

Town of Vienna Comprehensive Plan



2015 Update

Adopted by Town Council on May 23, 2016

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ACKNOWLEDGMENTS

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Vision Statement

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

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CHAPTER 1

INTRODUCTION



COMPREHENSIVE PLAN PLANNING PROCESS FLOW CHART

TASK

SUB-TASK DESCRIPTION

PUBLIC PARTICIPATION

PROJECT INITIATION

Data Collection
Reconnaissance Trip
Identify Planning Issues

- Town-wide Kickoff
- Planning Commission
- Resident Survey

INVENTORIES & ANALYSIS

Land Use
Population & Demographics
Infrastructure & Public Facilities
Historic & Natural Resources
Park & Open Space
Economic Development
Transportation Facilities

- Planning Commission Subcommittees
- Community Facilitation

POLICY DEVELOPMENT

Visioning and Goal Setting
Town Council Policies

- Planning Commission Subcommittees
- Community Facilitation
- MAC Consultant
- Community Enhancement Commission
- TSC, BAC, and PAC

PLAN DEVELOPMENT

Land Use Plan
Development Character
Sustainability
Plan Formatting

- Planning Commission Subcommittees
- Community Facilitation
- MAC Consultant
- Community Enhancement Commission
- TSC, BAC, and PAC

PLAN IMPLEMENTATION STRATEGY

Implementation Strategies
Prioritization
Recommendation for Adoption
Amendment to Ordinances
Capital Improvement Plan

- Citizens
- Planning Commission
- Town Council

TSC = Transportation Safety Commission

BAC = Bicycle Advisory Committee

PAC = Pedestrian Advisory Committee

Overview of the Comprehensive Plan

The Town of Vienna adopted its first comprehensive plan in 1957. It has been revised several times since then, most recently in March 2010. This Plan describes and updates the characteristics of the Town and identifies trends and events that are to be 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; guide the development of specific policies to achieve common community goals; and provide a vision for how the Town should grow and evolve into the future. It is intended to be a long-range document that provides guidance regarding a wide range of issues relating to land use, transportation, parks and recreation, community facilities, community character, economic development, and the environment.

Among other elements, the Plan considers strategies for the successful implementation of the Maple Avenue 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 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 Plan 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 Transportation Plan 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 Transportation Plan 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 the Comprehensive Plan 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 Metrorail
- Sixty percent of households have members who ride bicycles, the majority use 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 chapters in the Plan.

- **Chapter 1: Introduction** – Provides an overview of the Plan's organization and statutory requirements.
- **Chapter 2: Community Profile** – 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.
- **Chapter 3: Land Use** – 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.
- **Chapter 4: Economic Development** - 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.
- **Chapter 5: Transportation** – Provides an overview of the existing conditions, parking, transit, and the modes of transportation which are relevant to the Town's citizens and businesses.
- **Chapter 6: Public Facilities and Services** – Focuses on a variety of facilities and services which are integral to the Town.
- **Chapter 7: Parks and Recreation** – Provides information regarding the many parks, recreational opportunities, and community facilities within the Town.
- **Chapter 8: Environment and Sustainability** – Describes the key environmental characteristics and requirements affecting the Town.
- **Chapter 9: Implementation** - Focuses on strategic actions or tools that the Town can use to carry out strategies and actions listed in the Plan.
- **Appendix** - Provides supporting text, charts, graphs, tables, maps, and a glossary.

Goals, Objectives, Implementation Strategies, and Indicators

The land use, economic development, transportation, public facilities and services, parks and recreation, environment and sustainability chapters 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 goals, objectives, and implementation strategies are 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 May 23, 2016, at a joint public hearing with the Town Council, the Planning Commission recommended the Plan to the Town Council for adoption. The Town Council, on the same night, adopted the 2015 Comprehensive Plan.



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.

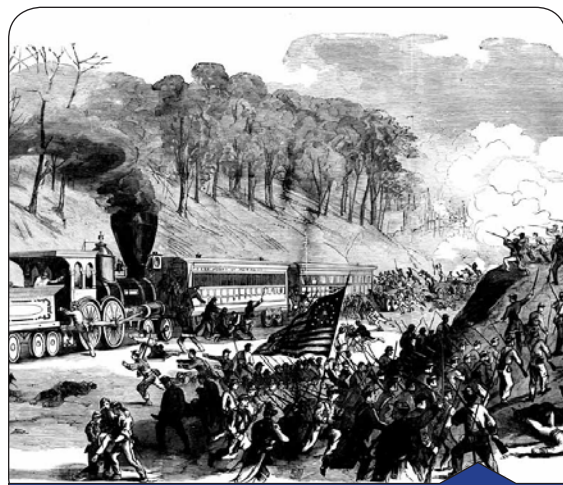
The mid 1800s, however, witnessed great change for Vienna. Between 1840 and 1860 there was significant migration from the north, especially New York State. Inexpensive, yet fertile land and a mild farming climate lured many new residents who brought with them advanced farming techniques. These techniques 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.



Depiction of the battle that took place on June 17, 1861.

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. Salisbury. A Freedmen's Bureau agent, radical Republican, and farmer, 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. Salisbury, 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 Vienna Volunteer Fire Department was first organized in 1903.

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

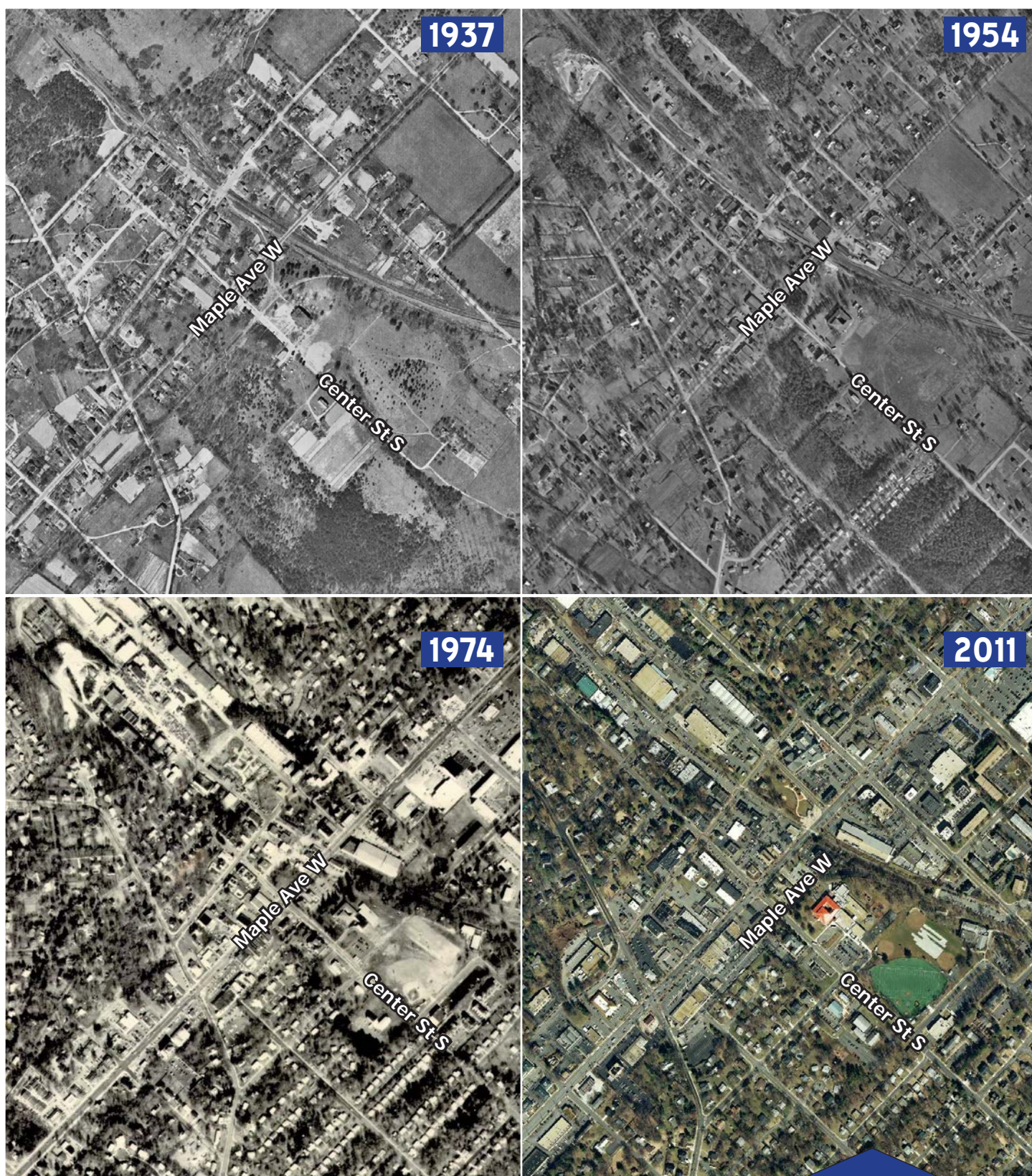
In 1940, Vienna was still a small rural town with a population of 1,237. The end of World War II brought suburban pressure and further development. The Town's population grew by 10,000 people during the decade, and the business core shifted from Church Street to Maple Avenue.

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.

In 1958, the maple trees that gave the avenue its name were removed for transportation improvements. 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



A Comparison of Vienna from 1937 to Present Day

The top left photograph was taken in 1937 and shows a rural Vienna, covered mostly with farmland and a sparsely developed Maple Avenue. In the 1950s and 1960s thousands of homes were built in the Town. By the 1970s, Vienna was mostly built out.



The 144 Church Street NW project was the first development completed under the Church Street Vision. The building contains 13,652 gross square feet of retail and office space.

for the region. Northern Virginia emerged as a preeminent location for high-technology firms. In 1993, a boundary adjustment agreement with Fairfax County increased the size of the Town 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, Merrifield and MetroWest. These development projects have included greater density and intensity, and the potential for increased 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 over recent years. A housing stock primarily 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 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, 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.



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

Generally the number of residents has remained stable for the past 40 years, remaining between 15,000 and 16,000 residents. The largest periods of growth occurred between 1950 and 1960 and 1960 and 1970, alongside large post-war subdivisions. The peak population of the Town occurred in 1970 and has not been

surpassed. However trends show the population approaching the peak.

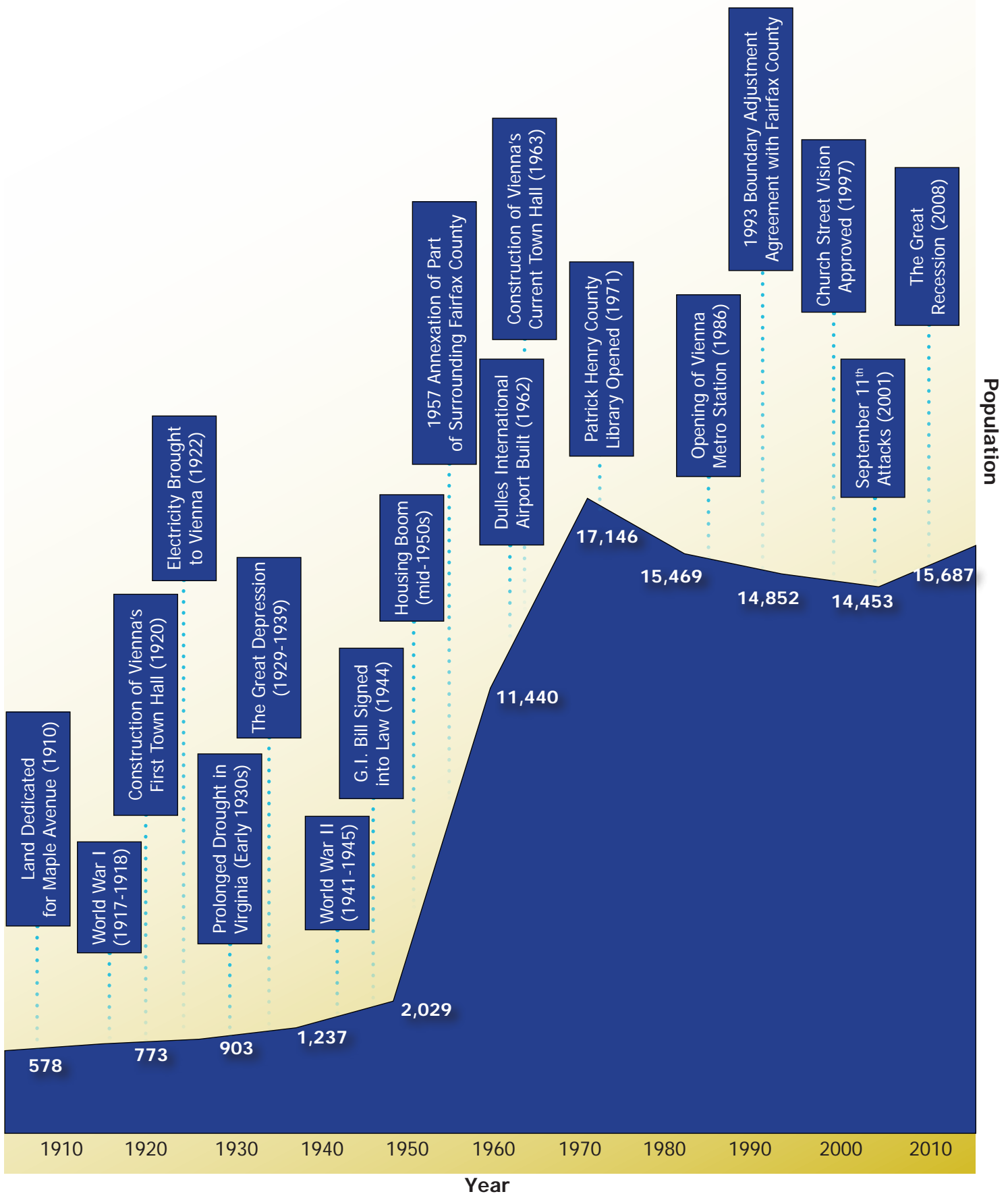
From 2000 to 2010, Vienna saw an 8.5% increase in the number of residents, growing from 14,453 to 15,687, a total increase of 1,234 persons. The U.S. Census Annual Estimates of Resident Population estimated population for 2015 was 16,522, a 5.3% increase from 2010.

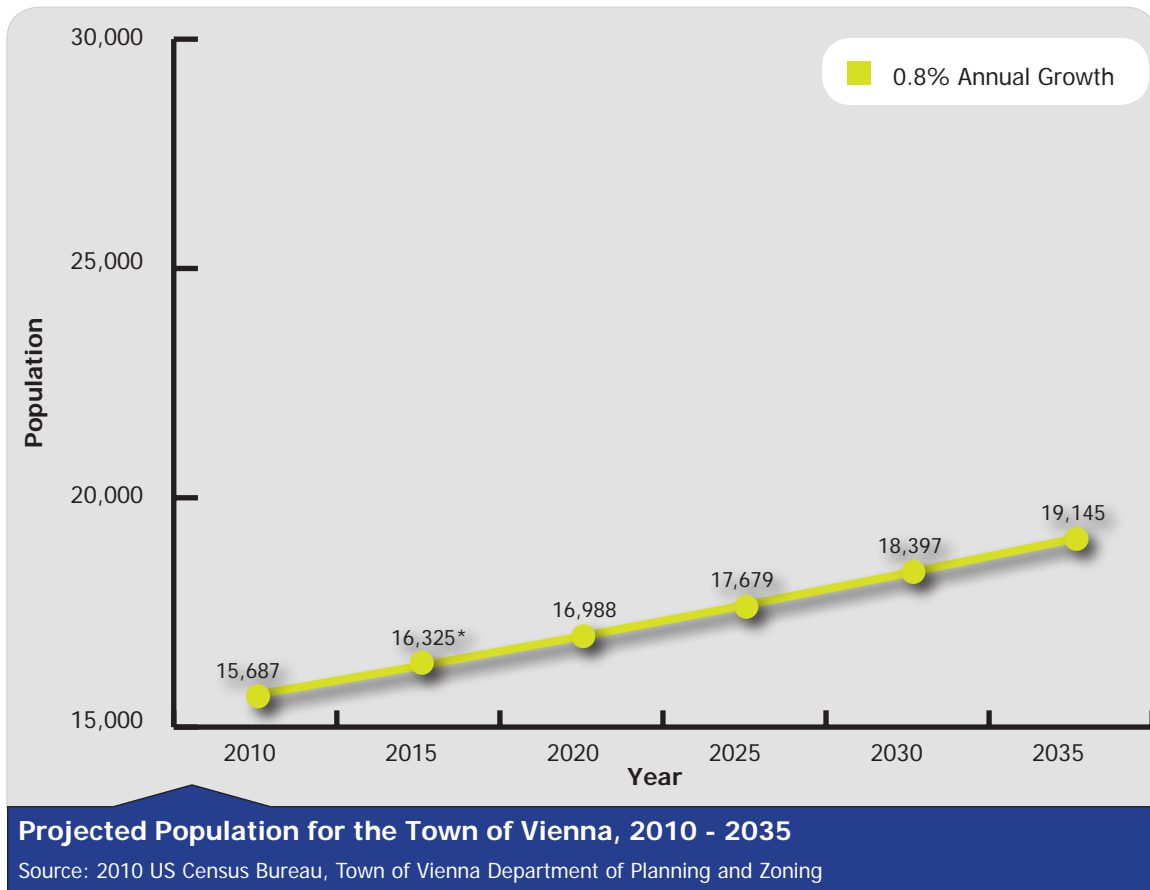
The population chart on the next page shows the population over the last 100 years, along with important local, state, and national events.

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 CHANGES AND TIMELINE FROM 1910 TO 2010





Population Growth

Most of the current residential development in Vienna consists of demolition and rebuilds of existing single-family detached homes. Due to the limited available vacant land zoned for residential dwellings and 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. However, there are likely to be changes due to the Maple Avenue Commercial (MAC) ordinance, which promotes mixed-use along Maple Avenue.

- The population will likely continue to grow 0.8% annually, nearly matching the population growth from 2000 to 2010. Based on this projection and using the 2010 U.S. Census population as a base, by 2035, the population will have increased by 3,458 persons from the 2010 population, an overall growth of 22% from 2010 to 2035.
- Residential development in single-family neighborhoods will decrease slightly with a relatively low percentage of new homes being built as a result of subdivisions.
- Projection assumes that some multi-family units along Maple Avenue will be built, resulting from Maple Avenue Commercial (MAC) rezoning and mixed-use development. Based on the projected 2035 population, roughly 45 to 50 multi-family units would be built per year (assuming an average household size of 2.8 persons).

*The U.S. Census Annual Estimates of Resident Population estimated a population of 16,522 for 2015, closely in line with the 16,325 estimate.

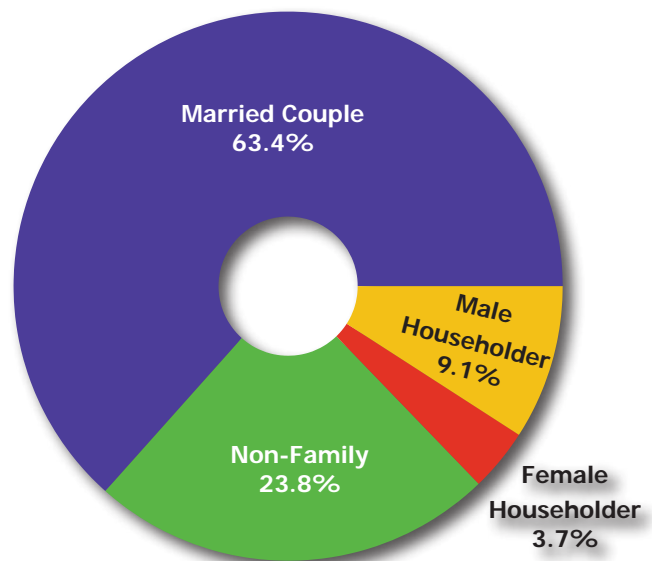
**The Metropolitan Washington Council of Governments (MWCOC) completed its own population projection. However it did not appear to factor in any potential new development or land use changes.

Households

The 2010 Census recorded 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 2.7 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.

In 2010, the majority of households in Vienna were married couple households. They comprised 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%.



Household Types in the Town of Vienna

Source: 2010 US Census Bureau

Age/Sex Distribution

Vienna's increase in population from 2000 to 2010 resulted in gains for all three major age groups. The most growth occurred 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, the 2010 population was 50.1% female and 49.9% male, almost evenly split. The age/sex pyramid below shows a more detailed description of the distribution of age/sex in Vienna in 2010.

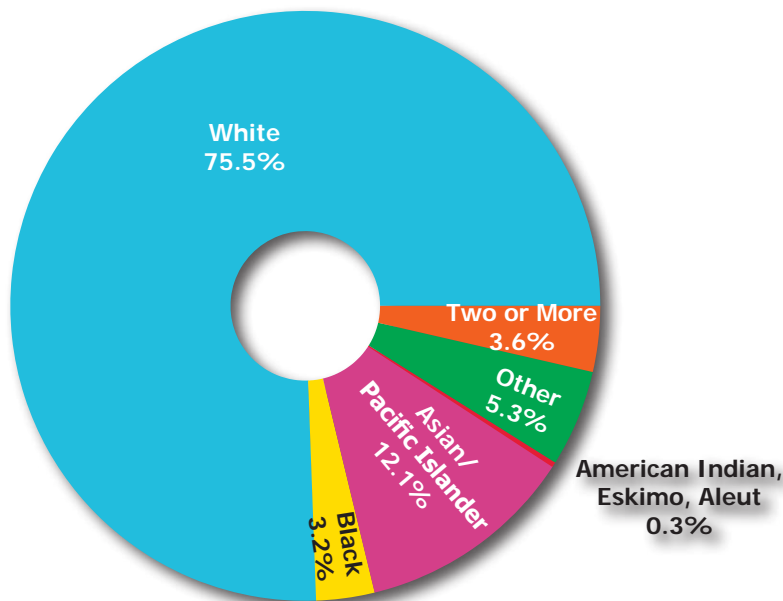


2010 Age/Sex Pyramid in the Town of Vienna

Source: 2010 US Census Bureau

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 "other" and 3.2% of the population identifies itself as black. Overall, there have been some trends over the last 20 years with more diversity in the population, with slight decreases to the overall percentage of the white population and increases in the Asian and Hispanic populations.



Racial Composition in the Town of Vienna

Source: 2010 US Census Bureau

As for ethnicity, according to the 2010 U.S. Census, 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](#).



