

Second Draft Comments
and Revised Draft for
Town of Vienna
2015 Comprehensive Plan
(Text Only)

Revised 2/24/16

Vision Statement

The Town of Vienna will be a safe, vibrant, environmentally conscious community with small town character, strong single-family neighborhoods and distinguished businesses and services.

DRAFT

CHAPTER 1: INTRODUCTION

Comments and Draft Changes

2/24/16

Chapter 1: Introduction Comments – Second Draft of 2015 Comprehensive Plan Update

Color Guide for Comments:

Green – Town Council Comments

Blue – Planning Commission Comments

Purple – (Town Staff Comments)

1. The Transportation Safety Commission (TSC), Pedestrian Advisory Committee (PAC), and Bicycle Advisory Committee (BAC) should be added to flow chart on **Page 10** under the Public Participation column and to the Acknowledgements listed on **Page 1**
 - a. (Staff will make these changes)
2. Redo the formatting for the Resident Survey section on **Page 12**
 - a. (Staff will un-bold the bullet points)

CHAPTER 1

INTRODUCTION

COMPREHENSIVE PLAN PLANNING PROCESS FLOW CHART

TASK	SUB-TASK DESCRIPTION	PUBLIC PARTICIPATION
PROJECT INITIATION	Data Collection	<ul style="list-style-type: none"> • Town-wide Kickoff
	Reconnaissance Trip	<ul style="list-style-type: none"> • Planning Commission
	Identify Planning Issues	<ul style="list-style-type: none"> • Resident Survey
INVENTORIES & ANALYSIS	Land Use	
	Population & Demographics	<ul style="list-style-type: none"> • Planning Commission Subcommittees
	Infrastructure & Public Facilities	<ul style="list-style-type: none"> • Community Facilitation
	Historic & Natural Resources	
	Park & Open Space	
POLICY DEVELOPMENT	Economic Development	
		<ul style="list-style-type: none"> • Planning Commission Subcommittees • Community Facilitation
	Visioning and Goal Setting	<ul style="list-style-type: none"> • MAC Consultant
	Town Council Policies	<ul style="list-style-type: none"> • <u>Community Enhancement Commission</u>
		<ul style="list-style-type: none"> • <u>TSC, BAC, and PAC</u>
PLAN DEVELOPMENT	Land Use Plan	
	Development Character	<ul style="list-style-type: none"> • Planning Commission Subcommittees
	Sustainability	<ul style="list-style-type: none"> • Community Facilitation
	Plan Formatting	<ul style="list-style-type: none"> • <u>MAC Consultant</u>
		<ul style="list-style-type: none"> • <u>TSC, BAC, and PAC</u>
PLAN IMPLEMENTATION STRATEGY	Implementation Strategies	
	Prioritization	
	Recommendation for Adoption	<ul style="list-style-type: none"> • Citizens
	Amendment to Ordinance	<ul style="list-style-type: none"> • Planning Commission
	Capital Improvement Plan	<ul style="list-style-type: none"> • Town Council

Overview of the Comprehensive Plan

The Town of Vienna adopted its first ~~c~~omprehensive ~~P~~lan in 1957. It has been revised several times since then, most recently in October 2009. This Plan describes and updates the characteristics of the Town and identifies trends and events that have been considered in charting the future development of Vienna.

This ~~Comprehensive~~ Plan is a living document that seeks to capture citizens' vision for the future of Vienna and to guide the development of specific policies to achieve common community goals and provides a vision for how the Town should grow and evolve into the future. It is intended to be a long-range document which provides guidance regarding a wide range of issues relating to land use, transportation, parks and recreation, community facilities, community character, and economic development, among others.

Among other elements, the Plan considers strategies for the successful implementation of the Maple Avenue ~~Corridor (MAC) vision~~ Commercial (MAC) zoning ordinance. With the Town Green at its core, the MAC aims to help transform the corridor into a pedestrian-friendly and lively mixture of commercial activity, recreational opportunity, and residential life.

The Plan includes both graphical examples and textual discussion of what future development or transportation solutions **might** look like. Illustrations are intended to ignite creative thinking and provide a starting point for community discussion. They are not endorsements of any specific proposals.

Once adopted, the Plan will provide a guide for the public, staff, and elected and appointed officials, regarding land use and capital improvement decisions.

Comprehensive Plan Requirements

The Code of Virginia requires every community to adopt a comprehensive plan for the territory within its jurisdiction and to review such plan for amendments at least once every five years ([Code of Virginia, Title 15.2, Ch. 11, Art. 4 Section 15.2-2223](#)). The ~~Comprehensive~~ Plan must guide "...a coordinated, adjusted, and harmonious development of the territory which will, in accordance with present and probable future needs and resources best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants." It must include assessments of existing conditions, trends of growth, and the future needs of the inhabitants.

The Code of Virginia also requires that the ~~P~~lan include transportation and land-use components. The land-use component is encouraged to provide policies for the location of future public facilities, historical areas, redevelopment areas and areas of environmental significance. It must also include policies related to the construction, rehabilitation and maintenance of affordable housing within the Town.

The ~~I~~ransportation ~~p~~lan must designate a system of transportation infrastructure needs and recommendations that includes the designation of new and expanded transportation facilities in support of the development of the Town, including, but not limited to streets, bicycle facilities, pedestrian networks and transit facilities. The ~~I~~ransportation ~~p~~lan must be submitted to the Virginia Department of Transportation for review.

Resident Survey

In 2014 the Town partnered with the ETC Institute to conduct a town-wide survey of residents to determine community priorities and the quality of Town-provided programs and services. Several major findings helped steer the direction of ~~this-the~~ Comprehensive Plan ~~u~~Update to create a path forward that encompasses the desires of the community. They include the following:

- Fifty-three percent of respondents believe that it is most important for the Town to focus on the traffic flow of Maple Avenue over the next two years
- Thirty-eight percent of households use public transportation options, 71% of these households use ~~the M~~metrorail
- Sixty percent of households have members who ride bicycles, the majority uses bicycles for recreation and exercise, 11% use bicycles for tasks, 9% use bicycles for riding to and from school and 8% use bicycles for riding to and from work
- Seventy-five percent of households would like to see incentives for redevelopment of existing commercial building and shopping centers, 44% would like to see mixed-use projects that include a combination of residential and commercial spaces

Elements of the Comprehensive Plan

The Comprehensive Plan is divided into nine chapters which focus on specific elements of the Town's existing and future development. These chapters provide an overview of current conditions, relevant history, and identify the Town's goals, objectives, implementation strategies and indicators as they related to that topic. The following are summaries of the content of each of the other chapters of the Plan.

- **Introduction** – This chapter provides an overview of the Plan's organization and Statutory Requirements.
- **Community Profile** – This chapter provides a history of the settlement and development of the Town, in addition to information about demographics and trends which have or will affect the Town's development or character.
- **Land Use** – This chapter provides information regarding the existing land uses within the Town, and the Future Land Use Map which provides a vision for the Town and guides development decision-making. In addition, Maple Avenue and Church Street are highlighted as focus areas due to their importance within the Town.
- **Economic Development** - This chapter provides background on non-residential development and commerce in the Town and provides guidance for additional actions the Town may take to encourage economic development.
- **Transportation** – This chapter provides an overview of the existing conditions, parking, transit, and the many modes of transportation which are relevant to the Town's citizens and businesses. It also includes an inventory of existing streets and other transportation facilities.
- **Public Facilities and Services** – This chapter focuses on a variety of facilities and services which are integral to the Town.
- **Parks and Recreation** – This chapter provides information regarding the many parks, recreational opportunities, and community facilities within the Town.
- **Environment and Sustainability** – This chapter describes the key environmental characteristics and requirements affecting the Town.
- **Implementation** - This chapter focuses on strategic actions or tools that the Town can use to carry out strategies and actions listed in the Plan.

Goals, Objectives, Implementation Strategies, and Indicators

The Land Use, Economic Development, Transportation, Public Facilities and Services, Parks and Recreation, Environment and Sustainability chapters each include goals, objectives, implementation strategies, and indicators.

Goals are meant to be general and describe a desired future condition.

Objectives are more detailed and describe specific future conditions to be attained.

Implementation strategies are detailed statements that describe methods, usually through Town or department policies, to implement objectives.

Indicators are statements describing how the Town should measure whether objectives and implementation strategies have been successful.

The Planning Process

The Plan was created over a period of 24 months with leadership from the Planning Commission. Several subcommittees, including the Land Use, Transportation, and Community Facilities Subcommittees, were responsible for review and drafting those particular elements of the Plan. In addition, the Community Enhancement Commission drafted the Environment and Sustainability chapter.

The planning process included an assessment of the previous Plan, a review of current policies, an inventory of existing conditions, and outreach to the public with a resident survey conducted in 2014. The 2015 Comprehensive Plan is the result of significant input, thorough review by the Planning Commission, and in-depth research and input from Town staff and their respective departments. On _____, the Planning Commission recommended the Plan to the Town Council for adoption. The Town Council reviewed the Plan, conducted a public hearing, and adopted the 2015 Comprehensive Plan on _____.

DRAFT

CHAPTER 2: COMMUNITY PROFILE

Comments and Draft Changes

2/24/16

Chapter 2: Community Profile Comments – Second Draft of 2015 Comprehensive Plan Update

Color Guide for Comments:

Green – Town Council Comments

Blue – Planning Commission Comments

Purple – (Town Staff Comments)

1. In the Civil War Period section, on **Page 16**, Orrin T. Hine is referred to as a realtor. Should this be changed to real estate agent?
 - a. (Realtor was deleted, could not easily confirm the exact title)
2. Consider adding aerial photos from the 1970s and 1980s in addition to the 1930s and 1950s in order to show a fuller history of Vienna on **Page 18**
 - a. (Staff will add aerial photos from 1974 and 2002 so that there will be a progression of the center of Town roughly every 20 years from 1937 on)
3. Add dates to section on 21st Century for Church Street Vision, MAC Ordinance, etc. on **Page 19**
4. Make the 21st Century section more positive, do not using “aging housing stock” phrase on **Page 19**
 - a. (Staff will change the phrase from “aging housing stock” to “housing primarily from the 1950’s and 1960’s”)
 - b. (Staff will also make it more positive and take out words such as significant)
5. Include a note on **Page 22** about MWCOC’s population forecast
 - a. (Staff will include a note)

CHAPTER 2

COMMUNITY PROFILE

History

Vienna is an incorporated town located in the northeastern portion of Fairfax County, Virginia. Vienna's history predates its incorporation, and provides the basis for understanding the Town as it is today, and its philosophy in charting its future.

Early Beginnings

The Vienna area was initially settled as large farming estates. In 1767, Vienna's first house of record was built. The area was named Ayr Hill after the owner's native Scottish County of Ayr, and retained the name for nearly a hundred years. Growth was slow, with no more than eight houses in the village at the turn of the 19th century.

The mid 1800s, however, witnessed great change for Vienna. Between 1840 and 1860 there was significant migration from the north, especially New York State. Inexpensive yet fertile land and a mild farming climate lured many new residents who brought with them advanced farming techniques. These techniques increased productivity and helped restore the vitality of the old estate farms. Vienna's commercial activities during this period included America's first steel beamed plow factory. The railroad, which reached Vienna in 1858, was used for shipping plows until the factory was sold in 1869.

Other notable events include the 1842 purchase of 50 acres of land from what had been the original Wolf Trap plantation by Keziah Carter, a free African-American woman. Descendants of the Carter family still reside in the Town.

In the late 1850s, the village recognized its need for a medical doctor and solicited Dr. William Hendrick of New York State. Popular belief holds that the name of the village was changed to Vienna, the name of Dr. Hendrick's New York home, as a condition of his relocation.

The Civil War Period

Due to its proximity to the Nation's capital, control of Vienna was strongly contested during the Civil War, causing many residents to leave for the duration of the conflict. On June 17, 1861, the fifth skirmish of the war, part of the First Battle of Manassas, took place near the Park Street railroad crossing (now the site of the Town's Community Center). This skirmish marked the first tactical use of a railroad in battle.

In the years following the war, Vienna experienced a growth in permanent residency, including both white and black settlers. Among the new residents were Major Orrin T. Hine and Harmon L. Salsbury. A Freedmen's Bureau agent, radical Republican, and farmer, ~~and realtor~~, Hine settled in Vienna in 1866 and by 1885 had amassed almost 6,500 acres of area land. Major Hine was elected the Town's first mayor when Vienna was incorporated in 1890. Salsbury, a Union Captain in the 26th Regiment of Colored Infantry, welcomed settlers to his estate, making housing available to newly freed slaves by providing easy credit and long mortgages.

Thomas and Daniel West, freed slaves and landowners, established Vienna's first black public school in 1868. The Town's first white public school followed in 1872.

Originally called Georgetown Road, today's Church Street was the Town's first thoroughfare, hosting the business district and most of the churches—the Baptist Church, built in 1868; the Presbyterian Church in 1874; the Methodist Church in 1890; and the Episcopal Church in 1896. The original location of Vienna's oldest continuous business, the Money and King Funeral Home, was at the corner of Church Street and Lawyers Road, NW.

Early 20th Century

The Vienna Volunteer Fire Department, organized in 1903 by Mr. Leon Freeman and chartered in 1929, is Fairfax County's oldest volunteer fire department. In 1904 Freeman heralded the advent of Vienna's motorized age with ownership of the Town's first automobile, spurring the first speed limit—12 miles per hour. Transportation improvements continued with the construction of a trolley line connecting Vienna with Washington, D.C., via Falls Church.

The 1920s saw the establishment of the first Town Hall, bank, citizens' association, drug store, and chain grocery store—the Piggly Wiggly—and the installation of street lights and fire cisterns.

Post World War II

In 1940, Vienna was still a small rural town with a population of 1,237. The end of World War II brought suburban pressure and further development. The Town's population grew by 10,000 people during the decade, and the business core shifted from Church Street to Maple Avenue.

The first of many "modern" shopping centers was built in 1954 along the newly-widened Maple Avenue. In 1957 a part of the surrounding area of Vienna's original boundaries was annexed and the Town grew from 2.25 square miles to roughly 3.8 square miles in size. The maple trees that gave the avenue its name were removed for transportation improvements in 1958. Transportation, shopping, and residential demands continued to grow with the increasing population of Vienna and Fairfax County. Notable regional developments included the construction of Dulles International Airport in 1962, Fairfax Hospital in 1962, Tysons Corner Center in 1968, and the Vienna Metrorail Station in 1986.

During the 1980s Vienna had a front row seat to witness the rise of a new social phenomenon, the "Edge City," popularized by Joel Garreau. Tysons ~~Corner~~ transformed from a suburban retail center into an employment and business center that rivaled the area's traditional urban core of Washington, D.C., in office space and jobs. The traditional pattern of suburb-to-city commuting changed, as the area saw the growth of the suburb-to-suburb commute. In turn, families looking for affordable housing filled in previously undeveloped land in nearby Fairfax County—and Vienna—and pushed development further west and south.

The 1990s brought another wave of change to Vienna, Fairfax County, and the greater Washington, D.C. area. The explosive growth of information technology and Internet-related companies in the area fueled an economic boom for the region. Northern Virginia emerged as a preeminent location for high-technology firms.

~~During this decade~~In 1993, other surrounding areas of Fairfax County were annexed and the size of the Town grew to 4.4 square miles.

The 21st Century

Significant development continues in the portions of Fairfax County that surround the Town of Vienna, including Tysons-Corner, Merrifield and ~~the Vienna Metrorail Station. MetroWest.~~ These projects have included greater density and intensity, and along with them, the potential for ~~significant~~ impacts to the Town's transportation network and public facilities.

Within the Town, the demolition of existing single-family detached homes and their replacement with new larger dwellings has increased ~~substantially~~ over recent years. ~~Aging housing stock~~Housing primarily from ~~the 1950's and 1960's~~, increased land values and the desirability of living within the Town of -Vienna, have all contributed to this phenomenon. The subdivision of existing residential lots also continues as an additional signal of these market forces.

Following the adoption of the Church Street Vision in July 1999, Church Street has seen resurgence, including several new buildings and renovation projects. The pedestrian-friendly corridor continues to attract residents and visitors as Vienna's traditional "Main Street." With the adoption of the Maple Avenue Commercial (MAC) Ordinance in October 2014, the Town is encouraging mixed-use redevelopment along the Maple Avenue Commercial eCorridor.

Given the ~~significant~~ changes occurring both within and outside the Town, Vienna's citizens and leadership remain dedicated to promoting a stable community with a small-town feel. At the same time, the Town continues to pursue policies which maintain or enhance Vienna's attractiveness as a place to live, while providing the facilities and services necessary for a successful community.

Demographics

Demographic statistics and trends provide an important background for evaluating land use, transportation needs, and infrastructure requirements. The following is a profile of the Town's population compared, where appropriate, to the total population of Fairfax County, Commonwealth of Virginia, and United States. Data sources include the U.S. Census Bureau as well as data collected by Fairfax County and the Town of Vienna.

Population Changes

Vienna has seen an increase in the number of residents from 2000 to 2010. The population increased by 1,234 from 14,453 to 15,687, an 8.5% overall growth. This follows several earlier decades of minor declines. The estimated population for 2014 was 16,459. Generally the number of residents has remained stable for the past 40 years, remaining between 15,000 and 16,000 residents. The biggest increases occurred between 1950 and 1960 and between 1960 and 1970 with large post-war subdivisions. The peak population of the Town occurred in 1970 and has not been close to being surpassed.

The next page shows the population changes over the last 100 years along with important events in local, state and national history.

Fairfax County

Fairfax County has seen continual growth for the past century. From 2000 to 2010 it saw a 12% increase in population and now has more than 1 million residents.

Population Growth Scenarios

Most of the current residential development in Vienna consists of demolition and rebuilds of existing single-family detached homes. Due to the limited amount of available vacant land zoned for residential dwellings and the number of properties which can be subdivided, the population in the near future will likely not increase significantly if there are no significant changes in land development trends. There are three different scenarios for growth in the next 20 years. The scenarios use the 2010 population as a base.

Slow Growth Scenario

- Under this scenario the population will grow 0.5% annually and by 2035, the population will have increased by 2,083 from the 2010 population. This scenario assumes that current residential development will eventually slow down.

Normal Growth Scenario

- Under this scenario the population will grow 0.8% annually, nearly matching the population growth from 2000 to 2010. The population will have increased by 3,458 from the 2010 population. This scenario assumes that residential development will match current development patterns with some multi-family units along Maple Avenue resulting from mixed-use development.

Fast Growth Scenario

- Under this scenario the population will grow 2% annually, almost double the current growth. The projected population is 25,736 in 2035, an increase of 10,049 from the 2010 population. This scenario assumes that most of the residential growth will come from many new multi-family residential units built along Maple Avenue, utilizing the MAC zoning.

**The Metropolitan Washington Council of Governments (MWCOC) completed its own population projection. However it did not appear to factor in any potential new development or land use changes.

Households

The 2010 Census recorded ~~Vienna~~ 5,528 households in the Town, an increase of 197 households from the 2000 Census.

The average household size in 2010 was 2.8 persons per household. This is slightly higher than persons per household in 2000. However, since 1990 the household size has largely stayed the same. This is true of Fairfax County and the United States as well.

The majority of households in Vienna are married couple households. They comprise 63.4% of all households. Non-family households make up 23.8% of all households with either female householders or male householders making up the remaining 12.8%.

Age/Sex Distribution

Vienna's increase in population from 2000 to 2010 resulted in gains for all three major age groups. The most growth was in the "24 and under" category, with gains in the number of school age residents, almost 600 additional 5 to 19 year olds. Both the "25 to 64" and "65 and up" categories increased in absolute numbers, but decreased as a percentage of the Town's total population. In terms of sex distribution, in 2010 the population was 50.1% female and 49.9% male, almost evenly split. The age/sex pyramid below shows ~~the~~ a more detailed description of the distribution of age/ sex in Vienna in 2010.

Race

With regards to race, Vienna's population is majority white. The white population comprises almost 76% of the total population. The Asian/Pacific Islander population is the second most populous with 12.1% of the total population. This group has seen almost 39% growth from 2000 to 2010. Five percent of the population identifies itself as "~~o~~ther" and 3.2% of the population identifies itself as black. Overall, there have been some trends over the last 20 years of more diversity with slight decreases to the overall percentage of the white population and increases in the Asian and Hispanic population.

As for ethnicity, 12% of Vienna is of Hispanic origin. This is a 76.7% increase from 2000.

More information on racial composition can be found in the [Appendix](#).

Income

In 2000 Vienna's median household income was \$85,519. In 2013 the median household income was \$126,991. This 48.5% increase surpasses the increases seen in both Fairfax County (36.1%) and the Commonwealth of Virginia (36.9% increase). It is also above the increase that the United States as a whole has seen in 13 years (26.3% increase). In terms of absolute numbers, the 2013 median household income is slightly higher than the County's \$110,292 and is significantly higher than Virginia's (\$63,907) and the United States' (\$53,046).

Findings

- Vienna's population is growing slowly and most likely will continue to grow at a moderate pace. How much it grows will depend on the amount of residential multi-family redevelopment that occurs in the Maple Avenue Commercial corridor.
- The distribution of the age and sex of residents has stayed mostly the same from 2000 to 2010. The most growth occurred in the number of school-age children.
- The size of households has not changed significantly since 1990.
- The composition of race has not changed significantly in the last 20 years. A majority of the Town remains white. One of the largest increases (percentage wise) has been in the Asian population.
- In terms of ethnicity, there has been a sizable increase in the Hispanic population.
- The median household income in Vienna (\$126,991 as of 2013) and is higher than Fairfax County (by almost \$17,000) and Virginia (by a little over \$63,000).

