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The 21st Century

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With the adoption of the [Maple Avenue Commercial \(MAC\) Ordinance](#) in October 2014, following the success of the Church Street Vision, the Town is encouraging mixed-use redevelopment along the Maple Avenue Commercial Corridor.

Given the 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.



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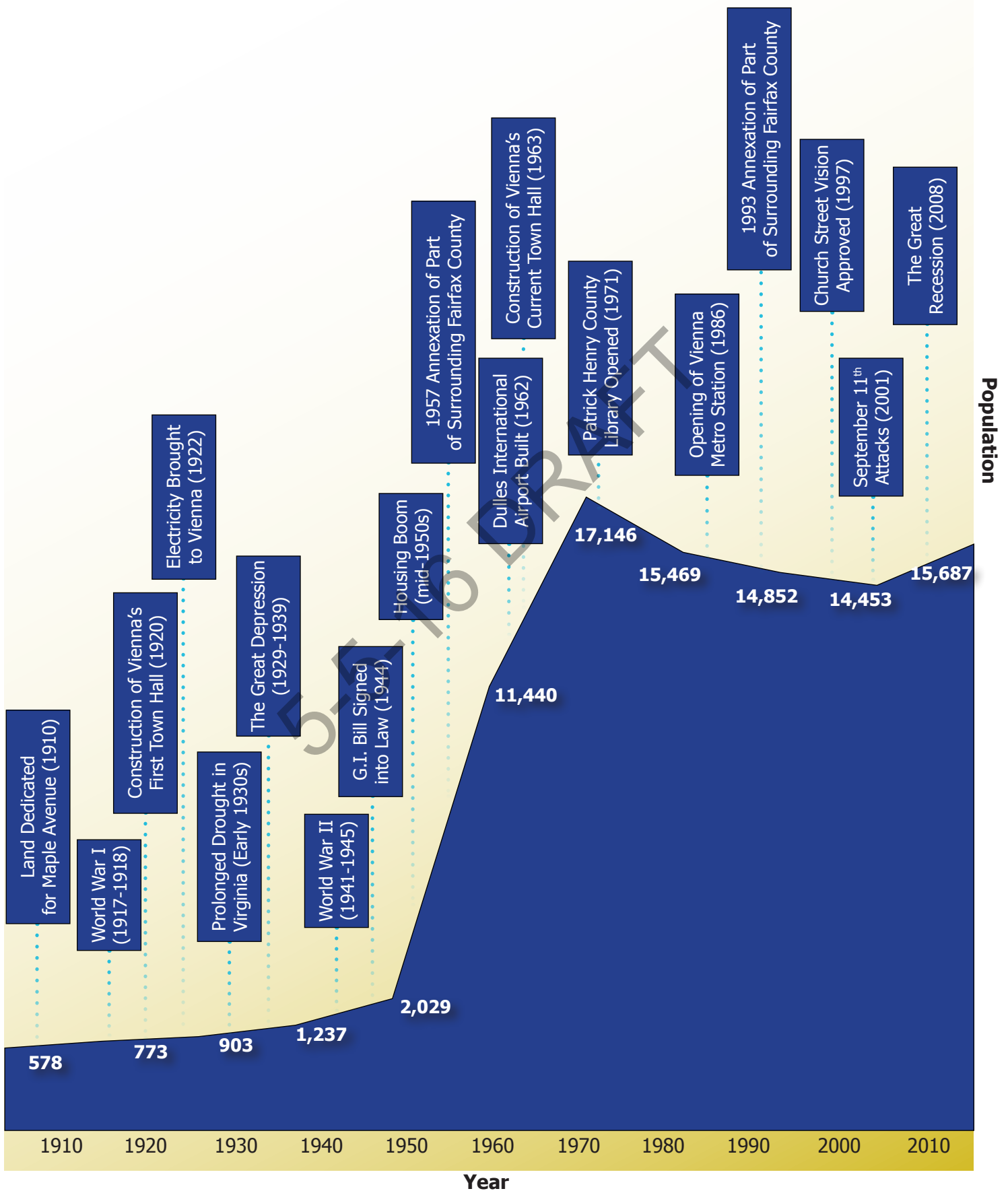