CHAPTER 3

LAND USE





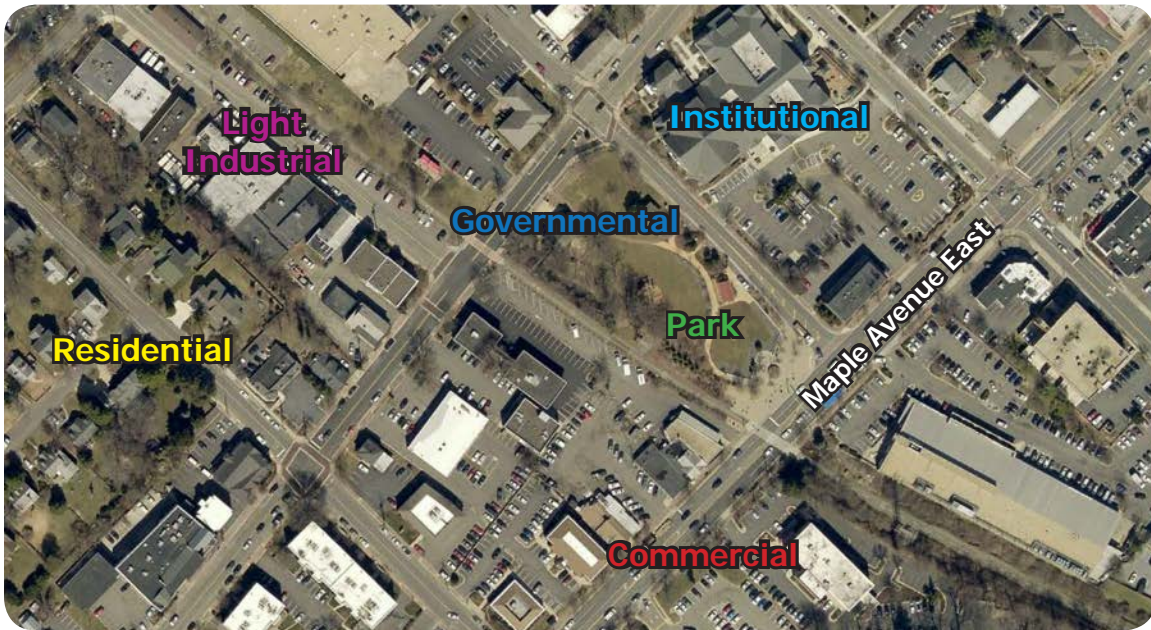
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WASHINGTON



Goals

- Maintain the balance of land uses
- Encourage a vibrant Central Business District
- Encourage housing for residents of all age groups
- Protect and preserve the natural environment
- Create a more walkable and bikeable Vienna
- Ensure that Vienna retains its unique single-family residential character and quality of life



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.

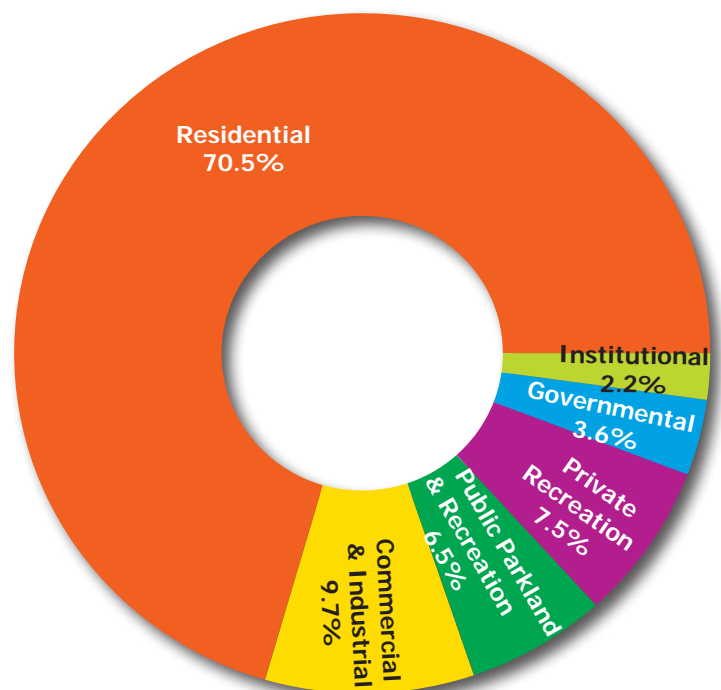
It is important to note that existing land uses are different from zoning districts. Zoning reflects authorized uses, and is a tool used to achieve the goals of a comprehensive plan; existing land uses depict actual uses, including any nonconforming or illegal uses.

Land Use Patterns

Of the 2,376.3 acres (excluding rights-of-way) that constitute Vienna's corporate area, 70.5% is developed for residential purposes. The remaining acreage is devoted to public/private recreational uses (14%), commercial/industrial uses (9.7%), and governmental/institutional uses (5.8%).

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 buffered commercial activities and residential neighborhoods.



Breakdown of Land Uses in Vienna (by Acres, Excluding Rights-of-Way)

Source: Department of Planning and Zoning, Town of Vienna, May 2014

Residential Land Use

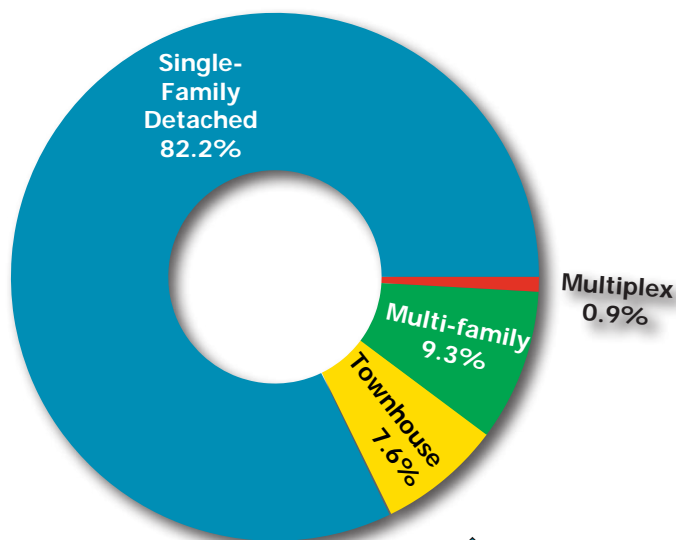
Single-family detached housing is, and will remain, the predominant land use. Future townhouses and multi-family housing may be considered in certain situations to provide a transition between higher density commercial/industrial areas and single-family housing. The transition area will be an option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

Existing Uses

Of the 70.5% of the residential land in Vienna, 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 9% of all residential units, include apartments, duplexes, and condominiums.

Vienna has one major apartment complex, Vienna Park Apartments, 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.



Breakdown of Residential Units in Vienna

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



Village Square townhouse development



Newer single-family detached home



Condos on Locust St SE



Renovated single-family detached home

Affordable Housing

In the past decade, 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 (in order to compare, 2013 income was 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](#).

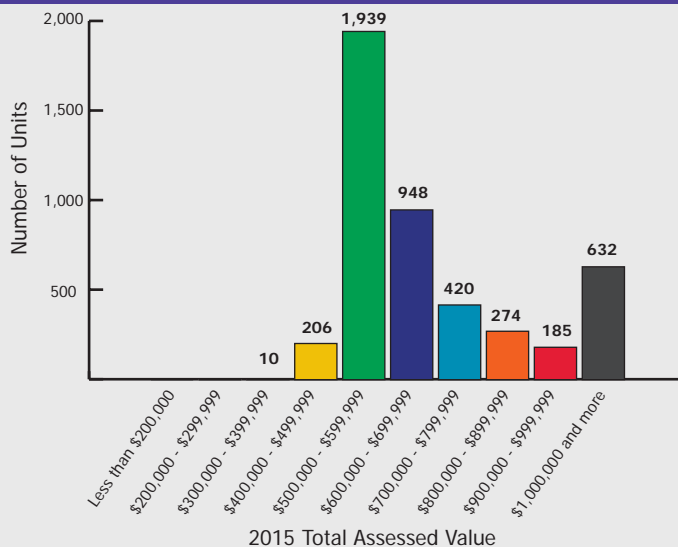
Vienna has historically provided housing opportunities to households having a variety of income levels. Affordable housing, defined in [Section 15.2-2201 of the Code of Virginia](#), is housing that is affordable to households with incomes at or below the area's median income, provided occupants pay no more than 30 percent of the household gross income for housing and utilities.

Moving Forward

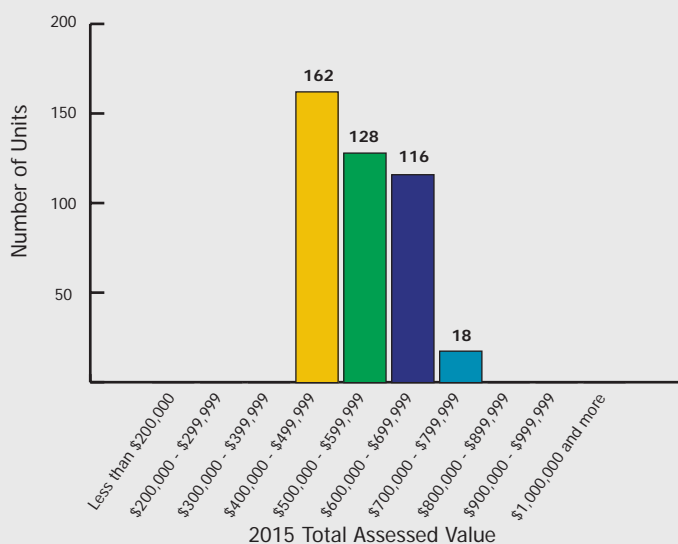
There are several alternatives that could provide housing for households with a variety of income levels. They include focusing on multi-family housing in the Maple Avenue Commercial (MAC) zoning district, using transitional areas for townhouses, multi-family housing, and village housing, and incentivizing and encouraging the renovation of existing, older houses. Benefits of a more diverse housing stock include the following:

- Increased neighborhood stability and increased housing market stability
- Ability to age in place
- Ability to attract a more diverse population

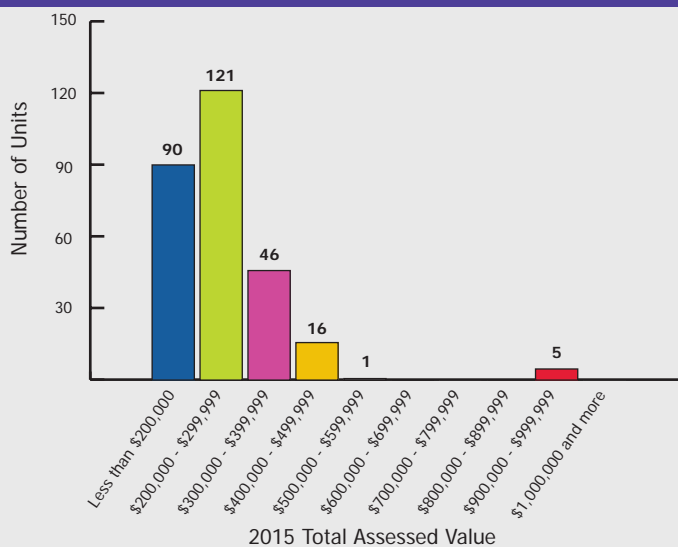
Single-Family Detached Home Assessed Values



Townhouse Assessed Values



Residential Condominium Assessed Values



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

Transitional areas in the Town, in between commercial and single-family detached residential zones, provide opportunities to provide 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 (through zoning requirements) 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 mixed-use projects, such as projects in the Church Street Commercial Corridor, or the Maple Avenue Commercial Corridor, with MAC rezoning.

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.

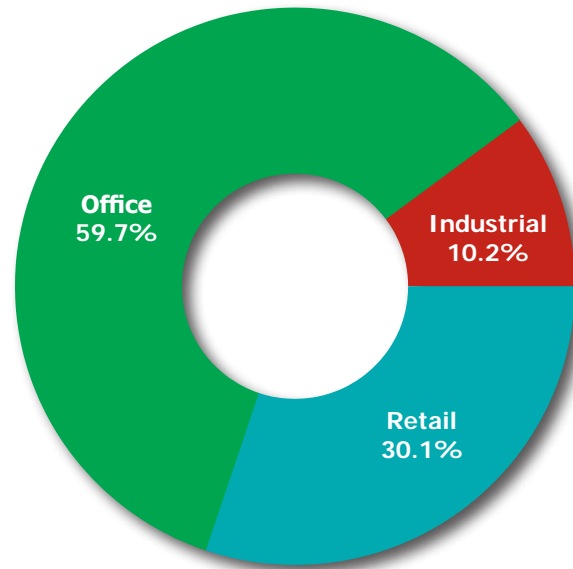
Special Study and Revitalization Area Central Business District (CBD)

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 25](#)).

Overview

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

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,



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

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

from East Street to James Madison Drive, are diverse and include a combination of new and old structures.

Considerations

Improvement and redevelopment should be encouraged to ensure that Vienna remains an attractive place to live, work, and shop. Vienna's CBD should not be designed 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 paver, landscaping, and a new gateway feature were also implemented along Maple Avenue West.

Central Business District



Constraints on the geographic size of the CBD support the Town's objective of buffering commercial activities and residential neighborhoods. The adequacy and convenience of access to the CBD by motorists and pedestrians is also a vital issue. Availability of convenient patron parking for retail establishments within the CBD has been problematic.

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 with guidelines established in the Church Street Vision.

Maple Avenue Commercial Corridor

Much of Maple Avenue consists of 1960s and 1970s era strip commercial in need of redevelopment. To this end many studies have been prepared illustrating the corridor's redevelopment potential. The Town has transformed all of the prepared studies, exhibits, and illustrations into a two-dimensional legal document that displays the appropriate elements of a mixed-use zoning ordinance for the current extent of the commercially-zoned portion of Maple Avenue.

In 2012, a steering committee was created by the Mayor and charged with providing stakeholder review and comments. Through this process, a voluntary zoning district was created for the Maple Avenue Commercial (MAC) 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 commercially-zoned properties abutting Maple Avenue between the Town's western limits and East Street. The zoning district offers incentives for mixed-use opportunities, such as an 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 ordinance has provisions that require the developer to mitigate the impacts of their redevelopment project on abutting residential neighborhoods. Compliance with these provisions should be carefully monitored by the Town.

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

Timeline of Commercial Development in Vienna



Source: This Was Vienna, Mr. and Mrs. Robert Hunter

1920s and 1930s - Low Density, Pedestrian Oriented Development



1960s and 1970s - Low Density, Car Oriented Strip Development



2000s - Low Density, Pedestrian Oriented Commercial Development



2010s and Beyond - Medium Density, Mixed-Use Pedestrian Oriented Development



There are several sites in Town that would allow for a municipal parking garage and retail/commercial, office and/or residential uses. Public-private partnership opportunities should be explored when they become available.

consider such issues as transportation, parking, branding, market conditions, and incentives needed to ensure appropriate redevelopment along the corridor. A comparison of the Maple Avenue Commercial ordinance and Church Street Vision has been provided on [Pages 28 and 29](#).

Parking

Adequate parking must be provided for merchants, residents, and shoppers in the two commercial corridors and especially along Church Street. 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 enhance 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](#).



MAPLE AVENUE COMMERCIAL (MAC) ORDINANCE

District	Characteristics	Outcomes
The Maple Avenue Commercial Corridor is located along Maple Avenue and extends from the western limits of Town, to East Street. Owners of commercial sites located within the zone are allowed to rezone to MAC if they choose to redevelop and renovate the sites and meet requirements listed in the MAC zoning ordinance.	<ul style="list-style-type: none">• Outdoor seating• Parking for bicycles• Wider sidewalk/pedestrian zones• Varied building height with interesting architecture• Public plazas and public artwork• Green-roofs and sustainable design• Structured parking• Residential units included in mixed-use buildings• Limit of 4 story buildings• Mixed styles of architecture	<ul style="list-style-type: none">• Increased foot traffic through the downtown area• More pedestrian-friendly commercial zone with less curb cuts• Social gatherings created by more public space• Accessibility to bike trail• Livelier commercial zone after business hours• Affordable housing choices• Less stress put on the environment and infrastructure



CHURCH STREET VISION

District	Characteristics	Outcomes
<p>Church Street is located from Lawyers Road NW to Mill Street NE along Church Street. The corridor is Vienna's historic main street.</p>	<ul style="list-style-type: none"> • Outdoor seating • Inter-parcel access • Small town historic character • Brick sidewalks • Limit of 3 stories for buildings • Residential units included in mixed-use buildings • Shared parking • Regulated signage for redeveloped properties • Late 19th Century American style architecture 	<ul style="list-style-type: none"> • Pedestrian-friendly • Smaller, pedestrian scale development • Buildings fronting the street • Cohesive and distinctive commercial corridor • Smaller scale shops and restaurants • "Park once" • Limited number of curb cuts

Industrial Land Uses



Light industrial use building on Mill Street NE



Bakery and restaurant located on Mill Street NE



Automotive repair shops along Dominion Rd NE



Office building located on Mill Street NE

Industrial Land Use

The Industrial land use category consists of light industrial uses and other manufacturing activities that are not appropriate or feasible for the Town's main commercial corridors, Church Street Commercial Corridor and Maple Avenue Commercial Corridor, as well as 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.

Existing Uses

The industrial corridor on Mill Street and Dominion Road in the northeast quadrant (zoned CM Limited Industrial) is a light industrial/commercial corridor. It emerged as an adjunct of the original Washington and Old Dominion Railroad, which passed through Vienna along what is now the Washington and Old Dominion Railroad Regional Park.

This area continues to attract various business establishments, including automotive shops, landscapers, professional office space, self-storage facilities, lumber yards, and restaurants.

Existing Buildings

A majority of the buildings located in the corridor were built in the 1950s, 1960s and 1970s. Some of the larger office buildings were built in the 1980s. The newest building was built in 1998 and is used as an automotive body shop. Some of the older buildings have seen both exterior and interior improvements in the last decade and some of the tenant spaces have been converted from light industrial or warehouse uses to commercial and retail uses, such as restaurants.



Employment Center Land Use

The Employment Center land use category covers the Vienna Technology Park in the southeastern quadrant. Employment Center (versus Industrial in the previous comprehensive plans) is a new land use category and encompasses large office buildings and campuses. This land use category is a more accurate description of the uses in the area.

Existing Uses

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. Several other larger office buildings are also located in the area.

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 occupy 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, which includes those owned by the Town, as well as parks owned and operated by Fairfax County and NOVA Parks. 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 recreational facilities, 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



The Town Green is conveniently located in the center of Town and has served as a location for various community events, such as the Summer on the Green concert series and Vienna Idol. Options such as interactive public art and splash fountains should be considered for the Green.

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 governmental.

In 2009, the Town created a new zoning district for parks, the PC Park and Conservation Area zoning district. 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 objective, new

buildings and clearing is not allowed.

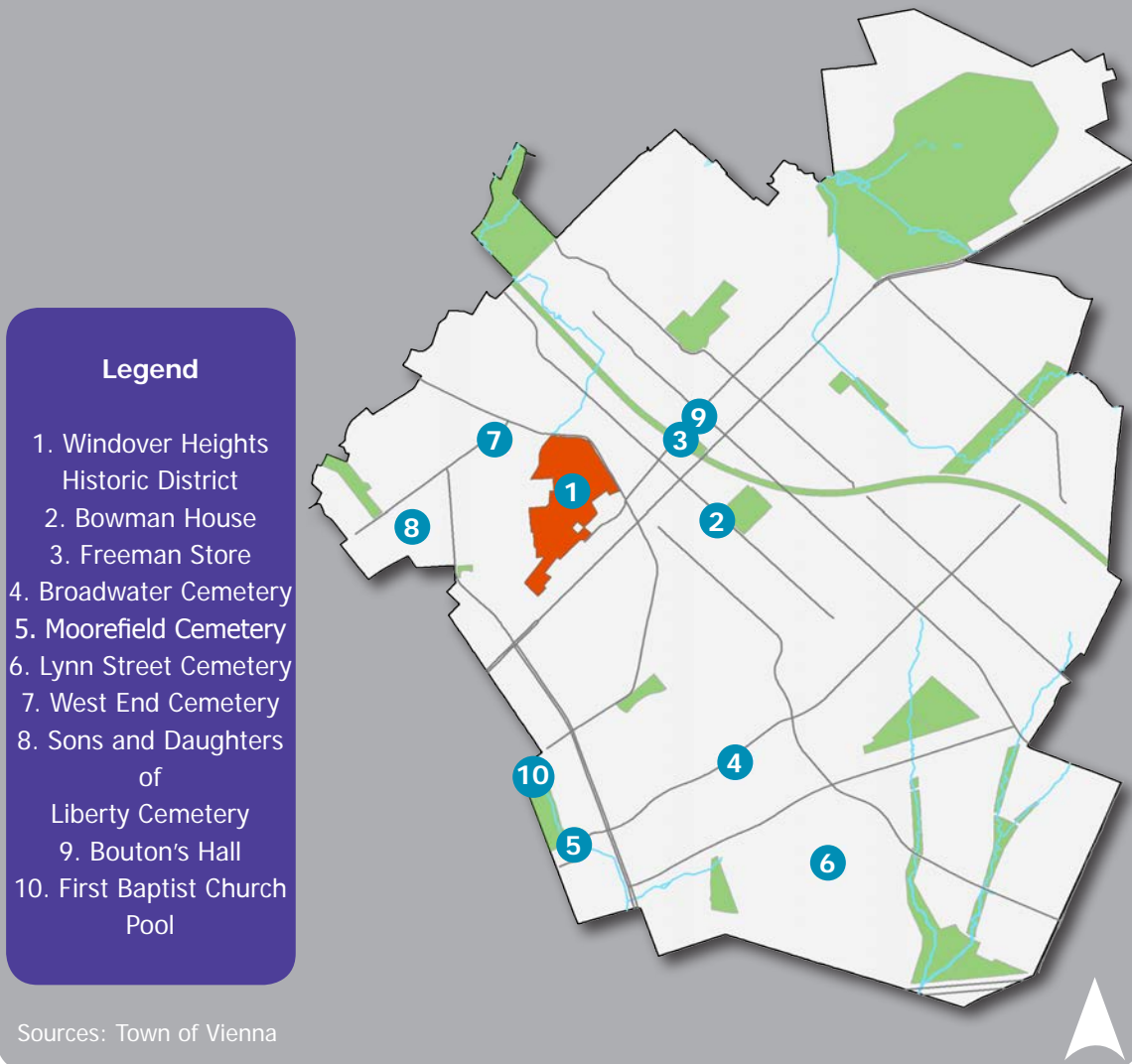
The Washington and Old Dominion Railroad Regional Park, a popular regional park facility available to Town residents and managed by NOVA Parks, currently has multiple zoning districts, reflecting its passage through different sections of the Town. The Town should study the impacts of rezoning the whole trail to PR Park and Recreational. Any such rezoning would need to be coordinated with NOVA Parks.

Government/Institutional Land Use

Town-owned, governmental 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](#).

Institutional land uses include places of worship, buildings used to house social and cultural institutions, and cemeteries.