**For additional information please see the Community Profile section of the [Appendix](#).

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CHAPTER 3: LAND USE

Comments and Draft Changes

2/24/16

Chapter 3: Land Use Comments – Second Draft of 2015 Comprehensive Plan Update

Color Guide for Comments:

Green – Town Council Comments

Blue – Planning Commission Comments

Purple – (Town Staff Comments)

1. Change all references of Village Square to Town Square
 - a. (Staff will make this change)
2. Make “Governmental” text on **Page 28** on the aerial photograph more legible
 - a. (Staff will make this change)
3. On **Page 28** revise “This practice has prevented encroachment of commercial activities into these residential neighborhoods” to instead state “This practice has buffered commercial activities and residential neighborhoods.”
 - a. (Staff will make this change)
4. On **Page 29** add townhouses in addition multi-family on providing appropriate transition between higher density commercial/industrial developments and single-family housing.
 - a. (Staff will make this change)
5. Consider revision of pictures on the bottom of **Page 29**, currently the pictures make it appear that the Town is full of apartments and townhouses
 - a. (Staff will replace pictures with more appropriate pictures)
6. Restructure the Affordable Housing section on **Pages 30 and 31** and include other alternatives, such as incentives for homeowners to renovate existing homes
 - a. (Staff will restructure the Affordable Housing section and will include more alternatives as well as a recommendation to further study housing in Vienna)
 - i. (Village Housing text will be mentioned as one of several alternatives in the section)
7. Elaborate more about Affordable Housing and possible include a discussion on workforce housing on **Pages 30 and 31**
 - a. (Staff will add a sentence about workforce housing)
8. Consider revising the Section heading for “Special Study Area – Central Business District (CBD)” to “Special Study and Revitalization Area – Central Business District (CBD)” on **Page 32**
 - a. (Staff will make this change)
9. Include language from 2010 Comprehensive Plan (**Page 19**) about medical complexes and the White Oak Tower in the introductory paragraph on **Page 32**
 - a. (Staff will include language from the 2010 Comprehensive Plan)

10. Change the Constraints subsection title to Considerations
 - a. Make this subsection more positive in general
 - i. (Staff will make language more positive and change the title)
11. Include language on **Page 32** explaining why there is a need for the designation of a Town Square.
 - a. (Language introducing the Town Square concept will be revised to the following:
 - i. The Town Square is a new designation in and around the CBD and contains the 100 blocks of Maple Avenue East and West and all of the Church Street Commercial Corridor, as well as public spaces including the Town Green, Patrick Henry Library, Town Hall, Police Department, Bowman House, Vienna Elementary School, the Community Center, and the Vienna Train Station, all accessible by the Washington and Old Dominion Trail, as shown on the Central Business District map. The Town Square is meant to connect the Maple Avenue and Church Street Commercial Corridors and create an identity and sense of place in the center of Town. It is part of a grander vision to master plan the whole Central Business District.)
12. Consider reordering the Commercial Land Use section with the existing conditions, moving forward language, Central Business District, Town Square and Parking
 - a. (Staff will retitle the subsections so that the Commercial Land Use section is more coherent)
13. Revise the language of the Town Square subsection on **Page 34** so that a certain architectural style is not too detailed and required
 - a. (Staff will rephrase the sentence that currently reads “Redevelopment that occurs in the designated Village Square should adhere to a historic turn-of-the-century architectural style similar to the style promoted with the Church Street Vision.” Revised sentence will read “Redevelopment that occurs in the designated Town Square should adhere to a common building vocabulary already seen in the Church Street Commercial Corridor.”)
14. In the “Parking” subsection on **Page 35** include language discussing “Park Once”
 - a. (The following will be adding to the Parking section: “...This can partially ease any parking shortage in and near the center of the Town and can help create a “Park Once” environment where visitors and residents can park at one location and walk to multiple stops, instead of driving from destination to destination.”)
15. Make titles of districts more clear in graphics shown on **Pages 36 and 37**
16. Revise the illustrative Town Square concept on **Pages 38 and 39**
 - a. (Staff will take out the illustrative concept and just have text and the Central Business District map showing the boundary of the Town Square)
17. (Staff will also clarify on **Page 35** that there is an intention to conduct a master plan study for the whole Central Business District, not just the designated Town Square)
18. Change the Mill Street and Dominion Street NE areas (currently zoned CM) to the Industrial Land Use Designation and keep the currently zoned CMP zones as Employment Center and reflect these changes in the text on **Pages 40 and 45** and on the Future Land Use Plan on Page 46
 - a. (Staff will make this change)

19. On **Page 41**, include language from **Page 127** about the Parking Zoning
 - a. (Staff will add language from Page 127)
20. On **Page 42**, move the Historic Sites subsection to the appendix
 - a. (Staff will make this change)
21. Revise the introductory language on **Page 42** and correct language concerning Windover Heights and the number of registered historic sites
 - a. (Staff will correct and make these changes)
22. Keep the language positive on **Page 43** and revise some of the text
 - a. (Staff will revise the text to make it more positive)
23. Update the chart on **Page 43** to include the number of approved SFD permits for 2015
 - a. (Staff will revise the chart)
24. Refer to Tysons Corner only as Tysons throughout the Plan, including on **Page 44**
 - a. (Staff will make changes throughout the Plan)
25. Insert the following sentence from the 2010 Comprehensive Plan (**Page 24**) on **Page 44**:
 - a. “Because proposed high density development will adversely impact traffic and overburden public service facilities within Vienna, the Town continues to monitor and inform Fairfax County Government of the effects of such development on residents of Vienna and the surrounding areas of Fairfax County.”
 - i. (Staff will include this sentence)
26. Add “industrial” to list of uses Vienna remains committed to in the introductory paragraph on **Page 45**
 - a. (Staff will make this change)
27. Consider changing the land use at 901 Glyndon Street SE from Mixed Use to Low Density Residential on **Page 46**
 - a. (Staff will change 901 Glyndon Street SE to Low Density Residential)
28. For Objective 2 on **Page 47**, revise the fourth implementation strategy to make it more positive
 - a. (Staff will revise the implementation strategy)
29. Revise the fourth implementation strategy for Objective 4 on **Page 48** and delete “encourage employment center development for sites zoned for industrial uses”
 - a. (Staff will make this change)
30. Revise the seventh implementation strategy for Objective 4 on **Page 48** to include exploring a possible Arts District
 - a. (Implementation strategy will be revised to read “Explore use of a Tourism Zone and/or Arts District with incentives to further encourage redevelopment in the CBD”)
31. Delete the fourth implementation strategy under Objective 6 since this strategy is dated on **Page 49**
 - a. (Staff will make this change)

CHAPTER 3

LAND USE

Goals

- Maintain the balance of land uses
- Encourage a vibrant Central Business District
- Establish a distinct ~~Village Square~~Town Square
- Encourage housing for residents of all age groups
- Protect and preserve the natural environment
- Create a more walkable and bikeable Vienna

DRAFT

Introduction

This chapter provides an overview of Vienna's development patterns and characteristics. It provides a reference point from which current and proposed land use policies can be assessed and evaluated. Recommended land use policies and plans are set forth in the Future Land Use section of this chapter.

It is important to note that existing land uses are different from zoning districts. Zoning reflects authorized uses, and is a tool used to achieve the goals of a comprehensive plan; existing land uses depict actual uses, including any nonconforming or illegal uses.

Land Use Patterns

Of the 2,376.3 acres (excluding rights-of-way) that constitute Vienna's corporate area, 70.4% is developed for residential purposes. The remaining acreage is devoted to public/private recreational uses (13.97%), commercial/ industrial uses (9.73%), and governmental/ institutional uses (5.84%).

In accordance with the Town's long-established planning practices, townhouse and multi-family zones provide a transition between the high-density commercial/industrial zones and the low-density areas of single-family detached homes. This practice has ~~prevented encroachment of~~ buffered commercial activities ~~into and these~~ residential neighborhoods.

Residential Land Use

Single-family detached housing has been, and will remain, the predominant land use. Future townhouses may be considered to provide a transition between commercial/ industrial areas and single-family housing and, within the transition area, as an option for ~~town-current~~ residents seeking to remain in Vienna as their needs change. Multi-family housing and townhouses may be considered in certain situations to provide an appropriate transition between higher density commercial/industrial developments and single-family housing.

Existing Uses

Single-family detached dwellings account for approximately 82% of all residential units. Townhouses comprise almost 8% of the Town's total residential units. Multi-family units, representing around ~~94~~9% of all residential units, include apartments, duplexes, and condominiums. Vienna has one major apartment complex, Vienna Park apartments, ~~of~~with 300 units; it surrounds the Cedar Park Shopping Center at the northwest corner of Park Street SE and Cedar Lane SE. Most of the remaining multi-family units are clustered in the center of the Town along Locust Street SE, between Park and Glyndon Streets.

Affordable Housing

Housing costs have escalated more rapidly than incomes in the last decade, making affordable opportunities less plentiful. The 2015 median total assessed value for a residential unit in Town (including all types of housing) was \$595,010. The median household income was \$129,652 (2013 income adjusted for 2015 inflation). Based on these numbers, the median value was 4.59 times median household income.

The Town should assess the long-term prospects for affordable housing in Vienna, and options for meeting Commonwealth of Virginia mandates, if such action is determined to be necessary with regard to affordable housing under Section 15.2-2223 of the Code of Virginia. Vienna has historically provided housing opportunities to households having a variety of income levels.

Affordable housing ~~is~~ defined in Section 15.2- 2201 of the Code of Virginia ~~as~~ housing that is affordable to households with incomes at or below the area's median income, provided that the occupant pays no more than 30 percent of his gross income for gross housing costs, including utilities.

Moving Forward

There ~~may be additional~~ are several alternatives that could provide housing for households with a variety of income levels. They include focusing multi-family housing in the Maple Avenue Commercial (MAC) zone, using transitional areas for townhouses, multi-family housing, and village housing, and incentivizing and encouraging the renovation of existing, older houses, such as allowing for duplexes or mother-in-law suites.

Benefits of a diverse housing stock includes the following:

- Increased neighborhood stability and increased housing market stability

- Ability to retain residents of all ages in place
- Ability to attract a more diverse population, millennials

Current Conditions

~~Housing costs have escalated more rapidly than incomes, making affordable opportunities less plentiful. The 2015 median total assessed value for a residential unit in Town (including all types of housing) was \$595,010. The median household income was \$129,652 (2013 income adjusted for 2015 inflation). Based on these numbers, the median value was 4.59 times median household income. The Town should assess the long term prospects for affordable housing in Vienna, and options for meeting Commonwealth of Virginia mandates, if such action is determined to be necessary.~~

Alternatives

Multi-Family Housing in the Maple Avenue Commercial Corridor

The Town should ~~continue focus on~~ encouraging ~~more~~ multi-family housing with in the Maple Avenue Commercial Corridor. ~~zoning ordinances such as the MAC. The majority of the residential units in Town are single-family detached homes, which are more likely to be a higher cost to purchase than a townhouse or a condominium. Implementation of the Maple Avenue Commercial (MAC) Zoning districte will likely result in a significant an increase in the~~ number of affordable multi-family units. Based on the real estate prices of new multi-family housing in areas surrounding Vienna, multi-family housing is likelier to be more affordable than existing single family housing.

Transitional Housing

Transitional areas in the Town, in between commercial and single-family detached residential zones, provide opportunities to provide transitional housing, such as townhouses, moderate-density multi-family buildings, and village housing.

Townhouses and multi-family housing have historically been used in Town to buffer the commercial and single-family detached residential zones. The Town should continue this practice, where appropriate.

~~Other options to be considered could include property tax relief for landlords in lieu of direct rent subsidies, participation in Fairfax County affordable housing programs, and amendments to the zoning code that would add incentives for the development of affordable housing.~~

~~While options are being considered, the Mayor and Town Council have the authority to provide incentives for inclusion of affordable housing in residential components of new projects, such as the Church Street Commercial Corridor covered by C-1B Pedestrian district or the Maple Avenue Commercial corridor.~~

Village Housing

Village housing is an option in which larger sites in transitional zones could be subdivided into lots smaller than what is currently required by the Town. For example, instead of a minimum size of 10,000 square feet per lot, as required by the Town Code in the RS-10 zoning district, 5,000 square foot lots could be

allowed in designated zones, similar to the RM-2 and RTH zoning districts, possibly in areas designated for Planned Unit Developments. These designated zones could then require a certain style of high quality but smaller houses and, if the site was large enough, could require a portion of the land to be devoted to public open space, similar to the open space requirement for the RTH zoning district.

Renovating Existing Housing

The Town could choose to incentivize homeowners to renovate existing, older homes by allowing partial property tax exemptions. From 1998 to 2012, the Town provided a partial property tax exemption for certain rehabilitated or rehabilitated residential structures.

A challenge to implementing village housing is the lack of large sites in Town that could — be subdivided into enough units to make a difference in the housing stock.

Other options to be considered could include property tax relief for landlords in-lieu of direct rent subsidies, participation in Fairfax County affordable housing programs, and amendments to the zoning code that would add incentives for the development of affordable housing.

The Town should consider conducting a housing study to assess current and future housing needs and address affordable housing as well as workforce housing.

While options are being considered, the Mayor and Town Council have the authority to provide incentives for inclusion of affordable housing in residential components of new projects, such as the Church Street Commercial Corridor covered by C-1B Pedestrian district or the Maple Avenue Commercial corridor.

Moving Forward

There may be additional alternatives that could provide housing for households with a variety of income levels, such as allowing for duplexes or mother-in-law suites.

Benefits of a diverse housing stock includes the following:

- Increased neighborhood stability and increased housing market stability
- Ability to retain residents of all ages
- Ability to attract a more diverse population

Commercial Land Use

Of the almost 3.5 million square feet of commercial and industrial uses, roughly 60% is used for professional/office space and about 30% is used for retail sales. The remainder of the floor area is light industrial.

Office buildings are primarily concentrated in the western half of Maple Avenue and in the CMP Zone along Follin Lane and Electric Lane in the Southeast. The western half of Maple Avenue has several medical complexes as well as the Town's tallest building, White Oak Tower. The building is six stories tall, and its construction in the early 1970s led to a review of the appropriate building height in Vienna. Retail uses are mostly scattered along Maple Avenue and Church Street, as well as parts of Dominion Road NE and Mill Street NE.

Special Study and Revitalization Area - Central Business District (CBD)

Because of critical land use and development issues, the Central Business District (CBD) has been selected for detailed review and analysis for the purposes of this Comprehensive Plan. The CBD includes the commercial areas bordering Maple Avenue between the James Madison Drive and East Street, as well as the adjacent commercial areas on Church Street between Lawyers Road NE and Park Street NE.

Overview

The Maple Avenue Commercial Corridor, the principal arterial street in the Town, provides access to Tysons and the Washington, D.C. metropolitan area via Virginia State Route 123. Commercial spaces ~~allowed~~ along Maple Avenue, from East Street to James Madison Drive, are diverse and include a combination of new and old structures.

The Church Street Commercial Corridor is one block off of and parallel to Maple Avenue. Current uses are primarily specialty shops, but also include office buildings and other uses such as a residential condominium complex, the historic Freeman House, and a park area with the historic train station and train caboose.

The Town Square is a new designation in and around the CBD and contains the 100 blocks of Maple Avenue East and West and all of the Church Street Commercial Corridor, as well as public spaces including the Town Green, Patrick Henry Library, Town Hall, Police Department, Bowman House, Vienna Elementary School, the Community Center, and the Vienna Train Station, all accessible by the Washington and Old Dominion Trail, as shown on the Central Business District map. The Town Square is meant to connect the Maple Avenue and Church Street Commercial Corridors and create an identity and sense of place in the center of Town. It is part of a grander vision to master plan the whole Central Business District.

Considerations~~Constraints~~

Constraint on the geographic size of the CBD supports the Town's objective of ~~preventing encroachment of~~buffering commercial uses ~~into~~and residential neighborhoods. The adequacy and convenience of access to the CBD by motorists and pedestrians is also a vital issue. Availability of patron parking for retail establishments outside of the major shopping centers is a major concern.

Improvement and redevelopment should be encouraged to ensure that Vienna remains an attractive place to live, work, and shop. Though Vienna's CBD retail establishments cannot be expected to compete with the Tysons Corner Center and Tysons Galleria malls, the CBD can be enhanced to provide alternative shopping opportunities. Significant actions have been taken by the Town to revitalize the CBD. In 1996, improvements to the Church Street public streetscape were completed. Similar improvements were completed on Maple Avenue from Lawyers Road NW/Courthouse Road SW, to East Street in 2003. Sidewalk and streetscape improvements, including brick pavers, landscaping, and a new gateway feature were also implemented along Maple Avenue West.

Moving Forward

Church Street Commercial Corridor

Church Street has long been considered the traditional "Main Street" of Vienna. As such, significant effort has been placed in supporting the success and vitality of the corridor. The [C-1B Pedestrian Commercial zoning district](#), created in 1997 and amended in 1999, provides incentives for property owners to redevelop their property in accordance with architectural guidelines. These architectural guidelines promote "main street urban architecture which is reminiscent of the small town American streetscape of the late 19th Century." Three projects have been completed to-date and one is currently under construction. The Town will continue to support historic-themed architecture in the Church Street Commercial Corridor.

Maple Avenue Commercial Corridor

Much of Maple Avenue consists of 1960's and 1970's era strip commercial in need of redevelopment. To this end, many studies have been prepared illustrating the corridor's redevelopment potential. The Mayor and Town Council awarded a contract in July 2013 to Lardner/Klein, Clarion and Seth Harry and Associates to transform all of the previously-prepared studies, exhibits, and illustrations into a two-dimensional legal document that would display the appropriate elements of a mixed-use zoning ordinance for the current extent of the commercially-zoned portion of Maple Avenue.

A 17-member Steering Committee was created by the Mayor and charged with providing stakeholder review and comment on the background information and proposal set forth by the consultant. Through this process, a voluntary zoning ~~overlay~~ district was created for the Maple Avenue Commercial (MAC) ~~e~~Corridor and was adopted by the Town Council in the fall of 2014. The new [zoning](#) district supports mixed-use development, including ground floor retail and office space, with residential and other uses on upper floors. The optional district applies to any of the commercial-zoned properties abutting Maple Avenue between the Town's western limits and East Street and offers incentives for mixed-use opportunities, such as increased building height and reduced parking requirements.

The [MAC zoning district](#) seeks to create a vibrant, dynamic, and distinctive ambiance in which the residents of the Town and the business community can take pride. The MAC supports redevelopment that is pedestrian oriented and compliments and enhances the new streetscape improvements. The Maple Avenue Commercial Corridor should maintain public investment and encourage additional private redevelopment investments. Additional studies should be contemplated to consider such issues as

transportation, parking, branding, market conditions, and incentives needed to ensure appropriate redevelopment along the corridor.

Village-Town Square

The ~~Village-Town~~ Square includes part of the Maple Avenue Commercial Corridor, from Lawyers Road to Park Street, and the Church Street Commercial Corridor, as well as public spaces including the Town Green, Town Hall, Police Department, Bowman House, Vienna Elementary School, the Community Center, and the Vienna Train Station. Redevelopment that occurs in the designated Town Square should adhere to a ~~historic — turn-of-the-century architectural style similar to the style promoted with the common building vocabulary already seen in the~~ Church Street ~~Vision~~ Commercial Corridor. Public and pedestrian plazas, civic features such as clock towers, municipal parking structures and public art should also be encouraged in the Town Square. Redevelopment occurring outside of the Town Square should have more flexibility in architectural style. A master plan study should be conducted separately from the Comprehensive Plan for the whole Central Business District and the Town Square to analyze the feasibility of implementing a town square. A conceptual plan (for illustrative purposes only) has been included on Pages 38 and 39.

Parking

Adequate parking must be provided for merchants, residents, and shoppers in the two commercial corridors and especially the Town Square. The demand for and feasibility of Town-sponsored municipal parking facilities should be studied. Vienna should consider public-private partnerships or the purchase of property in the CBD where feasible. This can partially ease any parking shortage in and near the center of the Town and can help create a “Park Once” environment where visitors and residents can park at one location and walk to multiple stops, instead of driving from destination to destination. Landscaping should be included around parking facilities to “soften” their appearance.

In addition, the Town’s parking ordinance for commercial areas should be re-examined to foster more efficient use of available parking. The use of shared parking, shared parking entrances and inter-parcel access are examples of ways that parking can be more efficiently used. The Transportation Chapter discusses [parking in more detail](#).

~~Light Industrial~~ and ~~Employment Center~~ Land Uses

The ~~Light Industrial~~ Employment Center land use category consists of light industrial uses ~~industrial parks~~ and other manufacturing activities that are not appropriate or feasible for commercial areas, as well as ~~conventional~~ auxiliary commercial activities, such as restaurants, fitness centers and retail where they can be accommodated. Industrial development in these areas ~~is~~ limited to those administrative, research, and manufacturing activities that can be carried out without a detrimental impact on surrounding areas. ~~An~~

~~The Employment Center designation (versus Industrial) land use category covers the Vienna Technology Park. The Employment Center designation is a more accurate description of uses in the area, large office campuses versus industrial uses. The 2010 Comprehensive Plan designated this area as industrial. provides for more flexibility to include limited support of commercial and office uses.~~

Existing Uses

~~Vienna has two industrial areas: t~~The industrial corridor on Mill Street and Dominion Road in the northeast quadrant (zoned CM Limited Industrial); ~~and the Vienna Technology Park in the southeast quadrant at the end of Follin Lane (zoned CMP Industrial Park). The two industrial areas reflect the different requirements and uses of their zoning. Mill Street/Dominion Road NE,~~ is a light industrial/commercial corridor. It emerged as an adjunct of the original Washington & Old Dominion Railroad, which passed through Vienna along what is now the Washington and Old Dominion Trail. This area continues to attract various business establishments, including car-automotive shops, landscapers, professional office space, self-storage, lumber yards and restaurants. ~~Market forces may favor mixed-use projects on Mill Street, as allowed by Code.~~

The Vienna Technology Park was designated and zoned CMP Industrial Park in 1961 to encourage the location ~~of~~ facilities that could meet design criteria in a campus-like setting. The area is approximately 80 percent developed, and it includes the headquarters of the Navy Federal Credit Union, the Town's largest employer. Navy Federal Credit Union is currently in the process of constructing a new annex building on Electric Avenue SE, across the street from its headquarters. The new building will hold almost 235,000 square feet of professional office space.

Parks and Recreation and Governmental Land Use

The Parks and Recreation land use category consists of 332 acres of land devoted to parks and recreational use, comprising almost 14% of the Town's total land. This figure includes 155 acres of public facilities—those owned by the Town, as well as parks owned and operated by Fairfax County and the Northern Virginia Regional Park Authority. Governmental and institutional land use represents 5.8% of the land in the Town.

Parks and Recreation Land Use

Major Town parks include Southside Park, Glyndon Park, and Northside Park. A more extensive description of public parks appears in the [Parks and Recreation chapter](#) of this Plan. Many of the Town's parks are largely undeveloped. Park master plans should be designed for each Town park to assure the facilities meet the needs of residents.

In addition to the public facilities, there are 177 acres of private facilities, most of which are associated with Westwood Country Club in northeast Vienna (157 acres). Other private parks, located in the southwestern quadrant of Town, include the George C. Yeonas Park owned and operated by the Vienna Little League, the Vienna Aquatic Club, and the Vienna Woods Swim and Tennis Club.