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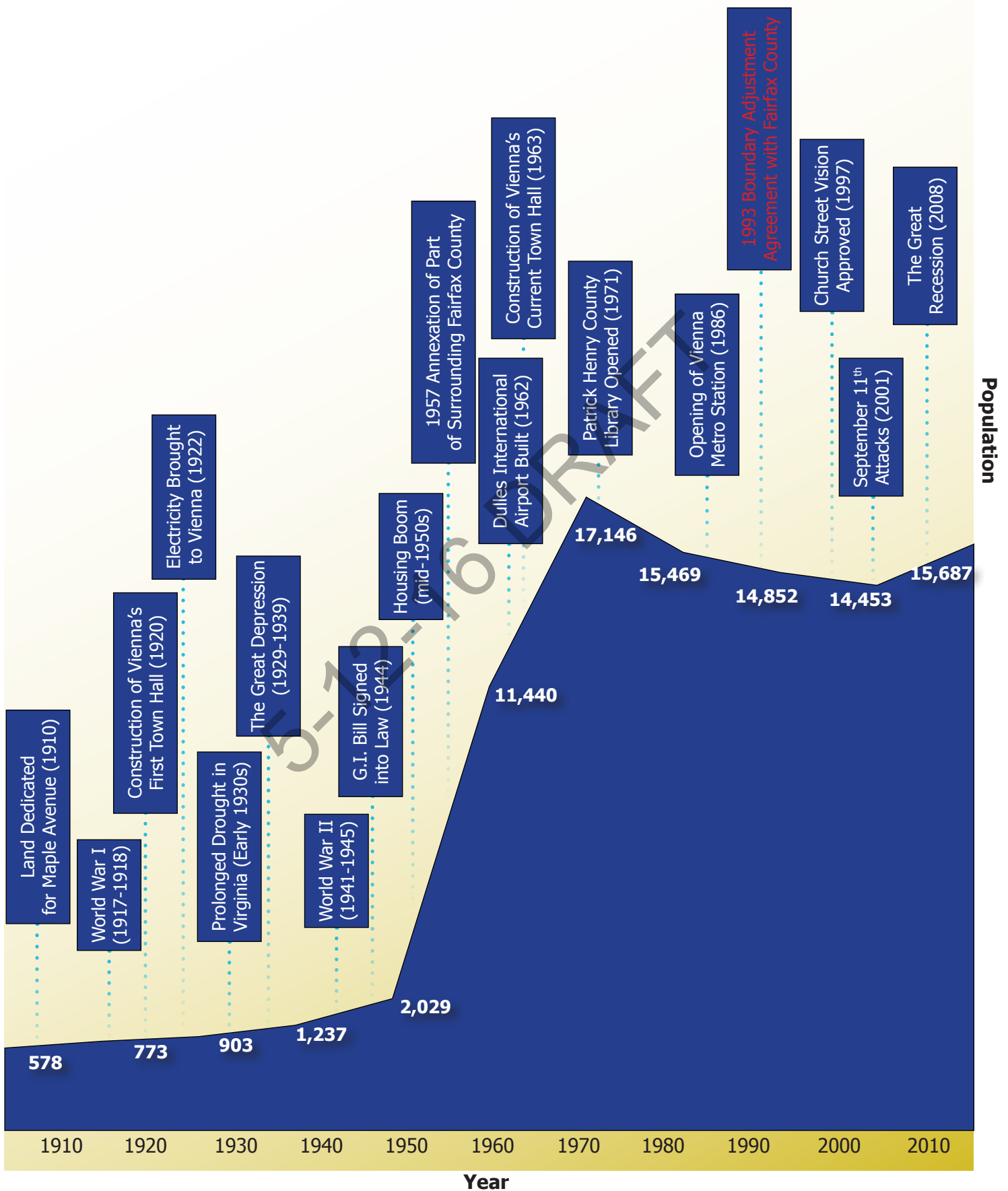
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POPULATION CHANGES AND TIMELINE FROM 1910 TO 2010



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Multi-Family Housing in the Maple Avenue Commercial Corridor

The Town should focus on encouraging multi-family units in the Maple Avenue Commercial Corridor. Implementation of the MAC zoning district will likely result in 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.