Historic District and Properties



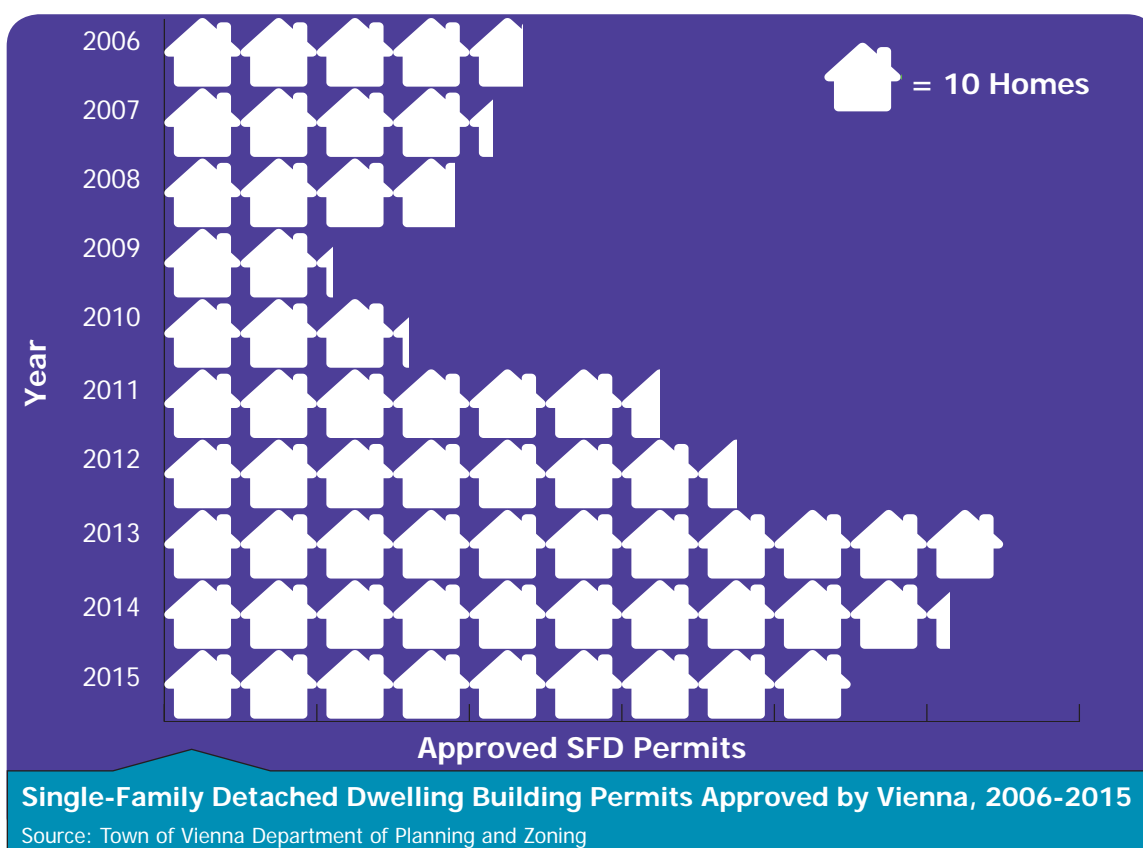
Historic Districts and Structures

The Town of Vienna intends to protect its historic areas and structures. Including structures in the Windover Heights Historic District, there are 25 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 the Bowman House, located along Church Street NE and Center Street South, 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](#).



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, enlargement of existing houses, and lately the demolition of existing single-family homes and their replacement with new dwellings. From 2006 to 2015, 624 new single-family dwelling building permits were approved by the Town (13.5% of all single-family homes). Housing primarily 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 parts of some residential

neighborhoods has implications for the Town, including loss of tree cover, storm water runoff concerns, and affordability of new larger homes.

The MAC guidelines and incentives promote more affordable residential uses above retail that 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 recently renovated their storefront façades. However, new redevelopment has been limited. Commercial strip development from the 1960s and 1970s 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, MetroWest, and Merrifield. Because proposed high density development may 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

Tysons, already a major economic force in the region, is undergoing significant changes with the 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-Fairfax-GMU 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, was completed in 2015. Over the long term, additional 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 Dunn Loring-Merrifield Metrorail station.



The population goal for Tysons over the next 30 years is 100,000. The area currently has a population of roughly 21,000 residents.



The Mosaic District enjoys a mix of retail, office, and residential uses and includes park and recreational space with features such as interactive public art.



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, 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

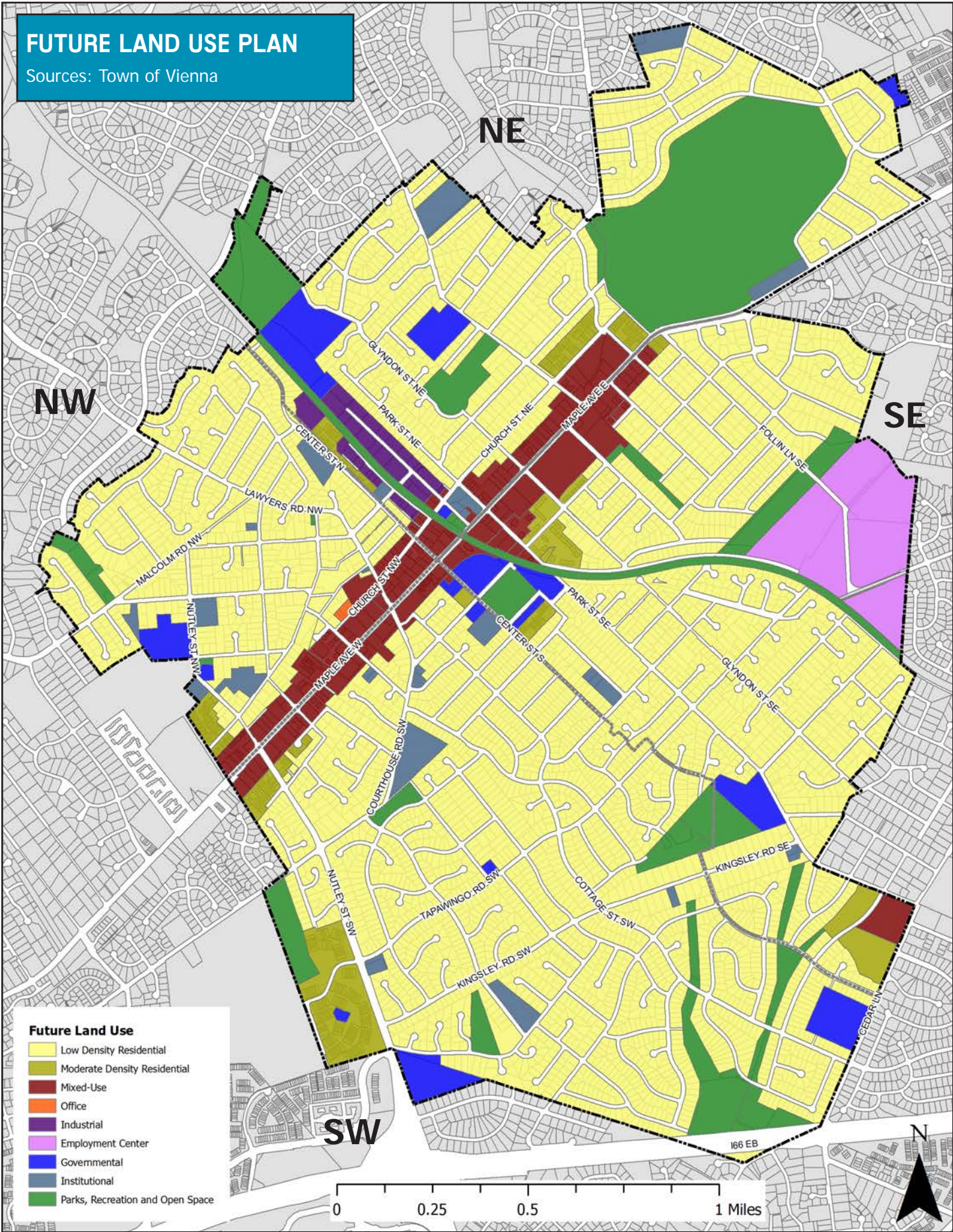
The future land use map of the Town of Vienna is shown on [Page 38](#). This map incorporates the land use goals, objectives, and policies presented in this Comprehensive Plan, and reflects development trends within the Town and in surrounding Fairfax County.

This map, along with the goals, 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, parks and recreational, and governmental/institutional uses.

Two key amendments to the land use map in the Comprehensive Plan update include the addition of two land use categories, mixed-use and employment center:

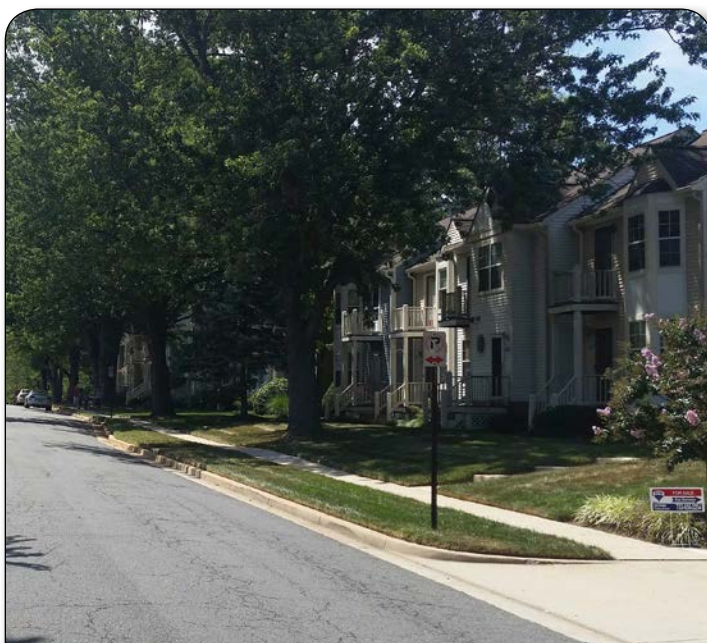
1. **Mixed-Use** land use category has been added to the plan to reflect the vision for the existing commercial areas to redevelop as mixed-use projects (versus just commercial projects). This will not only give developers more options but will encourage more active pedestrian-friendly streets in the downtown.
2. **Employment Center** land use category has replaced the “Industrial” land use classification 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.
- 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.
- 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 only when such action will not adversely affect established residential neighborhoods, and any impacts to public facilities may be mitigated.
- 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 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.

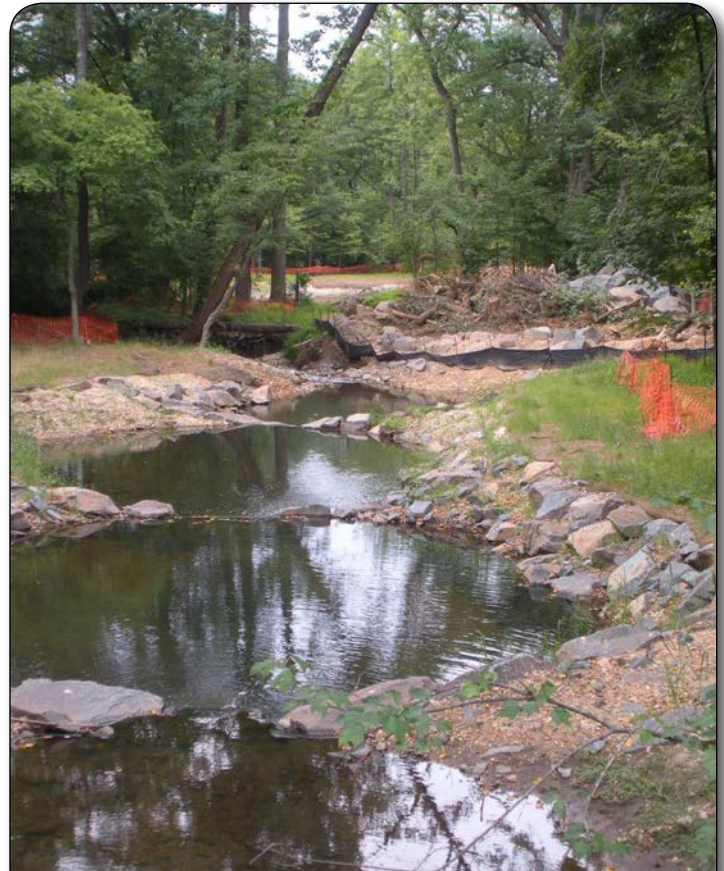
Implementation Strategies

- Continue to evaluate the Maple Avenue Commercial Corridor 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 the use of preferred architectural, building, and site development guidelines through the incentive provisions of the C-1B zoning district for the Church Street Commercial Corridor.
- 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 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.



Wolftrap Creek restoration project near Follin Lane NE



Town Staff replacing part of a water line

Objective 6 - Ensure a reliable and sustainable utility infrastructure.

Implementation Strategies

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

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Indicators

- **Maintain stability of established single-family residential neighborhoods**
- **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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CHAPTER 4

ECONOMIC DEVELOPMENT





SIDEWALK
CLOSED
AHEAD
CROSS HERE

LONG FENCE

LONG FENCE



Goals

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



Introduction

The Town of Vienna is the sixth largest town in the Commonwealth of Virginia. It incorporates 4.4 square miles and has an estimated population of 16,459 (as of 2014). Vienna was first incorporated in 1890 as a small rural and sparsely populated village of 300 persons.

Vienna's leadership seeks to retain its "small town" atmosphere and character as a unique family community in a rapidly growing county and region. Maintaining a predominantly single-family detached residential community with limited neighborhood commercial, in an urbanizing and expanding Northern Virginia greater Washington, D.C. metropolitan area, 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. Merrifield's Mosaic District, in its first phase, includes 350,000 square feet of retail, a 150 room hotel, and 73,000 square feet of office space, as well as 143 townhouses and 4 multi-family buildings.



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 Town services, Vienna levies real estate property at a tax rate of 22.5 cents per \$100 of assessed value. As a comparison, the Town of Herndon levies an additional tax of 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 70.5% of its area, or 2,142 acres, zoned for residential use, primarily for 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 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.

Transportation Assets

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 four new Metrorail stations in Tysons. 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 the Town of Vienna.

Vienna is also in close proximity to three major airports, Washington Dulles International Airport, Ronald Reagan Washington National Airport, and Baltimore/Washington International Thurgood Marshall Airport. The closest airport, Washington Dulles International Airport, is only 8.5 miles away.

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. In 2013, the Town was selected by [Money Magazine](#) as one of the best places to live because of the positive business and living environment, and was named by NerdWallet in 2015 as one of the Best Cities for Young Families in Virginia, being 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 1960s and 1970s 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 [Maple Avenue Commercial \(MAC\) 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 corridor and determined that there are a number of properties (roughly 67% of the MAC corridor) which are the most likely to be redeveloped, based on various factors.

A map of these properties can be found on [Page 51](#). The Town's Future 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 and Dominion Road offer a variety of businesses and services, both light industrial and commercial.

Mill Street NE and Dominion Road NE

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

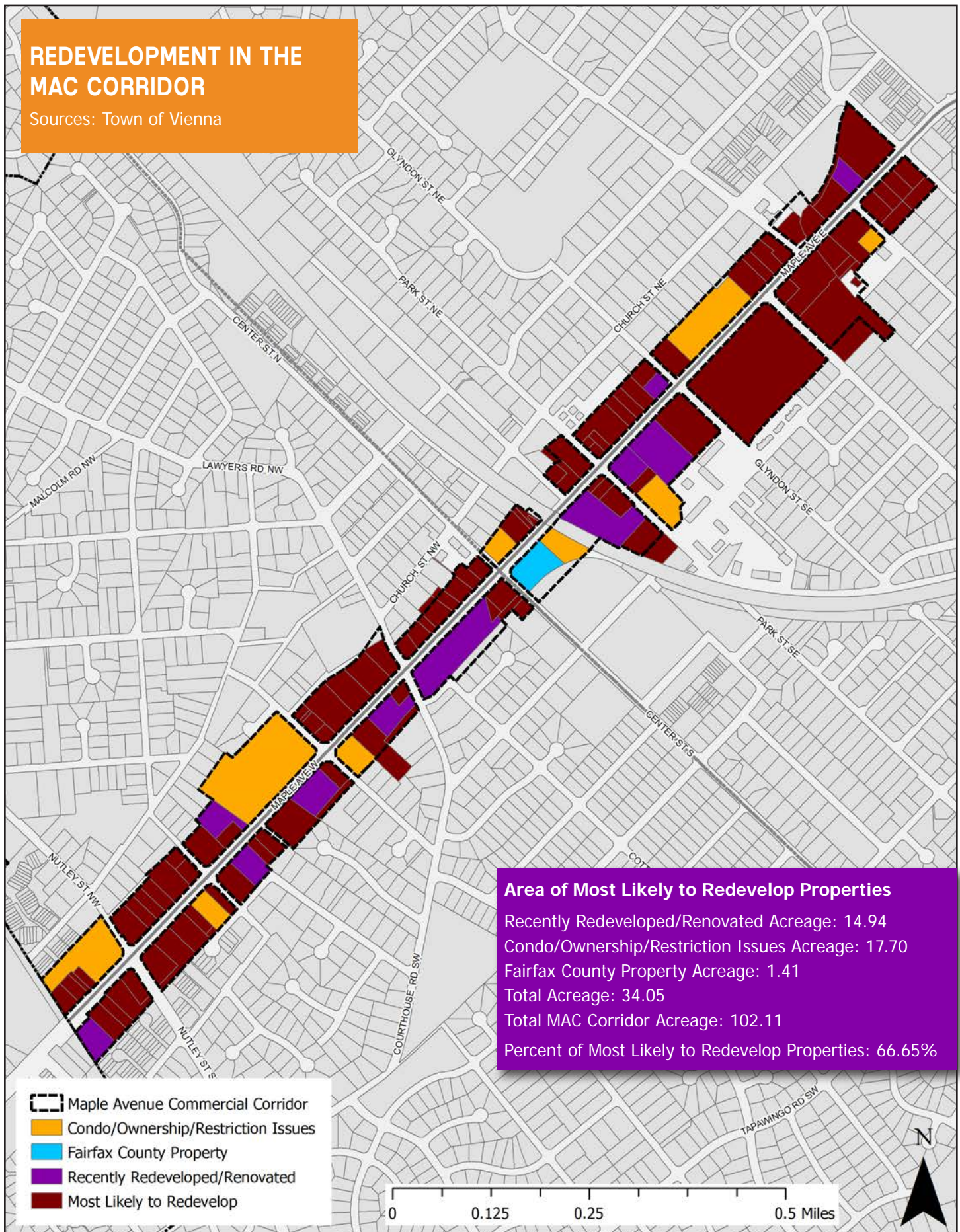
Vienna Residents

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

(This chapter should be viewed in concert with the Land Use, Community Facilities and Services, and Transportation chapters to fully realize the benefits of targeted business redevelopment balanced with the overall needs of the community.)

REDEVELOPMENT IN THE MAC CORRIDOR

Sources: Town of Vienna



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 Office of Community Revitalization, Fairfax County Economic Development Authority, and the Vienna 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 strategies, and free up land for potential development.



“Park once” environments should be encouraged in the Town

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.

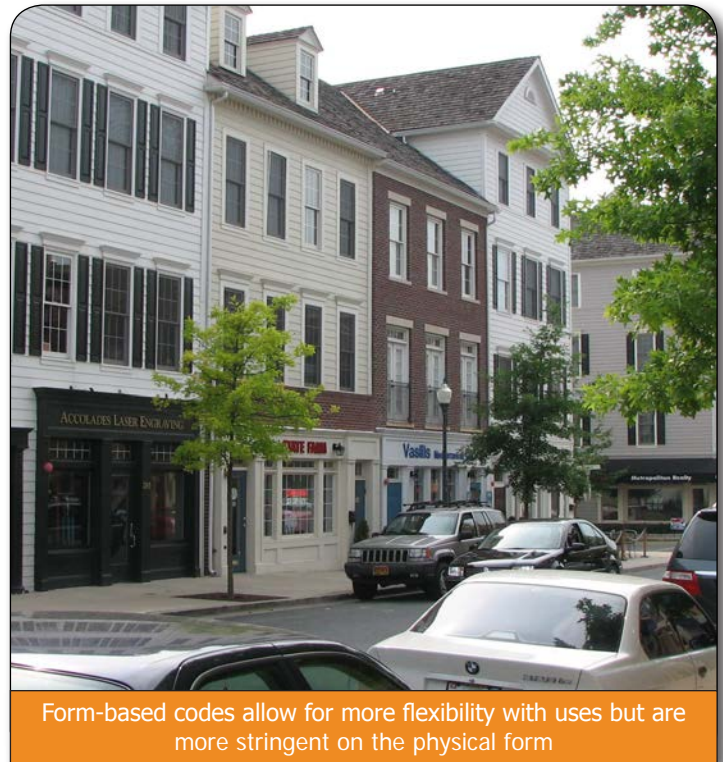


A variety of housing types should be considered in the Town

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 Zoning Ordinance to promote activities for revitalization and a vibrant CBD environment, such as expanding allowable use of sidewalks, alleys, other public spaces, and recreational or entertainment venues.
- Streamline the development process to make it user-friendly and efficient from review through inspections.



Form-based codes allow for more flexibility with uses but are more stringent on the physical form

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 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.



Credit: Yusuke Kawasaki, flickr.com

The Town should consider promoting business incubators

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 regional residents into the Central Business District.
- Consider Tourism and Art 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.



Oktoberfest attracts Town residents and regional residents

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 strategy, to promote economic development to attract investment, tourists, labor force, and residents.
- Program public spaces to attract residents throughout the day at different times.



A sense of place and community is important for economic development

Indicators

- 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

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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 congestion for environmental benefits**
- Manage the effects of regional development and travel trends



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. It should be reviewed and updated on an as-needed basis.

Organization and Use

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

- **Bicycle Mobility**
- **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.

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 affect the Town. In particular, Maple Avenue is subject to significant commuter traffic, as well as service decision-making by several multi-jurisdictional 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.

Maple Avenue Vision

The new zoning district supports mixed-use development, including ground floor retail



The MAC zone supports denser, mixed-use development with a variety of transit options.

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 space, and transit options that provides existing and future Town residents a choice in lifestyle which currently is not available.



Regional Transportation Trends

Vienna is directly affected by several components of the regional transportation network. I-66 (Custis Memorial Parkway) crosses the southern tip of the Town and is the major east-west corridor connecting from northern Virginia directly to downtown Washington, D.C. The western end of I-495 (Capital Beltway) is located 1.25 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 transportation components have seen 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. I-66 will likely see significant changes in the upcoming years.

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.

Transit

WMATA's Metrorail and Metrobus, and the Fairfax Connector bus service 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 throughout the Town.

The Vienna-Fairfax-GMU Metrorail 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 12,000 passengers daily and is the location of 5,840 parking spaces. The 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 four in Tysons. 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 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 affect the transportation network. Tysons, the Dunn Loring-Merrifield area, and MetroWest are all areas that have seen high-density development.

Tysons

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 (they are currently working on updating their Comprehensive Plan). 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 plan](#), 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.