Park Zoning

Except for Northside Park and Salsbury Spring (a small passive park located on Windover Avenue NW, near Lawyers Road NW), all Town-owned land dedicated to recreational use is zoned "PR, Park and Recreational." The PR zone was created by the Town in 1991 to preserve parks and open spaces.

Major recreational facilities in Vienna owned by Fairfax County's School Board and Park Authority—such as Cunningham Park and Waters Field/Caffi Field—are also zoned PR. However, playgrounds attached to local public schools are not zoned PR. While school playgrounds have an important role in the Town's recreational program by providing facilities for after-hours use by the public, their primary purpose is considered to be institutional/governmental.

In 2009, the Town created a new zoning category of PC for parks. PC stands for "Park and Conservation Area." The 26 acre Northside Park was the first, and to date, only park which has been rezoned as PC. Under the new PC ordinance, development and uses are much more restricted than parks zoned PR. The

intent of the PC category is to keep or return such properties in their natural, undeveloped state as much as possible. In keeping with this objectives, new buildings and clearing is not allowed.

Washington & Old Dominion Railroad Regional Park, a popular regional park facility available to Town residents, currently has multiple zoning, reflecting its passage through different sections of the Town. The Town should look at possibly rezoning the whole trail to Park and Recreational, provided any rezoning does not negate existing parking agreements along the trail.

Government/Institutional Land Use

Town-owned properties include the Town Hall, Community Center, police station, water towers, and the property yards at Nutley Street NW and at Mill Street NE (the “Northside” yard). The five Fairfax County Public schools located within the Town limits are also included in this category of land use. A more extensive description of public facilities appears in the [Community Facilities and Services chapter](#).

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Historic Districts and Structures

~~Including structures in the Windover Heights Historic District, t~~There are 225 registered structures and sites of historic significance in Vienna. (See Appendix for Register of Historic Structures, Sites and Places)
The two Town- owned historic buildings, the Freeman House and Bowman House, are discussed in more detail in the “Community Facilities and Services” chapter.

Windover Heights

In March 1979, the Town created the Windover Heights Historic District to preserve the history, character, open space, and appearance of one of Vienna’s oldest residential areas. Creation of a historic district was made possible by 1974 legislation of the Virginia General Assembly that gave Vienna the authority to amend its charter to create one or more historic districts. The framework and requirements for historic districts within the Town are set forth in the Town Code, in Article 26 under Chapter 18.

~~Historic Sites~~

~~Two additional sites are of significance to the Town and include: Bouton’s Hall, constructed circa 1894, is located at 146 Church Street, NE and an open-air shallow baptismal pool used by the First Baptist Church, is now commemorated through an historic marker located on the northwesterly corner of Courthouse and Moorefield roads, SW.~~

~~The Town also maintains four historic cemeteries: the West End Cemetery on Lewis Street NW; the Broadwater Cemetery and Moorefield Cemetery, both on Tapawingo Road SW; and the Lynn Street Cemetery on Lynn Street SW. These cemeteries are landmarks to Vienna’s history, with graves dating back to the early 1800s. In the closing decades of the 19th Century the Sons and Daughters of Liberty Cemetery, located on Orchard Street, was established by and for African-Americans.~~

Development Trends within Vienna

During the last quarter century, Vienna has established and followed policies designed to preserve and enhance its small town character as a community of predominantly single-family detached housing, while supporting business development that ensures adequate retail and services.

Residential

Almost all new residential development in the past decade occurred through the subdivision of existing residential lots to accommodate additional structures without triggering rezoning action ("in-fill" development), enlargement of existing houses, and lately the demolition of existing single-family homes and their replacement with new dwellings. From 2005 to 2014, 584 new homes were approved by the Town (12.6% of all single-family homes). ~~Aging housing stock~~ Housing from the 1950s and 1960s, increased land values and the desirability of living within the Town of Vienna, have all contributed to this phenomenon. The redevelopment of ~~large areas of parts of some~~ residential neighborhoods has significant implications for the Town, including loss of tree cover, storm water runoff concerns and affordability of new larger homes. The MAC guidelines and incentives will promote a significant amount of new, more affordable residential uses above retail that will provide additional options for housing not currently and readily available.

Commercial

Several Church Street Vision projects and modest building improvements in the Dominion/ Mill Street industrial area represent trends that have enhanced the appearance of the respective districts. Along Maple Avenue, several shopping centers have received approval for or are contemplating façade improvements. However, new redevelopment has been limited. ~~Aging building stock~~ Commercial strip development from the 1960's and 1970's and increasing competition from surrounding retail centers will continue to have implications for Town policy regarding commercial areas.

Development Trends in Surrounding Fairfax County

Significant development continues in the portions of Fairfax County that surround the Town. These areas of development include Tysons Corner, MetroWest and Merrifield. Because proposed high density development will adversely affect traffic and overburden public service facilities within Vienna, the Town continues to monitor and inform Fairfax County Government of the effects of such development on residents of Vienna and the surrounding areas of Fairfax County.

Tysons-Corner

Tysons-Corner, already a major economic force in the region, is undergoing significant changes with the likes-construction of the Metrorail Silver Line, which began operations in 2014. Four new -Silver Line stations service Tysons, and Phase II of the project will expand Metrorail service to Dulles Airport. In conjunction with the arrival of heavy rail transit service, Fairfax County has approved a new comprehensive plan for Tysons and several new developments that are intended to transform the area into a high-density, mixed- use downtown. This redevelopment will have significant implications for the Town, including its residents and businesses.

MetroWest

Areas around the Vienna Metrorail station continue to see significant development. New residential construction, including townhouses and mid-rise condominium buildings continue to be developed as part of projects immediately south of the station. A new community center, operated by Fairfax County, is completed. Over the long term, additional high-rise office and residential development, including ground floor retail, is expected.

Merrifield

Merrifield, immediately southeast of the Town, has also seen major growth. Additional mid- and high-rise residential development continues. The new Mosaic District has become a major retail, restaurant, and entertainment destination. Other, significant new residential and mixed- use projects are underway near the Merrifield Metrorail station.

Future Land Use

The goal for future land use is to ensure that Vienna retains its unique single-family residential character and quality of life amidst increased development activity at Tysons Corner, MetroWest, and Merrifield. Vienna remains committed to a self-sustaining business community that provides retail, commercial, industrial, and professional services, and employment opportunities to the Vienna community.

Future Land Use Map

The future land use map of the Town of Vienna is shown on [Page 46](#). This map incorporates the land use goals, objectives, and policies presented in this Comprehensive Plan, and reflects development trends within the Town and in surrounding Fairfax County. This map, along with the goal, objectives, policies and indicators of this Plan, will guide future development in the Town. A principal feature of future land use is maintaining a balance of land uses among commercial/industrial, residential, recreational, and governmental/institutional uses.

Two key amendments to the land use map in the Comprehensive Plan uUpdate include the addition of two land use categories:

1. **Mixed Use** land use category has been added to the plan to reflect the vision for the existing commercial areas to redevelop as mixed use projects (versus just commercial projects). This will not only give developers more options but will encourage more active pedestrian friendly streets in the downtown.
2. **Employment Center** land use category has replaced the "Industrial" land use classifications ~~to allow for more diverse redevelopment options including industrial, office and support retail~~ for the Vienna Technology Park and more accurately describes the existing office land uses.

Objective 1 - Maintain the overall balance among residential, commercial and industrial areas.

Implementation Strategies

- Keep the current residential zoning classifications and densities in effect.
 - Provide a transition between commercial and industrial sites and single-family neighborhoods, and provide options for Town residents wishing to remain in Vienna as their needs change with higher-density residential zones where appropriate and necessary.
 - Land use for adjacent Town and County properties should, where possible, be coordinated and consistent.
 - Monitor development patterns and revise the Town Code as necessary when development conflicts with land use objectives.
-

Objective 2 – Preserve established residential neighborhoods.

Implementation Strategies

- Promote and support historic and neighborhood preservation efforts.
 - Maintain the Windover Heights Historic District.
 - Allow the rezoning of assembled properties when such action will not adversely affect established residential neighborhoods.
 - Encourage residents to maintain their property ~~by exercising the Town's authority to designate and abate blighted property, as appropriate.~~
 - Encourage and explore incentives for residents to improve their houses.
-

Objective 3 – Maximize the effectiveness of transportation services within the Town.

Implementation Strategies

- Encourage alternatives to automobile travel.
- Encourage bicycle racks to be placed along businesses and public places.
- Coordinate land uses with surface transportation facilities, including roadways, mass transit, sidewalks, and bike paths.

Objective 4 – Maintain and strengthen the Central Business District within existing boundaries.

Implementation Strategies

- Continue to evaluate the Maple Avenue Commercial eCorridor and review the impacts of the MAC zoning district.
- Consider additional studies regarding parking, transportation and way finding signage to further enhance the MAC zoning district.
- Encourage mixed-use development for sites zoned for commercial uses; ~~encourage employment center development for sites zoned for industrial uses.~~
- Establish an identity for the designated Village Square.
- Encourage the Church Street commercial/mixed use corridor, use of preferred architectural, building and site development guidelines through the incentive provisions of the C-1B zoning district.
- Support locally owned businesses.
- Explore use of a Tourism Zone and/or Arts District with incentives to further encourage redevelopment in the CBD.

Objective 5 – Protect and enhance the Town's natural resources, including natural stormwater drainage patterns, air quality, and other unique environmental features.

Implementation Strategies

- Minimize negative impacts on the environment as a result of new development, redevelopment, and subdivisions.
- Enforce ordinances for Chesapeake Bay Preservation and Flood Plain control, particularly the use of Best Management Practices within the Resource Protection Areas of Wolftrap Creek and Piney Branch.
- Encourage water conservation to protect and preserve the water supply.
- Encourage low-pollution transportation alternatives.
- Consider climate change and the environment in making land use decisions.
- Encourage businesses and residents to decrease their overall contribution to carbon emissions.
- Explore the acquisition of additional green space and recreational fields as opportunities arise.
- Rezone all Town-owned parks, and where appropriate, recreational property owned by Fairfax County or regional authorities, to PR Park and Recreational zone.

Objective 6 – Ensure a reliable and sustainable utility infrastructure.

Implementation Strategies

- Enforce policies that minimize damage to property during the construction of or replacement of utilities.
- When possible, place all new or replacement utilities underground.
- Ensure that the Town Capital Improvement Plan is consistent with the goals and objectives of this Comprehensive Plan.

~~• Consider strategies for addressing new types of infrastructure, including fiber optic and wireless.~~

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Indicators

- Increase in number of affordable units, including increases in the number of
- condominiums and townhouses
- Reduction in the amount of crashes involving pedestrians and cyclists
- Increase in the number of MAC and Church Street Vision applications
- Increase in pedestrian foot traffic in the commercial corridors

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CHAPTER 4: ECONOMIC DEVELOPMENT

Comments and Draft Changes

2/24/16

Chapter 4: Economic Development Comments – Second Draft of 2015 Comprehensive Plan Update

Color Guide for Comments:

Green – Town Council Comments

Blue – Planning Commission Comments

Purple – (Town Staff Comments)

1. Revise the tax rate numbers on **Page 57** to 22.5 cents and 26.5 cents per \$100 of assessed value for Vienna and Herndon
 - a. (Staff will make this change)
2. Remove the “Mill Street NE and Dominion Street NE” subsection on **Page 58**
 - a. (Staff will revise this language and discuss the need to support current industrial land uses and services)
3. Consider revising the “Maple Avenue” subsection title to “Maple Avenue – Revitalization Area” on **Page 58**
 - a. (Staff will make this change)
4. Revise the colors for the “Most Likely to Redevelop” category for map on **Page 59** and consider rephrasing “Most Likely to Redevelop”
 - a. Staff will change the color from light blue to the burgundy color used for the mixed use category in the Future Land Use Plan on **Page 46**
5. Correct the names of the Vienna Business Association and Fairfax County Office of Community Revitalization and Fairfax County Economic Development Authority the first implementation strategy under Objective 1 on **Page 60**
 - a. (Staff will make these changes)
6. Do further research on business incentive tools from the County that Vienna can use
 - a. (Staff will do further research on existing tools that can be used for economic development)
7. Revise third implementation strategy under Objective 4 on **Page 61** and add “Tourism Zone” along with arts districts and technology zones
 - a. (Staff will make this change)

CHAPTER 4

ECONOMIC DEVELOPMENT

Goals

- **Create an attractive, walkable community**
- **Diversify the economy in the Central Business District**
- **Build an equitable community**
- **Improve government regulations and processes**

Introduction

The Town of Vienna is the fifth largest town in the Commonwealth of Virginia. It incorporates 4.4 square miles and has an estimated population of 16,459. Vienna was first incorporated in 1890 as a small rural village of 300 persons.

Today, Vienna's leadership seeks to retain its "small town" atmosphere as a unique family community in a rapidly growing county. Maintaining a predominantly single-family residential community with limited neighborhood commercial downtown in an urbanizing Northern Virginia will require careful land-use planning and targeted redevelopment strategies.

Surrounding Area

The surrounding region's changes include high intensity development at Tysons and Merrifield, located east of Vienna and west of the Capital Beltway. By 2050, Tysons will add 45 million square feet of new construction, and will be home to 100,000 residents and 200,000 jobs. Tysons is already the premier urban center in Fairfax County and Merrifield, a 775 acre area, located between I-66 and the INOVA Fairfax Hospital campus, is emerging as the next large-scale mixed use project.

Mosaic's first phase includes 350,000 square feet of retail, a 150 room hotel, and 73,000 square feet of office space. Townhouses and a 531-unit apartment complex have been completed.

Economic Factors and Characteristics

Residential real estate property is assessed at 100% of its market value as of January 1 of each year in Fairfax County. The tax rate for 2015-2016 is \$1.090 per \$100 of assessed value. To fund ~~I~~town services, Vienna levies real estate property at a tax rate of 22.5 cents~~\$0.23~~ per \$100 of assessed value. As a comparison, the Town of Herndon levies an additional tax ~~of \$0.27~~26.5 cents per \$100 of assessed value.

The current unemployment rate in Vienna is 3.0%. The median household income is \$126,991. Vienna is a family town with over ~~75-percent~~% of its area, or 2,142 acres, zoned for residential use, primarily in single-family detached homes. As its primary land use goal, Vienna seeks to retain its residential character and identity, while supporting a residentially compatible business community. Approximately ~~ten percent~~10% of the Town's area is used for commercial and light industrial uses. Residents enjoy the use of more than 332 acres of public and private parks and recreational facilities.

In terms of major transportation assets, the western terminal of the Metrorail Orange Line, Vienna/Fairfax-GMU Station, is conveniently located one mile southeast of the Central Business District. The first phase of the Silver Line extension of the Metrorail system, from Falls Church to Reston, was completed in 2014 and included ~~five-four~~ new Metrorail stations in Tysons ~~Corner~~. The second phase will continue the Silver Line to Dulles Airport. Together these two Metrorail lines are a great resource for both employers and employees living and working in Vienna.

Economic Development Climate

The economic vitality and long term sustainability of the Town of Vienna is dependent on a healthy balance between residential and commercial development. Employers need highly skilled employees and employees (citizens) need a high quality of life environment consistent with their personal and family needs. Vienna offers all those things and more. The Town was selected by CNN Money Magazine as one of the best places to live because of the positive business and living environment, and was named one of the Best Cities for Young Families in Virginia, and touted as a safe place to live, work, learn, worship and play.

Maple Avenue – Revitalization Area

While continued success requires sustaining the special attributes the Town now offers, carefully guided and directed redevelopment in the Town will be necessary to continue the positive growth trends. The urban fabric of Maple Avenue in particular, with its 1960's and 1970's era shopping centers, does not match the high quality community identity of Vienna. In response to that incongruity, in 2014, the Town Council adopted the MAC zoning ordinance with height and mixed-use incentives to help facilitate the new urbanism, pedestrian friendly type growth and redevelopment needed to bring Vienna's prime commercial corridor into alignment with the Town's long term vision.

Town staff completed an analysis of the Maple Avenue Commercial (MAC) eCorridor and determined that there are a number of properties (roughly 68% of the MAC eCorridor) which are most likely to be redeveloped, based on various factors. A map of these properties can be found on [Page 59](#). The Town's Land-Use Plan has also been amended to change the Maple Avenue Land-Use designation from Commercial to Mixed-Use to reflect the mixed-use goals of the MAC zoning ordinance.

Mill Street NE and Dominion ~~Street~~ Road NE

~~Likewise, Mill Street NE and Dominion Street NE are ripe for redevelopment and needs special attention to balance the Town's desire to maintain a complimentary mix of industrial businesses while allowing the development community the flexibility to build mixed-use projects that meet growing market demand and needs of the citizens. The Mill and Dominion Street land-use designation has been changed from strictly Industrial to Employment Center to allow flexibility in redevelopment efforts.~~

The CM (Limited Industrial) zoning district offers jobs, creates a diverse tax base, and offers invaluable industrial services to the Town. Despite market pressure to convert to other uses, this area of Town should remain as is and the current uses should continue to be allowed and supported.

Vienna Residents

Vienna citizens are well informed and supportive of these redevelopment goals. A recent survey of citizens found that 75% would like to see incentives for redevelopment of existing shopping centers and citizens indicated they would be generally supportive of mixed-use projects that blend commercial and higher density residential uses.

This ~~c~~Chapter should be viewed in concert with the Land-Use, Community Facilities and Services and Transportation ~~c~~Chapter's to fully realize the benefits of targeted business redevelopment balanced with the overall needs of the community.

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Objective 1 - Facilitate redevelopment in the long term in Vienna.

Implementation Strategies

- Strengthen inter-agency cooperation and coordination with economic development partners at the state and local levels, including the ~~Fairfax County Department of Economic Development and~~ ~~Fairfax~~ Fairfax County Office of Community Revitalization and Fairfax County Economic Development Authority and ~~the Vienna Chambers of Commerce~~ Business Association.
 - Inventory available sites for economic development and promote redevelopment in those areas.
 - Create a "Park Once" environment with parking garages, a parking district and shared parking ~~like~~ strategies, and free up land for potential development.
 - Market Village Square to potential investors, both from within the region and from outside of it, and create a culture of hospitality for companies.
-

Objective 2 – Incorporate diversified housing strategies.

Implementation Strategies

- Continue to promote means for improving the quality of life experience in the Town that will help attract needed skilled professionals to live and work in the Town.
 - Include a wide array of housing types and focused density to be balanced with surrounding neighborhoods.
 - Review and update zoning codes to create a variety of sizes and price points for housing.
 - Consider inclusionary zoning to leverage the profits from market rate housing to pay for affordable housing.
-

Objective 3 – Foster economic opportunity and improve public processes.

Implementation Strategies

- Amend the Comprehensive Plan and Zoning Ordinance to be compatible with and incentivize and support mixed-use and overall economic and redevelopment goals.
- Consider form-based codes that use physical form (rather than separation of uses) as the organizing principle for the zoning code.
- Update the ~~z~~Zoning ~~o~~Ordinance to promote activities for revitalization and a vibrant town center environment, such as expanding allowable use of sidewalks, alleys, other public spaces, and recreational or entertainment venues.
- Streamline the development processes to make it use friendly and efficient from review to the inspections.

Objective 4 – Think creatively about funding and resources.**Implementation Strategies**

- Identify areas for potential public private partnerships (P3s) to help leverage federal and state funds.
 - Promote co-working spaces or shared office spaces to help start-ups, smaller proprietors and business incubators.
 - Consider cluster based incentives, such as art districts, tourism zones, and ~~and~~ technology zones with tax rebates, economic development grants, etc.
 - Use sustainability, such as composting, as a job creation tool to support local economies and improve environmental qualities.
-

Objective 5 – Promote tourism and temporary urbanism.**Implementation Strategies**

- Coordinate with state and local tourism partners to promote the region in general and Vienna in particular as a tourist destination zone.
 - Continue to enhance the availability of special events, festivals and celebrations that bring tourists and locals into the Central Business District.
 - Consider Tourism Zones to incentivize redevelopment.
 - Promote temporary uses to serve as an interim measure for vacant lots in the Town and promote art installations and pop-up shops.
 - Consider climate change and the environment in making land use decisions.
-

Objective 6 – Continue to build Vienna’s sense of community and identity and create beautiful public spaces.**Implementation Strategies**

- Support creating a better sense of place and identity for the Town by promoting enhanced gateways and way finding signage.
 - Work with local artists to create public artworks in vacant spaces and walls, including light elements.
 - Examine branding as a policy strategy⁷ to promote economic development to attract investment, tourists, labor force, and residents.
 - Program public spaces to attract residents throughout the day at different times.
-

Indicators

- **Decrease in number of vacancies and business closings**
- **Increase in new, pedestrian oriented commercial construction**
- **Increase in number of federal and state funding applications**

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CHAPTER 5: TRANSPORTATION

Comments and Draft Changes

2/24/16

Chapter 5: Transportation Comments – Second Draft of 2015 Comprehensive Plan Update

Color Guide for Comments:

Green – Town Council Comments

Blue – Planning Commission Comments

Purple – (Town Staff Comments)

1. Revise the fifth goal on **Page 67** to read “Reduce congestion for environmental benefits”
 - a. (Staff will make this change)
2. Shift the picture on **Pages 66 and 67** so that focus of the picture is not bisected by the binding
 - a. (Staff will shift the picture)
3. Make the introductory paragraph on **Page 68** a darker blue so that it is easier to distinguish from the regular black text
 - a. (Staff will choose a darker blue that can be distinguished from the black text)
4. Revise the first sentence of the second paragraph on **Page 68**
 - a. (Sentence will be revised to read “The plan provides a balanced multi-modal transportation system to support neighborhood livability and economic development with transportation choices for residents, employees, visitors, and businesses.”)
5. Consider reordering the transportation (Bicycle Mobility, Transportation Demand and System Management, Parking and Curbside Management, Pedestrian Mobility, Streets, Transit) sections by priority
 - a. (The Planning Commission Transportation Subcommittee’s intention was not to prioritize one section over the other and instead show that all are important to the Town, there was not a clear consensus on whether or not Staff should reorder the sections, if Staff were to reorder the sections there needs to be a discussion on how the sections should be prioritized)
6. Consider reordering the transportation sections (Bicycle Mobility, Transportation Demand and System Management, Parking and Curbside Management, Pedestrian Mobility, Streets, Transit) by priority
 - a. (See above comment)
7. Revise the title of the “Transportation Demand and System Management” section to “Demand and System Management”
 - a. (Staff will make this change)
8. Remove the “Context” section title and incorporate the “Context” section into the “Introduction” section
 - a. (Staff will make this change)

9. On **Page 69** under “Transportation Needs and Changing Demographics” add social activities for aging residents
 - a. (Sentence will read “In particular, aging residents that cannot rely on driving due to health or mobility reasons, must have access to other travel options to connect them with shopping, services, and recreation **and social** activities.”)
10. Consider moving the “Transportation Needs and Changing Demographics” section before the “Maple Avenue Vision” section on **Page 69**
 - a. (Staff will reverse the order of these subsections)
11. Add a hyperlink to the I-66 project on **Page 70**
 - a. (Staff will make this change)
12. Revise the first paragraph on **Page 70** so that it broadly discusses the Regional Transportation Trends and not so much just I-66.
 - a. (Staff will revise the language and make the first paragraph a broader discussion of regional transportation trends)
13. Rephrase the sentence on **Page 70** regarding I-66 bisecting the southern portion of Town
 - a. (Sentence will be revised to “I-66 (Curtis Memorial Parkway) crosses the southern tip of the Town and is the major east-west...”)
14. Revise the regional transportation map on **Page 70** to highlight the most important roads and transit facilities
 - a. (Staff will work on revising this map)
15. Split the paragraph under “Interstate 66” into two separate paragraphs on **Page 70**
 - a. (Staff will make this change)
16. Re-label the “Metrorail and Metrobus” section as “Transit” and include the Fairfax County Connector system in description of services
 - a. (Staff will make this change)
17. Consider including text about Leesburg Pike renovations
 - a. (Staff will mention the Leesburg Pike widening in Fairfax County in the Regional Transportation Trends introductory paragraph on **Page 70**)
18. Add hyperlink to the transportation study for the Chapter 527 Report for the Tysons subsection on **Page 71**
 - a. (Staff will add a hyperlink to http://www.fairfaxcounty.gov/tysons/stats/download/ch527_submission.pdf)
19. In the introductory paragraph on **Page 72** include information about the Bicycle Advisory Committee similar to the language used in the Pedestrian Mobility section in regards to the Pedestrian Advisory Committee on **Page 83**
 - a. (Staff will add language to the “Community Support”)
20. Include the “Walk, Bike, Shop Vienna” to the programs listed under the “Community Support” subsection on **Page 73**
 - a. (Staff will make this change)
21. Revise the sentence on **Page 73** which reference the Maple Avenue crosswalk
 - a. (Sentence will be revised to read “The Maple Avenue crossing is of particular concern because of the high volume of automobile, pedestrian, and cyclist traffic.”)