Village housing is an option in which larger sites in transitional areas 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, smaller 5,000 square foot lots could be allowed in designated transitional zones, similar to the multi-family and townhouse zoning districts. 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 requirements for the townhouse zoning district.

Renovating Existing Housing

The Town could choose to incentivize homeowners to renovate existing, older houses by allowing partial property tax exemptions.



Village housing could be an alternative to multi-family housing in transitional areas in Town, where it may be appropriate to have smaller sized lots with smaller sized single-family detached homes.

From 1998 to 2012, the Town provided a partial property tax exemption for certain rehabilitated residential structures.

Other options to be considered could include property tax relief for landlords in-lieu of direct rent subsidies and participation in Fairfax County affordable housing programs. The Town should also 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, with MAC rezoning.

Multi-Family Housing in the Maple Avenue Commercial Corridor

The Town may encourage multi-family units in the Maple Avenue Commercial Corridor. Implementation of the MAC zoning district was intended to increase the number of 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.

Housing in Transitional Areas

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Commercial Land Use

Vienna has 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 Industrial Park zoning district along Follin Lane and Electric Avenue, 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 in the Town are scattered along Maple Avenue and Church Street, as well as parts of Dominion Road and Mill Street NE.

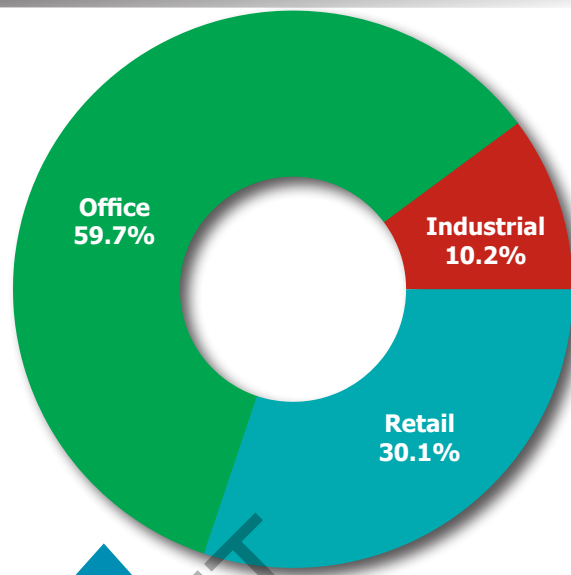
Special Study and Revitalization Area Central Business District (CBD)

Because of critical land use and development issues, the Central Business District (CBD) was selected for detailed review and analysis for the purposes of this Comprehensive Plan. The CBD includes the commercial areas bordering Maple Avenue, between James Madison Drive and East Street, as well as the adjacent commercial areas on Church Street, between Lawyers Road NE and Park Street NE (see the map on [Page 33](#)).

Overview

The **Maple Avenue Commercial Corridor**, the principal commercial corridor in the Town, provides access to Tysons and the Washington, D.C. metropolitan area via Virginia State Route 123. Commercial spaces 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; office



Breakdown of Commercial Land Use in Vienna (by Floor Area)

Source: Demographic Report 2013, County of Fairfax, Department of Neighborhood and Community Services

buildings; 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 to be implemented in this plan. It includes areas inside and adjacent to the CBD, containing the 100 blocks of Maple Avenue East and West and all of the Church Street Commercial Corridor. It also contains public spaces including the Town Green, Patrick Henry Library, Town Hall, the Police Headquarters, Bowman House, Vienna Elementary School, the Community Center, Vienna Volunteer Fire Department, the Vienna Train Station, and the Washington and Old Dominion Railroad Regional Park.