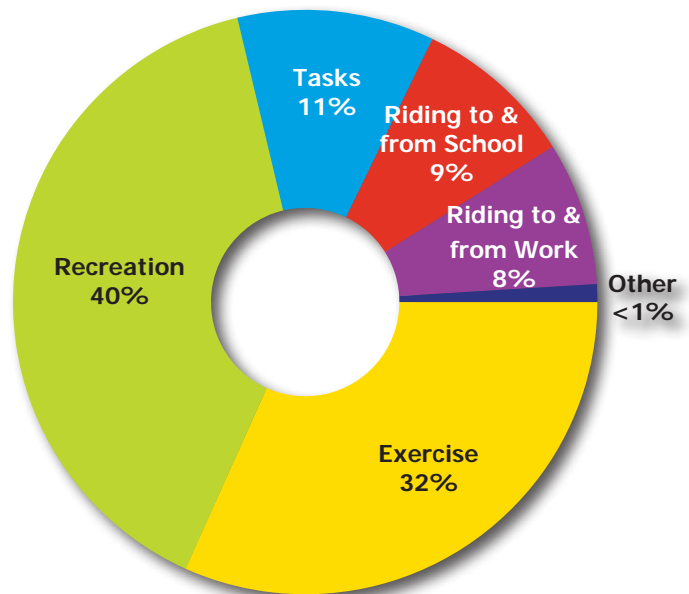
Bicycle Mobility

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, and retail centers.



2014 Town Survey: Household Member's Purpose of Bicycle Use

Source: ETC Institute for the Town of Vienna

One of the priorities for the Town is linking the Vienna-Fairfax-GMU Metrorail Station to the Central Business District and the Washington & Old Dominion Trail with bike routes and bike paths. A map of existing bike routes can be found on [Page 66](#).

Community Support

In addition to infrastructure improvements, there also needs to be robust community support in order to increase the number of residents and visitors bicycling in the Town. Programs, such as Safe Routes to School, and events, such as Bike to Work Day, the Town's Bike Rodeo and Walk, Bike, Shop Vienna, are successful 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 bicycle 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.

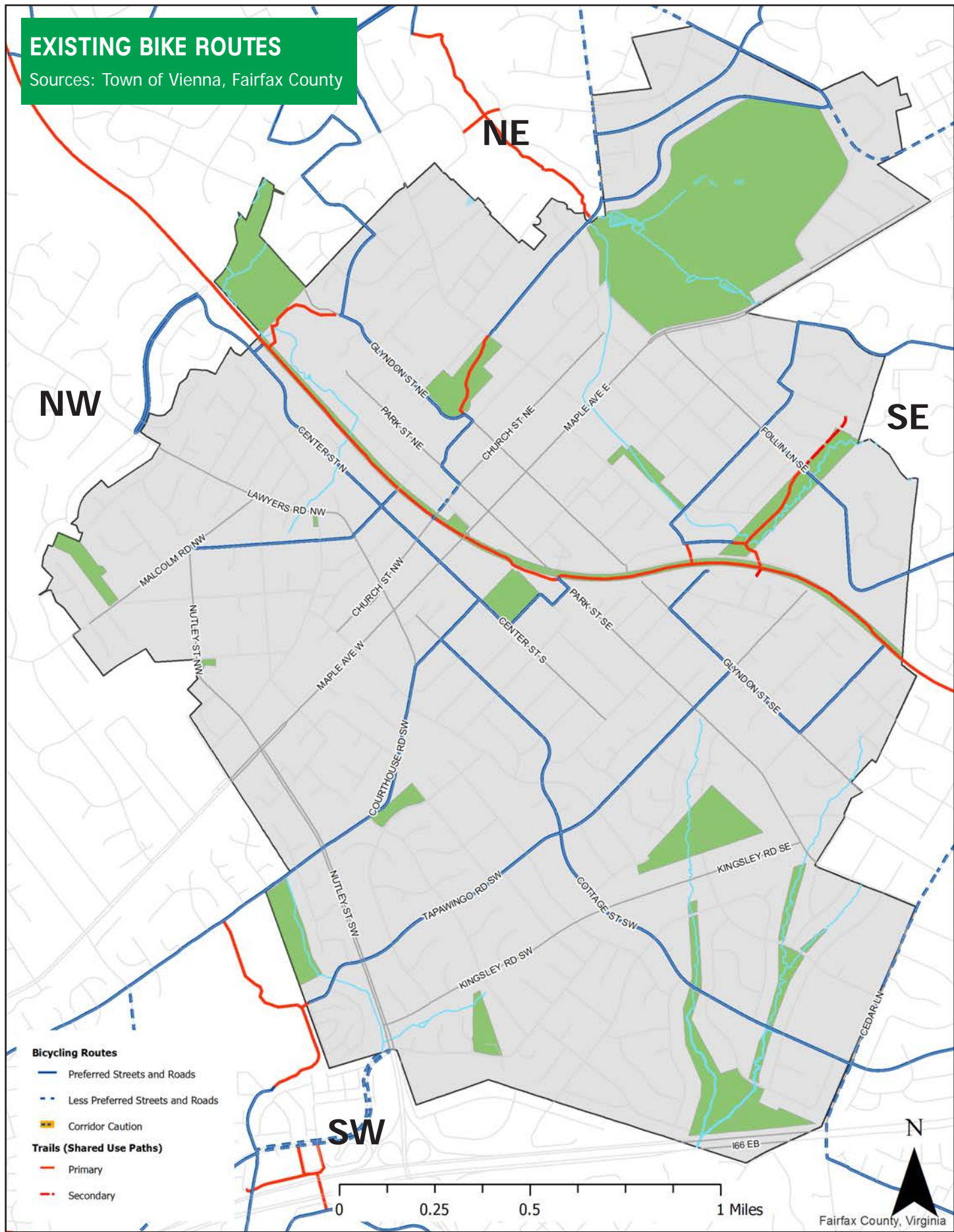
Washington & Old Dominion Trail

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 park, which was constructed on the original W&OD railroad bed, runs from Arlington to Purcellville and is owned and operated by NOVA Parks. The trail accommodates pedestrians, cyclists, skaters, and horseback riders. 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. 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.



Safe Routes to Schools, a program funded partially by the U.S. Department of Transportation Federal Highway Administration and run by the National Center for Safe Routes to School, assists communities in obtaining grants for sidewalks near schools and helps promote walking and biking to and from school.



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. To connect the Town's commercial areas and neighborhoods, transit facilities, schools, regional bicycle facilities, and designated bicycle routes in neighboring jurisdictions.
- Evaluate the administration of a uniform bike rack application for private, non-residential locations.
- Evaluate and recommend expanding bicycle parking requirements for new developments not covered under the Maple Avenue Commercial zoning ordinance, including short-term visitor parking and long-term secure parking.
- Evaluate and recommend alternatives to improve bicycle parking in the Church Street Commercial Corridor.



Conveniently located bicycle rack outside of Town Hall

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.



Capital Bikeshare Station located in Arlington, VA



Demand and System Management

Often, in small communities like Vienna situated 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 influence 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 (MWCOG), has been available to residents, the Town is relatively new to the concept of TDM. The MAC zone incorporated some [TDM strategies](#) as an incentive and a means to reduce the minimum number of off-street parking spaces required for non-residential 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 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 was recently completed assessing the timing of signals along Maple Avenue and



signals will be adjusted accordingly to improve the flow of traffic.

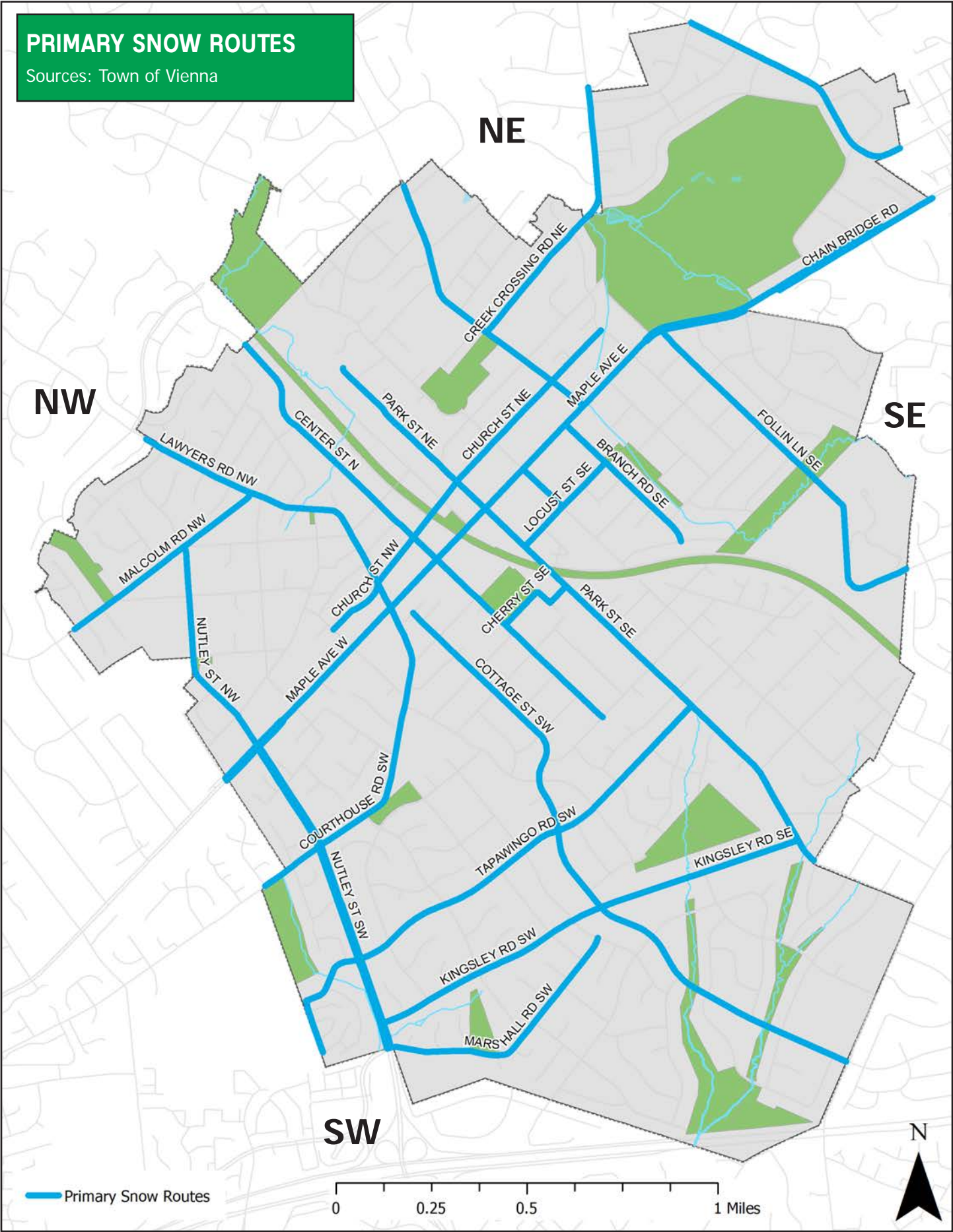
Emergency Operations and Preparedness

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 discouraged along these routes in the Town to avoid unnecessary delays to emergency vehicles.

The Town will also plan for homeland security events and create strategies for evacuations, emergency vehicle access in gridlock, and staging areas for emergency operations. The Town's 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 70](#).



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 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.

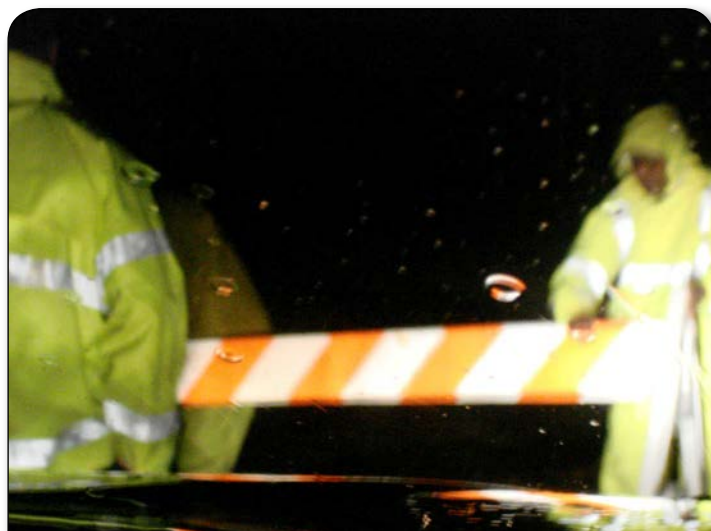
Implementation Strategies

- 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



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. They include the following:

- 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 places added pressure on parking supply in selected locations during these events.
- Residential neighborhoods near the commercial center and the Vienna-Fairfax-GMU Metrorail 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 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 exceeded demand in most cases along Maple Avenue, especially away from the center of Town. ([see the Appendix](#)). (The Department will continue to conduct parking counts, including counts during the weekend.)

The excess of available parking spaces makes the implementation of shared parking easier to justify and implement in certain areas. Shared parking can allow for a reduction in the number of vacant parking spaces and more compact development.

Shared Entrances

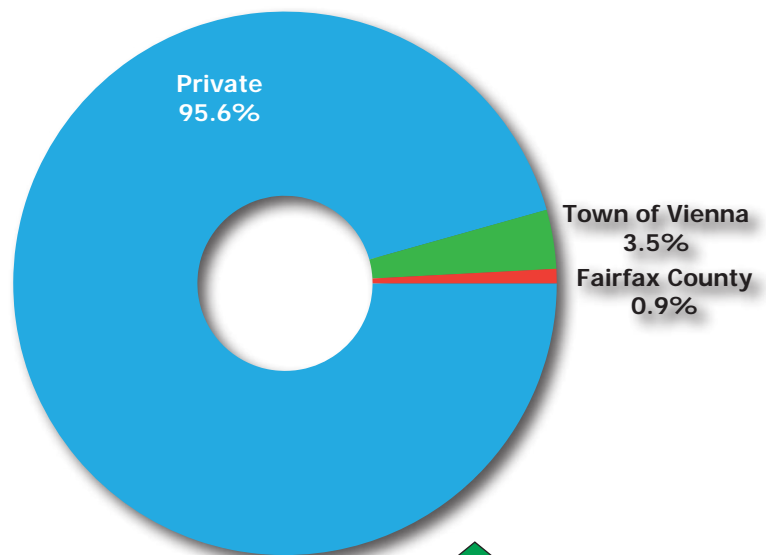
Shared entrances can also help with parking management. VDOT has listed the following as benefits of shared entrances:

- 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,



Parking Spaces by Ownership in the Central Business District (CBD)

Source: Town of Vienna Planning and Zoning, 2014

ideally along Church Street, where parking demand exceeds supply. Parking structures can allow patrons to park once and walk to various establishments in the CBD. 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.

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

Implementation Strategies

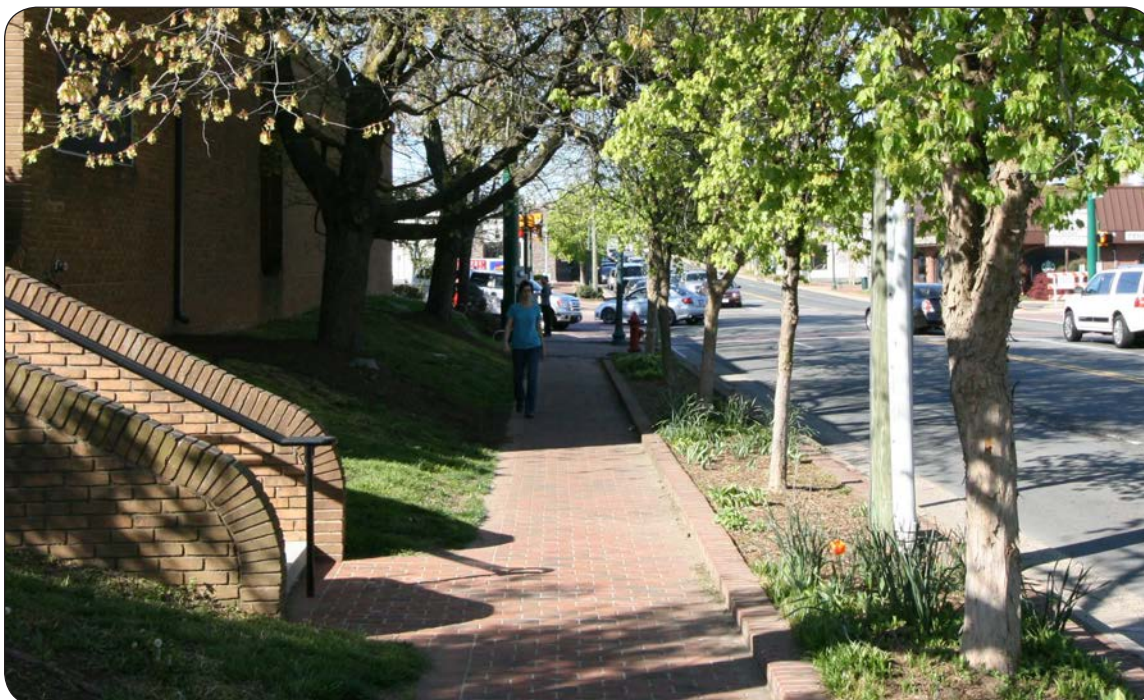
- Locate parking lots and parking structures so that they do not front on streets. Parking lots and parking structures should be designed to provide retail, office, or other uses along the street level. Trees and landscaping should be planted to improve the look of parking areas.
- Conduct periodic parking 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 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.
- Alleviate and prevent parking on residential streets and support additional parking at the Vienna-Fairfax-GMU Metrorail Station.



Street parking located on Church Street NW and Center Street N



Parking garages should match architecturally with surrounding buildings and include pedestrian-friendly features



Pedestrian Mobility

Walking is a fundamental form of transportation and 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

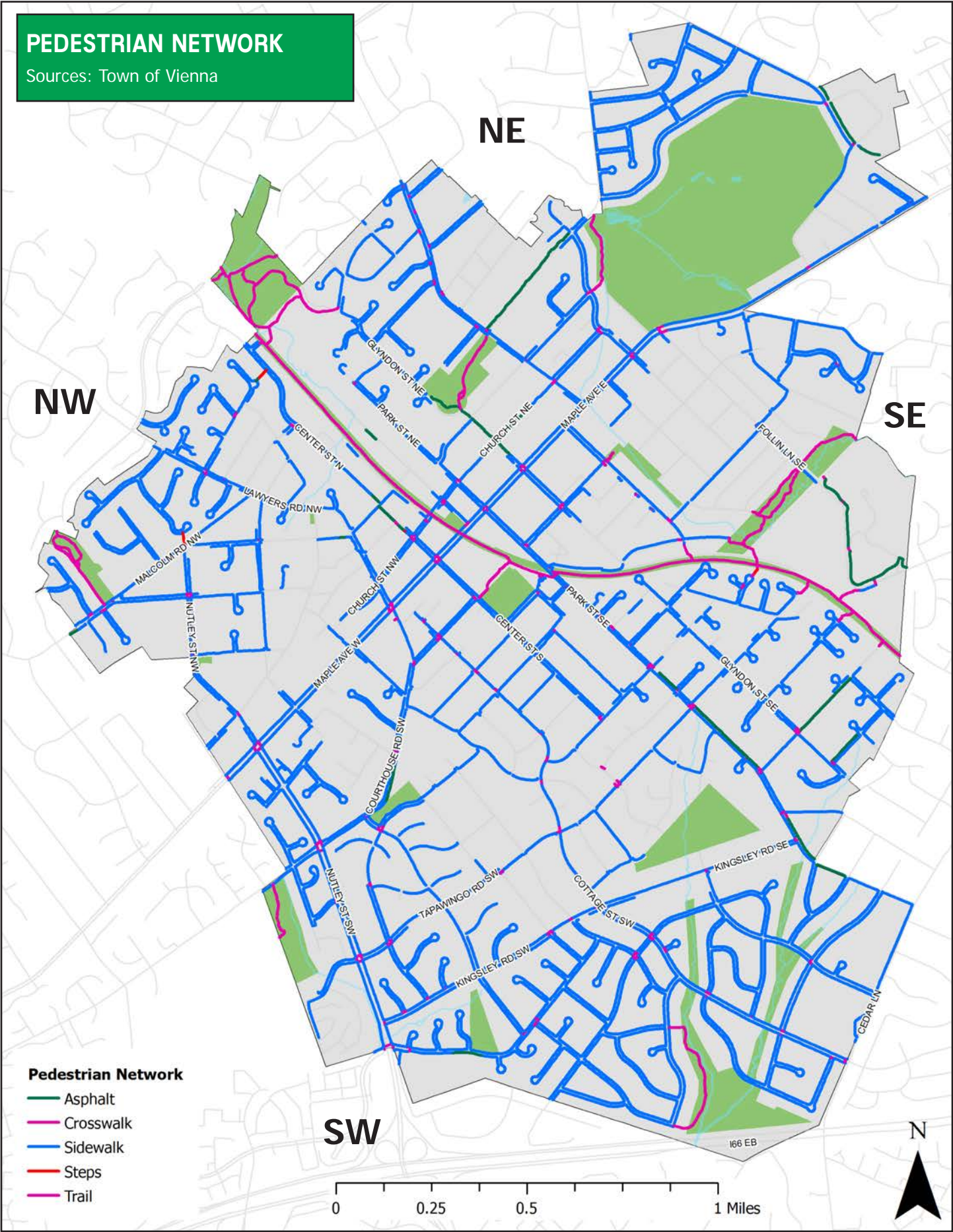
Building a pedestrian network and addressing potential threats to pedestrian safety are addressed through the implementation of the Town's [Pedestrian Master Plan](#) and [The Citizen's Guide to Traffic Calming in Vienna](#). Pedestrian issues are also addressed through the Council-appointed [Pedestrian 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

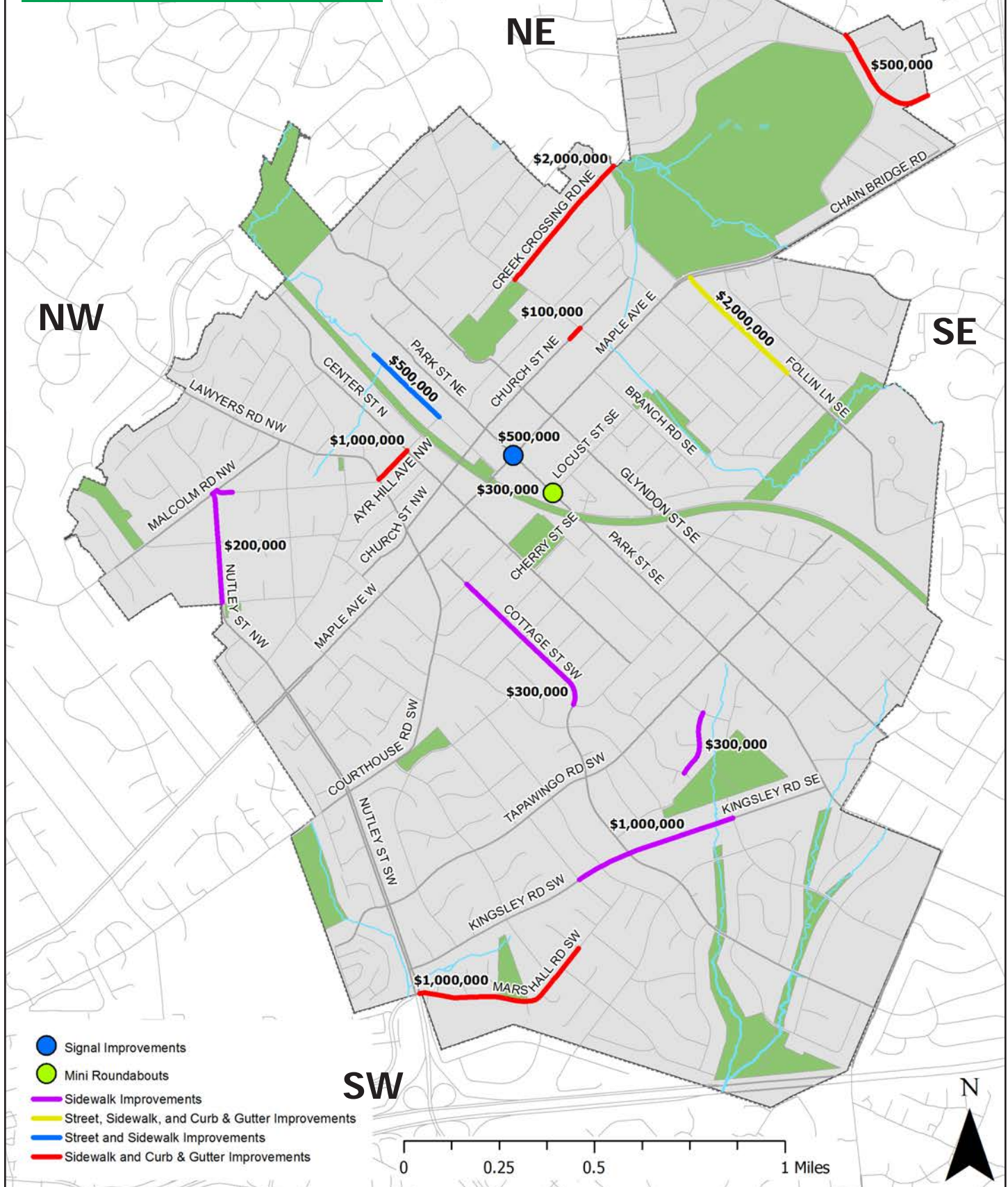
The [Pedestrian Network map on Page 84](#) shows the existing public walkways within the Town. The term "walkway" includes concrete and asphalt sidewalks. Vienna has approximately 81 miles of walkways, excluding trails, such as the W&OD trail. The Town Code requires subdividers to construct curb, gutter, 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. Proposed transportation projects shown on [Page 77](#) will help in creating a better connected network.



