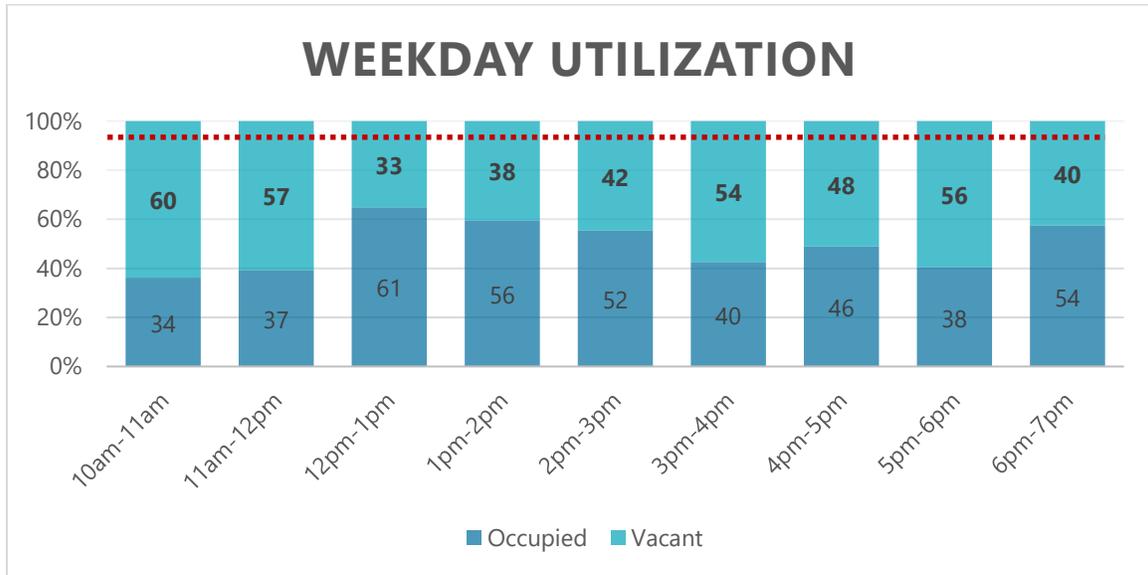
This appendix includes Tables of the study area during data collection for the hours of 10am-11am, 12pm-1pm, 2pm-3pm, 4pm-5pm, and 6pm-7pm on. The Tables include data visualizations of both the Wednesday and Saturday collection dates.