22. Revise the map on **Page 74** and delete the proposed bike routes, just keeping the existing bike routes
 - a. De-emphasize the out of town bike routes that are currently shown in red and change them to yellow
 - i. (Staff will revise the map and remove proposed bike routes)
23. Change “city residents” to “town residents” in the second implementation strategy under Objective 1 on **Page 75**
 - a. (Staff will make this change)
24. Per requirements set forth for comprehensive plans by localities in the Planning District 8, the Town must address how traffic will be addressed in events of homeland security emergencies
 - a. Staff will add a sentence addressing this in “Emergency Operations and Preparedness” subsection on **Page 77**
 - b. “The Town will also plan for homeland security events and create strategies for evacuations, providing for emergency vehicle access in gridlock, and creating staging areas for emergency operations. The response routes used for fire and rescue will be used for emergency vehicles during homeland security events.”
25. Revise the second implementation strategy for Objective 1 on **Page 79**
 - a. (Strategy will be revised to read “Encourage citizens to take advantage of monthly transportation stipends used to offset the cost of commuter travel by non-auto modes.”)
26. Revise the second sentence on **Page 81** under the “Shared Parking” section to note that Staff will need to conduct night and weekend parking counts in order to better assess current parking demand
 - a. (Staff will make this change)
27. Add “Park Once” language to one of the implementation strategies under Objective 1 on **Page 82**
 - a. (Staff will add “Park Once” language to the fourth implementation strategy)
28. Add a picture with pedestrians on **Page 83**
 - a. (Staff will find a more appropriate picture)
29. Include “street furniture” as an implementation strategy for Objective 2 on **Page 85**
 - a. Staff will add “Installing and maintaining appropriate street furniture in commercial corridors in order to create more active pedestrian streets”
30. Add an implementation strategy under Objective 2 on **Page 85** in regards to implementing design standards for the location of ramps in order to create shorter distances for crossing streets
 - a. (Staff will discuss this with Public Works to come up with the appropriate wording)
31. Add a hyperlink on **Page 85** for Objective 3 for the Walk Friendly Community recognition
 - a. (Staff will add hyperlink for <http://www.walkfriendly.org/>)
32. Move the street sections on **Pages 88 and 89** to the Appendix
 - a. Include appropriate Right of Way widths for each section
 - b. Label them as “For Illustrative Purposes Only”

- i. (Staff will move these street sections to the Appendix and will note the Right of Way widths for each section)
- 33. Per Code of Virginia requirements, Staff will need to create map show proposed improvements on streets and include a rough approximation of the costs associated with said improvements, this map will most likely be located next to the Street Inventory Map on **Page 90**
- 34. Revise map title on **Page 91** to “2014 **Reported** Vehicle Crashes Heap Map (Excludes I-66)”
 - a. (Staff will make this change)
- 35. Crash report should include more detailed information on the types of crashes
 - a. (Staff has looked at obtaining more detailed information, it is possible but would require a lot of staff time collecting and analyzing the data)
- 36. Consider a more appropriate picture on **Page 93**, possibly some type of rendering show a Town of Vienna specific median
 - a. (Staff will remove the existing picture and replace with a picture of the median installed on Maple Avenue West near James Madison Drive)
- 37. Revise the language under the “Alternatives” section on **Page 93** discuss alternatives more broadly and the need for a study along the Maple Avenue Commercial Corridor, also include more language about neighborhood roundabouts, not just roundabouts along Maple Avenue
 - a. (Staff will revise the language so that it is a broader discussion of alternatives along Maple Avenue)
- 38. Revise the pictures on **Page 94** and include the design for the proposed Park and Locust roundabout
 - a. (Staff will add a picture of the Park and Locust roundabout and real life pictures of other alternatives)
- 39. Revise the map on **Page 95** so that it is more legible and better conveys information about traffic counts
 - a. (Staff will revise the map so that is more legible)
- 40. Add implementation strategy under Objective 6 on **Page 98** in regards to a Maple Avenue Commercial Corridor transportation study
 - a. (Staff will add “Initiate a Maple Avenue Commercial Corridor study to examine intersection and roadway design as well as traffic control technology and strategies that would meet the Maple Avenue Vision goals/objectives and other Town goals.”)

CHAPTER 5

TRANSPORTATION

Goals

- Provide for efficient and reliable movement for all transportation modes
- Manage the impact of regional and local traffic on residential neighborhoods
- Maximize safety and dependability
- Encourage people to walk and bicycle
- Reduce ~~use of cars and emissions and improve environmental~~
quality congestion for environmental benefits
- Manage the effects of regional development and travel trends

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Introduction

This chapter describes the Transportation Plan, a long-range plan to guide transportation facilities and services in the Town of Vienna. The plan meets state and regional planning requirements and addresses local transportation needs for street, transit, freight, bicycle, and pedestrian improvements (commonly referred to as a “multi-modal transportation system”).

The plan provides transportation choices for residents, employees, visitors, and firms doing business in Vienna, with a balanced multi-modal transportation system to support neighborhood livability and economic development. The Transportation Plan is a living document, recognizing that implementation must remain flexible to changing conditions and priorities.

Organization and Use

The Transportation Plan describes the existing facilities, usage and trends of each major piece of the transportation in the Town of Vienna:

- **Bicycle Mobility**
- **~~Transportation~~-Demand and System Management**
- **Parking and Curbside Management**
- **Pedestrian Mobility**
- **Streets**
- **Transit**

Together, these pieces define the Town's transportation system for all modes. Within each there are identified objectives with specific supporting policies and indicators to measure the level of success of the policies.

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Context

Transportation Network

The Town's transportation network is generally defined by the single major commercial corridor (Maple Avenue), several arterial streets and an interconnected residential road network. Vienna is located within an urbanizing region, and is surrounded and served by substantial highway and transit infrastructure. This relationship provides particular opportunities and challenges. The Town is benefited by access to a multi-modal transportation network which links employment and activity centers. However, the Town has limited influence regarding land use and transportation decisions made outside its jurisdictional limits, although they may directly impact-affect the Town. In particular, Maple Avenue is subject to significant commuter traffic, as well as service decision-making by several transit agencies.

Transportation Needs and Changing Demographics

Transportation planning continues to evolve from a singular focus on the automobile to one incorporating multiple modes of travel, including transit, bicycling, and walking. The reasons for this change are varied, but a significant element is the changing needs and demands of the population as a whole. In particular, aging residents that cannot rely on driving due to health or mobility reasons, must have access to other travel options to connect them with shopping, services, and recreational and social activities. At the same time, baby boomers are seeking communities which reduce time in the automobile, primarily through shorter commutes and access to other modes of travel. Millennials and others have also expressed a preference for increased transit access and options. Essentially, residents of all ages desire a range of effective transportation options to move around.

Maple Avenue Vision

The new zoning district supports mixed-use development, including ground floor retail and office space, with residential and other complimentary uses on upper floors for those properties abutting Maple Avenue between James Madison Drive and East Street. The new zoning district provides height and mixed-use density incentives to support redevelopment that enhances the corridor through:

- New streetscape improvements
- Well-designed architecture
- Increased public amenities

In addition, this land use pattern is intended to help promote transit use by focusing density and mixed-use development along the corridor. The Maple Avenue Vision, as implemented through the MAC intends to be an important complement to the Town's stable residential neighborhoods. The corridor will provide a variety of housing, commercial, and transit options that provides existing and future Town residents a choice in lifestyle which currently is not available.

~~Transportation Needs and Changing Demographics~~

~~Transportation planning continues to evolve from a singular focus on the automobile to one incorporating multiple modes of travel, including transit, bicycling, and walking. The reasons for this change are varied, but a significant element is the changing needs and demands of the population as a whole. In particular, aging residents that cannot rely on driving due to health or mobility reasons, must have access to other travel options to connect them with shopping, services and recreational activities. At the same time, baby boomers are seeking communities which reduce time in the automobile, primarily through shorter commutes and access to other modes of travel. Millennials and others have also expressed a preference for increased transit access and options. Essentially, residents of all ages desire a range of effective transportation options to move around.~~

Regional Transportation Trends

Vienna is directly ~~impacted-affected~~ by several components of the regional transportation network. I-66 (Curtis Memorial Parkway) ~~bisects the southern portion~~crosses the southern tip of the Town and is the major east-west corridor connecting from northern Virginia directly to downtown Washington DC. ~~The western end of I-495 (Capital Beltway) is located a couple of miles east of the Town. The Dulles Toll Road (Virginia State Route 267) and Leesburg Pike (Virginia State Route 7) are located near the northern end of the town. Vienna is also located in between the Orange Line and Silver Line of the Washington Metropolitan Area Transit Authority (WMATA) Metrorail service. Several of these components have seen improvements and will continue to see improvements in the upcoming years. Leesburg Pike, for example, will be widened from 4 lanes to 6 lanes near the Dulles Toll Road and will include pedestrian improvements and I-66 will likely see significant changes. Currently, the I-66 corridor outside the Capital Beltway (I-495) includes High Occupancy Vehicle (HOV) lanes, regular travel lanes and shoulder lanes which are only available during peak periods. I-66 traffic inside the Beltway is restricted to HOV use eastbound during morning rush hours and westbound in the evening rush.~~

Interstate 66

~~Currently, the I-66 corridor outside the Capital Beltway (I-495) includes High Occupancy Vehicle (HOV) lanes, regular travel lanes and shoulder lanes which are only available during peak periods. I-66 traffic inside the Beltway is restricted to HOV use eastbound during morning rush hours and westbound in the evening rush.~~

The Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) are currently analyzing the I-66 corridor, with the aim to add capacity, increase multi-modal use and create more predictable travel times. Under the proposed plan, I-66 would be improved to provide an additional regular lane, two express lanes and access between the express lanes and commuter parking facilities. It is expected the study will be completed in 2016, with construction to begin in 2017. The Town will continue to act as a stakeholder in the assessment process to understand the potential impacts of the project and avoid any negative effects. Of particular concern is the potential for impacts to Town parks, takings due to widening, the effects of noise and air pollution and changes to traffic patterns which may affect the Town network.

A separate, but complimentary project is also underway inside the Beltway. This study is presently identifying multi-modal and corridor management solutions that can be implemented to reduce highway and transit congestion and improve overall mobility along the I-66 corridor, between I-495 and the

Theodore Roosevelt Bridge. Currently plans indicate the possibility for tolling the entire segment, with HOV exclusions. The Town will continue to evaluate the study recommendations.

Metrorail and Metrobus Transit

WMATA's Metrorail, ~~and~~ Metro-bus, and the Fairfax Connector provide the other significant components of the regional transportation network with impacts to the Town. Metrobus service through the Town provides links to the broader region. Fairfax Connector service compliments the Metrobus service and provides multiple routes that go through the Town. The Vienna/Fairfax-GMU Metrorail ~~S~~station, located just southwest of the Town limits, is the terminus of the Orange Line and a major commuter parking destination. The station sees about 13,000 passengers daily and is the location of 5,840 parking spaces. The ~~s~~Station is also a hub for a variety of local and regional transit services.

In July 2014, Metrorail's new Silver Line opened with five new stations, including ~~three-four~~ in Tysons ~~Corner~~. The 11.7 mile extension is the first phase, and the line will eventually extend to Dulles International Airport. In response to the new rail service, Metrobus and Fairfax-~~County~~ Connector bus services were reconfigured in 2014 to adjust to expected changes in commuting habits and the need to direct ridership to the Silver Line.

The Town continues to work with Fairfax County regarding regional developments that may ~~impact-affect~~ the transportation network. Tysons-~~Corner~~, the Merrifield/Dunn Loring area and the ~~Vienna Metrorail Station~~MetroWest are all areas that have seen high-density development.

Tysons ~~Corner~~

In 2009, Fairfax County approved a new Comprehensive Plan for the Tysons area, establishing ~~-goals -for~~ 200,000 ~~-new -jobs -and~~ 100,000 new residents by 2050. The transformation of Tysons into a major urban activity center will have impacts on the surrounding transportation network, including the Town of Vienna. Today, ~~-the vast majority-~~ of people traveling to, from, within and through Tysons do ~~-so -using~~ private ~~-automobiles~~. The extension of the Metrorail ~~-system -has-~~ the opportunity to reduce dependence on automobiles, but needed improvements to the pedestrian and bicycle network will take time.

As part of the Tysons study, impacts to the surrounding communities were evaluated based upon the proposed 2030 land use intensities. Fairfax County conducted an operational analysis of selected intersections, including three within the Town. Model results indicated that there would be impacts to all intersections, including degradation of service and longer queues. The County's proposed mitigation recommendations each posed particular challenges. As such, this chapter aims to provide a more cohesive vision for the Town's transportation needs and specific recommendations to address the challenges faced by local and regional changes in land use within a framework created and defined by the Town itself.

Bicycle Mobility

People of all ages ride bicycles in the Town of Vienna. The popularity of bicycle riding is growing across Northern Virginia and is seen as a healthy, economical and environmentally friendly mode of transportation.

Ridership

According to the Town Survey taken in 2014, 60% of those who responded indicated that someone in their household uses a bicycle. The majority of respondents indicated that bicycle riding was for recreational use and exercise. Other uses, such as for riding to and from work and tasks, were chosen by only 28% of bicycle users. The Town should look for ways to increase riding to and from school and to and from work as a way to promote healthy living and to alleviate traffic congestion on Vienna's roads.

In order to help encourage bicycling, there needs to be a robust bicycle infrastructure. Gaps in the existing network of routes and paths need to be filled and there needs to be ample bicycle parking at schools, employment centers, public facilities open to the public and retail centers.

One of the priorities for the Town is linking the Vienna/Fairfax-GMU Metro**ra**il Station to the Maple Avenue Commercial Corridor and the Washington & Old Dominion Trail with bike routes and bike paths. A proposed bike routes map with first-tier and second-tier priority routes can be found in this section.

Community Support

In addition to infrastructure there also needs to be community support in order to increase bicycling. Programs, such as Safe Routes to School, and events, such as Bike to Work Day, Walk, Bike, Shop Vienna, and the Town's Bike Rodeo, have proven to be successful in the past in building support among parents of school-aged children, businesses and commuters. It should also be noted that the Bicycle Advisory Committee (BAC), an advisory committee to the Transportation Safety Commission (TSC), plays an important role in promoting bicycling initiatives and providing citizen input in planning bicycle transportation improvements. The Town should continue to support and be involved in such programs and events and should continue to support the efforts of the BAC.

Washington & Old Dominion Trail

A principal north-south route for bicycle travel through the Town is the Washington & Old Dominion Railroad Regional Park, commonly referred to as the "W&OD Trail." The trail, which was constructed on the original W&OD railroad bed, runs from Arlington to Purcellville and is owned and operated by the Northern Virginia Regional Park Authority (NOVA Parks). The trail accommodates pedestrians, skaters, and horseback riders, as well as cyclists.

Within the Town, the W&OD trail crosses Maple Avenue East, Park Street SE, Church Street NE and Ayr Hill Avenue NE. The Maple Avenue crossing is of particular concern because of the high volume of automobile, ~~pedestrian, and cyclist traffic~~ ~~traffic, which pedestrians and cyclists need to cross~~. A user-activated traffic signal was installed in 1996 to improve crossing safety.

The trail is an asset to the Town in terms of its popularity and ridership and its connection to other parts of Fairfax County. The Town should support further improvements of the trail and remain an active partner with ~~NOVA Parks~~the Northern Virginia Regional Park Authority.

Objective 1 - Provide bicycle facilities between residential areas and schools, community centers, parks and businesses with connections to bicycle facilities in adjacent jurisdictions and transit services.

Implementation Strategies

- Adopt a bicycle master plan with a Town-wide bicycle facilities plan that creates a phased bicycle route system, way finding signs and bicycle parking; connecting the Town's commercial areas and neighborhoods, transit facilities, schools, regional bicycle facilities, and designated bicycle routes in neighboring jurisdictions.
- Evaluate and recommend the promotion and administration of a uniform bike rack application, allowing ~~city-Town~~ residents and workers to request installation of bicycle racks at specific locations.
- Evaluate and recommend expanding bicycle parking requirements for new developments not covered under the Maple Avenue Commercial zoning ~~ordinance~~amendment, including short-term visitor parking and long-term secure parking.
- Evaluate and recommend alternatives to improve bicycle parking in the Church Street ~~business-district~~Commercial Corridor.

Objective 2 – Increase the number of residents bicycling to work and to school as well as other activities.

Implementation Strategies

- Evaluate the costs, benefits, and feasibility of extending bicycle sharing services (such as Capital Bikeshare or others) into the Town.
- Earn recognition as a Bicycle Friendly Community by submitting an application for recognition to the League of American Bicyclists.
- Evaluate and recommend plan to establish temporary detours for primary bicycle routes during special events when significant conflicts between pedestrians and bicycles may occur.

Transportation-Demand and System Management

Often, in smaller communities like Vienna in a large growing region, transportation plans and programs focus on improving the quality and, in large part, expanding the transportation network: new sidewalks and bike trails, wider streets, more frequent or direct transit service. Five of the six sections of the Transportation Plan focus on improving the supply of transportation, in terms of quantity and quality. This section concentrates on transportation demand and system management improvements to increase efficiency on a recurring basis or for unplanned events.

Transportation Demand Management

Transportation Demand Management (TDM) is a set of specific strategies that influences behavior by mode, frequency, time, route, or trip length to maximize the efficient and sustainable use of transportation facilities. TDM can include other community goals, such as promoting access for all transportation system users, improving mobility, and minimizing the negative impacts of vehicular travel such as traffic congestion, air pollution, and an auto-dominated physical environment. Potential strategies include the following:

- Promotion of walking, bicycling, and ride- sharing
- Management parking and pricing
- Encouraging telework and flexible work schedules
- Marketing of transit and providing commuter subsidies

Maple Avenue Vision

While the regional [Commuter Connections](#) program, coordinated by the Metropolitan Washington Council of Governments, has been available to residents, the Town is relatively new to the concept of TDM. The MAC zone has incorporated some [TDM strategies](#) as an incentive and a means to reduce the minimum number of off-street parking spaces required for nonresidential or mixed-use development. TDM plans included with MAC applications must include the following:

- Transportation program coordinator
- Submission of a TDM annual report
- An enforcement mechanism

Transportation System Management

Transportation System Management (TSM) is a set of strategies to make better use of the existing transportation system, aimed at managing the supply to the existing demand. TSM strategies focus on increasing the efficiency, safety, reliability, and capacity of existing transportation systems through techniques such as:

- Facility-design treatments
- Access-management programs
- Incident-response plans
- Targeted traffic enforcement
- Intelligent transportation systems (ITS)

Often, these measures involve greater use of technology, though some of the most effective measures may simply be pavement markings or changing a single sign. Examples include:

- Better signalization (timing, phasing and coordination)
- Incident detection and management
- Re-striping such as to create left-turn lanes
- Real-time traveler information

Traffic Signals and Intelligent Transportation Systems

The Town of Vienna operates 14 traffic signals within the town limits, two of which are pedestrian/trail signals. The traffic signal hardware includes current generation National Electronics Manufacturers' Association (NEMA) standard controllers as well as video detectors aimed at intersection approaches. Maple Avenue signals are interconnected and synchronized. The traffic signals are actuated based on detection of vehicles and are managed by time-based coordination according to time- of-day signal timing plans. The signalized intersections are at various states of compliance with the [Public Rights-of-Way Access Guidelines](#) issued by the U.S. Access Board. A study has been recently completed assessing the timing of signals along Maple Avenue and signals will be adjusted accordingly to improve the flow of traffic.

Emergency Operations and Preparedness

The [2013-2015 Town of Vienna Strategic Plan](#) incorporates an initiative to develop a continuity of operation plans for emergency preparedness. This initiative includes training on the National Incident Management System and preparation of continuity of operation plans by department.

The Town of Vienna also maintains [fire and rescue response routes](#). Physical traffic calming measures are noted to be avoided along these routes in the Town so unnecessary delays to emergency vehicles are not incurred.