PROPOSED TRANSPORTATION IMPROVEMENTS

Sources: Town of Vienna



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.

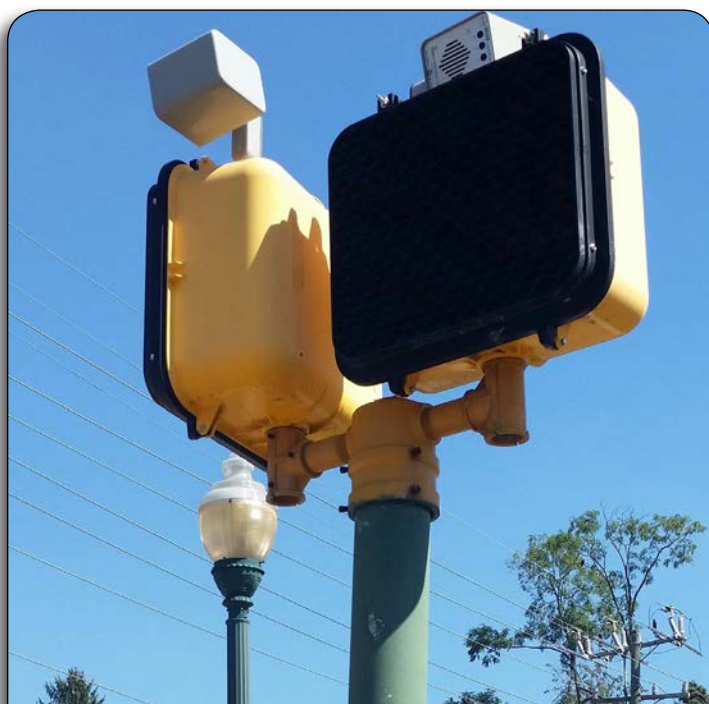


Controlled crosswalk allows W&OD trail users to safely cross Maple Avenue

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.
- Install and maintain appropriate street furniture in commercial corridors to create more active pedestrian streets.



Audible crosswalk signals are placed along Maple Avenue

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.



Installation of brick sidewalk along Church Street



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 in this section and shown on [Page 81](#), 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

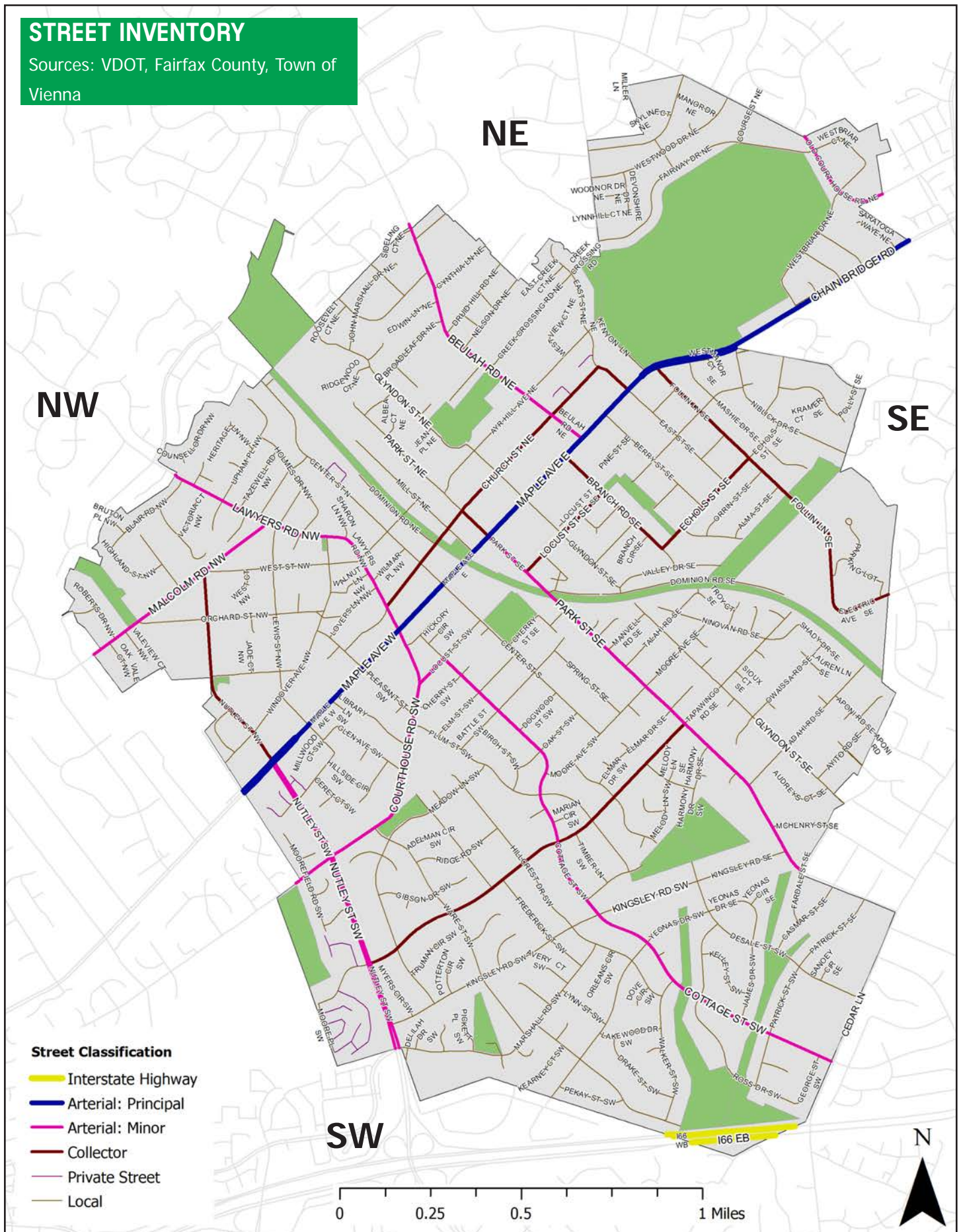
function, such as framing building lots, setting block lengths, providing public space, and accommodating public transit and bicycle and pedestrian travel in recognition of the adjacent land uses. A new typology is included in this Plan in order to help the Town to better plan the various types of streets. In addition to the new typology, the Town should consider implementing a [Complete Streets policy](#). A Complete Streets policy would direct Town staff to design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. The new street types include the following:

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

A more thorough description and examples of street sections of these new classifications are included in the [Appendix](#).

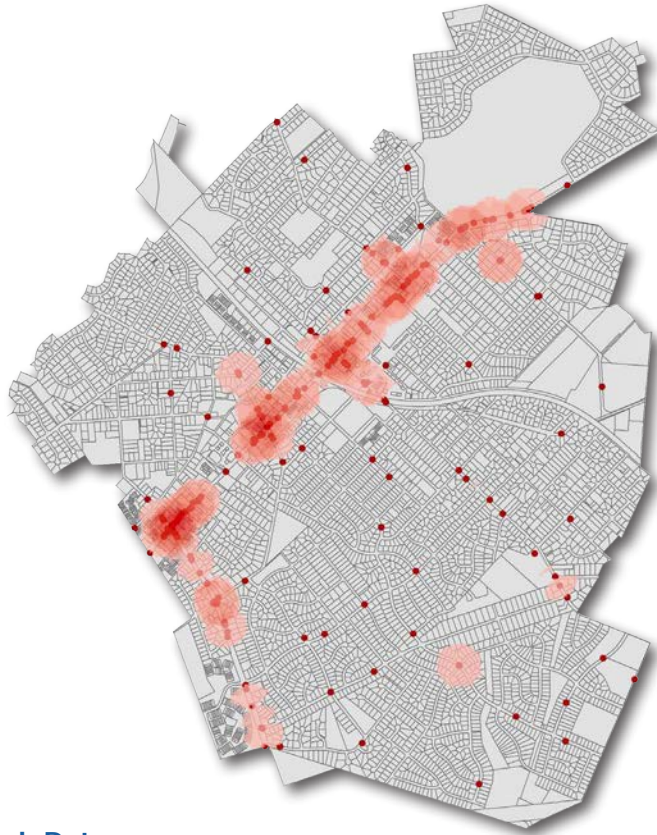
STREET INVENTORY

Sources: VDOT, Fairfax County, Town of Vienna



- Indicates Crash
- Indicates Concentration of Crashes

Total Number of Crashes	210
Crashes with Bicycles Involved	8
Crashes along Maple Avenue	85
Crashes along Nutley Street SW	22
Crashes along Park Street SE	15
Number of Fatalities	0



[Click Here for 2013-2015 Crash Data](#)

2014 Vehicle Crashes Heat Map (Excludes I-66)

Source: Town of Vienna, Virginia Department of Motor Vehicles

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 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 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 residents and the public as they travel around Vienna (see [Page 83](#)). 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 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.

OPTIONS FOR TRANSPORTATION IMPROVEMENTS TO INCREASE SAFETY



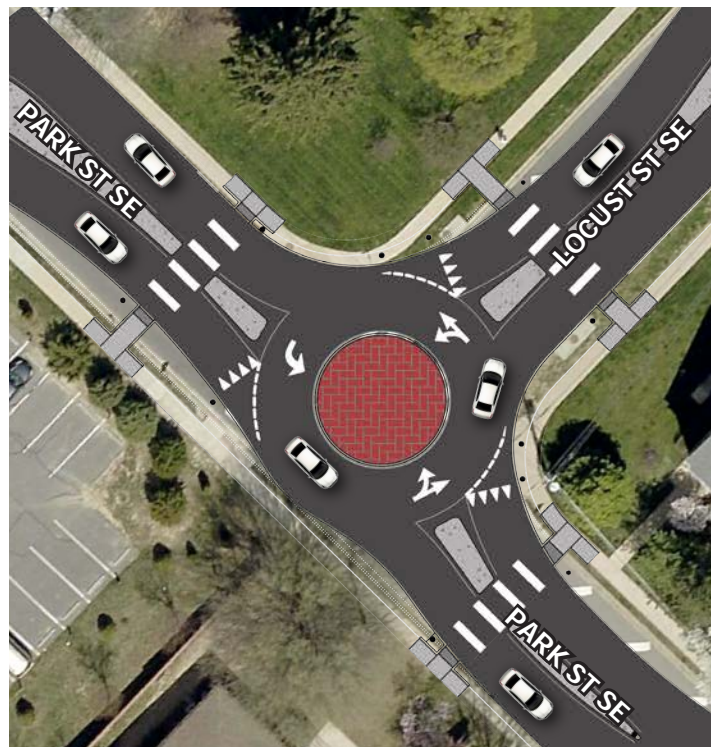
Signs: Pedestrian crossing signs at Marshall Road SW



Hybrid Signals: Rapid flashing beacon at Lawyers Road and Blair Road NW



Pedestrian Signals: HAWK signal at the mid-block of the 300 block of Maple Avenue West



Street Design: Approved design of mini-roundabout at Locust Street SE and Park Street SE

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 actively 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

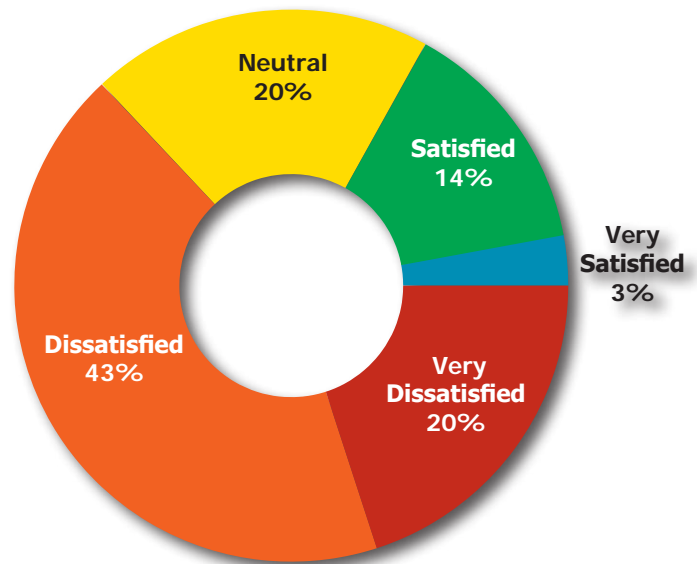
In 1998, the Town Council favorably considered a study of local traffic behavior and sought recommendations on ways to control speeding, limit cut-through traffic in residential areas, and ease rush hour congestion and intersection gridlock.

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 continue to explore the traffic calming benefits of neighborhood traffic circles and single lane roundabouts.

Traffic Congestion

Commuter traffic dominates automobile traffic through Vienna on Maple Avenue. The Town's close proximity to Tysons, Washington, D.C., the



2014 Town Survey: Household Satisfaction with Traffic Flow on Maple Avenue

Source: ETC Institute for the Town of Vienna

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-Fairfax-GMU Metrorail Station also contribute substantially to rush hour traffic congestion on Nutley Street SW.

Commuter traffic on Maple Avenue and Nutley Street SW, also 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 Rd at Maple Ave W
- Park St at Maple Ave E
- East St at Maple Ave E.

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 mini-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.

As mentioned previously in this chapter, 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. The use of automated performance measures for traffic signals has shown promise in other small jurisdictions and could yield some improvement in traffic congestion along Maple Avenue.

Maple Avenue Alternatives

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:

- **Advanced traffic control technology** can improve the management of all modes of transportation along Maple Avenue. This can include prioritization for pedestrians, bicyclists, and transit services as a part of a community-focused approach. Concept development can be coordinated with the VDOT Northern Virginia East-West Integrated Corridor Management Study to define specific infrastructure and applications to meet the Town of Vienna's goals.
- **Landscaped medians** offer safety and aesthetic improvements by separating oncoming traffic and allowing for greening and beautification of Maple Avenue. Medians can also collect and store stormwater. However, landscaped medians limit turning motions.
- **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 the sidewalk and automobile traffic on Maple Avenue. Parking lanes also can increase the number of public parking spaces, but can 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.
- **Roundabouts** can potentially increase traffic flow and reduce the number of traffic crashes. A series of roundabouts can also help create a sense of place and create more distinct gateways to the Town. Insurance Institute for Highway studies 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%.

EXAMPLES OF LAYOUT ALTERNATIVES ALONG MAPLE AVENUE



Landscaped Medians



On-street Parking



Credit: Montgomery County, MD

Reversible Center Lanes

FOR ILLUSTRATIVE PURPOSES ONLY

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.
- Continue enforcing truck routes, as regulated by the [Town Code](#).



Typical neighborhood in Vienna with low volume traffic



A standard street section to be used in conjunction with defined street typology

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 in the [Appendix](#)) 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.



All modes of transportation need to be considered when redesigning existing streets and building new streets

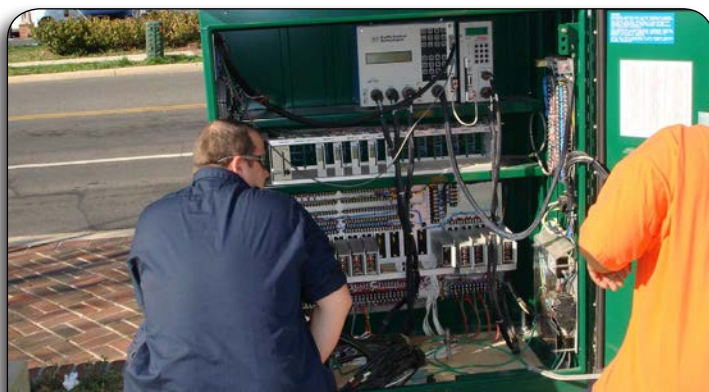
Objective 4 - Manage streets to eliminate fatalities and serious injuries sustained in traffic crashes and reduce the number of minor accidents.

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 and Nutley Street SW.
- Establish and coordinate a transportation safety plan, coordinated between the Transportation Safety Commission, Police Department, and Public Works.
- Maintain and keep roads in good condition.



The Police Department regularly sets speed trailers on roads where speeding may be common



Staff maintaining signals along Maple Avenue

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 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.



Electric charging stations should be encouraged in the Central Business District

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 and objectives and other Town goals.



Roundabouts should be studied as part of a Maple Avenue specific corridor study

Transit

The Town is served by several transit providers and services, including Metrorail, Metrobus, and Fairfax Connector services (see [Page 91](#)).

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. The station also serves as a hub for a variety of local and regional bus services. The Tysons Corner Metrorail Station is also 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, which does not operate its own transit service, 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-Fairfax-GMU Metrorail 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 the



The Vienna Station has multiple bike lockers which enable riders to bike to metro and safely store their bicycles.

Tysons Corner Metrorail Station and the Vienna-Fairfax-GMU Metrorail Station by way of Maple Avenue, has service throughout the day.

Current & Future Needs

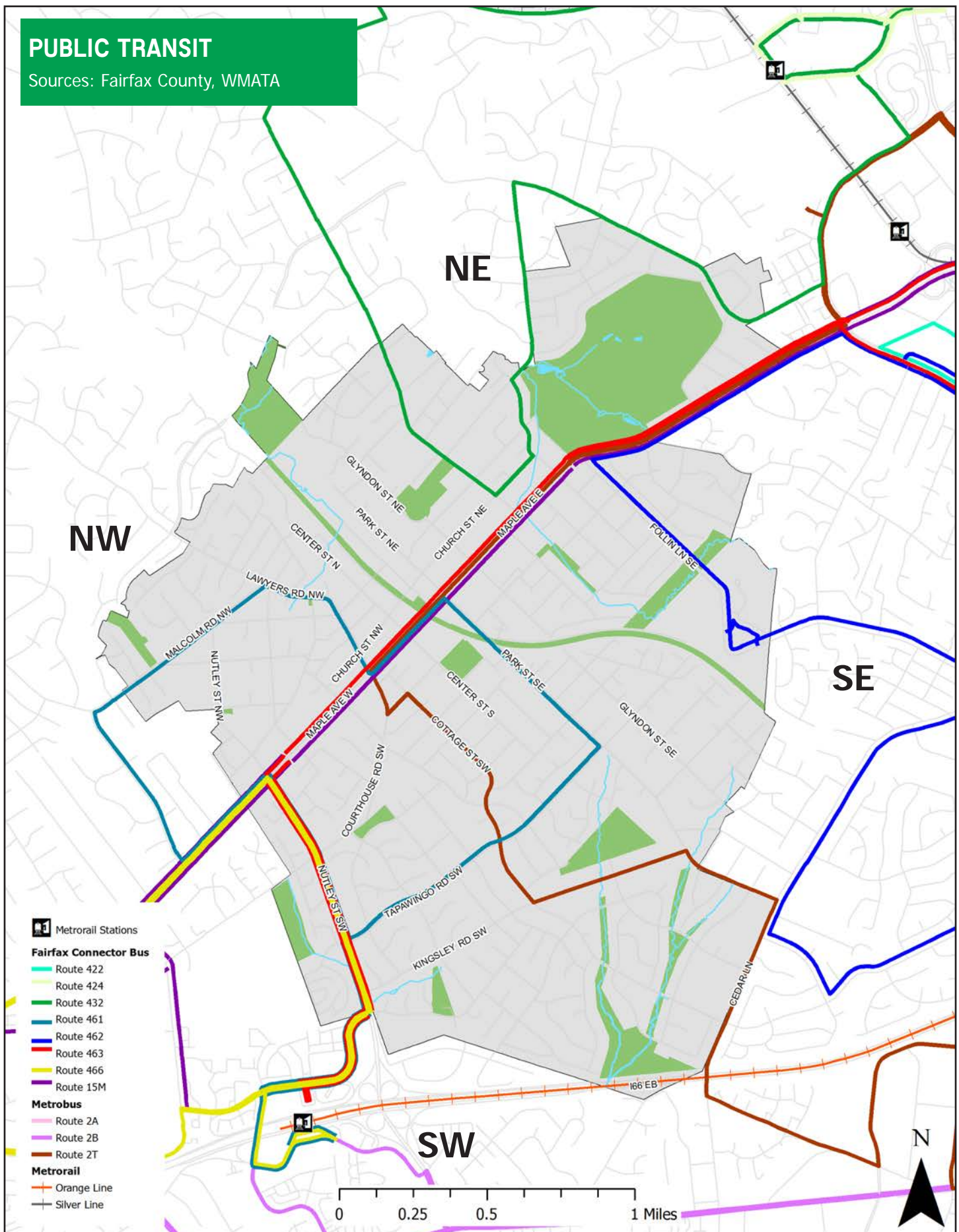
Many Town residents rely on public transit to access employment and shopping, both locally and within the region. As such, it remains important for the Town to increase frequency and reliability of transit service. This includes both bus and rail. Further, transit provides an opportunity to reduce automobile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

The Silver Line extension of 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, 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/Merrifield. 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.