## WEEKDAY DATA COLLECTION

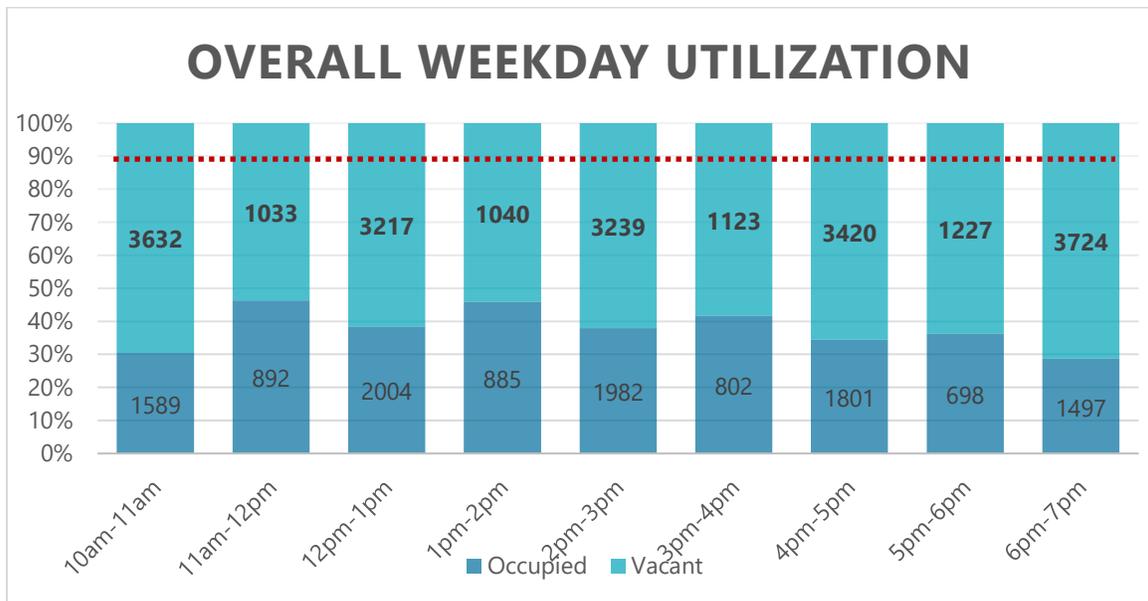
### Off-Street Parking



## On-Street Parking

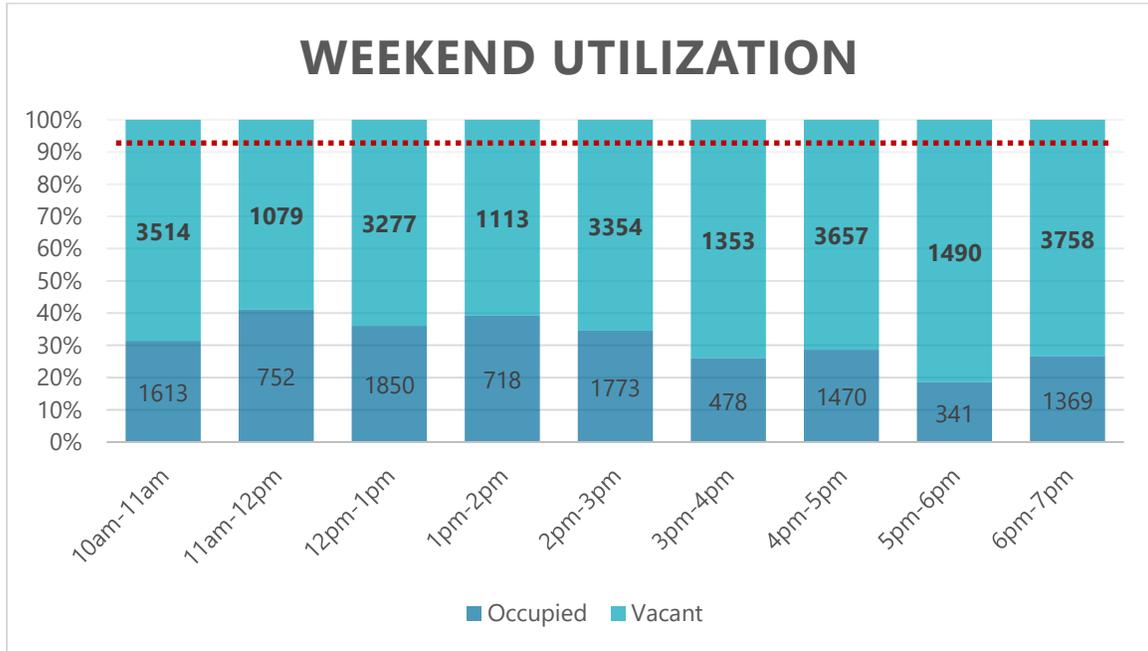


## Overall Parking

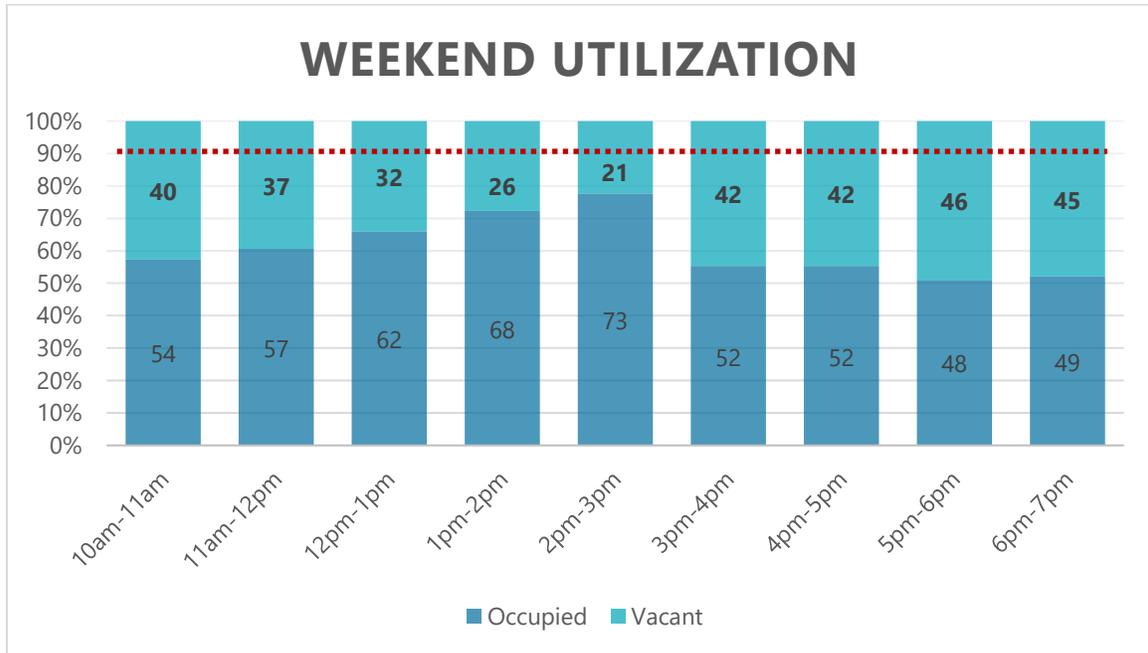


# WEEKEND DATA COLLECTION

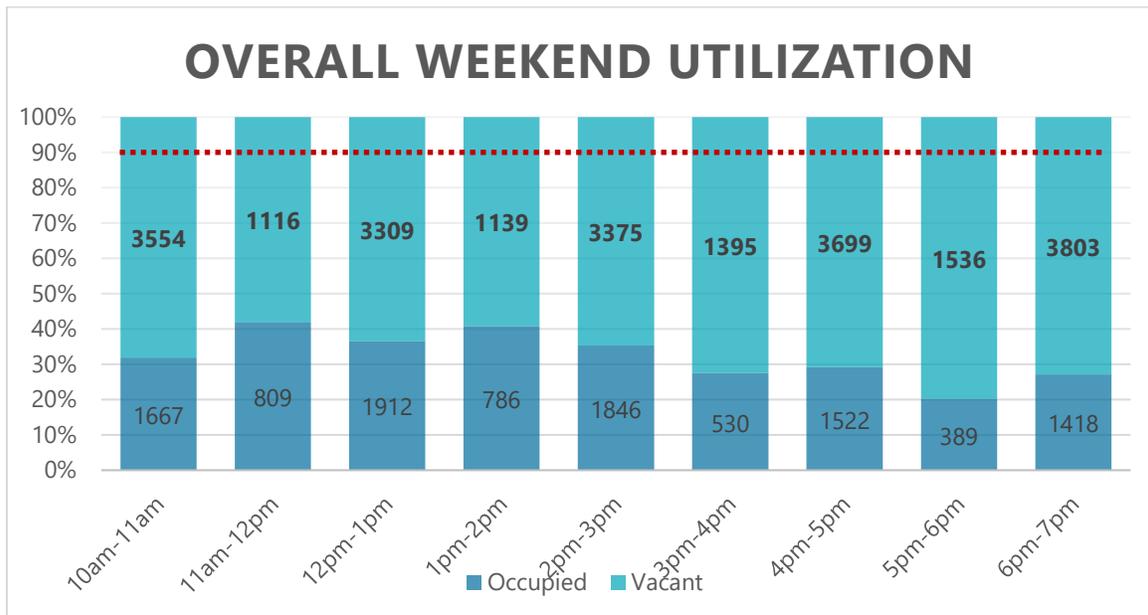
## Off-Street Parking



## On-Street Parking



## Overall Parking



# **B PROPOSED RATE COMPARISON TABLE**

**APPENDIX B: PROPOSED RATE COMPARISON TABLE**

Property Address	Description	Confirmed Parking Stock	Rentable Building Area	Parking Req Under Current Zoning Code	Required Parking Based On Total Sq Ft (as per previous code)	Proposed Parking Req	Required Parking based on Total Square Feet Proposed Parking Ratio
143 Maple Ave E 133-147 Park St SE	Whole Foods Market My Gym Vienna Cuppet Performing Arts Center Ayla Salon and Spa Stroke Comback Center	140	68638	1 space per 200 sq ft and 1 space per every 4 seats for restaurant uses	343	4 spaces per 1000 square feet	275
340 Mill St NE	Vienna Auto Park Frames Automotive Cloud IX Homes	70	10000	1 space per 3 employees on maximum shift	50	4 spaces per 1000 square feet	40
338 Dominion Rd NE	Auto Body of Vienna	30	12800	1 space per 200 sq ft	64	1 space per 200 sq ft	64
210-216 Dominion Rd NE	Evolution Health and Fitness Pennywise Thrift Shop Frame Factory Mt. Kim Martial Arts	50	19200	1 space per 200 sq ft	96	4 spaces per 1000 square feet	77
252 Maple Ave W	Shell Gas Station	5	961	2 spaces per service bay, plus 6.5 spaces per 1,000 square feet of gross floor area devoted to the retail use, but never less than 5 spaces	6	2 spaces per service bay, plus 6.5 spaces per 1,000 square feet of gross floor area devoted to the retail use, but never less than 5 spaces	6
112 Glyndon St NE 256-262 E Maple Ave	Assal Market Washington Onnuri Community Church Sweet Leaf Café T-Mobile Savvy Rest Mattress Store Metro Eyes	22	13557	1 space per 200 sq ft	68	4 spaces per 1000 square feet	54
133 Maple Ave E 127 Maple Ave E	Bear Branch Tavern Capital Esthetics & Family Dentistry of Vienna	100	38877	1 space per 200 sq ft and 1 space per every 4 seats for restaurant uses	194	4 spaces per 1000 square feet	156
200 Maple Ave E 109-113 Park St NE	Mobil Gas Station Chit Chaat Café	11	3420	1 space per 200 sq ft	17	4 spaces per 1000 square feet	14
226 Dominion Rd NE	Eastern Business Machines	8	7883	1 space per 3 employees on maximum shift	2	1 space per 3 employees on maximum shift	2

**APPENDIX B: PROPOSED RATE COMPARISON TABLE**

Property Address	Description	Confirmed Parking Stock	Rentable Building Area	Parking Req Under Current Zoning Code	Required Parking Based On Total Sq Ft (as per previous code)	Proposed Parking Req	Required Parking based on Total Square Feet Proposed Parking Ratio
125 Church St NE 120 Maple Ave E 126 Maple Ave E 128 Maple Ave E 130 Maple Ave E 134 Maple Ave E	Nails Etc II The Dress Code Psychologist Hair Salon Vienna Inn Beekman Place Antiques Pear Tree Cottage Herat Oriental Rugs	57	14130	1 space per 200 sq ft	68	4 spaces per 1000 square feet	57
401-407 Maple Ave W	My Eye Dr. Beruit Café	40	5130	1 space per 200 sq ft	26	4 spaces per 1000 square feet	21
215 Maple Ave W	Dollar Tree	58	12191	1 space per 200 sq ft	61	4 spaces per 1000 square feet	49
431 Maple Ave W	Magnolia Dessert Bar and Coffee Polish Market Vienna Florist White Lotus Nails	30	8000	1 space per 200 sq ft	40	4 spaces per 1000 square feet	32
318 Dominion Rd NE	Warehouse/Retail Space	12	6452	1 space per 200 sq ft	32	4 spaces per 1000 square feet	26
362 Maple Ave E	Starbucks	17	1700	1 space per 4 seats and 10 stacking spaces per drive-through and 5 stacking spaces need to be made available for the ordering station.	25	1 space per 4 seats	11
332 Maple Ave E	Burke and Herbert Bank	12	2669	1 space per 200 square feet of floor area plus sufficient space for 10 stacking spaces for first drive-through window and 5 spaces for each additional window	23	4 spaces per 1000 square feet	11
315 Maple Ave E 353 Maple Ave E	Chase Bank Maple Avenue Shopping Center	532	111810	1 space per 200 sq ft	559	4 spaces per 1000 square feet	447
425-427 W Maple Ave	White Salon Bridal Garai Orthodontics	25	3640	1 space per 200 sq ft	18	4 spaces per 1000 square feet	15
433 Mill St NE	Capitol Building Supply	20	19790	1 space per 200 sq ft	99	4 spaces per 1000 square feet	79

**APPENDIX B: PROPOSED RATE COMPARISON TABLE**

Property Address	Description	Confirmed Parking Stock	Rentable Building Area	Parking Req Under Current Zoning Code	Required Parking Based On Total Sq Ft (as per previous code)	Proposed Parking Req	Required Parking based on Total Square Feet Proposed Parking Ratio
201-213 Maple Ave E 153 Glyndon St 225 Maple Ave E 124 Park St SE 165 Glyndon St SE	Vienna Marketplace Glyndon Plaza	301	60317	1 space per 200 sq ft	299	4 spaces per 1000 square feet	241
420-A Mill St	Easy Stone Center	8	10065	1 space per 3 employees on maximum shift	2	1 space per 1.5 employees on major shift, plus 1 space per company vehicle, but with a minimum of 1 space per 1,000 square feet of gross floor area	10
352 Maple Ave W	The Carpet House	19	6520	1 space per 200 sq ft	33	4 spaces per 1000 square feet	26
538 Maple Ave W 540 Maple Ave W 544 Maple Ave W	Chick Fil A Flagship Carwash McDonalds	46	22286	1 space per 200 sq ft	135	4 spaces per 1000 square feet	89
147 Maple Ave W	Maple Ave Restaurant Cruz-N-Shine Car Wash Bubble Mochi Marjan Catering	20	5541	1 space per 200 sq ft	47	4 spaces per 1000 square feet	22
302 Maple Ave W	Frame Coffee Roasters Ashley's Best Tailoring Cindy Nail Spa	26	7120	1 space per 200 square feet of floor area on all floors	36	4 spaces per 1000 square feet	28
510-520 Mill St 430 Mill St NE 432-438 NE Mill St	Diventures in Vienna Versailles Gallery Caboose Brewing Dominion Dive Club Pitchers Edge Performance Studio Sheets Wholesale Cross Fit Mill Street	114	54500	1 space per 200 sq ft	273	4 spaces per 1000 square feet	218
211-215 Mill St NE 223 Mill St NE 223-241 Mill St NE	Vienna Remodeling Dulles Kitchen and Bath CubeSmart Self Storage Body Grace and Fitness Yoga	30	156573	1 space per 200 square feet	33	4 spaces per 1000 square feet	626