Traditionally, town squares are found in the center of a town and include spaces for social and community gatherings and pedestrian activity. The Town Square is meant to connect the Maple Avenue and Church Street Commercial Corridors, as well as the Town's public spaces, and create a unique identity and sense of place. It is part of a process to plan for and envision the future of the CBD.

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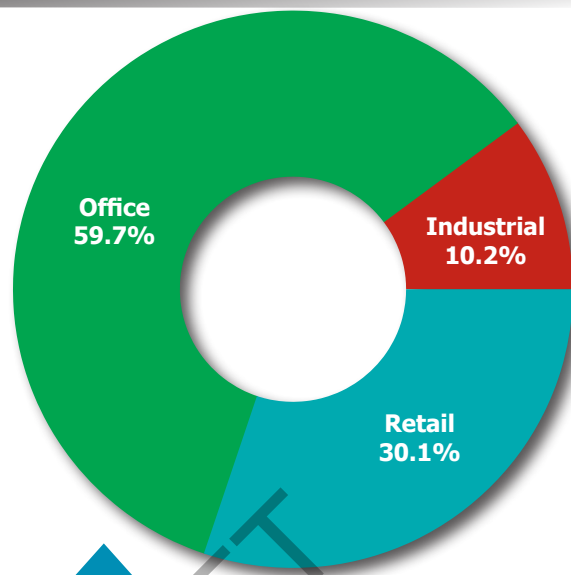
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Objective 1 - Maintain the overall balance among residential, commercial, and industrial areas.

Implementation Strategies

- Keep the current residential zoning classifications and densities in effect.
- Provide a transition between commercial and industrial properties and single-family residential neighborhoods, and provide options for Town residents wishing to remain in Vienna as their needs change, with higher-density residential zones where appropriate.
- 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.



Condos located behind the Maple Avenue Shopping Center

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.
- Encourage and explore incentives for residents to improve their houses.



"Walk on the Hill" Event in the Windover Heights Historic District

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

Implementation Strategies

- Keep the current residential zoning classifications and densities in effect.
- Where appropriate and necessary, and where established single-family residential neighborhoods will not be destabilized, consider townhouse or multi-family housing options to provide a transition between commercial and industrial properties and single-family neighborhoods.
- Land use for adjacent Town and county properties should, where possible, be coordinated and consistent.
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Indicators

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

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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
- Increase in attendance at special events
- Increase of shopping in the commercial corridors

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- Decrease in number of vacancies and business closings
- Increase in total gross commercial land use tax and meals tax
- Growth in business licenses, including home businesses
- Total growth in commercial building permits
- Increase in new, pedestrian oriented commercial construction
- Increase in number of federal and state funding applications
- Increase in attendance at special events
- Increase of shopping in the commercial corridors

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 residents to take advantage of employer provided 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.



SmartTrip Card stipends could be offered via a TDM Policy



Vienna Public Works staff working on traffic signals

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

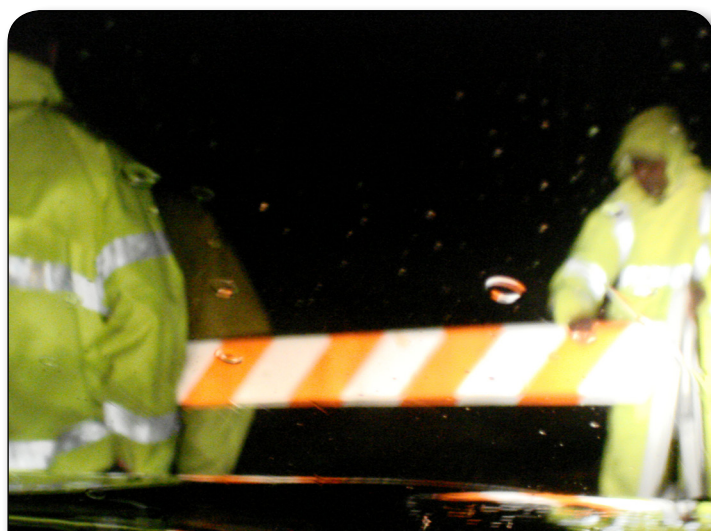
Implementation Strategies

- 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.