PUBLIC TRANSIT

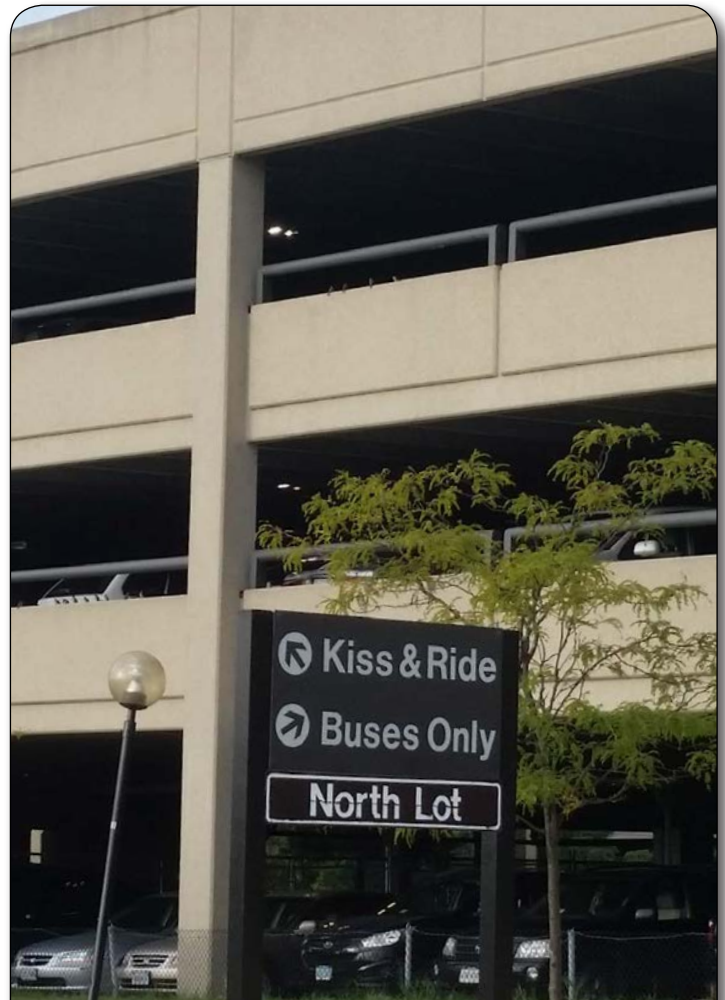
Sources: Fairfax County, WMATA



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.



A commuter parking garage located at the Vienna Metro Station

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 number of bicyclists and pedestrians walking and biking to and from work and school
- Reduced use of automobiles for short trips
- Increase in use of public transportation options
- Limited effects on the Town's transportation network from regional redevelopment and travel trends

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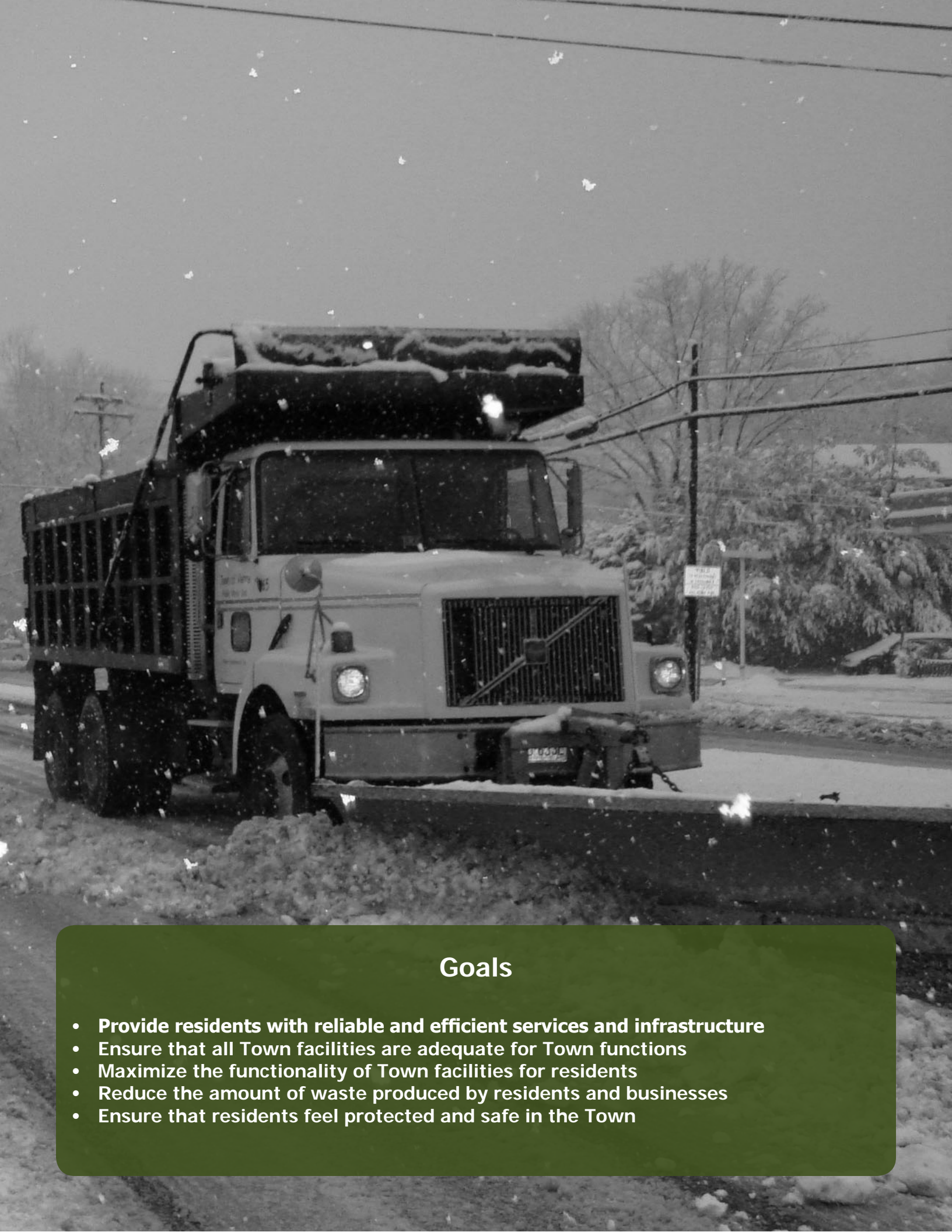


CHAPTER 6

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**



Town Facilities

Vienna maintains administrative facilities throughout the 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 use facilities at multiple locations.

Town Hall

The Vienna Town Hall, dedicated to long-time mayor Charles A. Robinson, Jr. (1976-2000), 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.

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.

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. It is surrounded by residential properties on three sides and sits across from other residential properties. From 2012 to 2014 the Yard received a yearly average of 11,354 cubic yards of leaves.



The renovation and expansion of the Community Center will provide residents with access to a new gym facility and modernized recreational facilities.

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 24 hour protection to the Town.

The Department also 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 Headquarters

Police Department space and information technology requirements are not fully satisfied by its current facilities. Some police functions, including the Criminal Investigations Section, are currently 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.

Parks 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, 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 approved the renovation, and expansion of the building to include a new gym, exterior façade changes, new offices, and a new lobby area. Other improvements still under consideration include a fitness center. For more information, see the [Parks and Recreation chapter](#).



The Bowman House is used by the Department of Parks and Recreation as an arts and craft center.

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 office space for Parks and Recreation staff and garage space for maintenance of landscaping machinery and equipment.

A storage facility for Town documents, used by all Town departments for records keeping, and a greenhouse, used by Parks and Recreation staff, are also located at the Yard. The storage facility was built in 2008.

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. The Town's parks are described in more detail in the [Parks and Recreation chapter](#).

Freeman House

The Freeman House, circa 1860, is 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. It has been designated as an official stop on the Virginia Civil War Trails and was added to the National Register of Historic Sites in 2012.

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.



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, originally built in 1957, was extensively renovated and upgraded in 2004-2005, with a major community and volunteer effort, at a cost of \$3.8 million.

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.



The Patrick Henry Library, located at 101 Maple Avenue East, sees an annual circulation of 400,000 units per year and has been in operation since 1971.

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 Patrick Henry Library is located at the intersection of Center Street and Maple Avenue and has an annual circulation of 400,000 units per year, with a collection of roughly 95,000 volumes.



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](#), street sweeping, to be most effective, 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.

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.

Subdivisions

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 Act (the "Bay Act") 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 a 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

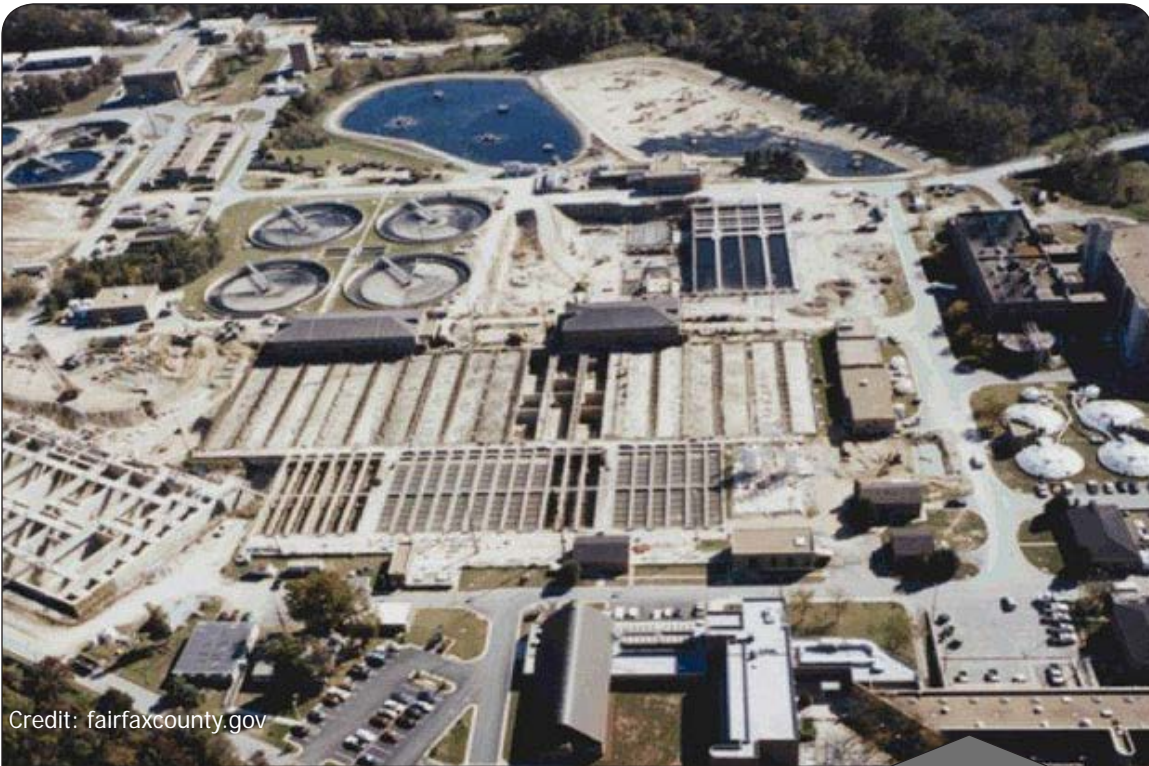
The Town of Vienna's water system serves approximately 16,000 residents inside the Vienna corporate boundary and 4,000 customers outside of the corporate boundary. The water distribution system consists of 131 miles of water mains, over 800 hydrants, 9,300 water service connections, two elevated storage 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 U.S. Environmental Protection Agency (EPA). These [water quality reports](#) test for lead, copper, and other contaminants.

Water Supply Capacity

The Town 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 1940s and the Capital Improvement Program (CIP) 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 the Town's water quality.



Credit: fairfaxcounty.gov

The Norman M. Cole, Jr. Pollution Control Plant, located in Lorton, Virginia, has routinely met federal pollution control standards and recently received the Platinum Peak Performance Award from the National Association of Clean Water Agencies.

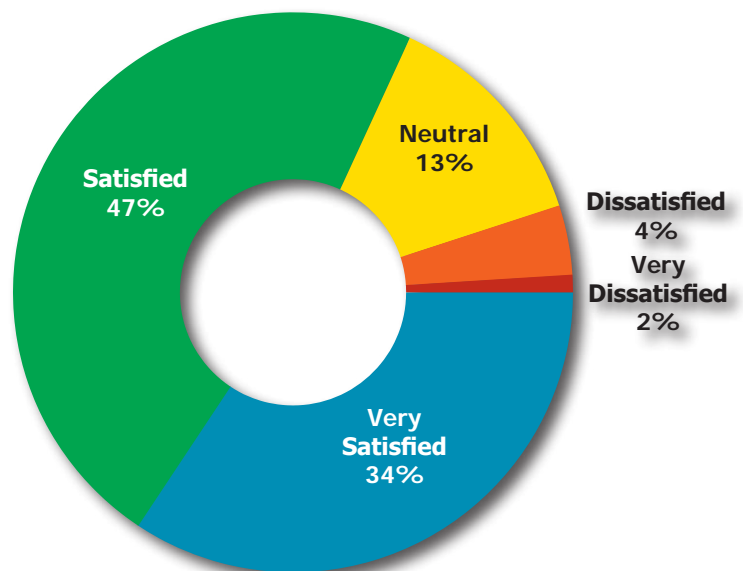
Sanitary Sewer System

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 1940s 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.



2014 Town Survey: Household Satisfaction with Quality of Water and Sewer Services

Source: ETC Institute for the Town of Vienna



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.

The Town should also look at other ways to increase recycling and reduce the disposal of solid waste. With shifting prices for the cost of recycling and waste disposal, the Town needs to examine how it can reduce the amount of waste it collects.

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.



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 also located 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 nonpoint 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.



The Town should continue supporting Fairfax County's hazardous waste disposal program

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 collocate 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 ([see Appendix for map](#)). 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:
 1. Town-owned property by lease agreement with the Town.
 2. 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
 3. Virginia Power substation on Center Street North
 4. Existing utility transmission towers; and
 5. Commercial or industrial zoned properties, with the exception of the C-1, Local Commercial zone (except for 400-500 Maple Ave E blocks).



Public utility poles still line much of Maple Avenue and Church Street



Several telecommunications facilities are located at a Vienna water tank on Tapawingo Road SW

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.



Run-off has become an issue with the increase of new homes being constructed in the Town

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.
- Encourage residents to compost food scraps and yard waste.



The Town provides both trash and recycling collection services



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 Vienna 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.

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Indicators

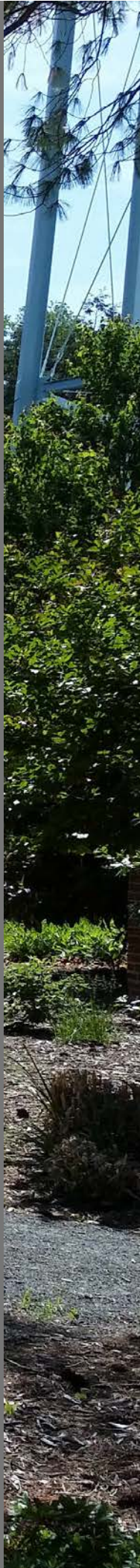
- Decrease in the number of water main breaks
- Increase in recycling and decrease in solid waste pickup
- Increase in the undergrounding of utility poles along commercial streets
- Decrease in percentage of incidents recorded by the Police Department

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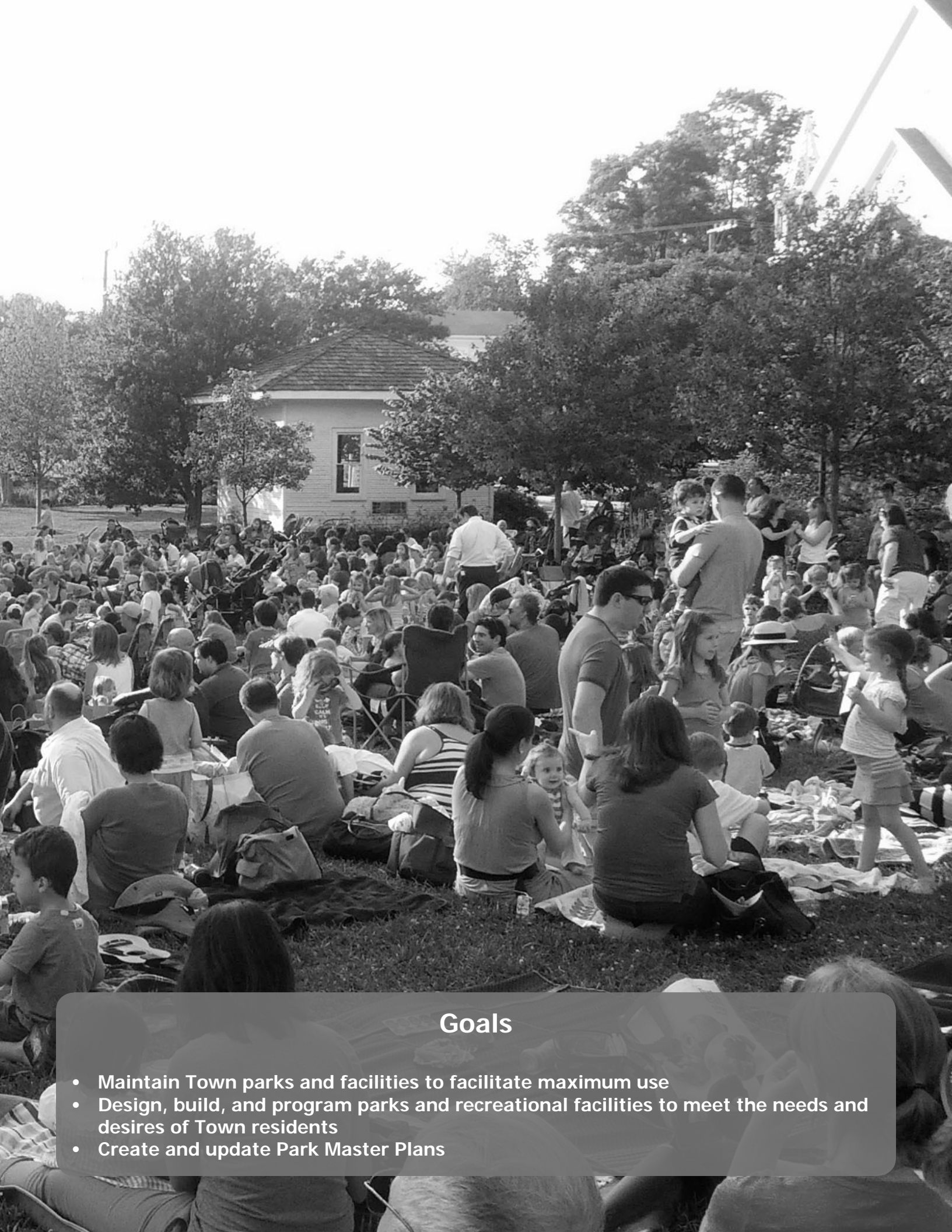


CHAPTER 7

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

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 these 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 currently staffs 131 employees. The Department also helps preserve designated historic properties.

Its stated goal is to create community through people, parks, and programs.

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 fields are also open to and used by Fairfax County residents outside of the corporate 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.

Town Annual Events



Oktoberfest



Halloween Parade



First Night



Viva! Vienna!



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/park system owned and maintained by NOVA Parks. 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.

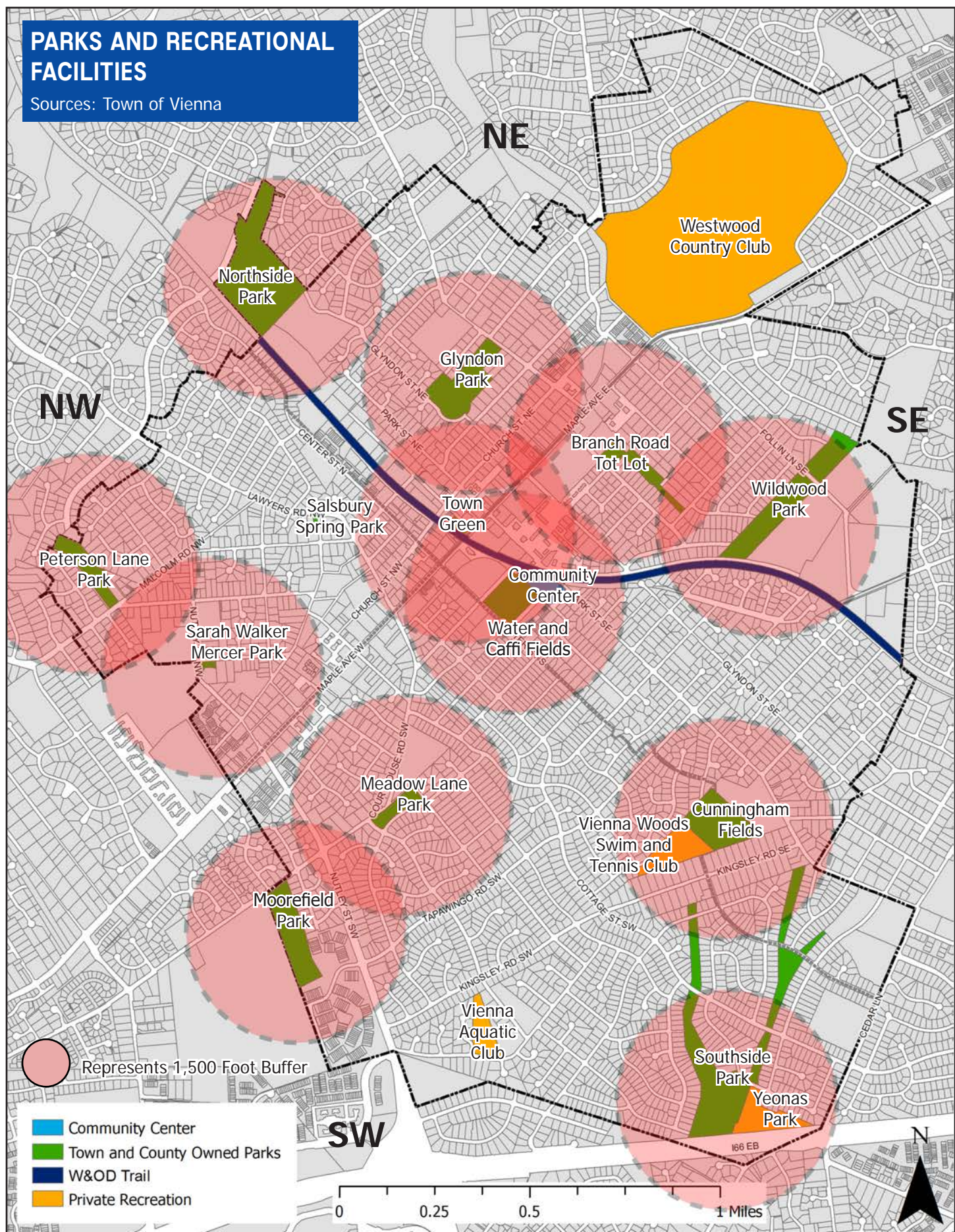
Town Parks and Recreational Facilities

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 but are owned by the Fairfax County School Board. The [Washington and Old Dominion Railroad Regional Park](#) (W&OD Trail) is owned and operated by the NOVA Parks. Brief descriptions of these parks are provided, listed in no particular order.