**APPENDIX B: PROPOSED RATE COMPARISON TABLE**

Property Address	Description	Confirmed Parking Stock	Rentable Building Area	Parking Req Under Current Zoning Code	Required Parking Based On Total Sq Ft (as per previous code)	Proposed Parking Req	Required Parking based on Total Square Feet Proposed Parking Ratio
246 Maple Ave	Capital One Bank	19	14370	1 space per 200 square feet of floor area plus sufficient space for 10 stacking spaces for first drive-through window and 5 spaces for each additional window	87	4 spaces per 1000 square feet	57
138 Church St NE	LenzSullivan Dentistry	31	3223	1 space per 200 square feet of floor area on all floors	16	4 spaces per 1000 square feet	13
324 Dominion Rd NE	Rays Autobody	7	8485	1 space per 200 sq. ft. of net floor area, plus 2 spaces per service bay	50	1 space per 200 sq. ft. of net floor area, plus 2 spaces per service bay	50
328 Maple Ave E	Jade Shopping Center	18	4400	1 space per 200 square feet of floor area on all floors	22	4 spaces per 1000 square feet	18
103 Park St SE 175 Maple Ave E	Lily's Chocolate and Coffee Snip Snip Barber Shop Vienna Boot and Leather Metropolitan Microblading	24	11900	1 space per 200 square feet of floor area on all floors	60	4 spaces per 1000 square feet	48
545 Maple Ave W 537-541 Maple Ave W	Shell Gas Station 7-Eleven Z Burger Vienna	28	4904	1 space per 200 square feet of floor area on all floors	25	4 spaces per 1000 square feet	20
374 Maple Ave E	United Bank State Farm Allegiance Financial Group National Woodland Owners Administration Dulles Coach Services	62	23107	1 space per 200 sq. ft	115	4 spaces per 1000 square feet	92
239-247 Maple Ave W 101-123 Pleasant St NW 101-215 Market Sq NW	Vienna Market Development	42	116971	2 spaces per dwelling unit	112	4 spaces per 1000 square feet	468
101 Church St 109 Church St NW 113 Church St NW 111 Church St NW 101 Church St NE	Sushi Yoshi Vienna Pet Spa The Clock Shop of Vienna Bazin's on Church Property Management Advisors Leyli Style	11	31884	1 space per 200 sq ft	159	4 spaces per 1000 square feet	128

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300 Mill St NE	Self Storage	9	37203	1 space per 3 employees on maximum shift	2	3 spaces per 1,000 square feet of gross floor area of office space associated with the use	9
142-144 Church St 141 Maple Ave W	Oriental Rug Weavers Roberto's Ristorante Italiano Melody Yazdani Studios Vienna Tire and Auto of Virginia	60	10867	1 space per 200 square feet of floor area on all floors	54	4 spaces per 1000 square feet	43
501-531 Maple Avenue West	Village Green Shopping Center	143	35029	1 space per 200 square feet of floor area on all floors	184	4 spaces per 1000 square feet	140
360 Maple Ave W 354 Maple Ave W 370 Maple Ave W	RxWellness Spine and Health iHair Vienna Dental Care Tobacco Hut Lofty Salon Therapeutic Massage Horners Corner Pet Salon	88	18535	1 space per 200 square feet	93	4 spaces per 1000 square feet	74
304-322 Maple Ave W	Vienna Plaza	78	15330	1 space per 200 square feet of floor area on all floors	77	4 spaces per 1000 square feet	61
311 W Maple Ave 301A Maple Ave W 303 Maple Ave W 305 Maple Ave W 307 K-M Maple Ave W 361 Maple Ave W 311-359 E Maple Ave 301 W Maple Ave 227 Maple Ave E 110 Pleasant St NW 309 Maple Ave W 301 Maple Ave W	Medical offices, retail	248	278184	1 space per 200 square feet of floor area on all floors	1391	4 spaces per 1000 square feet	1113

**APPENDIX B: PROPOSED RATE COMPARISON TABLE**

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320 Maple Ave E	New York School of Arts Oakton-Vienna Veterinary Hospital Vienna Vinter GCA La Precision Watch and Clock Shop Salon Nuvida	54	15202	1 space per 200 square feet of floor area on all floors	76	4 spaces per 1000 square feet	61
116-144 Branch Road Southeast, 401-409 Maple Avenue East	Danor Plaza	322	64851	1 space per 200 square feet of floor area on all floors	324	4 spaces per 1000 square feet	259
156 Maple Ave E	Realtor Offices	31	8340	1 space per 200 square feet of floor area on all floors	42	4 spaces per 1000 square feet	33
328-350 Maple Ave W	Jades Shopping Center	126	18277	1 space per 200 square feet of floor area on all floors	91	4 spaces per 1000 square feet	73
410 Maple Ave W	Medical Offices	66	9809	1 space per 200 square feet of floor area on all floors	49	4 spaces per 1000 square feet	39
303A Mill St NE 319 Mill St NE 323-327 Mill St NE	Wooden Bakery Billy Weber Tire Velocity Dance Legend Wrestling Brooke Rental	100	54860	1 space per 200 square feet of floor area on all floors	274	4 spaces per 1000 square feet	219
108 Center St NE 103 Church St NE 107-115 Church St NE 121-125 Church St NE	Turner Lens and Gold Samson Properties John Edwards Hair Vienna Dance Academy Hometown Roasters Kiln and Custard Vienna Caffe Amouri Coffee Roaster Napa Auto Parts	76	20005	1 space per 200 square feet of floor area on all floors	100	4 spaces per 1000 square feet	80

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301 Mill St NE	Wheat's Landscaping	7	915	1 space per 3 employees on maximum shift	2	1 space per 1.5 employees on major shift, plus 1 space per company vehicle, plus sufficient space to accommodate the largest number of visitors anticipated to be on-site at any one time, but with a minimum of 1 space per 1,000 square feet of gross floor area	XX
108 Church St NE 120 Church St NE 200 Dominion Road NE 208 Dominion Road NE	Diamond Spa Cocoa Vienna Posh Inc Greenheart Commonwealth Home Design	16	19246	1 space per 200 sq ft	96	4 spaces per 1000 square feet	77
100 Ayr Hill Ave NE	Vienna Assembly of God Church	48	10240	1 space per 6 seats provided in the main sanctuary	48	1 space per 6 seats provided in the main sanctuary	48
212 Maple Ave E 224 Maple Ave E	Wells Fargo Trek Bicycle Vienna	72	12474	1 space per 200 square feet of floor area on all floors	77	4 spaces per 1000 square feet	50
344 Maple Ave 346 Maple Ave E	Amma Vegetarian Kitchen Ayurway Wellness	28	4424	1 space per 200 square feet of floor area on all floors	22	4 spaces per 1000 square feet	18
220 Dominion Rd NE	Wheats Landscaping	4	1250	1 space per 3 employees on maximum shift	2	1 space per 1.5 employees on major shift, plus 1 space per company vehicle, plus sufficient space to accommodate the largest number of visitors anticipated to be on-site at any one time, but with a minimum of 1 space per 1,000 square feet of gross floor area	XX
308 Maple Ave E	TD Bank	20	2200	1 space per 200 square feet of floor area on all floors	21	4 spaces per 1000 square feet	9

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352 Maple Ave E	Just Tires	11	6900	1 space per 200 square feet of floor area on all floors	35	4 spaces per 1000 square feet	28
214-226 Maple Ave W	Shopping Center/Strip Retail	146	30730	1 space per 200 square feet of floor area on all floors	154	4 spaces per 1000 square feet	123
308-314 Dominion Rd NE	Dentistry Vienna Jammers Vienna Sports MTI Engineering and Testing	15	11133	1 space per 200 sq ft	56	4 spaces per 1000 square feet	45
234 Maple Ave E	Restaurant space (empty)	19	3000	1 space per 200 square feet of floor area on all floors	15	4 spaces per 1000 square feet	12
416 Maple Ave W 430-440 Maple Ave W 444 Maple Ave W	444 Maple Ave Development Purple Onion Catering	100	208204	1 space per 200 square feet	475	4 spaces per 1000 square feet	833
435 Maple Ave W 465 W Maple Ave	Hawk and Griffin Wawa	66	19115	1 space per 200 square feet of floor area on all floors	96	4 spaces per 1000 square feet	76
112-114 Lawyers Rd SW 203 Maple Ave W	Windover Square Plaza	35	9697	1 space per 200 square feet of floor area on all floors	48	4 spaces per 1000 square feet	39
144 Church St NW	My Gentle Lase Oriental Rug Weavers Roberto's Ristorante Italiano	19	12600	1 space per 200 square feet of floor area on all floors	63	4 spaces per 1000 square feet	50
121 Maple Ave W 127-129 Maple Ave W	Neda Hair Design Orange Theory Fitness Nothing Bundt Cakes	24	7900	1 space per 200 square feet of floor area on all floors	40	4 spaces per 1000 square feet	32
111 Center St S 127 Center St SW 102 Maple Ave W 111 Maple Ave W 116-138 Maple Ave W 140-180 Maple Ave W	Vienna Shopping Center Vienna Sunoco Town of Vienna Town Hall	174	92995	1 space per 200 square feet of floor area on all floors	465	4 spaces per 1000 square feet	372
110-116 Church St NW 130 Church St NW 132-140 Church St NW 129-131 Maple Ave W	Bards Alley Bookstore Nation's Blinds Rita's Italian Ice The Sandwich Shop Pure Pasty Co. Terra Christa	72	31236	1 space per 200 square feet of floor area on all floors	156	4 spaces per 1000 square feet	125