Vienna Public Works staff closing down a street during a storm

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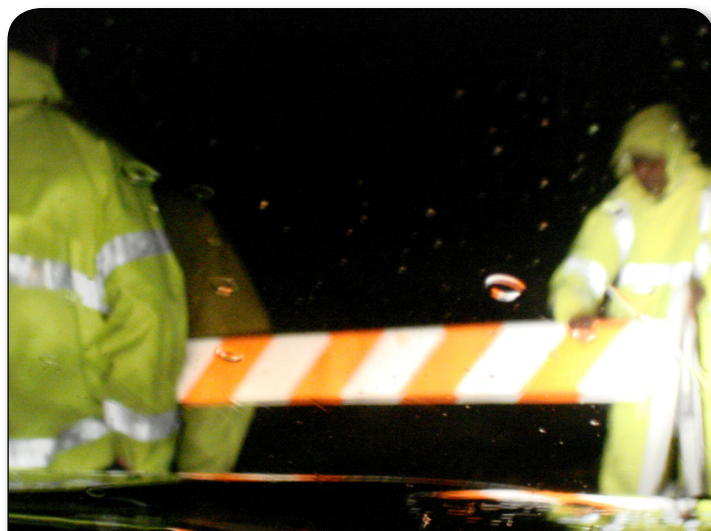
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Shared Parking

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 ([see the Appendix](#)). (The Department will continue to conduct parking counts, including counts during the weekend.) The majority of lots are not being fully utilized.

The excess of available 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

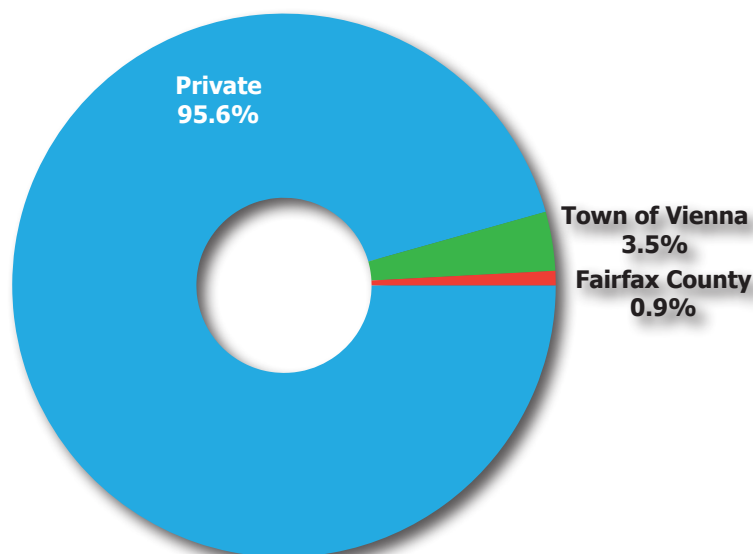
Shared entrances can also help with parking management. VDOT has listed the following as benefits of shared entrances:

- 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 on-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 allow 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 Square designated in the Land



Parking Spaces by Ownership in the Central Business District

Source: Town of Vienna Planning and Zoning, 2014

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-Fairfax-GMU Metrorail Station, has resulted in commuter cars overwhelming the available parking along Vienna's residential streets 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.