The Town will also plan for homeland security events and create strategies for evacuations, providing for emergency vehicle access in gridlock, and creating staging areas for emergency operations. The response routes for fire and rescue will be used for emergency vehicles during homeland security events.

Finally, the Town maintains a snow emergency routes map and a response plan for winter weather events. See the Primary Snow Routes Map on [Page 78](#).

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Objective 1 - Encourage the use of alternative modes of travel to reduce demand on the Town's major and minor streets.

Implementation Strategies

- Create a Town-wide TDM policy, modeled on MAC standards, that is regionally coordinated to ensure facilities for all modes of transportation are provided as part of development projects.
 - Encourage ~~employers to provide a monthly transportation stipend for use in offsetting the cost of commuter travel by non-auto modes~~ citizens to take advantage of monthly transportation stipends used to offset the cost of commuter travel by non-auto modes.
 - Explore the feasibility of partnering with a car-sharing service to provide access to shared vehicles in Town.
-

Objective 2 – Implement solutions to reduce travel time and improve trip reliability on major and minor arterial streets during peak and non-peak periods.

Implementation Strategies

- Use traffic management and operational methods to address congestion and better manage conflicts in the demand for street space among pedestrians, cars, transit, goods movement, and bicycles.
 - Establish, monitor, and act on performance measures for traffic signal operation.
 - Study implementation of transit signal priority in signal system with transit agencies as part of signal upgrades.
-

Objective 3 – Improve emergency preparedness to be able to respond to regional diversion of traffic on to Town streets.

Implementation Strategies

- Ensure that Town staff receives appropriate and current training on emergency preparedness and practices applicable to the community.
- Create contingency plans and procedures to optimize traffic-signal timing on arterial streets for use during emergencies, including evacuation when necessary.
- Publish information and educate the community on the Town of Vienna's emergency-preparedness plans and consider conducting periodic public demonstrations.

Parking and Curb Space Management

The Town of Vienna faces a set of challenges in the management of parking in the public right- of-way and private facilities.

- The nature of businesses in Vienna creates parking demand and supply imbalances by time of day and location along the Maple Avenue and Church Street Commercial Corridors.
- Those arriving to a destination by car want access to convenient parking and do not want to be towed for parking once and visiting multiple shops. In turn, business owners want to maintain a sufficient supply of parking to accommodate their customers.
- The expanding portfolio of special events and festivals ~~further~~ places added pressure on parking supply in selected locations during these events.
- Residential neighborhoods near the commercial center and the Vienna/Fairfax Metro station can be adversely affected by commuter parking.
- Large, vacant surface parking lots create an undesirable walking environment along the Town's commercial corridors.

Private Facilities

The majority of private parking in Vienna consists of surface parking lots. Many of these lots are separated from each other ~~either~~ by either strips of landscaping or concrete curbs, with few lots having inter-parcel connections, shared parking or shared entrances. Inter-parcel connections, shared parking and shared entrances should be encouraged and in some cases required.

Inter-parcel Connections

The Virginia Department of Transportation (VDOT) lists the following as benefits of inter- parcel connections:

- Reduction in the number of trips on main streets
- Opportunity for several properties to benefit from having access to a signalized intersection
- Reduction in the number of curb cuts and ability to create a more pedestrian friendly streetscape
- Ability for shopping centers to attract more customers by adding convenience of connected parcels

Shared Parking

There are multiple opportunities for shared parking along the Town's commercial corridors. The Department of Planning and Zoning has examined parking demand for some of the major commercial surface parking lots along the Maple Avenue Commercial Corridor during the day and at night and did find that supply far exceeded demand in most cases. The majority of lots ~~during the day had 50% or more of the spaces open~~ are not being fully utilized. The excess of available of parking spaces makes the implementation of shared parking easier to justify and implement. Shared parking can allow for a reduction in the number of vacant parking spaces and more compact development.

Shared Entrances

VDOT has listed the following as benefits of shared entrances:

- Reduces number of entrances along main streets
- Fewer entrances prevent crashes and help reduce congestion
- In some cases property owners can gain access to a traffic signal

Public Parking

At the present time the Town of Vienna does not have structured public parking facilities but does have limited street parking and off-site surface parking at public buildings. The Town has agreements with some private businesses and the Fairfax County School Board that allows residents to utilize certain parking lots after business and school hours.

The Town should look at opportunities to build centrally located municipal parking structures, ideally in the Town Center designated in the Land Use Chapter. Parking structures can allow patrons to park once and walk to various establishments in the Central Business District.

Opportunities such as public-private partnerships should be considered and the Town should initiate a study to examine potential sites for parking structures and the need to acquire property.

Commuter Residential Permit Parking

Residential neighborhoods may be adversely affected by commuter parking. The HOV-only restrictions on Interstate 66 inside the Beltway provide an incentive for commuters to use southwest Vienna as a place to meet for carpools. This activity, combined with the high demand for parking at the Vienna Metrorail Station, has resulted in commuter cars overwhelming the available parking along Vienna's residential streets located in close proximity to the Metrorail station and I-66.

In response, the Town has established "permit required" parking zones in the affected areas to alleviate the congestion and to address safety concerns. Additional permit required parking areas may be necessary as more commuters carpool and use Metrorail.

Objective 1 - Manage the parking supply by lowering automobile demand, and limiting the expansion of surface parking areas.

Implementation Strategies

- Locate parking lots and parking structures so that they do not front on streets. Parking lots and parking structures should be designed to provide retail, office or other uses along the street level. Trees and landscaping should be planted to improve the look of parking areas.
- Conduct periodic parking studies and/or monitoring to assure that parking supply accommodates demand and consider developing a comprehensive parking strategy for development and funding of future parking facilities.
- Promote bicycle parking facilities at all ~~new~~ employment, commercial, and recreational destinations, and work to provide additional bicycle parking throughout commercial areas.
- Identify and evaluate a variety of creative strategies to provide parking within the Church Street and Maple Avenue corridors, such as shared parking, shared entrances and inter-parcel connections and allow for a "Park Once" environment.
- Encourage the use of parking structures in lieu of surface parking. Design such facilities so that they maintain pedestrian-friendly street frontages and have sufficient architectural detail to integrate with surrounding uses. This may include providing "liner" uses which wrap the garage and provide space for residential or commercial uses.
- Evaluate the Town's parking requirements in comparison to regional standards and best practices.
- In order to alleviate and prevent parking on residential streets, the Town should support additional parking at the Vienna Metrorail Station.

Pedestrian Mobility

A fundamental form of transportation is walking, which is integral to the health and livability of the community of Vienna. In small towns and suburban communities like Vienna, pedestrian facilities, including sidewalks, paths, trails, and street crossings, are a significant component of the transportation network. The Town's pedestrian network not only depends on accessible and usable sidewalks; it encourages stronger social connections, exercise and recreation, environmental quality, and economic growth. When safe facilities are not available, people may be forced to engage in risky behavior to walk along or cross streets at dangerous crossings or take an automobile for very short trips.

Existing Guides and Plans

Building a pedestrian network and addressing potential threats to pedestrian safety are addressed through the implementation of the Town's [Pedestrian Master Plan](#) and [The Citizen's Guide to Traffic Calming in Vienna](#). Pedestrian issues are also addressed through the Council-appointed [Pedestrian Advisory Committee](#), which serves as an advisory committee to the Town's Transportation Safety Commission by providing citizen input in planning the pedestrian infrastructure improvements and promoting pedestrian initiatives within the Town of Vienna.

The Town should continue to update these guides and plans and ensure that they are consistent with the Comprehensive Plan.

Existing Facilities and Usage

The [Pedestrian Network map](#) shows the existing public walkways within the Town limits. The term "walkway" includes concrete and asphalt sidewalks. Vienna has approximately 81 miles of walkways, excluding trails, such as the W&OD trail.

The Town Code requires subdividers to construct curb, gutter, and sidewalks on any right-of-way adjacent to new residential subdivisions. For infill lots, where the adjacent lot has a sidewalk, developers must dedicate and build new sidewalk across their frontage. The Town should continue policies that advance the construction of sidewalks and help fill in gaps in the pedestrian network.

Objective 1 - Improve the pedestrian network throughout the Town by connecting and expanding the existing sidewalk networks.

Implementation Strategies

- Continue to update the “Inventory of Sidewalks to be Completed” so the Town can track and prioritize sidewalk development and improvements.
 - Strive to meet national standards of pedestrian friendly communities so that the Town can adapt to the increased needs of a modern walkable town.
-

Objective 2 – Make the Town a pedestrian friendly community as a means of encouraging a healthy lifestyle and promoting a cleaner environment.

Implementation Strategies

- Continue to install audible crosswalk signals and other signage required to support pedestrian needs as the Town’s commercial corridors expand, including intersections along Maple Avenue and Church Street.
 - Establish a uniform policy based on regional and national best practices for crosswalks.
 - Explore new means for crosswalk definition and safety -such as raised and lighted crosswalks.
 - Adjust signal timing to encourage pedestrian crossing in mid-day, off-peak and weekend time periods.
 - Installing and maintaining appropriate street furniture in commercial corridors in order to create more active pedestrian streets.
-

Objective 3 – Support businesses, residents and visitors by enhancing pedestrian access to Town amenities.

Implementation Strategies

- Continue the use of grants and alternative funding to connect and fill in gaps of the pedestrian network.
- Engage businesses to determine where there are needs for enhancement of pedestrian access.
- Earn recognition as a “Walk Friendly Community” through the Walk Friendly Communities program.

Streets

Streets are essential facilities for various forms of transportation including vehicles, mass transit, taxicabs, freight/deliveries, bicycles, and walking. The public space encompassed by the right-of-way shapes many parts of our community. The design and use of the Town's streets convey other aspects of community, including civic pride, parades and other special events, unified streetscape, space for vegetation, and stormwater management. This section provides a framework for addressing and managing often conflicting desires. It addresses street classification, traffic congestion, traffic safety and traffic calming.

Street Inventory and Classification

Vienna's street network has been classified by the Town in accordance with functional categories used by the Virginia Department of Transportation (VDOT). Street designations provided below and shown in the Appendix reflect traffic patterns and volumes in the Town. Vienna has approximately 65 miles of streets within its corporate limits.

- **Interstate Highway System** - The Interstate Highway System is a network of controlled-access highways that helps form the National Highway System. The only interstate that goes through Vienna is a small portion of Interstate 66.
- **Principal Arterial Streets** - Principal arterial streets carry the majority of the traffic entering and leaving a community. Maple Avenue is Vienna's only principal arterial street as determined by the VDOT criteria.
- **Minor Arterial Streets** - Minor arterial streets link collector and local streets with principal arterial streets and typically carry a mix of local and through traffic. Streets designated as minor arterials are: Nutley Street SW, Courthouse Road SW, Lawyers Road NW, Malcolm Road NW, Park Street SE, Old Courthouse Road NE, Beulah Road NE, Cottage Street SW, and the 100 block of Locust Street SW.

- **Collector Streets** - Collector streets provide direct service to and from local areas, and distribute traffic from arterials to local streets and other collector streets. Collector streets also provide the links for the principal internal movement within residential neighborhoods, and within commercial and industrial districts. Streets designated as collector streets include: Church Street, Branch Road SE, Locust Street SE, Nutley Street NW, Tapawingo Road, Echols Street SE, and Follin Lane SE.
- **Local Streets** - Local streets provide direct access to properties in residential areas. All streets not designated as arterials (principal or minor), or as collector streets, are classified as local streets.

New Street Typology

While keeping the classification categories used by VDOT, the Town should also utilize a street typology that is linked with land uses. The current functional classification system is used as the only way to distinguish between higher- and lower-order streets. The functional classification system disregards the broader aspects of street function, such as framing building lots, setting block lengths, providing public space, and accommodating public transit and bicycle and pedestrian travel in recognition of the adjacent land uses. A new typology is included in this Plan in order to help the Town to better plan the various types of streets. In addition to the new typology, the Town should consider implementing a [Complete Streets policy](#). The new street types include the following:

- Arterial Street
 - Primarily Retail Oriented Mixed Use
 - Primarily Single-Family Residential Neighborhoods
- Local Streets (Non-Arterial)
 - Neighborhood Principal Streets
 - Neighborhood Minor Streets
- Pedestrian and Bicycle Priority Streets
- Alleys
- Private Streets

A more thorough description of these new classifications are included in the [Appendix](#). The [following pages](#) include examples of street sections that should be combined with the new typology.

Challenges

Protecting neighborhood streets from cut-through traffic is an on-going concern for many Town residents. In addition to increasing automobile traffic volumes, the number of people walking and bicycling in the Town is also increasing. This combination of factors is leading to growing concerns about safety among Town residents and continuing demand for traffic calming measures. While there is concern over rising traffic volumes, there is still a desire to maintain easy accessibility by automobile. Drivers want ~~access to~~ convenient access and business owners similarly want customers to be able to come to their establishments without excessive delay. Moving forward, the Town will need to create a balance between accessibility for travel by automobile in the commercial areas of the Town while at the same time, manage traffic volumes and speeds in residential areas.

Traffic Safety

Increases in the speed and stress of traffic will add greater safety concerns as the Town deals with unsafe conditions along its streets. Various techniques have been and should continue to be used to help protect Town residents and the public as they visit Vienna. There should be an emphasis placed on safety on Maple Avenue given the high percentage of crashes taking place along the principal arterial.

Street Design

| Safety for drivers, passengers, pedestrians, and the general public ~~first~~ begins with good street design. The design of streets is important in maintaining visibility of pedestrians and cars, creating a safe speed and providing for safe ways for all users to utilize the Town's street network without creating conflicts between users of different modes of transportation.

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Traffic Enforcement

The other aspect of traffic safety is enforcement. It is important that drivers in the Town adhere to speed limits and traffic laws, so as to decrease the number of crashes. The Town of Vienna Police Department vigorously enforces traffic laws and monitors traffic violations throughout the Town, with a particular emphasis placed on the traffic areas of high volume and rush hour congestion. One of the Police Department's techniques is to analyze, prepare, and utilize all traffic data available and present these analyses to Town Council and Town Management.

Traffic Calming

In 1998, the Town Council favorably considered a study of local traffic behavior and sought recommendations on ways to control speeding, limit cut-through traffic in residential areas, and ease rush hour congestion and intersection gridlock.

In 2002, the Transportation Safety Commission issued [The Citizens Guide to Traffic Calming in Vienna](#), which explains the process, including public input, used by the Commission and the Town Council to consider potential traffic calming improvements. The Guide is currently in the process of being rewritten.

In the commercial areas, the Town's efforts are designed to ease traffic flow, keep intersections clear, and promote safety. Re-timing traffic signals along Maple Avenue and Nutley Street SW, rumble strips at appropriate intersections, and increased police presence are other elements of the Town's traffic calming efforts. The Town should also explore the potential traffic calming benefits of traffic circles.

Traffic Congestion

Commuter traffic dominates automobile traffic through Vienna on Maple Avenue. The Town's close proximity to Tysons, Washington, D.C., the growing technology industry along the "Dulles Corridor," and important regional transportation facilities place it in the path of people trying to get from home to work, and back again. Residents in the Town have continually raised concerns about and are mostly dissatisfied with the traffic flow on Maple Avenue.

While there is concern over rising traffic volumes, there is still a desire to maintain easy accessibility by automobile. Maple Avenue is a principal approach to Tysons, one of the region's largest employment and retail centers, and is also a heavily traveled route to Washington, D.C. Commuters utilizing Interstate 66 and the Vienna Metrorail Station also contribute substantially to rush hour traffic congestion on Nutley Street SW.

Commuter traffic on Maple Avenue and Nutley Street SW; also ~~impacts-affects~~ Vienna's collector and arterial streets. Currently, backups on Maple Avenue and Nutley Street SW, coupled with the preference given to these two streets by traffic signal timing, delay traffic on cross streets, such as the Nutley Street SW; and Courthouse Road SW; intersections. It frequently takes more than one traffic signal cycle for motorists on Marshall Road SW; and Tapawingo Road SW; to cross or turn left onto Nutley Street. Other intersections that have back-ups during rush hour include:

- Courthouse/Lawyers Road at Maple Avenue West
- Park Street at Maple Avenue East
- East Street at Maple Avenue East

(See [Page 95](#) for Average Daily Traffic Counts Map)

Residential areas continue to bear the brunt of commuter traffic, as drivers seeking to avoid the clogged major roadways "cut through" neighborhoods in search of faster routes, often creating a safety problem with excessive speeds. The Town has responded with traffic calming measures and innovative intersections designs such as neighborhood roundabouts to address these issues.

Short of changing the entire character of the Town by major road expansions, the Town has only limited options for reducing congestion primarily through demand and system management methods noted earlier. Because of the heavy volume of traffic on Maple Avenue and surrounding collector streets, it is no longer reasonable to consider routes around Maple Avenue that would pass through established residential neighborhoods.

Alternatives

~~Options such as the replacement of more controlled intersections with roundabouts should be studied (the only one currently being installed is at the intersection of Locust Street SE and Park Street SE). Alternatives to the current configuration of Maple Avenue should be studied for potential increases in the traffic flow, the incorporation of multiple modes of transportation, and the ability for creating a better sense of place. Alternatives include, but are not limited, to the following:~~

- **Roundabouts** ~~have been known to~~ can potentially increase traffic flow and ~~decrease-reduce the number of the amount of~~ crashes/accidents. ~~A series of roundabouts can also help create a sense of place and create more distinct gateways to the Town. A study commissioned by the Town of Vienna in 2015 determined that adding four roundabouts along Maple Avenue would reduce traffic delays by 35%. It should be noted that the study showed potential delays at side streets.~~ Insurance Institute for Highway Safety studies ~~also~~ showed that roundabouts, on average, reduce overall vehicular collisions by 37%, reduce vehicular injuries by 75%, reduce vehicular fatalities by 90% and reduce pedestrian collisions by 40%.
- **Landscaped medians** offer safety and aesthetic improvements by separating oncoming traffic and allowing for a greening and beautification of Maple Avenue. Medians can also collect and store stormwater. However landscaped medians do limit turning motions to intersections.
- **Landscaped medians with parking lanes** allows for the utilization of two lanes for on-street parking, which can help create a buffer between pedestrians on sidewalk and automobile traffic on Maple Avenue. Parking lanes also can increase the number of public parking spaces but do

significantly reduce the vehicular capacity of Maple Avenue.

- **Reversible center lanes** can potentially allow for an increase in rush hour traffic flow by utilizing a reversible center lane which can switch directions, depending on the AM/PM peak traffic patterns. Reversible center lanes have been used in Washington, D.C. and Silver Spring, Maryland and allow for increases in roadway capacity in the peak hour direction.

Other alternatives should also be studied along Maple Avenue, including the implementation of advanced traffic control technology, which can increase traffic flow. ~~Alternatives include installing landscaped medians in the center lanes with left turns only at intersections or creating travel lanes only to be used by buses.~~

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Objective 1 - Manage the impact of increased traffic in neighborhoods from direct and indirect effects of regional and local vehicular traffic.

Implementation Strategies

- Update existing Citizens Guide to Traffic Calming in Vienna to reflect change in the state of the practice since it was originally adopted in 2002.
 - Periodically review and update the Comprehensive Plan to stay attuned to the needs of the community.
 - Discourage the use of cul-de-sacs and encourage grid layouts so as to allow for better traffic flow.
 - Encourage innovative and creative solutions to traffic calming in residential neighborhoods.
-

Objective 2 – Connect streets to their land use and multi-modal function.

Implementation Strategies

- Create street typology that in addition to functional classification addresses all functions with the transportation network and land use of the Town.
 - Create standard street sections (such as those identified on Page 88 and 89) to be used for the street typology.
-

Objective 3 – Street (re)design should accommodate all users of the transportation system where ever practicable and encourage alternatives to driving.

Implementation Strategies

- In conjunction with a new street typology and standard street sections, establish a Complete Streets policy for the Town.
-

Objective 4 – Manage streets to eliminate fatalities and serious injuries sustained in traffic crashes and reduce the number of minor accidents.

Implementation Strategies

- Promote traffic safety by vigorously enforcing traffic laws throughout the Town, using roving radar patrols, placing the speed trailer at strategic, problematic locations, and by monitoring traffic light violations at major intersections along Maple Avenue East/West, and on Nutley Street SW.
- Establish and coordinate transportation safety plan, coordinated between the Traffic Safety Commission, Police Department and Department of Public Works.
- Maintain and keep roads in good condition.

Objective 5 – Incorporate engineering design methods to enhance the human and natural environment.

Implementation Strategies

- Require that new development and redevelopment be designed to minimize the number of access points to Maple Avenue and Nutley Street SW.
- Install and maintain an optimized traffic signal system on Maple Avenue East/West, and Nutley Street SW.
- Coordinate the Town's engineering design policies to link street design, stormwater management, lighting, street trees, sidewalks and other streetscape elements.
- Produce a report on how the Town can take advantage of and accommodate implementation of future technologies. Examples include:
 - Electric vehicle charging stations in development projects
 - Configuration of parking facilities for adaptive reuse if demand for automobile parking decreases over time
 - Connected vehicle technologies
 - Connected infrastructure both in the context of vehicle to infrastructure technology as well as real-time monitor of engineering systems like snow plowing, traffic signals, stormwater flow and pollution levels.

Objective 6 – Mitigate the effects of regional development and traffic changes on the Town's arterial streets.

Implementation Strategies

- Monitor plans and impacts of development and traffic improvements in Fairfax County on the Town's transportation system.
- Actively engage with Fairfax County Supervisors of bordering magisterial districts with respect to land use changes, and with the office of Virginia Department of Transportation's Commissioner for Northern Virginia on matters of State and Federal transportation projects.
- Study the application of innovative intersection designs and technology (roundabouts, advanced traffic controllers, raised intersections, etc.) to improve operational safety and reliability on all classes and types of intersecting streets.
- Initiate a Maple Avenue Commercial Corridor study to examine intersection and roadway design as well as traffic control technology and strategies that would meet the Maple Avenue Vision goals/objectives and other Town goals.

Transit

The Town is served by several transit providers and services, including nearby Metrorail, Metrobus and Fairfax Connector services.

Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) operates the Metrorail system within the Capital Region. The Vienna/Fairfax-GMU Metrorail Station is located less than a quarter of a mile from the southwest Town limits. It serves as the end of the Orange Line and a major park-and-ride facility, with access to downtown Washington, D.C. ~~In addition, the~~ station also serves as a hub for a variety of local and regional bus services. In addition, the Tysons Corner Metro Station is located in close proximity to the Town. This station is located on the Silver Line, which provides access to downtown Washington, D.C., Reston and, upon completion of Phase II, Dulles International Airport. Several other Metrorail stations along both the Silver and Orange Lines are also located in close proximity to the Town.