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107 Maple Ave W	Donutchew Vienna	21	6650	1 space per 200 square feet of floor area on all floors	33	4 spaces per 1000 square feet	27
115-123 Church St NW	Shopping Center	16	2468	1 space per 200 square feet of floor area on all floors	12	4 spaces per 1000 square feet	10
101 Maple Ave E	Patrick Henry Library	60	15305	1 space per 300 square feet of floor area on all floors	50	3 spaces per 1000 square feet	46
228-234 Dominion Rd NE 204 Mill St NE	Strip Retail Conte's Bike Shop PT Solutions of Vienna Jud Tile LTD Machine Aquatics	158	49565	1 space per 200 square feet	248	4 spaces per 1000 square feet	198
386 Maple Ave E	Vienna Gun and Gold Main Street Home Improvement	37	6303	1 space per 200 square feet of floor area on all floors	32	4 spaces per 1000 square feet	25
392 Maple Ave E 394-396 Maple Ave E 390 Maple Ave E	Orchids for You McDiarmid Associates Millenium Insurance Bennett's Nursery	30	8762	1 space per 200 square feet of floor area on all floors	44	4 spaces per 1000 square feet	35

# **C PEER JURISDICTION STANDARDS**

RESIDENTIAL USES

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Residential Uses</b>									
<b>Dwelling, Multifamily</b>	<p><b>Efficiency:</b> One (1) space per dwelling unit</p> <p><b>One bedroom:</b> One and one-half (1.5) spaces per dwelling unit</p> <p><b>Two or more bedrooms:</b> Two (2) spaces per dwelling unit</p> <p>Plus one (1) space per five (5) dwelling units for visitor parking</p>	1.45 spaces per unit	1 & 1/8 for each of the first 200 dwelling units in any structure, 1 space for each unit above 200	1/8th of a space per bedroom within TSA	1.5 spaces per one or less bedroom unit;	<p><b>Studio:</b> 1.25/dwelling</p> <p><b>1 Bedroom:</b> 1.5/dwelling</p> <p><b>2-3 Bedroom:</b> 2/dwelling</p> <p><b>4+ Bedroom:</b> 2.5/dwelling</p>	<p><b>Studio:</b> 1 space/dwelling;</p> <p><b>1 bedroom:</b> 1.25 spaces/dwelling;</p> <p><b>2 bedrooms:</b> 1.5 spaces/dwelling;</p> <p><b>3 bedrooms:</b> 2 spaces/dwelling</p>	<p><b>Efficiency/ studio:</b> 1 space per dwelling</p> <p><b>One-bedroom unit:</b> 1.5 spaces per dwelling</p> <p><b>Two or more bedroom units:</b> 2.2 spaces/dwelling</p> <p> </p> <p>* Note: Different standards for Multifamily, high-rise (buildings greater than 50ft. in height)</p>	2 spaces per dwelling unit; 1 space per dwelling unit in an age-restricted community
				1 per bedroom outside TSA	2 spaces per 2 or more bedroom unit				
<b>Dwelling, Single Family Detached</b>	<p>Two (2) spaces for up to three (3) bedrooms.</p> <p>Three (3) spaces for four (4) bedrooms.</p> <p>Four (4) spaces for four (4) bedrooms or more.</p>	2 spaces per unit for lots w/frontage on a public street.	1 per unit not on cul-de-sac	2 per dwelling	2 spaces per unit	<p>2/dwelling unit in agricultural districts;</p> <p>3.0/dwelling unit in all other districts.</p> <p>Garage and driveway parking spaces count towards required spaces.</p> <p>Tandem parking i.e. one space behind another is permissible and both parking spaces count towards such required parking spaces.</p>	2 spaces per dwelling	2 (exclusive of garage)	1 space per dwelling unit; 2.0 spaes per dwelling unit if the dwelling is on a cul-de-sac lot or a stem lot.
		3 spaces per unit for lots with frontage on a private street where only 1 space is required to have convenient access to the street	2 per unit on cul-de-sac						

RESIDENTIAL USES

<p><b>Two-Unit Attached Dwellings/Duplexes Cottage Courts Townhouses</b></p>	<p>Two (2) spaces per dwelling unit plus one (1) space per five dwelling units for visitor parking</p>	<p>Outside TSA: 2.3 spaces of which 0.3 space per unit is available for visitor or shared use</p>	<p>2 per dwelling unit, and 1/5 additional parking spaces per dwelling unit for visitors</p>	<p>2 per dwelling</p>	<p>2 spaces per unit</p>		<p>2 spaces per dwelling</p>	<p>2 (exclusive of garage)</p>	<p>2 spaces per dwelling unit plus 10% additional for guest parking; 1 space per dwelling unit in an age-restricted community, plus 10% additional for guest parking</p>
<p><b>Upper Story Residential</b></p>	<p><b>Efficiency:</b> 1 space per dwelling unit  <b>One bedroom:</b> 1.5 spaces per dwelling unit  <b>Two or more bedrooms:</b> 2 spaces per dwelling unit</p>								

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Public, Institutional, and Community uses</b>									
<b>Child Care Center</b>	1 space per room used for care facility plus 1 space per 500 gross floor area of building	2 spaces per 1,000 square feet of gross floor area	1 per 10 children	<p><b>Within TSA Min:</b> 0.25 spaces per 1,000 square feet of floor area</p> <p><b>Within TSA Max:</b> 3.0 spaces per 1,000 square feet of floor area</p> <p><b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area</p> <p><b>Outside TSA Max:</b> 4.0 spaces per 1,000 square feet of floor area</p>	5 spaces per 1,000 sq. ft. of floor area	.19/child in licensed capacity	Baseline minimum: 3 spaces/1000 sq. ft. of GFA; Baseline maximum - 4 spaces/1000 sq. ft. of GFA	1 per 5 children up to 40 children, then 1 per 10 children, based upon licensed capacity	1 for each 100 sq. ft. of floor area used for assembly
<b>Club or Service Organization</b>	1 space per 300 square feet of gross floor area	6 spaces per 1,000 square feet of gross floor area	1 per each 3 seats or other accommodations or other accommodations for attendants or participants	One space for each 200 square feet of floor area	1 space per 200 sq. ft. of floor area	.25/person in permitted occupancy approved by the Fire Marshal plus 1 space/employee	<p><b>Baseline minimum in agricultural, rural residential, and industrial zones:</b> 2.50 spaces/1000 sq. ft. of GFA; <b>Within a parking lot district or reduced parking area:</b> minimum is 1.50 spaces/1000 sq. ft. of GFA, maximum is 2.25 spaces/1000 sq. ft. of GFA.</p> <p><b>Outside of a parking lot district,</b> minimum is 2.25 spaces/1000 sq. ft. of GFA</p>	1 per 150 net sq. ft.	1 for each 100 sq. ft. of floor area used for assembly

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Community Center</b>	<p>1 space per 4 seats in auditoriums and assembly rooms</p> <p>1 space per 4 recreation participants in game rooms and gymnasiums</p> <p>1 space per 200 square feet of permanent office space</p> <p>1 seat per 15 square feet of gross floor area</p> <p>1 participant per 30 square feet of gross floor area</p>	6 spaces per 1,000 square feet of gross floor area	1 per each 3 seats or other accommodations or other accommodations for attendants or participants	One space for each 200 square feet of floor area	1 space per 200 sq. ft. of floor area	.25/person in permitted occupancy approved by the Fire Marshal plus 1 space/employee	<p><b>Baseline minimum in agricultural, rural residential, and industrial zones:</b> 2.50 spaces/1000 sq. ft. of GFA; <b>Within a parking lot district or reduced parking area:</b> minimum is 1.50 spaces/1000 sq. ft. of GFA, maximum is 2.25 spaces/1000 sq. ft. of GFA. <b>Outside of a parking lot district,</b> minimum is 2.25 spaces/1000 sq. ft. of GFA</p>	1 per 150 net sq. ft.	1 for each 100 sq. ft. of floor area used for assembly
<b>College or University</b>	1 space per 200 sq. ft. for classroom and office facilities	Applicable office rate for classroom and office facilities; all other facilities associated with the use are subject to the requirements for the most similar use	As determined by the County Board		10 spaces per classroom	1/Classroom and other room used by students plus .2/student over driving age		1 space for every 5 classroom seats, plus 20 spaces for visitors, plus one space for every 3 seats in an auditorium or multipurpose room	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Cultural Facility or Museum</b>	1 space per 300 square feet of gross floor area	3 space per 1,000 square feet of gross floor area	1 per each 500 sq. ft. of floor area	One space for each 200 square feet of floor area	Determined by Zoning Administrator based on most similar use	.25/person in permitted occupancy approved by the Fire Marshal plus 1 space/employee	Baseline minimum in agricultural, rural residential, and industrial zones: 1.25 spaces/1000 sq. ft. of GFA; Within a parking lot district or reduced parking area: minimum is 0.50 spaces/1000 sq. ft. of GFA, maximum is 2 spaces/1000 sq. ft. of GFA. Outside of a parking lot district, minimum is 1.25 spaces/1000 sq. ft. of GFA	1 per 400 net sq. ft.	1 for each 200 sq. ft. of floor area
<b>Government</b>	1 space per 300 square feet of gross floor area	Determined by the Director based on the number of spaces required to accommodate employees, public use vehicles anticipated to be on-site at any one time, visitor parking, and the availability of areas on site that can be used for auxiliary parking in times of peak demand. The number of spaces required for government office use may not be less than that required for office.	1 per each 500 sq. ft. of floor area		Determined by Zoning Administrator based on most similar use	4/1,000 sq. ft. of G.F.A. administrative offices; other as determined by Zoning Administrator		1 per 125 net sq. ft.	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Religious Assembly</b>	1 space per 6 seats provided in the main sanctuary	1 space per 3 seats in the principal place of worship when located in R district or 1 space per 4 seats in the principal place of worship when located in a P, C or I district	1 per each 5 sanctuary seats	one space for each five seats in the principal auditorium or one space for each ten classroom seats, whichever is greater.	1 space per 4 seats in main assembly area	.25/person in permitted capacity	Baseline minimum in agricultural, rural residential, and industrial zones: 0.25 spaces/fixed seat OR 20 spaces/1000 sq. ft. of assembly area; Within a parking lot district or reduced parking area: minimum is 0.15 spaces/fixed seat OR 10 spaces/1000 sq. ft. of assembly space, maximum is 0.25 spaces/fixed seat OR 14 spaces/1000 sq. ft. of assembly space.	1 per 3 seats or equivalent	1 for each 50 sq. ft. of floor area in the primary worship or assembly area