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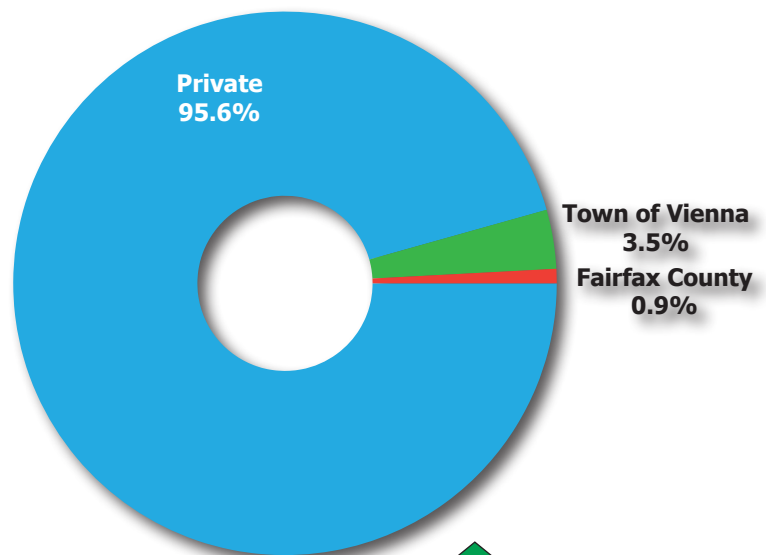
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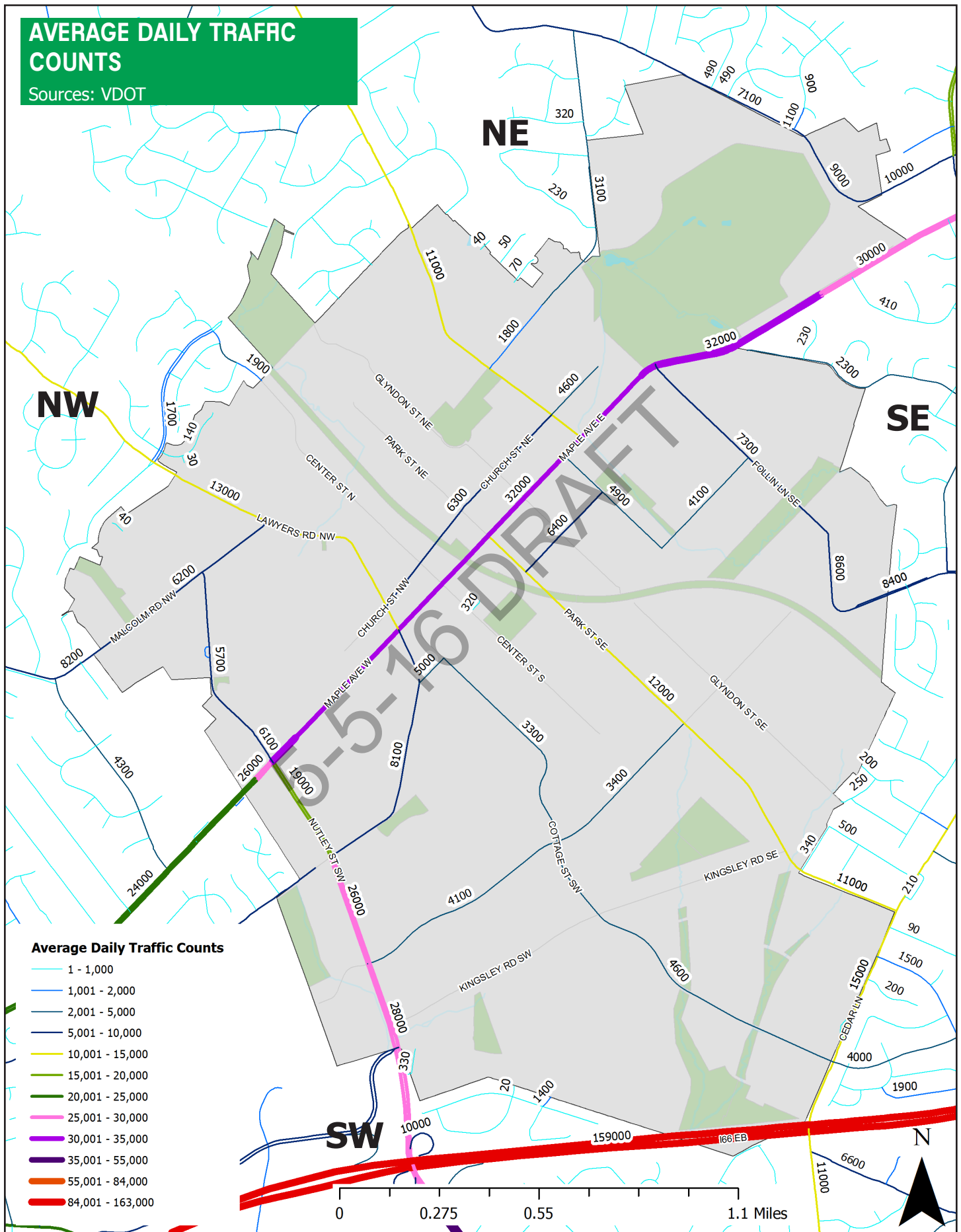