Bus Service

The Town does not operate its own transit service, but it is served by two bus service providers. WMATA operates Metrobus, which includes the 2T and 15M routes. The 2T route links Tysons and Dunn Loring by way of central Vienna, passing through residential areas and traveling along a portion of Maple Avenue East. The 15M route links Tysons, the Vienna Metro Station, downtown Fairfax City and George Mason University. This route passes through Vienna along the length of Maple Avenue.

In addition, the Town is served by Fairfax Connector, a public bus service run by Fairfax County. Several routes serve the Town, including the 432, 461, 462, 463 and 466. These routes serve a variety of destinations, including surrounding Metrorail stations, primarily during rush hour periods. The 463, which connects Tysons and the Vienna Metro Station by way of Maple Avenue, has service throughout the day.

Current & Future Needs

Many Town residents rely on public transit to access employment and shopping, both locally and within the region. As such, it remains important for the Town to increase frequency and reliability of transit service. This includes both bus and rail. Further, transit provides an opportunity to reduce automobile travel, reducing the number of vehicles on Town streets and improving traffic on major corridors, such as Maple Avenue.

The Silver Line extension to the Metrorail system provides access to Tysons, Reston and ultimately Dulles International Airport. The existing Orange Line serves as a major commuter line to downtown Washington, D.C. The Town should continue to promote enhanced bus service to the surrounding Metrorail stations, ~~both~~ during rush hour as well as during the day. Enhanced daytime service can provide an opportunity for local businesses to attract patronage from Tysons and Dunn Loring. Enhanced service can also help increase mobility for seniors and those with disabilities. Finally, the Town should continue to evaluate plans for transit service on the I-66 corridor. Any plans for expansion or reconfiguration of I-66

should promote transit to reduce the number of single-occupancy trips.

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Objective 1 - Explore opportunities for public transportation system improvements and other steps that would reduce congestion, noise and air pollution.

Implementation Strategies

- Analyze alternate transportation modes to match development trends.
- Collaborate with WMATA and Fairfax Connector regarding service that serves through commuters on Maple Avenue as well as circulatory service between Tysons and Vienna that connects business and customers.
- Encourage mass transit patronage whenever possible, with emphasis placed on the needs of the Town's residents and commuters and on increasing use of the nearby Metrorail stations.
- Support additional parking at the Vienna/[Fairfax-GMU](#) Metrorail Station as a means of ameliorating overflow commuter parking on streets in residential neighborhoods.
- Encourage and promote safe routes to schools in accordance with federally supported programs.
- Encourage businesses to provide accessible and secure racks for parking bicycles on site.

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Indicators

- **Decrease in crashes along Maple Avenue and other streets with high number of crashes**
- **Decrease in traffic flow delays along Maple Avenue**
- **Increase in bicycle ridership for traveling to and from work and school**
- **Reduction in use of automobiles for short trips**
- **Increase in use of public transportation options**

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CHAPTER 6: COMMUNITY FACILITIES AND SERVICES

Comments and Draft Changes

2/24/16

Chapter 6: Community Facilities and Services Comments – Second Draft of 2015 Comprehensive Plan Update

Color Guide for Comments:

Green – Town Council Comments

Blue – Planning Commission Comments

Purple – (Town Staff Comments)

1. Reorganize the Facilities part of Chapter 6 so that there are two main sections; Town facilities and other facilities
 - a. (Staff will make this change)
2. On **Page 111** revised the “The Town should sweep all roads at least once a month and prioritized roads bi-weekly” to “In order to help meet MS4 requirements, the Town should consider increasing the number of days per year that roads are swept.”
 - a. (Staff will make this change)
3. On **Page 112** include language discussing the importance of water safety and the need to keep the Town’s water supply clean
 - a. (Staff will include language discussing the importance of protecting the water distribution system)
4. Include the recycling of electronics for the Fairfax County solid waste transfer station on **Page 114**
 - a. (Staff will make this change)
5. Consider removing the “Pay As You Throw” section on **Page 114**
 - a. (There did not appear to be a consensus on whether or not this should be removed. Staff will wait under there if more discussion on this item to make any changes.)
6. Include composting language under the “Solid Waste Disposal and Recycling” section on **Page 114**
 - a. (Staff will add composting language)
7. Add the INOVA imaging center to the list of other facilities and services on **Page 115**
 - a. (Staff will make this change)
8. Add composting as an implementation strategy under Objective 4 on **Page 118**
 - a. (Staff will make this change)
9. Include CIP in the Plan
 - a. (Current CIP will be included in the Appendix)

CHAPTER 6

COMMUNITY FACILITIES & SERVICES

Goals

- Provide residents with reliable and efficient services and infrastructure
- Ensure that all Town facilities are adequate for Town functions
- Maximize the functionality of Town facilities for residents
- Reduce the amount of waste produced by residents and businesses
- Ensure that residents feel protected and safe in the Town

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Town ~~Administrative~~ Facilities

Vienna maintains administrative facilities throughout town for all of its government functions. The Departments of Public Works and Parks and Recreation require the most office and maintenance space due to the number of employees and Town functions. Both departments have multiple locations.

Town Hall

The Vienna Town Hall, dedicated to long-time mayor (1976-2000) Charles A. Robinson, Jr., is located at 127 Center Street South, less than one block from the heart of the Central Business District. The offices of the Mayor, Town Attorney, Town Manager, and Town Clerk are located in Town Hall, as are the offices of the Departments of Planning and Zoning, Public Works, Human Resources, Public Information Office, Finance, Information Technology and Administrative Services. In 2013, improvements were made to the Town Hall's HVAC, video broadcast capabilities for public meetings, and interior office spaces.

~~Northside Property Yard~~ Public Works

Northside Property Yard

The Department of Public Works uses the Northside Property Yard at 600 Mill Street NE for maintenance operations and materials and vehicle storage. The existing building at Northside was constructed and completed in 2002 and contains offices and vehicle maintenance garages. The Town's gas pumps and salt dome are also located at the Northside Property Yard.

Nutley Street Property Yard

The Department of Parks and Recreation uses the Nutley Street Property Yard at 247 Nutley Street NW for office space and maintenance space. The main building contains offices and garage space for maintenance of landscaping equipment. A storage facility for Town documents and a greenhouse, used by Parks and Recreation staff, are also located at the Yard.

Beulah Road Mulch Yard

The Town's leaf mulching facility, located at 442 Beulah Road NE, is operated and maintained by Department of Public Works. From 2012 to 2014 the Yard received a yearly average of 11,354 cubic yards of leaves.

Police Department

The Vienna Police Department operates from its facility at 215 Center Street, South, built in 1994. The facility includes accommodations for the Town's Animal Warden and the indoor police shooting range. The Police Department employs 41 sworn police officers, providing around the clock protection to the Town. The Department operates a volunteer program for auxiliary officers (there are currently two auxiliaries) and has recently started a Volunteer in Police Service (VIPS) program (there are currently three members).

Police Department space and information technology requirements are not fully satisfied by its current facilities. Some police functions, including the Criminal Investigations Section currently are housed in Town Hall. In 2013, the Town acquired the property adjacent to the current police station and is evaluating the feasibility of building a new facility.

Community CenterParks and Recreation

Community Center

The Vienna Community Center, located at 120 Cherry Street SE, is sited on 3.23 acres. The 27,250 square foot facility houses the offices of the Department of Parks and Recreation, a gymnasium, an auditorium, multi use classroom facilities, teen center, kitchen, and storage areas. An accessory building located to the rear of the main structure at 130 Cherry Street SE provides additional storage for the Town's youth sports organizations.

The Center was built in 1966 and expanded in 1968 and 1988. The Town once again is renovating the Center to keep pace with the high level of use and citizen recreational interests. The Town Council has approved the renovation, and expansion of the building is under way and will include a new gym, exterior façade changes, new offices and a new lobby area. Other improvements still under consideration include ~~a swimming pool and a fitness center. The Town engaged a private firm to study the feasibility of new public amenities and their potential as revenue sources.~~ Partnerships with private groups to provide recreational services may also be considered. For more information, see the [Parks and Recreation Chapter](#).

Parks and Playgrounds

Almost 157 acres of public parkland and recreational facilities are available within Vienna's corporate limits. Six playgrounds, 6 lighted tennis courts, 4 basketball courts, and 16 playing fields (10 lighted) highlight the Town's recreational facilities. Additionally, walking trails are provided in a series of Town owned stream valley parks.

Freeman House

The Freeman House, circa 1860 and located at 131 Church Street NE, was the home of Leon Freeman, founder of Vienna's first volunteer fire department and owner of the Town's first automobile. It has served at various times as a residence, general store, Civil War hospital, railroad station, post office, and fire department. Today, the house contains a museum and old- fashioned general store operated by Historic Vienna, Inc., and has been designated as an official stop on the Virginia Civil War Trails. The Freeman Store and Museum was added to the National Register of Historic Sites in 2012. It was previously listed on the Virginia Landmarks Register, and is the only structure in Vienna to hold both of these designations. The Little Library, the Town's first library, is located adjacent to the Freeman House.

Bowman House

The Bowman House, circa 1890, is located at 211 Center Street, South. Serving as the Town's arts and craft center, the structure was originally a two room public schoolhouse. Renovation of this facility,

including a redesign of the interior to provide more efficient use of the classroom space as well as interior and exterior changes, necessary to comply with the Americans with Disabilities Act, was completed in 1995.

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~~Public Safety~~Other Facilities

The Town ~~maintains its own Police Department and~~ relies on Fairfax County for Fire and Rescue. Emergency Medical Services are also provided by Fairfax County. Vienna also does not operate its own public school system or library system. However the Town frequently interacts with providers of both (Fairfax County) in land use and facilities decisions.

~~Police Department~~

~~The Vienna Police Department operates from its facility at 215 Center Street, South, built in 1994. The facility includes accommodations for the Town's Animal Warden and the indoor police shooting range. The Police Department employs 41 sworn police officers, providing around the clock protection to the Town. The Department operates a volunteer program for auxiliary officers (there are currently two auxiliaries) and has recently started a Volunteer in Police Service (VIPS) program (there are currently three members).~~

~~Police Department space and information technology requirements are not fully satisfied by its current facilities. Some police functions, including the Criminal Investigations Section currently are housed in Town Hall. In 2013, the Town acquired the property adjacent to the current police station and is evaluating the feasibility of building a new facility.~~

Fire Department

Vienna's fire and emergency medical services are provided by the Fairfax County Fire and Rescue Department. The Vienna Volunteer Fire Department, which owns the fire station at 400 Center Street South, provides fire and rescue vehicles and other equipment and supports the County operations. Volunteers supplement the professional County staff at the Vienna station. The fire station was originally built in 1957 and was refurbished in 2005.

~~Schools and Libraries~~

~~Vienna does not operate its own public school system or library system. However the Town frequently interacts with providers of both (Fairfax County) in land use and facilities decisions.~~

Public Schools

Vienna is served by the nationally-recognized Fairfax County public schools system. Four public elementary schools are located within the Town's corporate limits: Vienna Elementary, Marshall Road Elementary, Louise Archer Elementary, and Cunningham Park Elementary. Vienna students attend Thoreau and Kilmer intermediate schools, and generally go on to James Madison High School. All three schools are located just outside of the Town limits. In addition, a Fairfax County public schools special education center is located within the Town on Cedar Lane, SW. Like many schools in Fairfax County, some of the Vienna schools supplement their facilities by placing temporary, mobile classrooms on their grounds. The Town has taken the responsibility for regulating the placement of these classrooms, ensuring safety inspections, and issuing occupancy permits.

To discourage long-term reliance on temporary mobile classrooms, the Town typically grants conditional use permits with limited time periods for these facilities, and works with Fairfax County to facilitate their replacement with "brick" expansions. The most recent expansion, a 2 story classroom addition, was constructed at the Marshall Road Elementary School.

Private Schools

Additional educational opportunities in the Town are provided by several non-public schools, including Green Hedges School, which offers classroom instruction for grades pre- kindergarten through eighth; the Vienna Junior Academy of the Seventh Day Adventist Church, for grades kindergarten through tenth; and Appletree II, for grades kindergarten through third. There are also many non-public facilities that offer preschool and kindergarten programs.

Library

Vienna is served by the Fairfax County public library system. The local branch, the Patrick Henry Library, is located at the intersection of Center Street and Maple Avenue. Patrick Henry has annual circulations of 400,000 units per year.

Historic Structures

Vienna's Register of Historic Structures, Sites and Places includes two Town-owned historic structures maintained by the Department of Parks and Recreation.

Freeman House

The Freeman House, circa 1860 and located at 131 Church Street NE, was the home of Leon Freeman, founder of Vienna's first volunteer fire department and owner of the Town's first automobile. It has served at various times as a residence, general store, Civil War hospital, railroad station, post office, and fire department. Today, the house contains a museum and old-fashioned general store operated by Historic Vienna, Inc., and has been designated as an official stop on the Virginia Civil War Trails. The Freeman Store and Museum was added to the National Register of Historic Sites in 2012. It was previously listed on the Virginia Landmarks Register, and is the only structure in Vienna to hold both of these designations.

Bowman House

The Bowman House, circa 1890, is located at 211 Center Street, South. Serving as the Town's arts and craft center, the structure was originally a two-room public schoolhouse. Renovation of this facility, including a redesign of the interior to provide more efficient use of the classroom space as well as interior and exterior changes, necessary to comply with the Americans with Disabilities Act, was completed in 1995.

Road Network and Stormwater Drainage

Vienna owns and maintains a road network of approximately 65 miles, including traffic signals, curbs, gutters, sidewalks, and accompanying storm drainage systems. More than 17 miles of pipes and more than 2,000 catch basins and manholes comprise the major components of the Town maintained stormwater drainage system.

Roads

The Town owns and maintains all roads within the jurisdictional boundaries. It is responsible for repairing and resurfacing roads and maintaining traffic markings. Additionally, the Town completes street sweeping, snow removal and leaf collection.

Street Sweeping

Street sweeping is an important function of the Town both for aesthetics and as a way to improve the quality of stormwater. According to a report by the National Research Council, to be most effective, street sweeping should be most frequent on the dirtiest streets and storm drains. In order to help meet MS4 requirements, the Town should consider increasing the number of days per year that roads are swept. ~~sweep all roads at least once a month and prioritized roads bi-weekly.~~

Stormwater Drainage

The Town's stormwater system discharges into the natural drainage areas of its perennial and intermittent streams and the Virginia Center stormwater detention pond, located adjacent to Nutley Street.

To reduce the threat of flooding and erosion, the Town requires an approved erosion and sediment control plan before the undertaking of certain land disturbing activity. Additional protections and requirements apply to construction and other activities in a flood plain. In the review and approval of new subdivisions, the Town protects the functionality and available capacity of the storm drainage system by requiring stormwater management facilities so that post-development stormwater runoff does not exceed pre-development runoff. In addition, the Chesapeake Bay Preservation Ordinance requires that the integrity of the natural storm drainage system be maintained.

Water Supply and Sanitary Sewer Systems

The Town operates a water distribution and sanitary sewer collection system. These systems serve the Town and some of the surrounding area. The water system has mains ranging from 1-inch to 16-inches in diameter and the sewer system has mains ranging from 6-inch to 42-inch in diameter.

Water Supply System

The Town of Vienna's water system serves approximately 14,000 residents inside the Vienna corporate boundary and 4,000 customers outside of the corporate boundary. The water distribution system consists of 131 miles of water mains, over 800 hydrants, 9,300 water service connections, two elevated storage tanks and one ground storage tank. The Town is a wholesale customer of the Fairfax Water Authority and purchases approximately 775 million gallons per year. The Town routinely samples the water supply and issues annual reports on water quality, as required by the Environmental Protection Agency (EPA). Lead, copper and other contaminants are tested for in these water quality reports.

Water Supply Capacity

The Town ~~has purchased enough supply capacity~~ currently purchases enough water to meet the potable water demands for all development projected within the water service area. Construction of the system began in the late 1940's and a capital improvement program addresses replacement and rehabilitation of the system as needed.

The use of water conservation techniques can help to ensure that an adequate supply of potable water will continue to be available for users of the Town's water. In addition, water conservation can be an important cost-saving measure and a means to protect water quality.

Sanitary Sewer System

The Town's sanitary sewer system consists of 95 miles of sewer mains and 6,300 connections in the service area. Approximately one half of the system flows to the Norman M. Cole, Jr., Pollution Control Plant operated by Fairfax County. The other half flows to the Blue Plains Advanced Wastewater Treatment Plant operated by the District of Columbia Water and Sewer Authority. The Town pays fees to both facilities based on flow volume which is measured through four sewer flow meters along with a proportionate share of capital costs and operating costs of the trunk sewers to get the Town's flow to the sewage treatment plants.

Sewer Capacity

The Town has purchased enough supply capacity to meet the sewage demands for all development projected within the sewer service area. Construction of the system began in the late 1940's and it is regularly inspected and rehabilitated to help ensure good condition of the mains and manholes as well as minimize the volumes of infiltration and inflow.

Solid Waste Disposal and Recycling

The Town provides weekly refuse removal and collection of recyclable materials. Collection routes are divided into five equal-sized districts, with each district assigned a day of the week for collection services. As a way to prevent any aesthetic issues in residential neighborhoods, collection services have been expanded by including the removal of heavy or voluminous items on the regularly scheduled trash/recycling day.

Solid Waste Disposal

The majority of solid waste is transported to a Fairfax County regional transfer facility. Because fees are charged for the use of this facility based on weight, the Town is encouraged to reduce the amount of solid waste that must be transferred to the facility.

Recycling

Vienna's waste reduction efforts are centered on an extensive residential curbside recycling program. The Town began recycling newspapers in 1974. The curbside recycling program has been expanded over the years to include glass, plastics, cans, mixed paper, cardboard, magazines, and yard debris. From 2011 through 2013, the Town maintained an average annual recycling rate of over 55 percent of the total waste stream, far exceeding Virginia's minimum requirement of 25 percent. In addition, where possible, large or voluminous items are recycled at the Fairfax County solid waste transfer station. A drop-off collection program is operated quarterly for the collection of anti-freeze, used motor oil, electronics, and batteries.

Pay As You Throw

Pay as You Throw (PAYT) is a program where residents are allowed a set amount of trash ~~pick-up~~ pickup each week. Any overage requires a minimal additional fee usually collected by a sticker that is placed on additional trash bags. PAYT is a "nudge" which is not onerous but which shifts items that should be recycled into that stream and out of the waste stream. PAYT has proven in many jurisdictions to be very cost effective since municipalities pay for waste and garner income from recycling. Such a program should be looked at in Vienna.

Composting

The Town should encourage residents to compost food scraps and yard waste as a way to reduce the overall amount of solid waste collected by the Town and for the environmental benefits created by reducing the amount of materials in landfills. Businesses in the Town, when feasible, should also be encouraged to compost food scraps.

Other Collection Services

In the fall, the Town offers curbside leaf collection. The leaves vacuumed up by Town equipment are turned to mulch, which is then made available to Town residents at no charge. Other services include

curb side removal of Christmas trees and special collection efforts for debris created by damaging storms.

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Public Utilities and Other Facilities and Services

Major utility companies provide electric, gas, street lighting, local land-line telephone, and cable television services to the community.

Wireless Telecommunications

Wireless telecommunications services are an ever expanding and vital part of today's world. The evolution of the cellphone and other devices makes it essential that there are adequate telecommunications facilities. These wireless telecommunications facilities may be located on private or public property in the Town, including rights-of-way, subject to approval of a conditional use permit, as required by the Town Code. They should primarily be located in commercial and industrial zones and are discouraged in residential zones.

Other Facilities and Services

A U.S. Postal Service branch is located at 200 Lawyers Road NW. An urgent medical care facility is ~~currently~~ located at 100 Maple Avenue, East. Three full service hospitals—INOVA/Fairfax, INOVA/Fair Oaks, and Reston Hospital Center— are within 10 miles of the Town.

Objective 1 - Provide cost-effective public facilities and services that fully meet applicable public health, safety, and environmental needs and standards**Implementation Strategies**

- Reduce non-point source water pollution by providing educational materials and information to citizens on the proper use and disposal of household chemicals, including fertilizers and pesticides, and on environmentally friendly alternatives to products currently in use.
- Continue to offer residents opportunities for safe disposal of certain hazardous materials, and publicize and support Fairfax County's hazardous waste disposal program.
- Require development and redevelopment activities within the designated Chesapeake Bay preservation areas to comply with the full intent and criteria of the Chesapeake Bay Preservation Act.
- Maintain full compliance with the Americans with Disabilities Act by Town-owned facilities.
- Ensure that school trailers have the necessary conditional use, occupancy, and health and safety permits, and encourage the Fairfax County public school system to replace school trailers with permanent classrooms.
- Plan, design, build, maintain, and operate Town-owned facilities and services following Code procedures and standards applicable to non-governmental facilities and services.
- Maintain an emergency preparedness plan to support and protect Town residents during natural disasters and other major emergencies.
- Ensure that there is ample street lighting along sidewalks, allowing for safe walking at night and in the morning.

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Objective 2 – Ensure that public utilities, including telecommunications facilities, are located to minimize negative effects (whether they be safety, environmental, or aesthetic) on nearby properties and the community in general.

Implementation Strategies

- New and existing public utilities should be placed underground during new development/redevelopment.
- The visual impacts of above ground facilities and any related structures should be minimized through the use of architecturally compatible design and materials, landscape plans, screening, and siting.
- Service providers should co-locate their facilities to the maximum extent possible.
- The construction of new telecommunications facilities in the form of monopoles or towers is strongly discouraged and should be considered only as a last resort. If such monopoles or towers are built, they should be constructed to hold multiple service providers and owners of such monopoles or towers should provide a letter of intent committing them and all successors in interest to allow shared use of the facilities subject to reasonable terms and conditions.
- Wireless service providers are encouraged to locate new telecommunications facilities in the areas described below. Siting wireless telecommunications facilities in a residential zoning district is strongly discouraged. Siting new facilities is subject to the submittal of a justification statement and technical analysis and the acquisition of a conditional use permit or site plan approval:
 - Town-owned property by lease agreement with the Town.
 - Public rights-of-way by lease agreement with the Town with primary focus on Maple Avenue East and West, Mill Street NE, and Dominion Road NE
 - Virginia Power substation on Center Street North
 - Existing utility transmission towers; and
 - Commercial or industrial zoned properties, with the exception of the C-1, Local Commercial zone.