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
School	1 space per faculty member and other full-time employee on major shift, plus 5 spaces per 100 students based on total maximum enrollment	Elementary and Intermediate School: 1 space per faculty member and other full-time employees plus 4 spaces for visitors  High School: 1 space per employee, plus 5 spaces per 100 students based on total maximum enrollment	<p><b>High School:</b> 1 per each 10 students of design capacity Plus 1 space for each 10 fixed seats, or other vantage accommodation for spectators, for public assembly; plus 1 per 50 sq. ft. of floor area for auditoriums, multipurpose rooms, gymnasium or other facilities used for public assembly but having no fixed seating arrangement specified</p>	<p><b>Elementary:</b> one space for each 25 classroom seats <b>High:</b> one space for each 10 classroom seats</p>	<p><b>Elem. &amp; Mid:</b> 2 spaces per classroom</p>	1/Classroom and other room used by students plus .2/student over driving age	Baseline minimum in agricultural, rural residential, and industrial zones: 0.25 spaces/student (ages 16+) or 1 space/employee. Within a parking lot district or reduced parking area: minimum is 0.15 spaces/student or 0.25 spaces/employee; maximum is 0.25 spaces/student or 0.50 spaces/employee. Outside of a parking lot district, minimum is 0.25 spaces/student or 0.50 spaces/employee	<p><b>Elementary and Middle School:</b> 1 space for every 20 classroom seats plus 5 visitor spaces, plus one space for every 5 seats in an auditorium or multipurpose room. <b>High School:</b> 1 space for every 5 students, plus one per faculty member, plus 10 spaces for visitors, plus one space for every 4 seats in an auditorium or multipurpose room</p>	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices
			<p><b>Elementary &amp; Middle:</b> 1 per each 7.5 students of design capacity for employee parking Plus 1 space for each 40 students of design capacity for visitor parking</p>	<p><b>High:</b> 5 spaces per classroom</p>					

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Specialized Instruction Center</b>	2 spaces per each 3 employees on major shift, plus a sufficient number of spaces to accommodate all persons anticipated to be on-site at any one time under normal operating conditions.	2 spaces per each 3 employees	Determined by Zoning Administrator based on most similar use	<p><b>Within TSA Min:</b> 0.25 spaces per 1,000 square feet of floor area</p> <p><b>Within TSA Max:</b> 3.0 spaces per 1,000 square feet of floor area</p> <p><b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area</p> <p><b>Outside TSA Max:</b> 4.0 spaces per 1,000 square feet of floor area</p>	6 per classroom, plus 1 per 300 sq. ft. of office floor area	1/Classroom and other room used by students plus .2/student over driving age		<b>Learning Center:</b> 1 space/seat. <b>Special Education:</b> 1 per 200 net sq. ft.	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices
<b>Funeral Home</b>	1 space per 4 seats in the main chapel or parlor, plus 1 space per 2 employees on major shift, plus 1 space for each vehicle used in connection with the business	1 space per 4 seats in the main chapel or parlor	1 per 50 sq. ft. of chapel or parlor floor area, provided that there shall be no less than 20 spaces	one space for each 400 square feet of floor area.	1 space per 50 square feet of floor space in funeral service rooms	.25/person in permitted occupancy approved by the Fire Marshal plus 1 space/employee	See Cemetery	1 per 50 net sq. ft.; minimum 20	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Adult Day Care Center</b>	1 space per 4 adults, based on the maximum number of adults licensed to attend the center	2 spaces per 1,000 square feet of gross floor area	Determined by Zoning Administrator based on most similar use	<p><b>Within TSA Min:</b> 0.25 spaces per 1,000 square feet of floor area</p> <p><b>Within TSA Max:</b> 3.0 spaces per 1,000 square feet of floor area</p> <p><b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area</p> <p><b>Outside TSA Max:</b> 4.0 spaces per 1,000 square feet of floor area</p>	5 spaces per 1,000 sq. ft. of floor area		Baseline minimum: 3 spaces/1000 sq. ft. of GFA; Baseline maximum - 4 spaces/1000 sq. ft. of GFA	<p><b>Adult - staff assistance facilities:</b> 1 per 5 adults up to 40, then 1 per 10 based upon licensed capacity.</p> <p><b>Adult - Senior Citizen Center:</b> 1 per 200 net sq. ft.</p>	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices
<b>Continuing Care Facility</b>	0.75 spaces per separate unit or bed approved on the development plan	0.75 spaces per separate unit or bed approved on the development plan	0.5 per bedroom for the independent living and assisted living portions of the community 0.5 spaces bed for the nursing home portion of the community	one space per each two units plus one space for each two guest rooms, except for the low income continuum of care facilities, one space per each four units plus one space for each four guest rooms only with a special use permit.	<b>Nursing home:</b> 1 space per 5 beds	.25/resident plus 1.5/day shift employee	Baseline minimum - 0.25 spaces/bed; OR 1 space/dwelling unit; PLUS 0.50 spaces/employee	1 per 2 beds, by licensed capacity	1 for each 2 beds

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Medical Care Facility</b>	<p>Hospital: 2.9 spaces per bed licensed by the State, plus additional or fewer spaces as deemed necessary based on specific analysis for each site.</p> <p>Institution providing intensive special medical or mental care: 1 space per 2 patients, based on the occupancy load, plus 1 space per employee or staff member on major shift</p>	<p>Hospital: 2.9 spaces per bed licensed by the State Institution providing intensive special medical or mental care: 1 space per 2 patients</p> <p>Assisted Living or Nursing Facility: 1 space per 3 residents</p>	<p>1 per 4 beds Plus 1 space for each 2 employees (other than staff doctors), plus 1 space for each doctor assigned to the staff.</p>	<p><b>Hospital:</b> One per each two patient beds <b>Med Care Facility:</b> one space for each 200 square feet of floor area</p>	<p>Asst. Living: 1 space per 4 beds Or 1 space per 2 beds, but not less than 1 space per 200 sq. ft. of floor area</p>	<p>1.5/employee on main shift; plus 1/doctor on staff; plus 1/2 beds for in-patient services; plus 1.5/250 square feet for out-patient services</p>	<p>Baseline minimum in agricultural, rural residential, residential, and industrial zones: 4 spaces/1000 sq. ft. of GFA. Baseline minimum within a parking lot district or reduced parking area: In CRN NR zones: 2 spaces/1000 sq ft of GFA. In CRT, CR, GR, EOF, LSC zones: 1 space/1000 sq ft of GFA. Baseline maximum: 4 spaces/1000 sq ft of GFA. Baseline minimum outside a parking lot district or reduced parking area: 4 spaces/1000 sq ft of GFA.</p>	<p><b>Hospital:</b> 1.25 per bed. <b>Medical center, offices and clinics:</b> 1 per 150 net sq. ft. up to 15,000 net sq. ft., then 1 per 200 net sq. ft. up to 30,000 net sq. ft., then 1 per 250 net sq. ft. above 30,000 net sq. ft. <b>Nursing, convalescent or personal care facility:</b> 1 per 2 beds, by licensed capacity</p>	<p>1 for each 2 beds</p>
<b>Utility Facility</b>	<p>1 space per 1.5 employees on major shift, plus 1 space per company vehicle</p>	<p>No minimum requirement</p>	<p>Determined by Zoning Administrator based on most similar use</p>		<p>Determined by Zoning Administrator based on most similar use</p>	<p>1/1.5 employees on the major shift.</p>		<p>The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed</p>	<p>1 for each 2 employees on maximum shift</p>

COMMERCIAL USES

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Commercial Uses</b>									
<b>Kennel</b>	1 space per 200 sq. ft. of gross floor area	2 spaces per 1,000 square feet of gross floor area Gross floor area does not include any outdoor exercise or dog run area that is enclosed by a roof or fencing material.	1 per each 150 sq. ft. for first 5,000 sq. ft. in each building Plus 1 per each 200 sq. ft. for next 10,000 sq. ft.; Plus 1 per each 250 sq. feet for area in excess of 15,000 sq. ft.	<b>Within TSA Min:</b> 0.25 spaces per 1,000 square feet of floor area <b>Within TSA Max:</b> 3.0 spaces per 1,000 square feet f floor area <b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area <b>Outside TSA Max:</b> 4.0 spaces per 1,000 square feet of floor area	1 space per 250 sq. ft. of floor area	2.5/1,000 sq. ft. of GFA; minimum of 3 spaces per establishment	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 1 space per employee plus 3 spaces. Baseline minimum within a parking lot district or reduced parking area: 1 space per employee. Baseline maximum: 3 spaces/employee. Baseline minimum outside a parking lot district or reduced parking area: 1 space/employee plus 3 spaces.	1 per 500 net sq. ft.; 5 minimum	4 spaces for each doctor, plus 1 for each additional employee
<b>Pet Grooming Establishment</b>	1 space per 200 sq. ft. of gross floor area	4 spaces per 1,000 square feet of gross floor area	1 per each 250 sq. ft. of floor area on the first floor of a building Plus 1 per each 300 sq. ft. of floor area located elsewhere in the building	<b>Within TSA Min:</b> 0.25 spaces per 1,000 square feet of floor area <b>Within TSA Max:</b> 3.0 spaces per 1,000 square feet f floor area <b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area <b>Outside TSA Max:</b> 4.0 spaces per 1,000 square feet of floor area	1 space per 250 sq. ft. of floor are	2.5/1,000 sq. ft. of GFA; minimum of 3 spaces per establishment	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 1 space per employee plus 3 spaces. Baseline minimum within a parking lot district or reduced parking area: 1 space per employee. Baseline maximum: 3 spaces/employee. Baseline minimum outside a parking lot district or reduced parking area: 1 space/employee plus 3 spaces.	The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices

COMMERCIAL USES

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Veterinary Hospital</b>	10 spaces plus additional spaces required to accommodate employees and visitors anticipated to be on-site at any one time.	2 spaces per 1,000 square feet of gross floor area	1 per each 150 sq. ft. for first 5,000 sq. ft. in each building Plus 1 per each 200 sq. ft. for next 10,000 sq. ft.; Plus 1 per each 250 sq. feet for area in excess of 15,000 sq. ft.	<b>Within TSA Min:</b> 0.25 spaces per 1,000 square feet of floor area <b>Within TSA Max:</b> 3.0 spaces per 1,000 square feet of floor area <b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area <b>Outside TSA Max:</b> 4.0 spaces per 1,000 square feet of floor area	1 space per 250 sq. ft. of floor area	2.5/1,000 sq. ft. of GFA; minimum of 3 spaces per establishment	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 1 space per employee plus 2.50 spaces/each doctor practicing simultaneously (minimum 5 spaces). Baseline minimum within a parking lot district or reduced parking area: 1 space per employee plus 2 spaces/each doctor practicing simultaneously. Baseline maximum: 2.50 spaces/employee plus 3.50 spaces/each doctor practicing simultaneously. Baseline minimum outside a parking lot district or reduced parking area: 1 space/employee plus 2.50 spaces/each doctor practicing simultaneously (minimum 5 spaces).	<b>Suburban or urban facility:</b> 1 per 200 net sq. ft.. <b>Rural facility:</b> 1 per 400 net sq. ft.	4 spaces for each doctor, plus 1 for each additional employee

**COMMERCIAL USES**

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Bed and Breakfast</b>	1 space per guest room	Applicable single family dwelling rate plus 1 space per guest room	1 per guest room		1 space per guest room, plus otherwise required parking	<b>Bed and Breakfast Homestay</b> 2.5/dwelling unit 1/guest room .33/permitted private party attendee <b>Bed and Breakfast Inn</b> 2.5/dwelling unit 1/guest room 1/employee .33/permitted private party attendee	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 1 space per guest room. Baseline minimum within a parking lot district or reduced parking area: 0.33 spaces per guest room plus 2 spaces/1000 sq ft of meeting room, dining. Baseline maximum: 1 spaces/guest room plus 10 spaces/1000 sq ft of meeting room, dining room. Baseline minimum outside a parking lot district or reduced parking area: 0.50 space/guest room plus 6 spaces/1000 sq ft of meeting room/dining.	The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed	One parking space per guestroom in addition to the parking required for the principal dwelling
<b>Catering</b>	1 space per 1,000 square feet of gross floor area or 1 space per employee on major shift, whichever is less	1 space per employee or 1 space per 1,000 square feet of gross floor area,	1 per each 250 sq. ft. of floor area on the first floor of a building Plus 1 per each 300 sq. ft. of floor area located elsewhere in the building	One space for each 400 square feet of floor area	1 space per 200 sq. ft. of floor area			The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices

**COMMERCIAL USES**

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Hotel or Motel</b>	1 space per rental room	1 space per rental unit or guest room	1 per dwelling unit or guest room	<p><b>Within TSA Min:</b> 0.2 spaces per guest room</p> <p><b>Within TSA Max:</b> 0.4 spaces per guest room</p> <p><b>Outside TSA Min:</b>0.25 per guest room</p> <p><b>Outside TSA Max:</b> 0.7 space per guest room</p>	1 space per guest room, plus 1 space per 200 sq. ft. of conference, banquet, restaurants or food services floor area	2 for owners/managers plus 1/sleeping room or unit plus any spaces required for restaurant/restaurant/banquet and meeting rooms	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 1 space per guest room. Baseline minimum within a parking lot district or reduced parking area: 0.33 spaces per guest room plus 2 spaces/1000 sq ft of meeting room, dining. Baseline maximum: 1 spaces/guest room plus 10 spaces/1000 sq ft of meeting room, dining room. Baseline minimum outside a parking lot district or reduced parking area: 0.50 space/guest room plus 6 spaces/1000 sq ft of meeting room/dining.	1.2 per room	1 per bedroom
<b>Restaurant</b>	1 space per 4 seats	8 spaces per 1,000 square feet of gross floor area  11 total stacking spaces for the drive-through window	1 per each 6 seats (in addition to all parking space provided for service to patrons while seated in automobiles).	<p><b>Within TSA Min:</b> 1.0 spaces per 1,000 square feet of floor area</p> <p><b>Within TSA Max:</b> 3.0 spaces per 1,000 square feet of floor area</p> <p><b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area</p> <p><b>Outside TSA Max:</b> 4.0 spaces per 1,000 square feet of floor area</p>	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	15/1,000 sq. ft. of GFA minimum of 1 space	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 10 spaces/1000 sq. ft. for patron use. Baseline minimum within a parking lot district or reduced parking area: 4 spaces/1000 sq. ft.. Baseline maximum: 12 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 4 spaces/1000 sq. ft.	1 per 100 net sq. ft.	1 for each 100 sq. ft. of floor area

COMMERCIAL USES

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
Shared Kitchen	1 space per 3 employees on maximum shift								
Financial Institution	1 space per 200 sq. ft. of floor area plus sufficient space for 10 stacking spaces for first drive-through window and 5 spaces for each additional window	4 spaces per 1,000 square feet of gross floor area  4 stacking spaces for each drive-through lane, including drive-through ATM	5 standing spaces for each teller or customer window or  1 per each 250 sq. ft. of floor area on the first floor of a building Plus 1 per each 300 sq. ft. of floor area located elsewhere in the building	one space for each 400 square feet of floor area.	1 space per 200 sq. ft. of floor area	2.5/1,000 sq. ft. of GFA; stacking space for drive-through windows to be determined by Zoning Administrator	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 5 spaces/1000 sq. ft. Baseline minimum within a parking lot district or reduced parking area: 3.50 spaces/1000 sq. ft.. Baseline maximum: 6 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 5 spaces/1000 sq. ft	1 per 250 net sq. ft. of building area; 10 minimum	8 for first 1,000 sq. ft. plus 1 for each additional 150 sq. ft. of floor area
Office	1 space per 200 sq. ft.	50,000 square feet of gross floor area or less: 3 spaces per 1,000 square feet  Greater than 50,000 square feet of gross floor area: 2 spaces per 1,000 square feet	1 per each 150 sq. ft. for first 5,000 sq. ft. in each building Plus 1 per each 200 sq. ft. for next 10,000 sq. ft.; Plus 1 per each 250 sq. feet for area in excess of 15,000 sq. ft.	<b>Within TSA Min:</b> 0.25 spaces per 1,000 square feet of floor area <b>Within TSA Max:</b> 1.5 spaces per 1,000 square feet of floor area <b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area <b>Outside TSA Max:</b> 2.25 spaces per 1,000 square feet of floor area	General: 1 space per 300 sq. ft. of floor area	4/1,000 sq. ft. of GFA for up to 30,000 sq. ft.; 3.3/1,000 sq. ft. of GFA thereafter	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 2.80 spaces/1000 sq. ft. Baseline minimum within a parking lot district or reduced parking area: 2 spaces/1000 sq. ft.. Baseline maximum: 3 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 2.25 spaces/1000 sq. ft	1 per 250 net sq. ft. of building area; 10 minimum. With ancillary retail or service uses: 1 per 250 net sq. ft. plus 5%	1 per 250 sq. ft. of floor area, min. of 5 spaces