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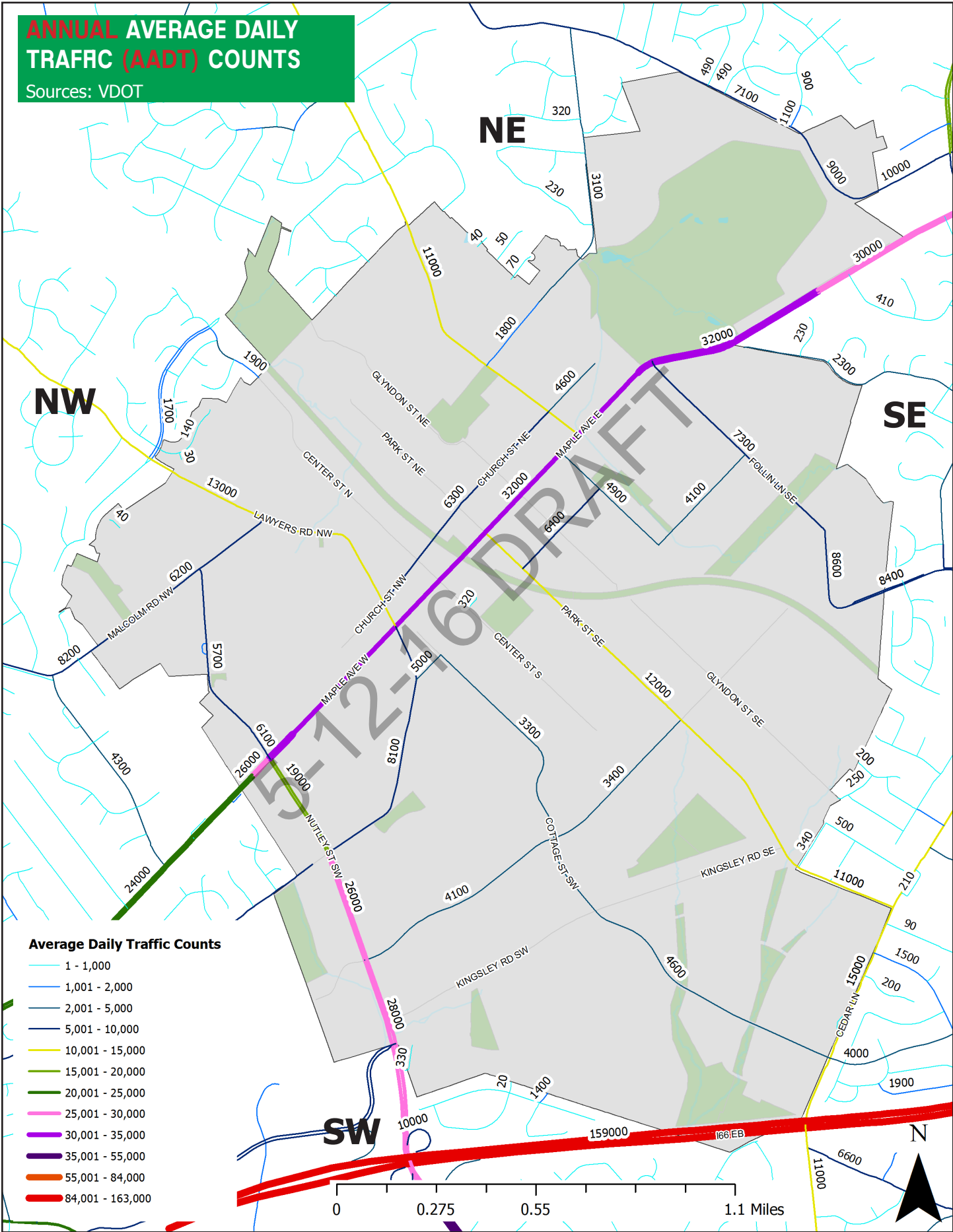
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AVERAGE DAILY TRAFFIC COUNTS