Objective 3 – Provide water supply, sanitary sewer, and storm sewer facilities and other infrastructure that deliver reliable, responsive and cost-effective services to Town residents and businesses.

Implementation Strategies

- Continue to require new developments to fund improvements to the water and sewer systems through fee and development conditions.
 - Continue to require no net increase in post-development stormwater run-off to adjacent properties for new subdivisions, re-subdivisions, and other applicable situations.
 - Require adequate infrastructure design and construction for all new developments.
 - Require, within reasonable cost standards, the use of the most reliable and dependable materials for the stormwater collection and management system.
 - Implement recommended capital improvements to the water and sewer systems.
 - Encourage the use of low impact development technology as a planning and design strategy to manage the quantity and quality of stormwater runoff.
-

Objective 4 – Provide reliable, responsive and cost-effective waste collection services to Town residents.

Implementation Strategies

- Provide for the orderly collection and disposal of the Town's residential solid waste, including brush pickups, curbside leaf collection, and large/bulk-item pick-ups.
 - Encourage maximum participation in recycling efforts to reduce the overall municipal solid waste streams and to meet Virginia-mandated requirements for recycling.
 - Consider implementing a program like Pay-As-You-Throw to help decrease the amount of solid waste.
 - Encourage residents to compost food scraps and yard waste.
-

Objective 5 – Ensure high-quality, cost-effective public safety services that protect and serve the needs of the community.

Implementation Strategies

- Provide for the safety of all Town residents, businesses, and visitors through effective and efficient police, fire, and emergency medical services.
- Maintain a high level of emergency response capability by the Police Department.
- Ensure that an adequate level of safety is provided in all public facilities, including parks and recreational facilities.
- Maintain funding support for the Volunteer Fire Department to ensure rapid response capability for fires and medical emergencies.
- Maintain support for community outreach programs to foster positive relations between the police and Town residents, especially youth.

Indicators

- **Decrease in the number of water main breaks**
- **Increase in recycling and decrease in solid waste pickup**
- **Increase in the undergrounding of utility poles along commercial streets**

DRAFT

CHAPTER 7: PARKS AND RECREATION

Comments and Draft Changes

2/24/16

Chapter 7: Parks and Recreation Comments – Second Draft of 2015 Comprehensive Plan Update

Color Guide for Comments:

Green – Town Council Comments

Blue – Planning Commission Comments

Purple – (Town Staff Comments)

1. Move the “Park Zoning” section on **Page 127** to the Land Use Chapter
 - a. (Staff will make this change)
2. Rezoning the whole W&OD trail to the Park and Recreational Zone may be problematic, currently this is recommended on **Page 127**
 - a. (Staff will add the caveat that it is recommended provided it does not negate existing parking agreements)
3. Remove the implementation strategy under Objective 4 on **Page 135** that recommends exploring the possible reuse of the Beulah Road Mulch Yard
 - a. (Staff will remove this strategy)
4. Remove the implementation strategy under Objective 4 on **Page 135** that recommends coordinating with Fairfax County to avoid duplicating facilities
 - a. (Staff will remove this strategy)
5. Add an implementation strategy under Objective 4 on **Page 135** that encourages natural play areas in the Towns parks
 - a. Staff will add “Include natural play areas as parks are master planned.”

CHAPTER 7

PARKS AND RECREATION

Goals

- **Maintain Town parks and facilities to facilitate maximum use**
- **Design, build and program parks and recreational facilities to meet the needs and desires of Town residents**
- **Create and update Park Master Plans**

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Introduction

The Town's parks and recreation programs are a vital part of Vienna's community and provide various opportunities for residents. It is essential that the programs and parks continue to provide for the community and that future goals and recommendations are realized to help ensure their success. To outline current conditions and future goals and policies, this Parks and Recreation chapter has been added to the 2015 Comprehensive Plan.

Department of Parks and Recreation

The Department of Parks and Recreation is responsible for maintaining the Town's parks and streetscapes, maintaining and operating the Town's community center, and running recreational programs and town-wide annual events. The Department also helps preserve designated historic properties. ~~Their-Its~~ stated goal is to create community through people, parks, and programs. The Department currently staffs 136 employees.

Users of Parks, Facilities and Programs

The Town primarily serves residents within the boundaries of the Town of Vienna. However many of the parks, facilities and recreational are also open to and used by Fairfax County residents outside of the municipal border.

Although the Town itself only has a population of roughly 16,000, the parks and recreational programs are accessible to a far wider population. Within a three mile radius of the Town Green there are approximately 110,000 persons (based on a GIS analysis of 2010 Census Blocks). Within a five mile radius there are approximately 236,000 persons.

Parks and Recreational Facilities

Within Town limits there are multiple types of parks and facilities. Public parks include Town owned parks, Fairfax County Parks and a trail system owned and maintained by the Northern Virginia Regional Park Authority. Additionally, Fairfax County operates several parks and facilities bordering the Town. There are also several private parks and recreational facilities, including a golf club and swimming pools.

Town Parks and Recreational Facilities

There are currently 14 parks located in the Town of Vienna. Eleven of these are owned and operated by the Town. Waters and Caffi Fields are maintained and operated by the Town of Vienna but are owned by Fairfax County Public Schools. The Washington and Old Dominion Railroad Regional Park is owned and operated by the Northern Virginia Regional Park Authority (NOVA Parks). Brief descriptions of these parks are provided in this chapter.

Service Gaps

Several “service gaps” exist in Town. Service gaps are defined as areas where residents do not have access to Town parks within a 5-10 minute walk from their homes. The map in this chapter shows these gaps. Salisbury Spring was not included in this analysis due to its use as a passive park. The Town should consider ways to expand parks and recreational options in areas not located within close walking distance of existing parks. A parks master plan study could also find other service gaps and could help in creating a park typology (i.e. neighborhood parks, pocket parks, common greens, civic plazas). In some cases adjoining residential lots that come up for sale may be the only viable option to fill service area gaps.

Community Center

The Community Center officially opened in 1966. It provides residents and visitors access to facilities, technology, programs, and recreational opportunities that enhance the quality of life within the Town. The Community Center offers fitness, wellness, recreation and arts and crafts programs, teen center programming, concerts, theatrical plays, and youth and adult drop-in programming. The Center also provides space for public and private events and community gatherings. Wireless access is also available.

The Community Center also houses the Teen Center, which is intended to provide a structured and safe environment for teens to grow socially, receive academic support, and participate in physical and recreational activities. The Center conducts teen-centered programming, including arts and crafts, cooking, clubs, workshops, and seasonal events. Over a dozen volunteer programs for teens are offered annually.

The Department of Parks and Recreation is also responsible for coordinating the many special events that are a hallmark of the Town's sense of community. These include the concerts and programs at the Town Green, and support for events such as Viva! Vienna, Oktoberfest, and the Church Street Stroll.

Private Recreational Facilities

A variety of private recreational facilities are located in the Town. Westwood Country Club is located in

the northeastern section of Town, bordering Maple Avenue, and offers full country club amenities, including an 18 hole golf course, tennis facilities, and swimming. In addition, the southwestern quadrant is home to two summer recreation clubs, Vienna Woods Swim and Tennis Club and Vienna Aquatic Club. George

C. Yeonas Park, located in the southwestern quadrant adjacent to the Town's Southside Park, is a privately owned Little League park with three fields.

Fairfax County Parks and Recreational Facilities

Although not located in the Town, four major Fairfax County recreation facilities also are readily accessible to Vienna residents. The closest of these is Nottoway Park, which adjoins the Town along the southwestern edge and offers tennis courts, ball fields, walking trails, picnic facilities, and an historic community house. Oak Marr and Spring Hill recreation centers, in Oakton and McLean respectively, provide full indoor recreational opportunities as well as outdoor facilities. The Meadowlark Gardens, on Beulah Road northeast of the Town, provides 95 acres of natural and landscaped gardens and fields, a visitor center, and walking trails.

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Park Zoning

Except for Northside Park and Salsbury Spring (a small passive park located on Windover Avenue NW, near Lawyers Road NW), all Town-owned land dedicated to recreational use is zoned "PR, Park and Recreational." The PR zone was created by the Town in 1991 to preserve parks and open spaces.

Major recreational facilities in Vienna owned by Fairfax County's School Board and Park Authority—such as Cunningham Park and Waters Field/Caffi Field—are also zoned PR. However, playgrounds attached to local public schools are not zoned PR. While school playgrounds have an important role in the Town's recreational program by providing facilities for after-hours use by the public, their primary purpose is considered to be institutional/governmental.

In 2009, the Town created a new zoning category of PC for parks. PC stands for "Park and Conservation Area." The 26-acre Northside Park was the first, and to date, only park which has been rezoned as PC. Under the new PC ordinance, development and uses are much more restricted than parks zoned PR. The intent of the PC category is to keep or return such properties in their natural, undeveloped state as much as possible. In keeping with this objectives, new buildings and clearing is not allowed.

Washington & Old Dominion Railroad Regional Park, a popular regional park facility available to Town residents, currently has multiple zoning, reflecting its passage through different sections of the Town. The Town should look at rezoning the whole trail to Park and Recreational.

Glyndon Park

Glyndon Park is accessible from both Glyndon Street NE and Beulah Road NE and is comprised of an 11 acre tract of wooded recreation space. The park is complete with a paved walking trail, playground, baseball field, basketball court, two lit tennis courts, restrooms, and picnic pavilions available for rental.

Moorefield Park and the Vienna Dog Park

Situated off ~~of~~ Nutley Street SW at Courthouse Road SW and Moorefield Road SW, Moorefield Park and the Vienna Dog Park include a play area shaded by mature trees and completely fenced in. Water is available on site and all dogs must be licensed by the Town of Vienna or Fairfax County. The overall area is 9.99 acres, with a smaller fenced portion set aside for the dog park.

Southside Park

Home to the Town's yearly Fourth of July Fireworks display, Southside Park is a 17 acre multi-use facility. Southside is the host to baseball and softball leagues and youth football. Two full size softball fields are located here. In addition there are sand volleyball courts, basketball courts, playground equipment and a sheltered area are available.

Vienna Town Green

The capstone of Vienna's Parks and Recreation Department, the 2.5 acre Vienna Town Green is a centrally located in the Town's commercial zones. The Town Green is featured on Maple Avenue between Center Street and Park Street and plays host to concerts, picnics, children's activities and community exhibitions. It is abutted by Historic Church Street and The Freeman House and bordered by the W&OD Trail. The Town Green is maintained and known for its seasonal flower displays and lawn areas. The fountain situated front and center on the Maple Avenue side is a memorial to the Nation's veterans. Benches are placed throughout the park. Restrooms and water fountains are available as well. The Town should consider different ways to help activate the Town Green during non-event hours (see [Page 132](#)).

Wildwood Park

This 15.65 acre park is located along Wolftrap Creek. It is primarily a natural wooded area with trails and interpretive signage. In 2013, the stream valley underwent restoration as a collaborative project between the Town and Fairfax County. ~~In 2012, t~~Trails were enhanced with the addition of QR F.I.T. trail signs. The signs give participants the opportunity to amplify their workouts by using a smartphone to scan and get video trainer instruction.

Branch Road Tot Lot

Located at the intersection of Branch Road and Locust Street SE this maintained playground, designed for ages 2-5, is situated on over a half acre of maintained turf, fronted by a seasonally changing flower bed and bordered by mature trees. The tot lot sits off the road and is fenced in for added security. Its location is well within walking distance to 2 grocery stores, several eateries and other locally owned businesses.

Sarah Walker Mercer Park

The one acre park is located on Nutley Street NW at the intersection of Knoll Street. Within walking distance to Louise Archer Elementary School and James Madison High School, the park occupies a portion of the former Public Works property yard. The park contains a rain garden, walking paths and seating. The park honors the late Sarah Walker Mercer, a neighborhood figure often considered the "mother of the neighborhood". ~~Included in this park is a memorial tree planted to honor Maxine Shelley Turner, a victim in the Virginia Tech shooting tragedy.~~

Washington ~~and~~ Old Dominion Railroad Regional Park

The Washington and Old Dominion Railroad Regional Park sits on the former railroad line (which ended operations in 1968) and was purchased by the Northern Virginia Regional Park Authority. From 1974 to 1988 the park was constructed and built in sections. The entire paved trail is 45 miles long and travels through much of Northern Virginia. The trail allows for walking, running, bicycling, and skating. The portion which goes through Vienna runs through the Southeast and Northeast quadrants and is approximately 2 miles long.

Peterson Lane Park

Peterson Lane Park is a 5.45 acre park located off Malcolm Road NW and within walking distance to Louise Archer Elementary School and James Madison High School. It is equipped with both walking trails and parking lots. The park contains a basketball court as well as a playground. Peterson Lane Park is jointly owned and operated by the Town of Vienna and the Fairfax County Park Authority.

Meadow Lane Park

Meadow Lane Park is located in the residential area of Courthouse Road SW. In addition to slides, swings and jungle gyms, the park provides toys for a wide age range. The play area is fenced in for safety and also includes picnic tables and benches. Included within the park's 3.43 acre boundaries ~~are~~^{is} a pavilion (available for rent), restrooms, tennis courts, basketball court and softball field.

Salsbury Spring Park

The quarter acre park is located at Lawyers and Windover Roads NW Salsbury Spring. It is named for Captain H.L. Salsbury the land donor for both West End and Sons and Daughters Cemeteries. It contains mature trees, a small seating area and a trickling spring.

School Fields

The Town of Vienna also helps operate and maintain additional athletic fields in the Town which are owned by the Fairfax County Public Schools. These included the Cunningham Elementary School fields, Water Field and Caffi Fields.

Northside Park

The 26 acre naturalized park is criss-crossed with hiking paths for varying ability levels. Northside Park is a location used for spotting wildlife and native flora. Often used by joggers, hikers and dog-walkers, this park is adjacent to and accessible from the W&OD trail.

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Recreational Programs

The purpose of the Department of Parks and Recreation is to help enrich the lives of Vienna residents of all ages by providing camps, classes and drop-in activities with a focus on education through workshops, arts, fitness and sports. These programs are primarily held at the Community Center and the Bowman House.

Programs

Parks and Recreation Department programs are offered on a quarterly basis: Winter, Spring, Summer and Fall. Vienna residents, those who live within the Town corporate limits and pay taxes to the Town, are given priority over non- residents for the first week of registration for each session.

The Department of Parks and Recreation offers numerous programs and classes for children, teens, adults and mature adults (those 50 years and older). An estimated 110 health and fitness classes were offered in 2013. Listed below are examples of some of the programs and classes offered:

- Club Phoenix After School Program
- Adult Painting and Drawing
- Hatha Yoga
- Adult Pottery

Classes and programs should continue to be aimed at all age groups and should be consistent with the changing demographics of the Town.

Objective 1 - Maintain high quality parkland and open space and see the acquisition of new space.

Implementation Strategies

- Complete master plans and a park typology for all Town parks and open spaces.
 - Maintain high quality of existing parks and open space.
 - Pursue possibility of acquiring additional open space.
 - Increase efforts to better link parks and open spaces to schools, neighborhoods, commercial areas, and transit services.
-

Objective 2 – Maintain or improve existing facilities and programs.

Implementation Strategies

- Continue to evaluate the appropriateness of programming at all parks and facilities.
 - Promote the Town's recreational opportunities through a variety of communication tools and other forms of outreach.
 - Maintain cooperative relationships with youth and adult sports leagues regarding use and maintenance of Town facilities.
 - Maintain support for the Teen Center and other age-direct recreational activities.
 - Hold Town events and festivals, and identify opportunities for new events and partnerships.
 - Pursue additional indoor recreational facilities, such as basketball courts and swimming pools.
 - Continue to coordinate with aligned agencies, including Fairfax County and the Northern Virginia Regional Park Authority, regarding shared facilities and other opportunities for collaboration.
-

Objective 3 – Ensure on a continuing basis, the provision of adequate open space for health, recreation and environmental purposes.

Implementation Strategies

- Upgrade and maintain Town parks, fields, and other facilities as appropriate.
- Prioritize the renovation and expansion of the Community Center.
- Improve access and reduce barriers for park and recreation facilities.
- Incorporate public open space opportunities into the Town's targeted redevelopment areas, including the Church Street and Maple Avenue corridors.
- Ensure that the park and recreational system, facilities and lands are protected from direct development pressures, changes in land use, or incompatible redevelopment.
- Rezone all Town-owned parks, and where appropriate, recreational property owned by Fairfax County or regional authorities, to Park and Recreational, PR zone.

Objective 4 – Improve the access of parks and open areas to Town residents.

Implementation Strategies

- Study the 1,500 foot radii service area gaps to look at ways to acquire additional potential future park sites.
- Plan for the distribution of parks and open spaces throughout the Town.
- ~~• Coordinate with Fairfax County public schools and Fairfax County Park Authority to avoid duplication of facilities.~~
- Include natural play areas as parks are master planned.

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Indicators

- **Increase in participants in recreational programs**
- **Increase in the amount of accessible public parkland**
- **Increase in non-event attendance at the Town's parks**

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CHAPTER 8: ENVIRONMENT AND SUSTAINABILITY

Comments and Draft Changes

2/24/16

Chapter 8: Environment and Sustainability Comments – Second Draft of 2015 Comprehensive Plan Update

Color Guide for Comments:

Green – Town Council Comments

Blue – Planning Commission Comments

Red – Community Enhancement Commission Comments

Purple – (Town Staff Comments)

1. CEC should be introduced in the Introduction section on **Page 140** with a description of their purpose and should not be referenced as much as they are afterwards
 - a. (Staff will make these changes)
2. Language concerning Flood Plains and Chesapeake Bay Preservation Areas can should be reduced in sized and summarized
 - a. (Staff will make these changes)
3. Transformers should be added as a potential point source of pollution on **Page 145**
 - a. (Staff will make this change)
4. Include a sentence about encouraging appropriate street trees to be placed underneath utility lines
 - a. (Staff will include a sentence referencing this and add a hyperlink for the Town’s “Approved Street Tree List and Planting Guide” - <http://www.viennava.gov/index.aspx?nid=97>)
5. Recommend that the ordinance for tree preservation be changed from 20% tree canopy within 20 years to 20% tree canopy within 10 years on **Page 148**
 - a. (Pending a consensus from Town Council and Planning Commission, Staff can add this as an implementation strategy under Objective 2 on **Page 154**)
6. Recommend some type of legacy tree ordinance that protects trees deemed to be of historic or significant value on **Page 148**
 - a. (Staff will add this an implementation strategy under Objective 2 on **Page 154**)
7. Change the picture on **Page 150** to a picture of a house in Vienna with solar panels
 - a. (Staff will change the picture)
8. Revise the “Green Homes Initiative” section on **Page 152** so that the Sustainable Home and Garden Tour is no longer referenced
 - a. (Staff will make this change)
9. Remove the Virginia Green Restaurant designation bullet points on **Page 153**
 - a. (Staff will make this change)

10. Revise second implementation strategy under Objective 1 on **Page 154** to read “Promote public art through private support of public murals and sculptures and the Vienna Public Art Commission.”
 - a. (Staff will remove this strategy since it is already mentioned in the Economic Development Chapter)
11. Make sure that the implementation strategies under Objective 4 on **Page 156** are consistent with the Demand and System Management section in the Transportation Chapter
 - a. (Staff will make sure it is consistent with the Demand and System Management section)

CHAPTER 8

ENVIRONMENT AND SUSTAINABILITY

Goals

- **Increase the use of sustainable practices by residents, the business community and the Town**
- **Protect and enhance the existing tree canopy in residential neighborhoods and commercial zones**
- **Protect, restore and enhance the Town's watersheds**
- **Reduce the amount of solid waste produced by residents and increase the amount of recycling in the Town**
- **Encourage LEED building practices for construction**

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Introduction

The Town of Vienna strives to attain a sustainable way of living that preserves the natural environment, conserves finite resources and supports a resilient community for future generations. The quality of a town's life is highly dependent on a healthy balance of all of the elements that are covered in the Comprehensive Plan.

Overview

The health of Vienna's natural surroundings and the community's efforts to spur wise choices that -can preserve the environment, reduce unnecessary consumption of resources, and build a more sustainable community will provide an overall atmosphere that allows residents and businesses to thrive. The Town's policies and programs should promote sustainable development, encourage renewable energy deployment, protect and preserve open spaces, and reduce waste and hazardous materials. The Community Enhancement Commission (CEC) has acted as one of the focal points for such efforts and works to educate citizens about environmental initiatives to benefit and enhance the Town.

The Town of Vienna recognizes its role to help mitigate greenhouse gas pollution by promoting energy efficiency and other sustainable practices and to set an example ~~in~~ by preferring the most sustainable choices.

General Characteristics

The Town of Vienna is located within the Virginia Piedmont, just west of the fall line which separates the coastal plains. The Town is situated approximately five miles southwest of the Potomac River and is comprised primarily of low-density residential neighborhoods with maintained landscaping and substantial tree cover. The Maple Avenue commercial corridor has relatively little landscaping or tree cover and includes the most significant areas of impervious surfaces. Some naturalized areas remain, primarily in parks, though these often include invasive and introduced species. Wildwood, Southside, and Northside parks are all heavily wooded and follow stream valley corridors.

Watersheds

Several separate watersheds can be found in the Town. Wolftrap Creek, a tributary of Difficult Run, runs north through the eastern portion of the Town. Piney Branch begins near Mill Street NE and also flows north into Difficult Run. Bear Branch, a tributary of Accotink Creek, flows south from the southwest part of the Town. Hunters Branch has its origins near Moorefield Park and flows south into Accotink Creek.

Flood Plains

Flood plains are found in three of the four quadrants of the Town. They flank the streams of Bear Branch in the southwest quadrant and Piney Branch in the northeast quadrant. They also exist along Wolftrap Creek and a section of Piney Branch in Northside Park in the eastern half of Town. Many lots abutting flood plains are prone to flooding. The Flood Plain Ordinance restricts new construction and redevelopment of old structures in delineated flood plains. Because the ordinance imposes land use controls on development, current residents are eligible for participation in the Federal Flood Insurance program administered by FEMA. Affected property owners also are eligible for lower insurance rates as a result of the Town's participation in FEMA's Community Rating System. The Town's efforts under the Community Rating System include distribution of flood plain information to the public through the Department of Public Works and the Patrick Henry Library.