COMMERCIAL USES

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Services, Personal</b>	1 space per 200 sq. ft.	4 spaces per 1,000 square feet of gross floor area	1 per each 250 sq. ft. of floor area on the first floor of a building Plus 1 per each 300 sq. ft. of floor area located elsewhere in the building	<b>Within TSA Min:</b> 0.25 spaces per 1,000 square feet of floor area <b>Within TSA Max:</b> 3.0 spaces per 1,000 square feet of floor area <b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area <b>Outside TSA Max:</b> 4.0 spaces per 1,000 square feet of floor area	1 space per 200 sq. ft. of floor area	1/treatment station but not less than 1/1,000 sq. ft. GFA		1 per 200 net sq. ft. up to 50,000 net sq. ft.; then 1 per 225 net sq. ft. up to 300,000 net sq. ft.; then 1 per 250 net sq. ft. after that.	1 for each 400 sq. ft. of floor area
<b>Services, General</b>	1 space per 200 sq. ft.				1 space per 200 sq. ft. of floor area				
<b>Commercial Recreation, Indoor</b>	3 spaces per alley or lane 2 spaces per court  Skating arena: 1 space per 100 square feet  Swimming pool: 1 space per 6 persons legally allowed in pool at one time  Plus one space per employee on maximum shift	Generally: 1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less  Bowling Alley: 2 spaces per alley  Commercial Swimming Pool: 1 space per 4 persons lawfully permitted in the pool at one time  Theater: 1 space per 3 seats	1 per 300 sq. ft. of indoor floor area or outdoor area used for recreation or entertainment purposes 1 per each 3 seats or other accommodations, for attendants, employees or participants	One space for each 200 square feet of floor area on all floors.	1 space per 250 sq. ft. of floor area Theater: 1 space per 4 seats	.33/person in permitted occupancy approved by the Fire Marshal plus 1 space/employee	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 10 spaces/1000 sq ft. Baseline minimum within a parking lot district or reduced parking area: 1 space/1000 sq. ft. Baseline maximum: 5 spaces/1000 sq ft. Baseline minimum outside a parking lot district or reduced parking area: 2.50 spaces/1000 sq ft.	1 per 250 net sq. ft.	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices

**COMMERCIAL USES**

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Entertainment, Adult</b>	1 space per 200 sq. ft.	1 space per 3 seats	1 per 300 sq. ft. of indoor floor area or outdoor area used for recreation or entertainment purposes	one space for each 400 square feet of floor area.	1 space per 100 sq. ft. of floor area		Baseline minimum in agricultural, rural residential, residential, and industrial zones: 0.25 spaces/seat. Baseline minimum within a parking lot district or reduced parking area: 0.25 spaces/seat. Baseline maximum: 1.25 spaces/seat. Baseline minimum outside a parking lot district or reduced parking area: 2.50 spaces/seat	The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices
<b>Entertainment, Public</b>	Theater: 2 spaces per 5 seats  Skating arena: 1 space per 100 sq. ft.  Video arcade: 1 space per 2 mechanical or electronic amusement devices in addition to required parking for primary use of building	8 spaces per 1,000 square feet of gross floor area	1 per 300 sq. ft. of indoor floor area or outdoor area used for recreation or entertainment purposes	one space for each 400 square feet of floor area.	Determined by Zoning Administrator based on most similar use			The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices

**COMMERCIAL USES**

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Outdoor Parks and Recreation</b>	<p>25 spaces per regulation playing field</p> <p>Three or more regulation playing fields in one location may reduce to 75% of required number of spaces</p> <p>May provide shared parking facility plan</p>	No minimum requirement	1 per 300 sq. ft. of indoor floor area or outdoor area used for recreation or entertainment purposes		Determined by Zoning Administrator based on most similar use	.33/person in permitted occupancy approved by the Fire Marshal plus 1 space/employee		3 per acre. Athletic fields: 30 per field	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices
<b>Retail Sales, General</b>	<p>Generally: 1 space per 200 square feet</p> <p>Furniture: 1 space per 500 square feet of floor area plus 1 space per employee on maximum shift</p>	4 spaces per 1,000 square feet of gross floor area	<p><b>Furniture &amp; Appliance stores:</b> 1 per each 400 sq. ft. of floor area Or 1 per each 250 sq. ft. of floor area on the first floor of a building Plus 1 per each 300 sq. ft. of floor area located elsewhere in the building</p>	<p><b>Within TSA Min:</b> 0.25 spaces per 1,000 square feet of floor area <b>Within TSA Max:</b> 3.0 spaces per 1,000 square feet of floor area</p> <p><b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area <b>Outside TSA Max:</b> 4.0 spaces per 1,000 square feet of floor area</p>	<p><b>Furniture, appliance or carpet stores:</b> 1 space per 400 sq. ft. of floor area Or 1 space per 200 sq. ft. of floor area</p>	4/1,000 sq. ft. of GFA; minimum of 4 spaces per establishment	<p>Baseline minimum in agricultural, rural residential, residential, and industrial zones: 5 spaces/1000 sq. ft. Baseline minimum within a parking lot district or reduced parking area: 3.50 spaces/1000 sq. ft.. Baseline maximum: 6 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 5 spaces/1000 sq. ft</p>	1 per 200 net sq. ft. up to 50,000 net sq. ft.; then 1 per 225 net sq. ft. up to 300,000 net sq. ft.; then 1 per 250 net sq. ft. after that.	1 for each 200 sq. ft. of floor area

**COMMERCIAL USES**

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Grocery</b>	4 spaces per 1,000 square feet								
<b>Event Space</b>	1 space per 2 seats								
<b>Car Wash</b>	Space for 30 cars waiting for service	As determined by the Board  10 stacking spaces per bay or stall for an automated establishment	20 standing spaces for waiting vehicles for each wash rack Plus 1 per each two employees.	one space for each 400 square feet of floor area.	3-4 Stacking Spaces	Per ZA	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 4 spaces/1000 sq. ft. Baseline minimum within a parking lot district or reduced parking area: 1 spaces/1000 sq. ft.. Baseline maximum: 2.50 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 2.50 spaces/1000 sq. ft	The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed	1 for each 200 sq. ft. of floor area
<b>Vehicle Fueling Station</b>	2 spaces per service bay, plus 6.5 spaces per 1,000 square feet of gross floor area devoted to the retail use, but never less than 5 spaces	2 spaces per service bay, plus 4 spaces per 1,000 square feet of gross floor area devoted to the retail use	1 per each 250 sq. ft. of floor area on the first floor of a building Plus 1 per each 300 sq. ft. of floor area located elsewhere in the building	one space for each gasoline pump	1 space per 200 sq. ft. of floor area	2.5/1,000 sq. ft. of GFA interior sales space plus 1.5/1,000 sq. ft. of external display (but not including stock areas not open to the public) plus 3/service bay	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 4 spaces/1000 sq. ft. Baseline minimum within a parking lot district or reduced parking area: 1 spaces/1000 sq. ft.. Baseline maximum: 2.50 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 2.50 spaces/1000 sq. ft	Fuel only: 5 spaces. Fuel with service: 1 per 200 net sq. ft. of office/retail areaplus 3 per work bay; 10 minimum. Fuel with convenience retail: 5 plus 1 per 150 net sq. ft. of building area; 10 minimum	2 for each service bay

**COMMERCIAL USES**

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Vehicle Repair and Maintenance</b>	1 space per 200 sq. ft. of net floor area, plus 2 spaces per service bay plus one space per employee on maximum shift	2 spaces per service bay	3 standing spaces for each wash rack, lubrication rack, repair bay or similar facility for the servicing or repair of vehicles, not including said rack or bay as a space Plus 1 per each employee	one space for each 400 square feet of floor area. Or One space for each gasoline pump.	2 spaces per bay	2.5/1,000 sq. ft. of GFA interior sales space plus 1.5/1,000 sq. ft. of external display (but not including stock areas not open to the public) plus 3/service bay	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 4 spaces/1000 sq. ft. Baseline minimum within a parking lot district or reduced parking area: 1 spaces/1000 sq. ft.. Baseline maximum: 2.50 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 2.50 spaces/1000 sq. ft	3 spaces per work or service bays	2 for each service bay
<b>Vehicle Sales, Service, and Rental</b>	1 space per 500 sq. ft. of enclosed sales and rental floor area, plus 1 space per 2,500 sq. ft. of open sales and rental display lot area, plus 2 spaces per service bay  Plus one space per employee on maximum shift Never less than 5 spaces	2 spaces per 1,000 square feet of enclosed sales and rental floor area	1 customer and 1 employee parking space for each 1,200 sq. ft. of area, whether or not said area is enclosed.	one space for each 400 square feet of floor area.	1 per 500 sq. ft. of floor area	2.5/1,000 sq. ft. of GFA interior sales space plus 1.5/1,000 sq. ft. of external display (but not including stock areas not open to the public) plus 3/service bay	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 4 spaces/1000 sq. ft. Baseline minimum within a parking lot district or reduced parking area: 1 spaces/1000 sq. ft.. Baseline maximum: 2.50 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 2.50 spaces/1000 sq. ft	Indoor: 1 per 400 net sq. ft. Outdoor: 1 per 5,000 net sq. ft. of sales area	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices

**INDUSTRIAL USES**

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Industrial Uses</b>									
<b>Self-Storage</b>	3 spaces per 1,000 square feet of gross floor area of office space associated with the use plus 1 space per employee on major shift, and 2 spaces for a resident manager.	3 spaces per 1,000 square feet of gross floor area of office space associated with the use	1 per 1,000 sq. ft. of floor area, or 1one space for each 2 employees, whichever is the greater	See Par. 20 of Sect. 8-200 and associated table	5 spaces, plus 1 space per 100 storage units	3 spaces at the office plus 1 space per employee.	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 1 space/10,000 sq ft of GFA for storage units without driveway access OR 3 spaces/1000 sq ft of office space GFA for storage units with driveway access PLUS 1 space/employee. Baseline minimum within a parking lot district or reduced parking area: 1 space/10,000 sq ft of GFA for storage units without driveway access, OR 1 space/1000 sq ft of office space GFA for storage units with driveway access PLUS 1 space/employee. Baseline maximum: 3 space/10,000 sq ft of GFA for storage units without driveway access, OR 3 space/1000 sq ft of office space GFA for storage units with driveway access PLUS 1 space/employee. Baseline minimum outside a parking lot district or reduced parking area: 1 space/10,000 sq ft of GFA for storage units without driveway access, OR 1.50 space/1000 sq ft of office space GFA for storage units with driveway access PLUS 1 space/employee	3.2 spaces per 1,000 net sq. ft. of office plus 1 space per employee and 2 spaces for the resident manager	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices
<b>Warehouse</b>	1 space per 1.5 employees on major shift, plus 1 space per company vehicle, plus sufficient space to accommodate the largest number of visitors anticipated to be on-site at any one time, but with a minimum of 1 space per 1,000 square feet of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	1 per 1,000 sq. ft. of floor area, or 1one space for each 2 employees, whichever is the greater	See Par. 20 of Sect. 8-200 and associated table	1 space per 1000 sq. ft. of floor area	0.5/1,000 sq. ft. GFA plus any required spaces for office, sales, etc.	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 1.50 spaces/1000 sq. ft. Baseline minimum within a parking lot district or reduced parking area: 1 spaces/1000 sq. ft.. Baseline maximum: 3 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 1.50 spaces/1000 sq. ft.	1 space per employee, plus 5 spaces	1 for each 2 employees on maximum shift