Sources: VDOT







Other Facilities

The Town 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.

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 Fairfax County operations. Volunteers supplement the professional Fairfax County staff at the Vienna station. The fire station was originally built in 1957 and received a major renovation in 2005.

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, which are located just outside of the Town limits. In addition, a Fairfax County public school 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.



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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 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. It is named for Captain H.L. Salsbury the land donor for both the West End and the 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 include the Cunningham Elementary School fields, Waters Field, and Caffi Field.



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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Revitalization: The renewal and improvement of older commercial and residential areas through a series of actions or programs that encourage and facilitate private and public investment. Community investment can include activities and programs designed to improve neighborhoods; strengthen existing businesses; attract new businesses; encourage quality renovation and new construction; enhance public spaces and pedestrian amenities; ensure safe, efficient and convenient traffic flow; and contribute to the social and economic vitality of the area.

Right-of-Way: The area over which a legal right of passage exists; land used for public purposes in association with the construction or provision of public facilities, transportation projects, or other infrastructure.

Street: Under the Code of Virginia, street means highway, street, avenue, boulevard, road, lane, alley, or any public way.

Subdivision: Under the Code of Virginia, subdivision means the division of a parcel of land into three or more lots or parcels of less than five acres each for the purpose of transfer of ownership or building development, or, if a new street is involved in such division, any division of a parcel of land. The term includes resubdivision and, when appropriate to the context, shall relate to the process of subdividing or to the land subdivided and solely for the purpose of recordation of any single division of land into two lots or parcel.

Temporary Urbanism: Vacant storefronts or spaces are transformed into temporary retail spaces, art venues, parks, community gardens, or other green spaces, usually for local entrepreneurs, artists, or residents.

Virginia Department of Transportation (VDOT): VDOT is mainly purpose is to build, maintain and operate the state's roads, bridges and tunnels.

Virginia Department of Environmental Quality (DEQ): The DEQ's main purpose is to administer state and federal laws and regulations for air quality, water quality, water supply, and land protection.

Vision Statement: A formal description of what the community wants to become.

Washington Metropolitan Area Transit Authority (WMATA): WMATA is an interstate compact created to plan, develop, build, finance, and operate a regional transportation system in the Washington, D.C. area.

Zoning: Under the Code of Virginia, zoning or "to zone" means the process of classifying land within a locality into areas and districts, such areas and districts being generally referred to as "zones," by legislative action and the prescribing and application in each area and district of regulations concerning building and structure designs, building and structure placement and uses to which land, buildings and structures within such designated areas and districts may be put.

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Village Housing: Single-family detached houses, usually clustered, that are smaller and more compact than traditional single-family detached houses. Such houses are usually required to have a high-quality architectural style and a connection to the street via front porches and other architectural features.

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