Chesapeake Bay Preservation Areas

[The Chesapeake Bay Preservation Act](#), (the "Bay Act") requires the Town to institute land use regulations to mitigate non-point source pollution and to protect the quality of streams and tributaries flowing into the Chesapeake Bay. ~~Land with intrinsic value to the water quality of the Chesapeake Bay and its tributaries are identified and subjected to control Under the Act.~~ Two levels of land use control to protect water quality for such land are established ~~under the Act~~, Resource Protection Areas (RPAs) and Resource Management Areas (RMAs).

Resource Protection Areas

RPAs are subject to strict land use control. These areas are required to remain free of construction activities except under very restricted conditions. The Bay Act requires that designated wetlands and a 100 foot buffer area adjacent to and along both sides of a perennial stream be classified as an RPA. ~~No wetlands, as defined by the Bay Act or as shown in the National Wetland Inventory prepared by the U.S. Department of Interior, have been identified within Vienna. Wolftrap Creek is designated in its entirety as a perennial stream, and consequently as an RPA. In addition, approximately 2,400 feet of Piney Branch~~

~~in Northeast Vienna has been designated as an RPA in order to protect the quality of state waters. A 100 foot buffer has been established on each side of these streams in accordance with the Bay Act.~~

Resource Management Areas

RMA's have been designated in areas that have potential for contributing to significant water quality degradation through pollution runoff in the natural drainage system. These areas include flood plains and intermittent streams, and lands with sensitive soil conditions, such as hydric or highly erodible soils and soils with high water tables. ~~The Westwood Country Club (NE), Westwood Manor (NE) and Towns of Moorefield (SW) neighborhoods are all located in RMA's. Development in an RMA is allowed, but must satisfy certain conditions and requirements to ensure that goals for reduction of non-point source pollution are met.~~

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Water Pollution Control Efforts

There are two types of potential water pollution, point sources and nonpoint sources. A point source is a single identifiable source of pollution, such as a leaking gasoline tank. A nonpoint source is often the result of a range of dispersed urban and rural land use activities.

Potential Point Sources

Two commercial car washes are located within the Town, both of which are required to manage and recycle their wash wastewater on-site. Vienna also has several commercial gasoline stations with underground storage tanks and two municipal fueling stations with above ground tanks. All gasoline stations are required to inspect their underground storage tanks and ensure compliance with applicable state and federal standards. There have been no reported leaks from underground storage tanks in the Town within the last five years. If leaks are reported or suspected, the Town works with the Virginia Department of Health to investigate the situation and, when necessary, requires full on-site remediation systems including, but not limited to, ground water/free product recovery wells, granular activated carbon systems, and monitoring wells.

Other potential water pollution sources include leaching trash dumpsters and improperly stored refuse. Such situations are prohibited by the Town's Refuse Storage, Collection and Disposal ordinance and are enforced by Town staff. The Town of Vienna has no landfills or dumps. However, the Town's Department of Public Works maintains its road salt supply under cover at the Northside Property Yard. Stormwater management at that site prevents downstream pollution from the stored road salt. The Town has also instituted stormwater management measures to filter run-off at the Beulah Road mulch site.

Business sites that may produce wastewater with regulated substances are tightly regulated. Wastewater discharge forms, which are required for every new business application, are designed to identify regulated substances discharged from commercial and industrial sites into the Town's sanitary sewer system and, ultimately, into the regional treatment plants. A business or industry that generates wastewater with a regulated substance is required to design and implement a plan to treat the wastewater consistent with the National Categorical Pretreatment Standards, adopted by reference in the Town Code. In the absence of a Town- approved treatment system the business would be precluded from discharging into the Town's sanitary sewer system.

The Town should also verify that electrical power transformers located within the Town are not prone to hazardous leaks.

Potential Nonpoint Sources

The Town also strives to prevent nonpoint source water pollution. Vienna has instituted a number of requirements and programs to prevent pollution of surface water and ground water. The Town Code prohibits the deposit of any substance or material, including leaves, in any storm drainage facility, including gutters, ditches, and water courses, that would lead to water pollution. The Town provides positive support to residents through the collection of yard debris, leaves, and automobile wastes,

including used motor oil, antifreeze, and batteries. Fairfax County maintains a collection center for other hazardous waste, including pesticides, fertilizers, and paints.

The Town has 50 underground stormwater management/detention systems used to control the quantity and quality of stormwater flow. During a storm event the water is detained underground and held for slow release. This detention process results in the settlement of particles and pollutants that can be regularly cleaned out by the Department of Public Works.

There are also privately owned and maintained stormwater systems. A large and unique system is the retention/wet pond on the business campus of the Navy Federal Credit Union in the southeastern quadrant of Town. The system was designed in 1995 in full compliance with the Chesapeake Bay Act. The system includes a Bentonite layer and vegetation for filtration of the retained stormwater. The system is regularly inspected by the Department of Public Works to ensure it is not leaking into the Town's streams.

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Stormwater

The Town operates a municipal separate storm sewer system (MS4) under authorization of the General Virginia Stormwater Management Program (VSMP) Permit for Discharges of Stormwater from Small MS4s. Since its issuance in 2003, the Town has established policies and procedures to implement the six minimum control measures (MCMs) outlined in the permit. Among these are measures to implement and enforce provisions for construction site stormwater runoff control and post-construction stormwater management. The Town has established funding and staffing mechanisms adequate to maintain compliance with the MS4 permit requirements.

New Regulations

Changes to the VSMP adopted by the Virginia Soil and Water Conservation Board in 2011 imposed additional responsibilities on the Town that were implemented July 1, 2014. These new responsibilities include ensuring that an applicant for a regulated land disturbing activity has:

- Complied with enhanced requirements for stormwater quality and quantity control
- Paid all applicable fees
- Applied for and received coverage under the VSMP General Permit for Discharges of Stormwater from Construction Activities.

In addition, the Town must enforce implementation of a stormwater pollution prevention plan (SWPPP) during the construction inspection process. The SWPPP consists of a stormwater management plan, erosion, and sediment control plan, and pollution prevention plan (PPP). These changes necessitate amendments to the Town Code, a review of roles and responsibilities, and the development of a Funding and Staffing Plan.

Trees and Landscaping

The Town has long recognized the contribution of trees and landscaping to community aesthetics and property values, and as natural resources that need to be protected. The Subdivision and Zoning ordinances include tree protection criteria that preserve arboreal resources within the Town limits. These provisions protect trees during construction and development activity, prevent unnecessary clear-cutting of lots, encourage the planting of new vegetated areas, and ensure minimum tree canopy coverage for all new development.

Infill Lots and Subdivisions

In 2012, the CEC began investigating the possibility of regulating tree removal on private property for single lot development. Article 25, Chapter 18 of the Town Code then provided for tree canopy requirements for subdivisions, commercial properties, and site plans. However, that provision did not require maintaining a tree canopy for single lot development and redevelopment. The CEC expressed concerns that with the trend of redevelopment of single lots, as the dominant theme of annually replacing 90 plus small houses with much larger homes, many mature trees were being lost. To remedy the situation, the CEC worked with the Town staff and the Mayor and Town Council to Town formulated new Code provisions to adopt minimum tree canopy coverage requirements for single-lot developments. An amendment to the Zoning Ordinance was adopted in the Spring 2014 and requires 20% tree canopy within 20 years after the development and tree protection. The Town should also consider codifying incentives for developers to preserve existing trees since, under the current ordinance, developers and land owners are allowed to clear mature trees that offer much more value than younger, new trees.

~~The Town should consider codifying incentives for developers to preserve existing trees since, under the current ordinance, developers and land owners are allowed to clear mature trees that offer much more value than younger, new trees. The Town should~~In regards to subdivisions, the Town should also consider requiring 10% tree canopy for individual lots in subdivisions and 20% for the entire subdivision. The Town should also continue to work with developers on selecting appropriate street trees for subdivisions. For example, the Department of Parks and Recreation currently maintains a list of approved street trees for when there are no overhead wires present and when overhead wires are present.

Tree Vienna Donation Program

The Tree Vienna program, adopted by Council in 2014, provides a mechanism for individuals and organizations to contribute money to purchase trees to be planted within Town. The program is another way to increase Vienna's tree canopy coverage.

Air Quality

Air quality improvements are coordinated on a regional level through the Metropolitan Washington Council of Governments. The Clean Air Act requires the EPA to set national air quality standards to reduce pollutants that can harm our health and environment. These national standards limit the concentrations of six pollutants, including carbon monoxide, lead, nitrogen dioxide, ground-level ozone, particulate matter, and sulfur dioxide.

Efforts to Improve Air Quality

Although air quality has improved over the last decade, the area remains classified as a non-attainment area for some pollutants, including ozone and particulate matter. Air quality monitors located throughout the Washington region measure pollutant concentrations throughout the day. The closest sampling station (testing facility) to the Town is located in Annandale.

Continued efforts are necessary to improve air quality. The Town's commitment to additional tree cover and landscape planting can help reduce greenhouse gases. Further, the Town has obtained grants under the [Congestion Mitigation for Air Quality](#) (CMAQ) program. This federal program, jointly administered by the Federal Highway Administration and the Federal Transit Administration, provides funds through the Commonwealth of Virginia, for projects that reduce criteria air pollutants regulated from transportation-related sources. The Town of Vienna has received CMAQ grants for a variety of projects, including sidewalks, trails, and traffic signalization.

Energy

Energy use is an essential component of residential life and commercial enterprise. The Town recognizes that affordable energy must be readily available for basic functions of homes, businesses, and their multiple (and ever-increasing) devices. While the Town does not have its own utility for its residents and businesses, it seeks to ensure that resilient sources of energy can be tapped, including traditional and renewable sources (including solar and geothermal). Energy efficiency should also be considered as a means to reduce energy use and save residents and business owners money.

State Goals

The Commonwealth of Virginia has a target of reducing energy use by 10% by 2022. The [Virginia Energy Plan](#) includes a comprehensive approach that addresses all aspects of energy use, which may result in new policies and initiatives adopted across the Commonwealth.

The Town of Vienna should seek to become one of the model communities in Virginia that embrace new technologies that build a more sustainable, resilient community. The first step in that process should be a thorough benchmarking of Vienna's public facilities' energy use.

Solarize Vienna

In 2015 the Town Council approved Solarize Vienna, a program which promotes solar installations throughout Town, in both residences and businesses. The program provides a bulk purchase discount to homeowners and commercial building owners who want to install solar photovoltaic systems on their buildings. The solarize program also has an energy efficiency component where an "energy coach" does a visual inspection of the residence and makes suggestions on how the home can be made more energy efficient. The Town should consider annually reauthorizing the program.

Energy Efficiency

Energy efficiency is a focus of Solarize Vienna. Efficiency is the most cost efficient means of saving money and energy. Energy efficiency opportunities should focus on:

- Coordinating with utility programs that provide incentives for energy efficient upgrades
- Promoting tax incentives (both state and federal) for local building upgrades
- Educating residents about state tax holidays for energy efficient purchases
- Encouraging development around LEED, ENERGY STAR, and other certifications for building improvements
- Evaluating and promoting behavior change programs

Residential and Commercial Changes

The nature of Vienna's residential character is evolving from modest, mid-20th century homes to larger, multi-story homes. Homeowners, homebuilders and contractors should be encouraged through education and incentives to upgrade existing and new residences to be energy efficient.

Programs should be identified, developed and/ or promoted to cover all income levels, so that everyone can benefit from energy efficient improvements that save money on utility bills.

As Vienna experiences redevelopment along the Maple Avenue Commercial Corridor, the Town should also encourage its businesses to reduce their energy consumption through LEED, ENERGY STAR and the [Commercial PACE](#) (Property Assessed Clean Energy) program in Virginia.

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Community Involvement and Outreach

The Town strives to broaden awareness of the environmental issues that impact the Town and region. Numerous programs and events support these efforts, many of which are run and organized by the Community Enhancement Commission.-

Green Expo

The annual Green Expo is a free, juried showcase of local and regional environmentally focused exhibitors. Its intention is to educate the public on how to live more sustainably. Exhibits focus on solar energy, efficient vehicles, sustainable gardens, recycling, as well as other green technologies.

Green Homes Initiative

The Green Homes Initiative recognizes builders who build homes to third-party standards such as Energy Star, Passive House, etc. ~~To showcase these homes and other sustainable improvements made by homeowners, the CEC hosts an annual Sustainable Home and Garden Tour.~~

In an effort to also make it easier to acquire native plants, which enhance the population of beneficial insects and birds in the region, the CEC hosts a native plant sale in the fall, during the ideal time to plant perennials.

Recycling

~~The CEC and Town/Business Liaison Committee are currently working to encourage businesses to increase their recycling. Restaurants in Town that achieve sustainability goals set out by the Virginia DEQ achieve the Virginia Green Restaurant designation which means that they:~~

- ~~• Minimize the use of disposable food service products: use products that are made from bio-based or renewable resources and provide for recycling or composting of items~~
- ~~• Recycle Grease: handle grease in an environmental friendly manner~~
- ~~• Recycle and Reduce Waste: glass bottles must be recycled and additional recycling and waste minimization is encouraged~~
- ~~• Use Water Efficiently: have a plan for conserving water~~
- ~~• Conserve Energy: have a plan in place to reduce overall energy consumption~~

Ivy Free Vienna

Ivy Free Vienna, a program run by the CEC, helps educate the public on the harm caused by English ivy to the Town's trees, which provide environmental benefits by soaking up carbon dioxide and generating oxygen.

English ivy, when it grows up a tree, eventually hobbles the tree's ability to photosynthesize, ultimately killing the tree and making it more susceptible to falling in a storm. The tree then needs to be removed,

an expensive endeavor for owner of the property.

The Virginia Native Plant Society has listed [native alternatives to English Ivy](#), which do not cause harm to trees.

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Objective 1 - Promote a positive visual experience.**Implementation Strategies**

- Enhance and protect the aesthetic character of the Town through the continued oversight by the Board of Architectural Review for applications other than single-family residences.
 - ~~Promote public art through private support of public murals and sculptures.~~
 - Preserve the natural environment.
-

Objective 2 – Protect the natural environment and the natural beauty of the Town’s environmental setting.**Implementation Strategies**

- During the development review process, support efforts to preserve and protect native habitat and vegetation.
- Continue to support collaborations between the Town and Fairfax County regarding stream valley enhancement that increase wildlife and aquatic habitat, increase groundwater recharge, stabilize stream flows, and decrease sedimentation.
- Promote and educate the public regarding efforts and opportunities to protect the natural environment, increase efficiency, and reduce the demand for resources.
- Ensure public access to natural open spaces, trails, and bicycle paths, including those in stream valleys. Where possible, identify opportunities to enhance trail access or connectivity. Promote pedestrian access and marked bicycle lanes on major town thoroughfares.
- Protect and enhance the Town’s tree canopy.
- Identify opportunities to improve air quality to support a healthy environment.
- Consider implementing a type of legacy tree ordinance to protect trees deemed to be of historic or significant value.

Objective 3 – Promote sustainable living and governance through initiatives and investments that reduce energy costs and reduce or eliminate GHG (green house gas) emissions.

Implementation Strategies

- Establish a baseline and track greenhouse gas emissions of Town operations through periodic inventories or assessments and adopt steps to reduce energy waste and its associated GHG emissions.
- Set a community example by the decisions and investment choices that use energy with greater efficiency including new ways of living in Town through an overarching emphasis on energy efficiency in buildings that is exemplary.
- Consider process (procedural) strategies for reducing demand and increasing energy efficiency for existing Town facilities and operations.
- Consider strategies for reducing demand and increasing water efficiency for Town facilities and operations.
- Promote the adoption of third-party certified energy efficiency programs for new residential and commercial construction and major renovations in Town.
- Promote adoption of renewable energy sources such as solar photovoltaic, solar thermal and geothermal systems through the use of zoning authority (proffers), public education initiatives and recognition of the owners, builders and architects whose contributions are meritorious.
- Promote the installation of green roofs (planted) for building insulation and water quality improvement.
- Maintain the Town's robust recycling program, striving to increase the participation rate and challenge businesses to implement steps to become equally robust recyclers.
- Encourage businesses and residents to compost, possibly with a paid subscription service.

Objective 4 – Decrease GHG emissions produced by vehicles in the Town.

Implementation Strategies

- Reduce the impacts of vehicular traffic on air quality by continuing to invest in a Town fleet which incorporates low-emission and alternate-fuel vehicles, and supporting other strategies which increase fuel efficiency in Town operations.
- Support the reduction in single-occupancy vehicle travel by supporting ~~flex-time~~flexible work schedules and telecommuting policies, ~~increasing access to online services, supporting carpooling,~~ and increasing opportunities for transit and bicycle use, in addition to sidewalks and pathways.

Objective 5 – Adopt effective stormwater management practices.**Implementation Strategies**

- Promote the use of permeable pavers ~~at~~^{for} parking lots and sidewalks and advanced rainwater collection on Maple Avenue sidewalks.
- Implement necessary stormwater programs/policies to satisfy regulatory requirements and meet state and federally-mandated water quality protections required as part of the Chesapeake Bay Preservation Act.
- Ensure erosion and sedimentation control requirements are met at all Town construction sites.
- Promote the use of regionally adaptive native and drought-tolerant plants.
- Improve public and private storm water infrastructure.

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Indicators

- **Increase in the Town's tree canopy**
- **Decrease in emissions produced by Town vehicles**
- **Increase in number of LEED certified buildings**
- **Decrease in trash produced per capita by Town residents**

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CHAPTER 9: IMPLEMENTATION

Comments and Draft Changes

2/24/16

Chapter 9: Implementation Comments – Second Draft of 2015 Comprehensive Plan Update

Color Guide for Comments:

Green – Town Council Comments

Blue – Planning Commission Comments

Purple – (Town Staff Comments)

1. Revise the last bullet under Capital Improvements on **Page 161** to read “Finish the implementation of the Maple Avenue streetscape project from Lawyers Road to the western edge of Maple Avenue.”
 - a. (Staff will make this change)
2. Revise the second bullet under Capital Improvements on **Page 161** to read “Acquisition of new parks **to alleviate service gaps.**”
 - a. Add hyperlink to the section referencing services gaps (**Page 125**)
 - i. (Staff will make these changes)
3. Revise the first bullet under Special Studies by deleting “and Mill Street NE”
 - a. (Staff will make this change)
4. Revise the second bullet under Special Studies to read “Central Business District and Town Square Master Plan study”
5. Reevaluate the “Implementation of a Complete Streets Policy,” seventh bullet under Special Studies
 - a. (Staff will not make any changes until there is a consensus from Town Council and Planning Commission)
6. Consider revising the language of the last bullet under Special Studies
 - a. (Staff can revise it so that it matches the proposed language in the Transportation section: “Initiate a Maple Avenue Commercial Corridor study to examine intersection and roadway design as well as traffic control technology and strategies.”)
7. Include a chart showing future CIP funding, action plan, associate agencies, and prioritization
 - a. (Staff will look at adding such a chart in a strategic plan, to be done after the Comprehensive Plan)

CHAPTER 9

IMPLEMENTATION

Implementing the Comprehensive Plan

This chapter describes the series of tools and actions which will allow the Town to successfully implement the recommendations found throughout this plan.

Zoning Ordinance

The primary way to implement the Comprehensive Plan is by updating and amending the Town's Zoning Ordinance (Chapter 18 of the Town Code). Updates and amendments to the Code are approved and implemented by the Town Council, the Town's legislative body. The Town should complete a comprehensive review and update of the Zoning Ordinance to incorporate standards as needed to implement the recommendations of this plan.

The following actions should be taken as they relate to the Zoning Ordinance:

- Codify incentives for preserving mature trees for redevelopment and infill development projects
- Require inter-parcel access connections and shared parking entrances when possible, for commercial redevelopment
- Allow outdoor dining as a by-right for restaurants in the Central Business District

Other Ordinances

Aside from the Zoning Ordinances, there are other ordinances that will need to be updated and amended in order to implement recommendations included in this plan. These ordinances include the Subdivision Ordinance (Chapter 17).

The following actions should be taken as they relate to the aforementioned ordinances:

- Require a minimum of 10% tree canopy coverage for each individual lot in a subdivision and 20% for the whole subdivision
- Require placement of utilities, including electric and cable, underground for any new or redevelopment project so that over time the Town can meet the goal of eliminating utility poles in the Town of Vienna.

Coordination Efforts

Implementation of this plan will likely require coordination with local, state and federal agencies and jurisdictions. This includes Fairfax County, Virginia Department of Transportation and the Virginia Department of Environment Quality.

Capital Improvements

Some of the recommendations will require the Town to update the Capital Improvement Plan. Examples include the following:

- Acquisition of land for and construction of a municipal parking structure
- Acquisition of new parks to alleviate service gaps
- Improvements and maintenance of existing parks
- Construction of new sidewalks and bike paths/lanes and shared paths
- Renovation and/or expansion of existing police station
- ~~Implementation of a new streetscape design in the Central Business District~~Finish the implementation of the Maple Avenue streetscape project from Lawyers Road to the western edge of Maple Avenue

Comprehensive Plan Updates

Planning is the best proactive activity the Town can undertake to prepare for the future based on best available data and trends. The Comprehensive Plan helps establish a framework for decision making, but must be a living, flexible document in order to be successful. The Town should monitor the success of the plan and benchmark its achievements but also note any areas that may need to be updated.

The Comprehensive Plan is ~~a~~ long-term in nature and looks ~~10-15~~ to 15-20 years ahead. However, some recommendations of the plan may be achieved before that time period is over. Changes in development trends, local economy, or other unforeseen factors may also change the way the Town wants to vision the future. In such cases, the Town should complete and update the plan to keep the document relevant and applicable to the challenges the Town faces.

The Comprehensive Plan, as regulated by the State Legislature, needs to be reviewed by the Planning Commission every 5 years.

Special Studies

Several recommendations in this plan will require either Council or various Departments to initiate special studies. Studies should be initiated on the following:

- Market studies showing potential to develop Maple Avenue Commercial corridor and Church Street Commercial Corridor
- ~~Town Square and Central Business District Master Plan study~~Central Business District and Town Square Master Plan study
- Design guidelines for commercial zones
- Affordable housing in the Town of Vienna
- Park Master Plans
- Periodic updates to the Pedestrian Master Plan
- Implementation of a Complete Streets Policy
- ~~Study looking at the costs and benefits of installing roundabouts and other transportation alternatives along Maple Avenue~~Initiate a Maple Avenue Commercial Corridor study to examine intersection and roadway design as well as traffic control technology and strategies