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 on [Page 120](#) shows these gaps. Salsbury 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, passive parks and active parks). In some cases adjoining residential lots that come up for sale may be the only viable option to fill service area gaps.





The Community Center is currently undergoing a complete renovation, along with the addition of a new gymnasium towards the rear of the building.

Community Center

The Community Center, officially opened in 1966, 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, the Halloween Parade, Oktoberfest, and the Church Street Stroll.



The Westwood Country Club was established in 1954 and includes a 58,000 square foot club house, 18-hole golf course, tennis courts, swimming pool and a fitness center.

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 and adjacent to the Town's Southside Park, is a privately owned Little League park with three fields. There are [plans](#) to renovate these 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.



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. A new turf field was installed in 2015.

Moorefield Park and the Vienna Dog Park

Situated off 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

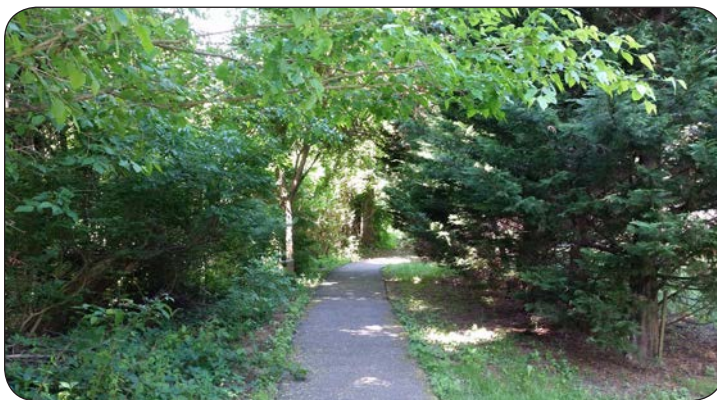
Home to the Town's annual Fourth of July Fireworks display, Southside Park is a 17 acre multi-use facility. Southside is the host to baseball and softball leagues, and youth football. Two full size softball fields are located at Southside, in addition to sand volleyball courts, basketball courts, playground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



Vienna Town Green

The capstone of Vienna's Parks and Recreation Department, the 2.5 acre Vienna Town Green, is 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 126](#)).





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. Trails were enhanced with the addition of QR coded 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 & 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 NOVA Parks. 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, horseback riding, 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 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.



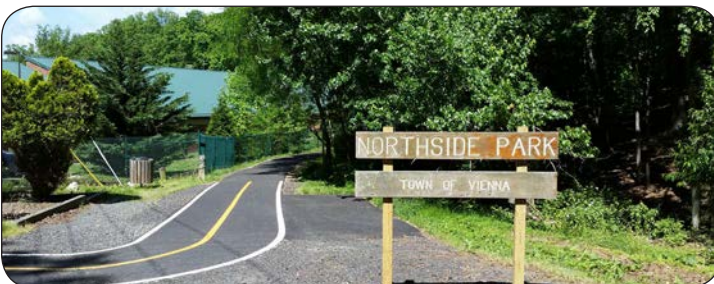
School Fields

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 park and conservation zone 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.



HOW TO ACTIVATE THE TOWN GREEN DURING NON-EVENT HOURS



Splash fountains



Public art (mosaiculture pictured above)



Interactive art elements



Creative and fun park furniture



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 demographics of the Town, as determined by Census data.

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.



Glyndon Park provides residents with walking paths and recreational fields

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 Park Authority and NOVA Parks, regarding shared facilities and other opportunities for collaboration.



The Fourth of July Fireworks Show is an annual event that attracts hundreds of residents

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.
- Examine the current zoning of Town-owned parks, and where appropriate, recreational property owned by Fairfax County or regional authorities.



The Community Center be undergoing a renovation and an expansion over the next couple of years



Salsbury Spring Park, albeit a small park, provides some open space in the Historic District

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.
- 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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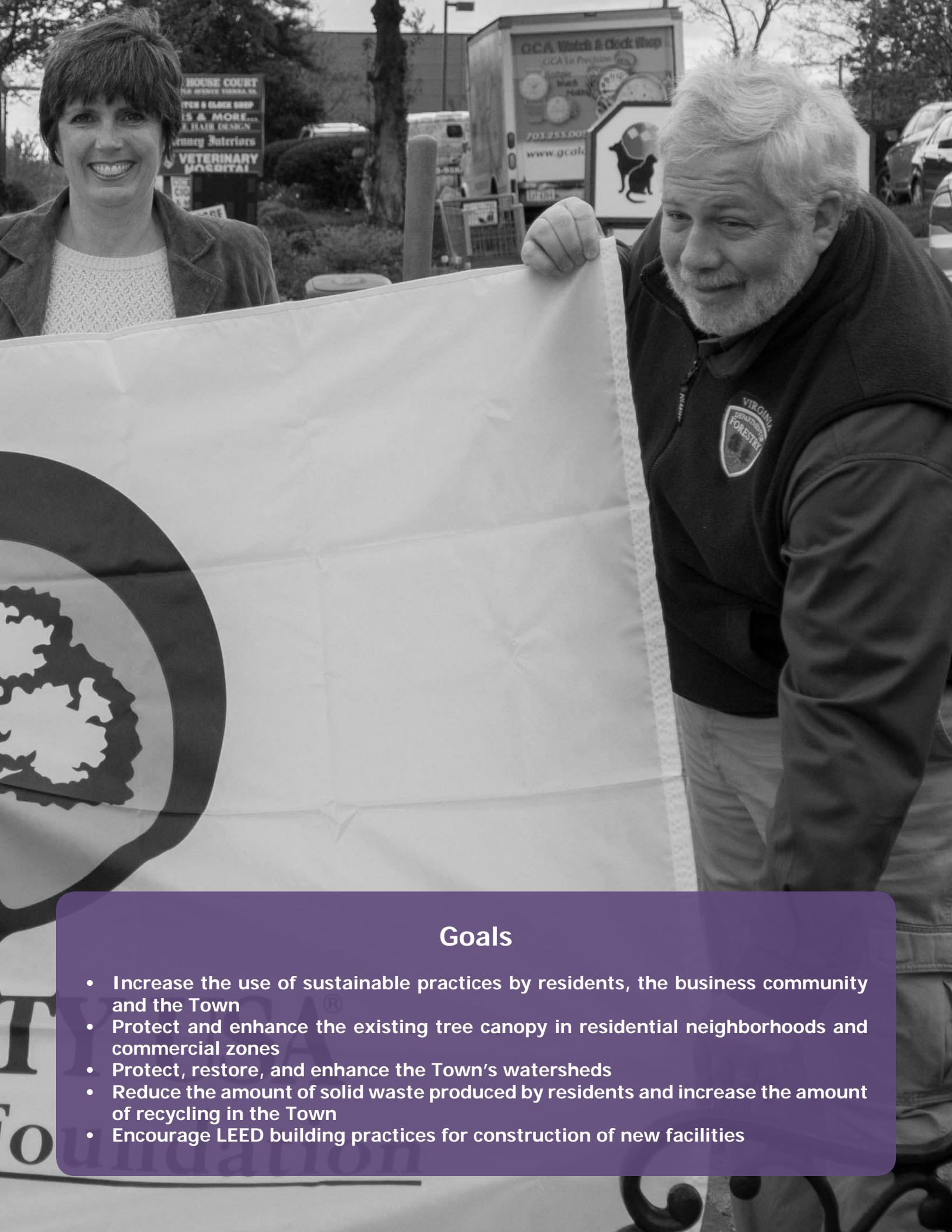
CHAPTER 8

ENVIRONMENT AND SUSTAINABILITY



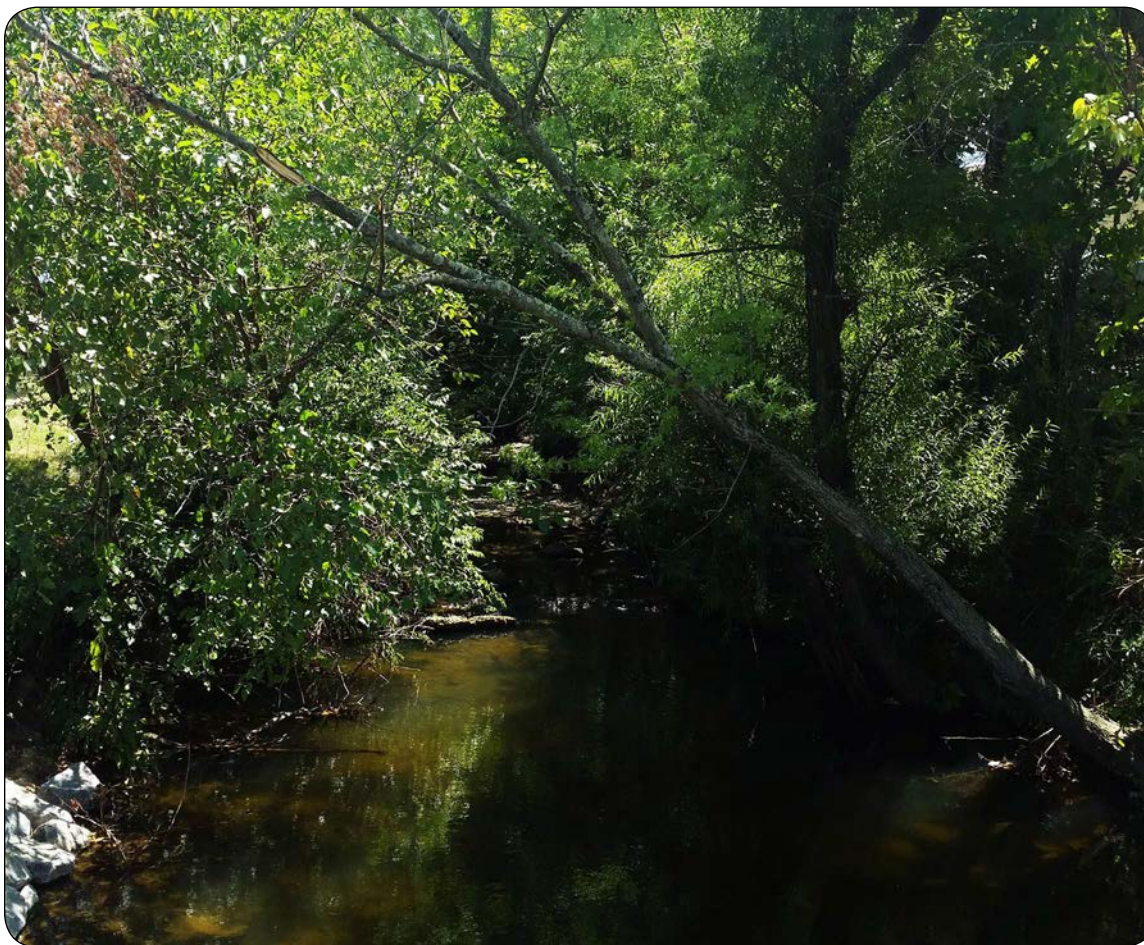


TREE CITY
Arbor Day Festival



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 of new facilities



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. It also recognizes its role to help mitigate greenhouse gas pollution and promote energy efficiency and sustainable practices.

For the purposes of this plan, environmental sustainability is to be defined as responsible interaction with the environment to avoid depletion or degradation of natural resources and allow for long-term environmental quality. The practice of environmental sustainability helps to ensure that the needs of today's population are met without jeopardizing the ability of future generations to meet their needs. 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 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 and programs to benefit and enhance the Town.

Town Area	4.409 square miles (2,821.9 acres)
Average Elevation	389 feet
Highest Point	492 feet
Lowest Point	170 feet
Watersheds	Wolftrap Creek to the east and northeast
	Bear Branch to the southwest
	Hunters Branch to the southwest
	Piney Branch to the northwest
Primary Soils	Wheaton type, with variations
Average High Temperature	64.18 degrees Fahrenheit
Average Low Temperature	45.48 degrees Fahrenheit
Average Precipitation	43.15 inches

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.

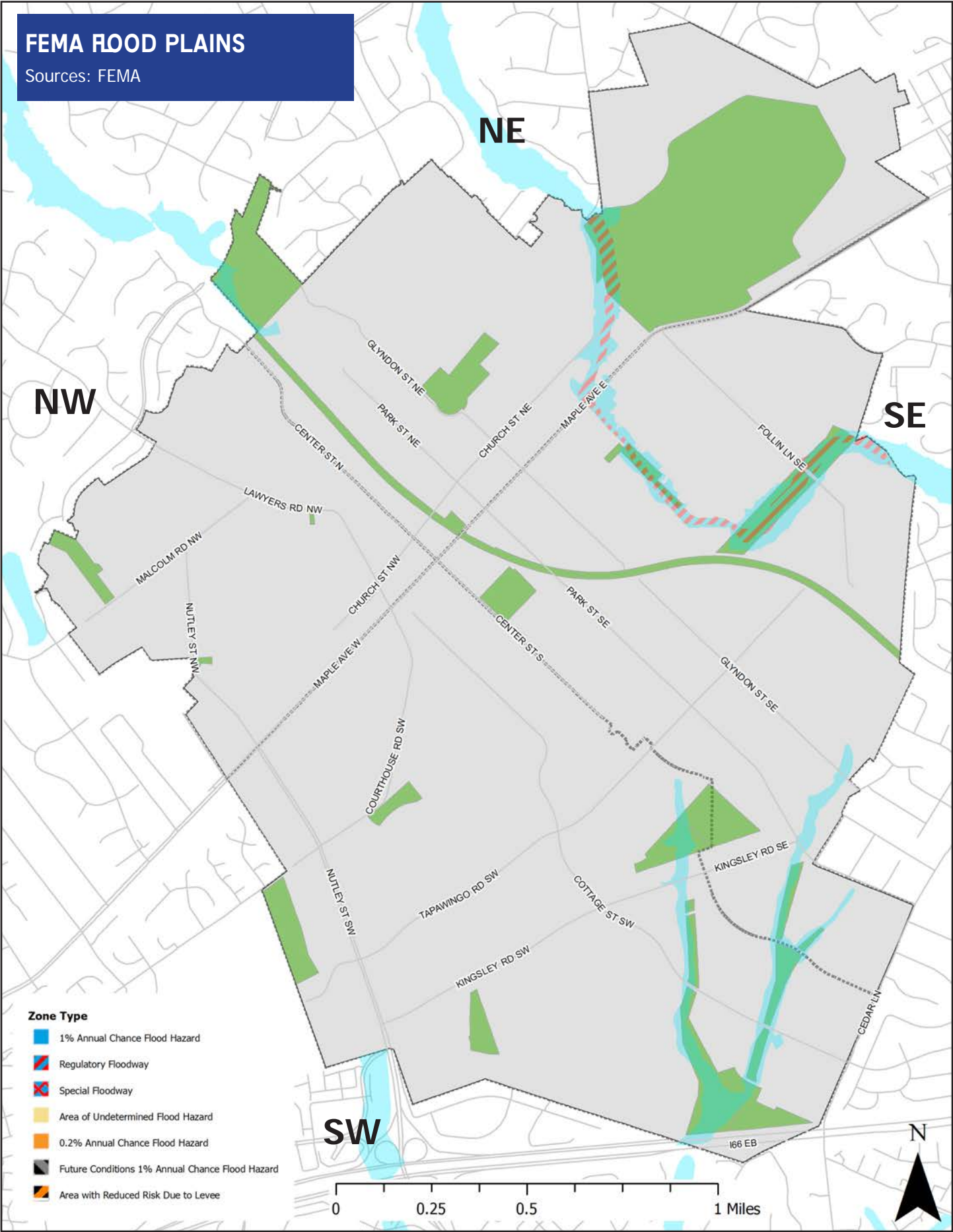
Watersheds

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 (see map on [Page 138](#)). 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 the Federal Emergency Management Agency (FEMA). Affected property owners within a Special Flood Hazard Area 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 at Town Hall and the Patrick Henry Library.





Part of Hunters Branch, located in the southwest quadrant, is currently being restored.

Chesapeake Bay Preservation Areas

[The Chesapeake Bay Preservation Act](#), (the "Bay Act") requires the Town to institute land use regulations to mitigate nonpoint source pollution and to protect the quality of streams and tributaries flowing into the Chesapeake Bay. Under the Act, two levels of land use control to protect water quality for such land are established, [Resource Protection Areas \(RPAs\)](#) and [Resource Management Areas \(RMAs\)](#).

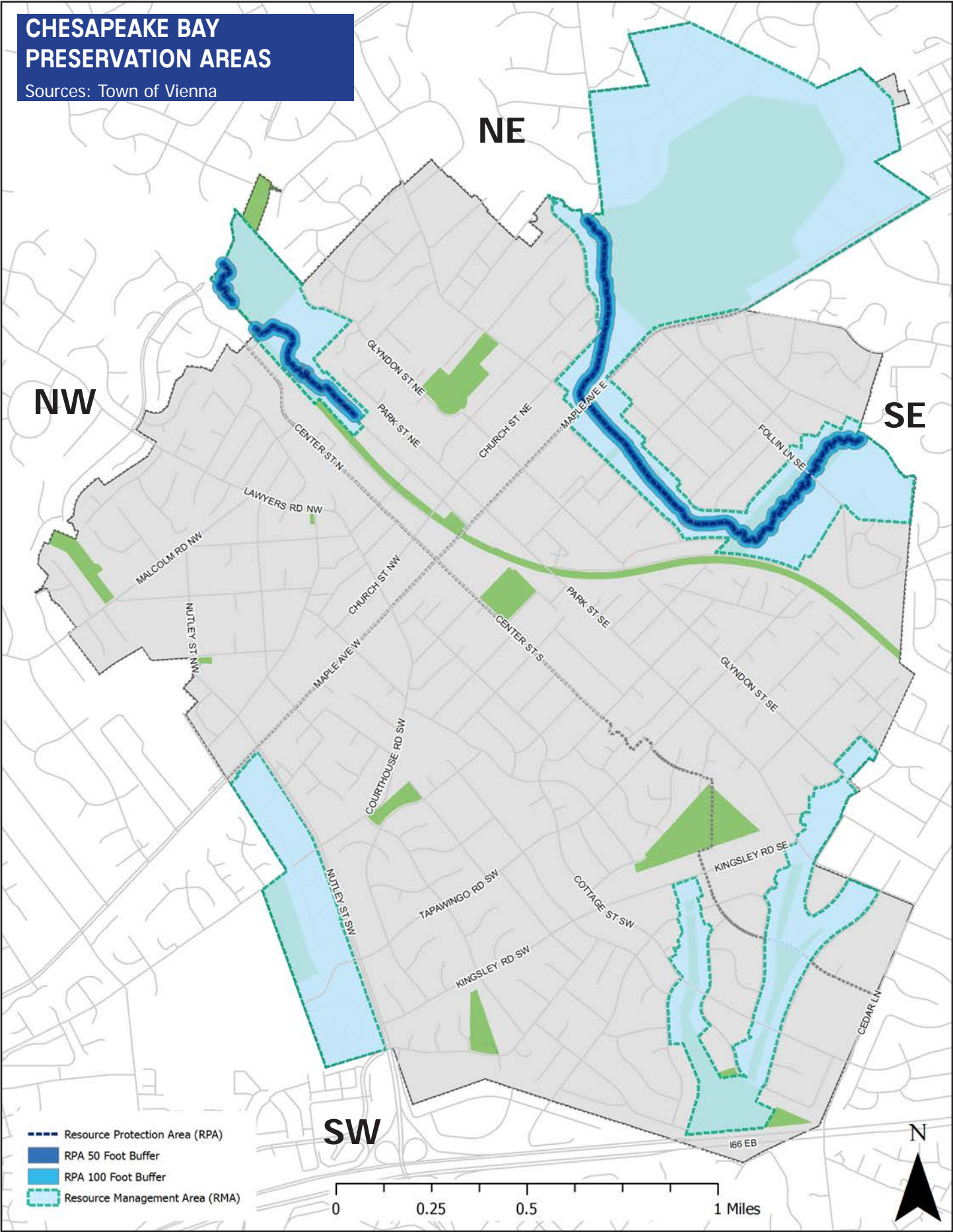
Resource Protection Areas

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.

Resource Management Areas

RMAs 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.





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 or discharge from a wastewater treatment plant. 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.



The Department of Public Works staff cleans out catch basins to help prevent nonpoint pollution.

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 "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.



Stormwater

The Town operates a municipal separate storm sewer (MS4) system 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, can help discourage the 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, CEC expressed concerns that with the trend of redevelopment of single lots many mature trees were being lost. To remedy the situation, the 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 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, newer trees. A Code amendment to require 20% tree canopy within 10 years, similar other local jurisdictions, should also be studied.

In regards to subdivisions, the Town should 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. The Department of Parks and Recreation, for example, currently maintains a [list of approved street trees](#) for when there are and are not overhead wires 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 U.S. 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, D.C. 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, all of which encourage modes of transportation other than by automobile.



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 embraces new technologies that build a more sustainable and 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.



As part of the Solarize NoVA campaign, Falls Church Mayor David Tarter and Vienna Mayor Laurie DiRocco entered in a friendly competition to see whose community could enroll the greatest number of participants for free home energy checkups and solar PV reviews. (The Town of Vienna won this competition in 2015.)

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.



Resiliency

In the upcoming decades the effects of a changing environment will be increasingly prevalent at a local level. The Town, along with other local jurisdictions, will need to be able to adapt to the effects of environmental changes using policy, planning, programmatic and infrastructure solutions to create a long-term sustainable community resilient to these expected changes.

Planning

The Town will need to remain vigilant in planning for more frequent extreme weather events, such as droughts, floods, hurricanes, windstorms, snow storms, and heat waves. There will also most likely be an increase in vector-borne diseases, such as West Nile and Zika viruses. The Town will need to be cognizant of and plan to meet or exceed the evolving standards for air pollutants.

There are several ways in which the Town can help plan for these effects and do its part in reducing greenhouse gas emissions. They include the following:

- Assess and update emergency plans for extreme weather events.

- Ensure that stormwater management practices are up-to-date and take into account increases in flooding events.
- Plant and encourage planting of more drought resistant native trees, shrubs, and grasses.
- Move towards a more efficient Town vehicle fleet.
- Inventory the Town's consumption of fossil fuels, in buildings and vehicles, and water to better understand where consumption can be reduced and money saved.
- Calculate the Town's greenhouse gas and other air pollutant emissions with the aim of making reductions.
- Work with regional and state agencies in combating the spread of vector-borne diseases.

The Town will also need to be aware of and follow up on any state recommendations and plans. Governor McAuliffe's Climate Change and Resiliency Update Commission recently released a [report](#) with recommendations to the governor on how the Commonwealth should deal with climate change. This report follows the [2008 Climate Change Action Plan](#).



Community Involvement and Outreach

The Town strives to broaden awareness of the environmental issues that impact the Town and region. Numerous programs and events, some of which are listed below, support these efforts.

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 and sustainable technologies.

Eco-Efficient Homes Initiative and Native Plants Sale

The Eco-Efficient Homes Initiative recognizes builders and homeowners who build homes to third-party standards such as ENERGY STAR, Passive House, etc.