**INDUSTRIAL USES**

<b>Land Use</b>	<b>Town of Vienna</b>	<b>Fairfax Co</b>	<b>Arlington County</b>	<b>Alexandria</b>	<b>City of Fairfax</b>	<b>Loudoun County</b>	<b>Montgomery County</b>	<b>Prince William County</b>	<b>Henrico County</b>
<b>Wholesale Facility</b>	1 space per 1.5 employees on major shift, plus 1 space per company vehicle, but with a minimum of 1 space per 1,000 square feet of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	Not Retail Associated: 1 per 1,000 sq. ft. of floor area, or 1one space for each 2 employees, whichever is the greater	See Par. 21 of Sect. 8-200 and associated table	1 space per 1000 sq. ft. of floor area	0.5/1,000 sq. ft. GFA plus any required spaces for office, sales, etc		1 space per employee, plus 5 spaces	1 for each 2 employees on maximum shift
<b>Building Materials Storage and Sales</b>	1 space per 1.5 employees on major shift, plus 1 space per company vehicle, plus sufficient space to accommodate the largest number of visitors anticipated to be on-site at any one time, but with a minimum of 1 space per 1,000 square feet of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	1 per 1,000 sq. ft. of floor area, or 1one space for each 2 employees, whichever is the greater	See Par. 21 of Sect. 8-200 and associated table	1 space per 300 sq. ft. of floor area	3.5/1,000 sq. ft. of GFA interior sales space plus 1.5/1,000 feet of interior storage and/or exterior display/sales area; minimum of 4 spaces per establishment	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 1.50 spaces/1000 sq. ft. Baseline minimum within a parking lot district or reduced parking area: 1 spaces/1000 sq. ft.. Baseline maximum: 3 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 1.50 spaces/1000 sq. ft.	The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed	1 for each 2 employees on maximum shift
<b>Storage Yard</b>	1 space per 1.5 employees on major shift, plus 1 space per company vehicle, plus sufficient space to accommodate the largest number of visitors anticipated to be on-site at any one time, but with a minimum of 1 space per 1,000 square feet of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	1 per 1,000 sq. ft. of floor area, or 1one space for each 2 employees, whichever is the greater		Determined by Zoning Administrator based on most similar use	Determined by Zoning Administrator based on most similar use	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 1.50 spaces/1000 sq. ft. Baseline minimum within a parking lot district or reduced parking area: 1 spaces/1000 sq. ft.. Baseline maximum: 3 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 1.50 spaces/1000 sq. ft.	1 space per employee, plus 5 spaces	1 for each 2 employees on maximum shift

**INDUSTRIAL USES**

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Craft Beverage Production Establishment</b>	1 space per 4 seats where seating is at tables, plus 1 space per 2 seats where seating is at a counter, plus 1 space per 2 employees. This rate applies to outdoor seating in excess of 20 outdoor seats for an establishment with a gross floor area of less than 5,000 square feet, or to outdoor seating in excess of 32 outdoor seats for an establishment with a gross floor area of 5,000 square feet or more	8 spaces per 1,000 square feet of gross floor area, excluding area devoted to the production and processing of craft beverages	1 per 1,000 sq. ft. of floor area, or 1one space for each 2 employees, whichever is the greater	See Par. 21 of Sect. 8-200 and associated table	1 space per 300 sq. ft. of floor area	2/1,000 sq. ft. of GFA manufacturing and office space; 10/1,000 sq. ft. of GFA of tasting room space.	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 1.50 spaces/1000 sq. ft. of GFA	The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed	1 for each 100 sq. ft. of floor area
<b>Production or Processing</b>	1 space per employee on major shift, plus 1 space per company vehicle and piece of mobile equipment	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	1 per 1,000 sq. ft. of floor area, or 1one space for each 2 employees, whichever is the greater	See Par. 21 of Sect. 8-200 and associated table	1 space per 1,000 sq. ft. of floor area	0.5/1,000 sq. ft. GFA plus any required spaces for office, sales, etc	Baseline minimum in agricultural, rural residential, residential, and industrial zones: 1.50 spaces/1000 sq. ft. Baseline minimum within a parking lot district or reduced parking area: 1 spaces/1000 sq. ft.. Baseline maximum: 3 spaces/1000 sq. ft. Baseline minimum outside a parking lot district or reduced parking area: 1.50 spaces/1000 sq. ft.	The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed	1 for each 2 employees on maximum shift

**INDUSTRIAL USES**

<b>Land Use</b>	<b>Town of Vienna</b>	<b>Fairfax Co</b>	<b>Arlington County</b>	<b>Alexandria</b>	<b>City of Fairfax</b>	<b>Loudoun County</b>	<b>Montgomery County</b>	<b>Prince William County</b>	<b>Henrico County</b>
<b>Manufacturing, Artisan</b>	1 space per 3 employees on maximum shift								
<b>Manufacturing, Light</b>	1 space per 3 employees on maximum shift								
<b>Recycling Center</b>	1 space per 1 employee on major shift, plus 1 space per company vehicle	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	Determined by Zoning Administrator based on most similar use		1 per 300 sq. ft. of floor area + 1 per 1,000 sq. ft. of outside storage area	Determined by Zoning Administrator based on most similar use		The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed	The director of planning shall determine the required number of parking spaces based on standards published by the Institute of Transportation Engineers, documented parking studies of comparable uses, and good planning practices

**SHOPPING CENTERS**

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
<b>Shopping Centers</b>					1 space per 200 sq. ft. of floor area				
<b>100,000 GFA or Less</b>		4 spaces per 1,000 square feet of gross floor area				6 per 1,000 Sq. Ft. of GFA for centers with up to 30,000 Sq. Ft. 5 per 1,000 Sq. Ft. of GFA for centers between to 30,000 and 60,000 Sq. Ft. 4 per 1,000 Sq. Ft. of GFA for centers over 60,000 Sq. Ft.		1 per 200 net sq. ft. up to 50,000 net sq. ft.; then 1 per 225 net sq. ft. up to 300,000 net sq. ft.; then 1 per 250 net sq. ft. after that.	There shall be provided for customers and employees parking spaces in number as indicated on the accompanying graph (p. 145). These spaces will be determined by the gross leasable area of the shopping center excluding unfinished storage areas. The planning commission shall, in the review of each shopping center, determine that all parking spaces are effectively usable as to location and layout.
<b>100,001 to 800,000 GFA</b>		3 spaces per 1,000 square feet of gross floor area				3.5 per 1,000 Sq. Ft. of GFA for centers with up to 400,000 Sq. Ft.	Regional shopping center - 4 parking spaces for each 1000 sq. ft. of gross leasable area	1 per 200 net sq. ft. up to 50,000 net sq. ft.; then 1 per 225 net sq. ft. up to 300,000 net sq. ft.; then 1 per 250 net sq. ft. after that.	There shall be provided for customers and employees parking spaces in number as indicated on the accompanying graph (p. 145). These spaces will be determined by the gross leasable area of the shopping center excluding unfinished storage areas. The planning commission shall, in the review of each shopping center, determine that all parking spaces are effectively usable as to location and layout.

**SHOPPING CENTERS**

Land Use	Town of Vienna	Fairfax Co	Arlington County	Alexandria	City of Fairfax	Loudoun County	Montgomery County	Prince William County	Henrico County
>800,000 GFA		2.5 spaces per 1,000 square feet of gross floor area				3.8 per 1,000 Sq. Ft. of GFA for centers with 400,000 to 600,000 Sq. Ft.		1 per 200 net sq. ft. up to 50,000 net sq. ft.; then 1 per 225 net sq. ft. up to 300,000 net sq. ft.; then 1 per 250 net sq. ft. after that.	There shall be provided for customers and employees parking spaces in number as indicated on the accompanying graph (p. 145). These spaces will be determined by the gross leasable area of the shopping center excluding unfinished storage areas. The planning commission shall, in the review of each shopping center, determine that all parking spaces are effectively usable as to location and layout.
1,000,000 or more GFA						4.25 per 1,000 Sq. Ft of GFA for centers with over 600,000 Sq. Ft,		1 per 200 net sq. ft. up to 50,000 net sq. ft.; then 1 per 225 net sq. ft. up to 300,000 net sq. ft.; then 1 per 250 net sq. ft. after that.	There shall be provided for customers and employees parking spaces in number as indicated on the accompanying graph (p. 145). These spaces will be determined by the gross leasable area of the shopping center excluding unfinished storage areas. The planning commission shall, in the review of each shopping center, determine that all parking spaces are effectively usable as to location and layout.