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](#).

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 the owner of the property. English ivy has also been known to attract mosquitoes.

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

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.
- For redevelopment projects, 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 greenhouse gas (GHG) 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.

WHY SOLAR?
A 7kW Array over 25 Years:

- Cuts 330,500 pounds of CO₂
- Equals taking 1.75 cars off the road
- Equals planting 2.9 Acres of trees

On top of ENVIRONMENTAL BENEFITS, a solar system produces strong INVESTMENT RETURNS.

When the solar panels produce more energy than the household is using, your power meter will begin to SPIN BACKWARDS, building you credited power.



At the Green Expo, vendors presented information about the advantages of solar panels for home owners

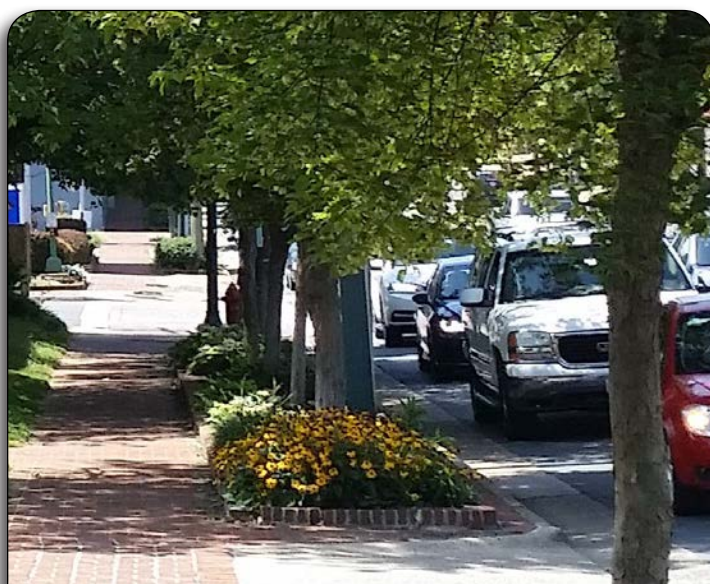
Objective 4 - Decrease GHG emissions produced by vehicles in the Town.

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 flexible work schedules and telecommuting policies, and increasing opportunities for transit and bicycle use, in addition to sidewalks and pathways.



The Fairfax Connector 463 bus travels from the Vienna Metro Station to the Tysons Corner Metro Station along Maple Avenue



Black-eyed Susans are used throughout Town because they are drought tolerant and native to the area

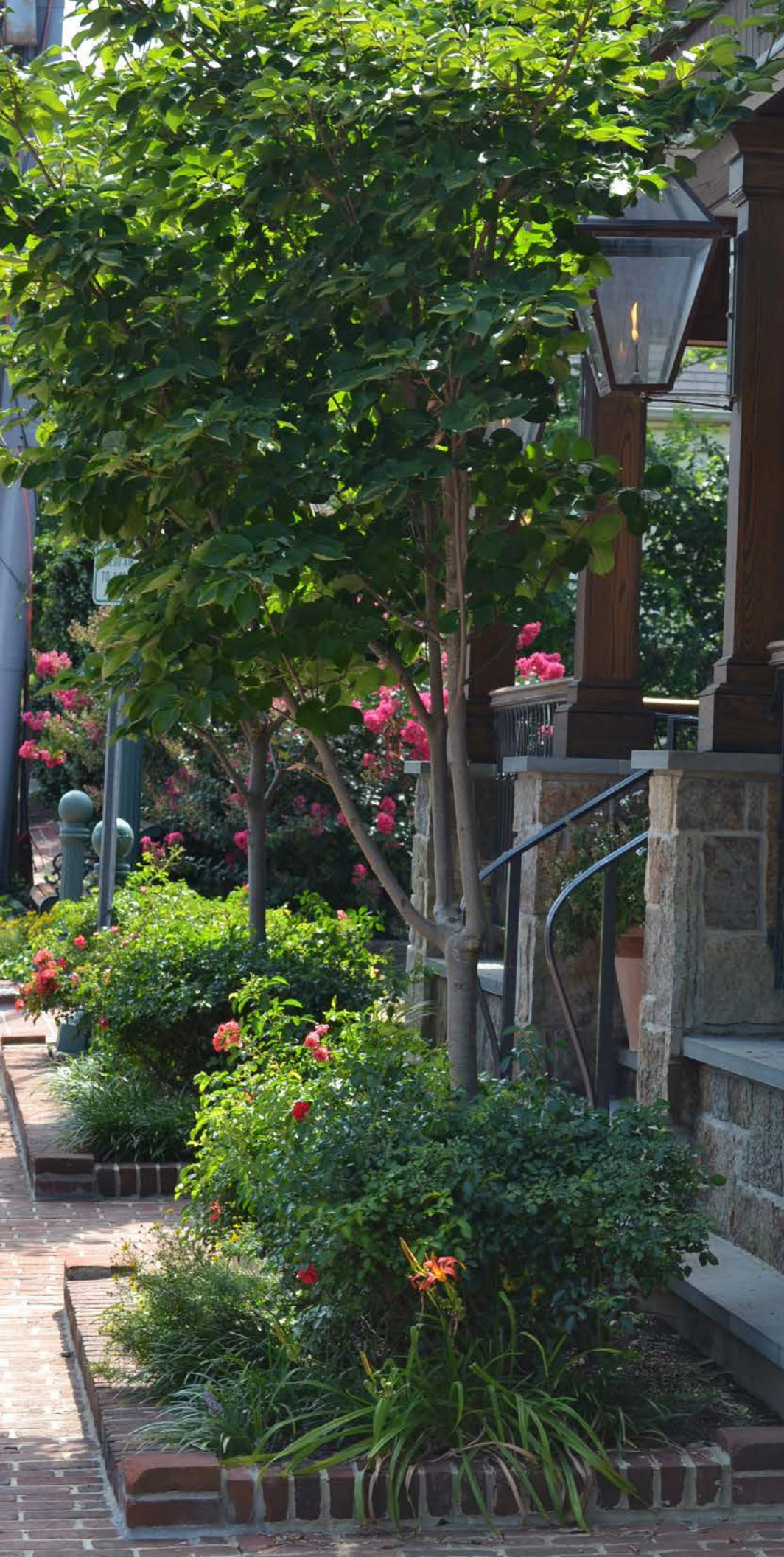
Objective 5 - Adopt effective stormwater management practices.

- Promote the use of permeable pavers and surfaces 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.

Indicators

- Increase in the Town's tree canopy
- Decrease in emissions produced by Town-owned vehicles
- **Increase in number of LEED certified buildings**
- Decrease in trash produced per capita by Town residents
- Increase in the number of solar panels installed by residents and businesses
- Increase in the amount of recycled materials collected by the Town
- Increase in the percentage of streams restored

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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 commercial corridors.

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.
- 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 long-term in nature and looks 15 to 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 Town 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.
- Central Business District 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.
- Initiate a Maple Avenue Commercial Corridor study to examine intersection and roadway design as well as traffic control technologies and strategies.

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APPENDIX



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Glossary

Affordable Housing: Under the Code of Virginia, affordable housing is defined as housing that is affordable to households with incomes at or below the area median income, provided that the occupant pays no more than thirty percent of his gross income for gross housing costs, including utilities.

Central Business District: The focus of commercial, social, civic life and transportation. In Vienna, it is encompassed by the Maple Avenue Commercial Corridor and Church Street Commercial Corridor.

Charrette: A planning session or series of meetings in which stakeholders, which can include residents, business owners, and elected officials, collaborate in developing a solution to a design problem.

Church Street Commercial Corridor: This corridor is comprised of the commercial properties along Church Street from Lawyers Road NW to Park Street NE that are zoned C-1B Pedestrian Commercial.

Collector Street: Provides direct service to and from local areas, and distributes 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.

Comprehensive Plan: A plan with the purpose of guiding and accomplishing 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, including the elderly and persons with disabilities.

Dedication: The transfer of property rights from private to public ownership with land conveyed to the local government to be used for streets, schools, parks, utilities, etc.

Development: Under the Code of Virginia, development means a tract of land developed or to be developed as a unit under single ownership or unified control which is to be used for any business or industrial purpose or is to contain three or more residential dwelling units.

Hazardous Materials: Substances that are harmful to human and environmental health and/or safety in relatively small quantities. Such materials include flammable, combustible, corrosive, reactive, and toxic substances as well as any other substance defined as "hazardous" by the state or federal government.

Historic Area: Under the Code of Virginia, historic areas are areas containing one or more buildings or places in which historic events occurred or having special public value because of notable architectural, archaeological or other features relating to the cultural or artistic heritage of the community, of such significance as to warrant conservation and preservation.

Incentive Zoning: Under the Code of Virginia, incentive housing means the use of bonuses in the form of increased project density or other benefits to a developer in return for the developer providing certain features, design elements, uses, services, or amenities desired by the locality, including but not limited to, site design incorporating principles of new urbanism and traditional neighborhood development, environmentally sustainable and energy-efficient building design, affordable housing creation and preservation, and historical preservation, as part of the development.

Inclusionary Zoning: Residential developers are provided with incentives to reserve a certain number of residential units in a development at prices affordable to low- and moderate-income households.

Industrial Land Use: Consists of light industrial uses and other manufacturing activities not appropriate or feasible for commercial areas.

Interstate Highway System: 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.

Leadership in Energy and Environmental Design (LEED) Certification: Program developed by the U.S. Green Building Council, which calls for resource efficiency and sustainability for buildings. There are four LEED rating levels: Certified, Silver, Gold and Platinum.

Local Street: Provides 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.

Maple Avenue Commercial Corridor: This corridor is comprised of commercial properties along Maple Avenue from the western edge of Maple Avenue to East Street.

Maple Avenue Commercial (MAC) Zoning Ordinance: Adopted in October 2014, the zoning district allows commercially zoned properties along Maple Avenue to rezone for mixed-use and pedestrian oriented development.

Median Household Income (MHI): The median household income, as defined by the U.S. Census Bureau, divides the income distribution of households into two equal parts: one-half of the households falling below the median income and one-half above the median. For households, the median income is based on the distribution of the total number of households, including those with no income. Median income for households is computed on the basis of a standard distribution.

Minor Arterial Street: Links collector and local streets with principal arterial streets and typically carries a mix of local and through traffic.

Mixed-Use Development: Under the Code of Virginia, mixed-use development means property that incorporates two or more different uses, and may include a variety of housing types, within a single development.

Multiplex: A structure containing three or more attached dwelling units.

Municipal Separate Storm Sewer System (MS4): A conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) which is owned or operated by a State, city, town, borough, county, parish, district, association, or other public body and is designed or used for collecting or conveying stormwater, and is not part of a combined sewer.

Metropolitan Washington Council of Governments (MWCOC): A regional organization composed of 22 local governments of the Washington Capital area. It develops coordinated regional responses and actions for issues related to transportation, the environment, housing and planning, health and human services, homeland security, and public safety.

Passive Park: A park which is not programmed, requires no administration, and is not developed, except for minor features, such as seating and gardens.

Principal Arterial Street: Carries 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.

Public Private Partnership (P3): A partnership, usually through a long-term contract, between a government entity and one or more private sector companies.

Resource Management Area (RMA): means a component of the Chesapeake Bay Preservation Area (not classified as a resource protection area (RPA), as designated on the official CBPA map for the Town as incorporated in the current comprehensive plan that includes lands, which if improperly used or developed, have a potential for causing significant water quality degradation. Lands with the following characteristics may be classified as RMAs:

- A. 100-year floodplains;
- B. Highly erodible soils and/or slopes in excess of 15 percent;
- C. Highly permeable soils;
- D. Non-tidal wetlands not classified as an RPA; or
- E. Other lands as identified by the Town to be necessary to protect the quality of state waters.

Resource Protection Area (RPA): means a component of the Chesapeake Bay Preservation Area as designated on the official CBPA map for the Town as incorporated in the Comprehensive Plan that is comprised of lands adjacent to a water body with perennial flow that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to the impacts which may result in significant degradation to the quality of state waters. The following lands shall be classified as RPAs:

- A. Non-tidal wetlands connected by surface flow to or contiguous to a water body with perennial flow;
- B. Other lands as identified by the Town to be necessary to protect the quality of state waters; and
- C. Buffer areas having widths of not less than 100 feet, landward of the components listed in subsections A and B of this definition, and adjacent to and landward from each side of any water body with perennial flow.

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.

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.

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.

Resources and Links

Chapter 1: Introduction

Comprehensive plan to be prepared and adopted; scope and purpose. Code of Virginia

Link: <https://vacode.org/15.2-2223/>

Referenced Page(s): [3](#)

Chapter 2: Community Profile

Church Street Vision

Link: <http://www.viennava.gov/index.aspx?nid=959>

Referenced Page(s): [11](#)

Maple Avenue Commercial (MAC) Zoning Ordinance

Link: https://www.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART13.1MAMAAVCOZORE

Referenced Page(s): [11](#)

American FactFinder (U.S. Census Bureau)

<http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

Referenced Page(s): N/A

Chapter 3: Land Use

Comprehensive plan to be prepared and adopted; scope and purpose. Code of Virginia

Link: <https://vacode.org/15.2-2223/>

Referenced Page(s): [22](#)

Affordable Housing Definition, Code of Virginia

Link: <http://law.lis.virginia.gov/vacode/15.2-2201>

Referenced Page(s): [22](#)

Maple Avenue Commercial (MAC) Zoning Ordinance

Link: https://www.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART13.1MAMAAVCOZORE

Referenced Page(s): [26](#)

Windover Heights Historic District Ordinance

Link: https://www2.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART26HIDI

Referenced Page(s): [34](#)

Tysons Development Activity

Link: <http://www.fairfaxcounty.gov/tysons/development/>

Referenced Page(s): [36](#)

Providence Community Center

Link: http://www.fairfaxcounty.gov/dpwes/construction/providence_center.htm

Referenced Page(s): [36](#)

Mosaic District

Link: <http://mosaicdistrict.com/>

Referenced Page(s): [36](#)

Chapter 4: Economic Development

Merrifield Revitalization Report - August 2015

Link: <http://www.fcrcvit.org/publications/download/MerrifieldAnnualReport.pdf>

Referenced Page(s): [48](#)

2013 Money Magazine's Best Places to Live, Vienna, VA

Link: <http://time.com/money/2791413/vienna-va-3-best-places-to-live/>

Referenced Page(s): [50](#)

Maple Avenue Commercial (MAC) Zoning Ordinance

Link: https://www.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART13.1MAMAAVCOZORE

Referenced Page(s): [50](#)

Chapter 5: Transportation

Tysons Comprehensive Plan

Link: <http://www.fairfaxcounty.gov/tysons/comprehensiveplan/>

Referenced Page(s): [63](#)

Chapter 527 Submittal for Fairfax County Comprehensive Plan Amendment, Tysons Corner Urban Center

Link: http://www.fairfaxcounty.gov/tysons/stats/download/ch527_submission.pdf

Referenced Page(s): [63](#)

Bicycle Friendly Communities

Link: <http://www.bikeleague.org/community>

Referenced Page(s): [67](#)

Commuter Connections

Link: <http://www.commuterconnections.org/>

Referenced Page(s): [68](#)

MAC Zoning District TDM Requirements

Link: https://www.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART13.1MAMAAVCOZORE_S18-95.10OREPALORE

Referenced Page(s): [68](#)

United States Access Board

Link: <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way>

Referenced Page(s): [69](#)

2013-2015 Town of Vienna Strategic Plan

Link: <http://www.viennava.gov/DocumentCenter/View/1977>

Referenced Page(s): [69](#)

Town of Vienna Emergency Routes Map

Link: <http://www.viennava.gov/DocumentCenter/Home/View/710>

Referenced Page(s): [69](#)

Town of Vienna Pedestrian Master Plan

Link: <http://va-vienna.civicplus.com/DocumentCenter/View/2636>

Referenced Page(s): [75](#)

The Citizen's Guide to Traffic Calming in Vienna

Link: <http://www.viennava.gov/DocumentCenter/Home/View/712>

Referenced Page(s): [75](#), [84](#)

Town of Vienna Pedestrian Advisory Committee

Link: <http://www.viennava.gov/index.aspx?nid=1166>

Referenced Page(s): [75](#)

National Complete Streets Coalition

Link: <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq>

Referenced Page(s): [80](#)

DMV 2013-2015 Crash Data

Link: http://www.dmv.state.va.us/safety/crash_data/mapping/#/

Referenced Page(s): [82](#)

Town of Vienna Truck Routes, Town Code, Article 5 - Use of Trucks

Link: https://www2.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH9MOVETR_ART5USSTTR

Referenced Page(s): [87](#)

Chapter 6: Community Facilities and Services

Urban Stormwater Management in the United States

Link: https://www.epa.gov/sites/production/files/2015-10/documents/nrc_stormwaterreport1.pdf

Referenced Page(s): [103](#)

2015 Town of Vienna Water Quality Report

Link: <http://www.viennava.gov/ArchiveCenter/ViewFile/Item/2861>

Referenced Page(s): [104](#)

Chapter 7: Parks and Recreation

Washington and Old Dominion Regional Railroad Park

Link: <https://www.novaparks.com/parks/washington-and-old-dominion-railroad-regional-park>

Referenced Page(s): [119](#)

Community Center Teen Center

Link: <http://www.viennava.gov/index.aspx?NID=80>

Referenced Page(s): [121](#)

“Vienna Little League offers to upgrade Southside, Yeonas Parks” by Brian Trompeter

Link: http://www.insidenova.com/news/fairfax/vienna-little-league-offers-to-upgrade-southside-yeonas-parks/article_3241edac-7d60-11e5-8898-7fc213e6a8f0.html

Referenced Page(s): [122](#)

Department of Parks and Recreation Programs and Classes

Link: <http://www.viennava.gov/index.aspx?nid=75>

Referenced Page(s): [127](#)

Chapter 8: Environment and Sustainability

FEMA Community Rating System

Link: http://www.fema.gov/media-library-data/1444067502986-59e1b45364fe115300a4e5e-a7f697a9f/20_crs_508_nov2015.pdf

Referenced Page(s): [137](#)

Chesapeake Bay Preservation Act

Link: <http://law.lis.virginia.gov/vacodefull/title62.1/chapter3.1/article2.5/>

Referenced Page(s): [139](#)

Tree Preservation Zoning Ordinance Amendment

Link: https://www.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART25SIPLCOPR_S18-252SIPLSP

Referenced Page(s): [144](#)

Tree Vienna Donation Program

Link: <http://www.viennava.gov/index.aspx?NID=1080>

Referenced Page(s): [144](#)

Town of Vienna Approved Street Tree List and Planting Guide

Link: <http://www.viennava.gov/index.aspx?NID=97>

Referenced Page(s): [144](#)

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Link: http://www.fhwa.dot.gov/environment/air_quality/cmaq/

Referenced Page(s): [145](#)

2014 Virginia Energy Plan

Link: https://www.dmme.virginia.gov/DE/2014_VirginiaEnergyPlan2.shtml

Referenced Page(s): [146](#)

Financing clean energy programs, Code of Virginia

Link: <http://law.lis.virginia.gov/vacode/15.2-958.3/>

Referenced Page(s): [147](#)

Report and Recommendations to Governor, Climate Change and Resiliency Update Commission

Link: <https://naturalresources.virginia.gov/media/5101/climate-commission-and-resiliency-update-commission-report.pdf>

Referenced Page(s): [148](#)

2008 Climate Change Action Plan

Link: http://www.sealevelrisevirginia.net/docs/homepage/CCC_Final_Report-Final_12152008.pdf

Referenced Page(s): [148](#)

Virginia Green Restaurants

Link: <http://www.deq.virginia.gov/Programs/PollutionPrevention/VirginiaGreen/GreenRestaurants.aspx>

Referenced Page(s): [149](#)

Virginia Native Plant Society's Native Alternatives to English Ivy

Link: <http://vnps.org/download/VNPS%20Brochures/Alternatives-to-English-Ivy.pdf>

Referenced Page(s): [149](#)

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Demographics

Town of Vienna Racial Composition from 1980 to 2010

Source: 1980 to 2010 U.S. Census

Race	1980			1990			2000			2010		
	Persons	Percent	Percent Change	Persons	Percent	Percent Change	Persons	Percent	Percent Change	Persons	Percent	Percent Change
White	14,051	90.8%	N/A	12,581	84.7%	-10.5%	11,722	81.1%	-6.8%	11,844	75.5%	1.0%
Black	640	4.1%	N/A	610	4.1%	-4.7%	497	3.4%	-18.5%	495	3.2%	-0.4%
Asian/ Pacific Islander	605	3.9%	N/A	1,377	9.3%	127.6%	1,368	9.5%	-0.7%	1,898	12.1%	38.7%
American Indian, Eskimo, Aleut	33	0.2%	N/A	21	0.1%	-36.4%	27	0.2%	28.6%	48	0.3%	77.8%
Other (some other race)	140	0.9%	N/A	263	1.8%	87.9%	392	2.7%	49.0%	835	5.3%	113.0%
Two or more races	N/A	N/A	N/A	N/A	N/A	N/A	447	3.1%	N/A	567	3.6%	26.8%
Total	15,469	100.0%	N/A	14,852	100.0%	-4.0%	14,453	100.0%	-2.7%	15,687	100.0%	8.5%
Ethnicity: Hispanic Origin	N/A	N/A	N/A	710	4.8%	N/A	1,068	7.4%	50.4%	1,887	12.0%	76.7%

Town of Vienna Average Household Size Comparison

Source: 1970 to 2010 U.S. Census Bureau

Jurisdiction	1970	1980	1990	2000	2010
Town of Vienna	3.8	3.0	2.8	2.7	2.8
Fairfax County	3.5	2.9	2.8	2.7	2.7
United States	3.1	2.8	2.6	2.5	2.6

Town of Vienna Age Cohort Comparison from 1980 to 2010

Source: 1980 to 2010 U.S. Census

Age	1980	Percent of Total	1990	Percent of Total	2000	Percent of Total	2010	Percent of Total
<u>Ages 24 and under</u>	<u>6,018</u>	<u>38.9%</u>	<u>4,449</u>	<u>30.0%</u>	<u>4,298</u>	<u>29.7%</u>	<u>5,007</u>	<u>31.9%</u>
Less than 5	749	4.8%	876	5.9%	946	6.5%	1,044	6.7%
5 to 19	4,144	26.8%	2,653	17.9%	2,710	18.8%	3,285	20.9%
20 to 24	1,125	7.3%	920	6.2%	642	4.4%	678	4.3%
<u>Ages 25 to 64</u>	<u>8,530</u>	<u>55.1%</u>	<u>8,888</u>	<u>59.8%</u>	<u>8,184</u>	<u>56.6%</u>	<u>8,615</u>	<u>54.9%</u>
25 to 44	4,620	29.9%	5,038	33.9%	4,189	29.0%	3,858	24.6%
45 to 64	3,910	25.3%	3,850	25.9%	3,995	27.6%	4,757	30.3%
<u>Ages 65 and up</u>	<u>921</u>	<u>6.0%</u>	<u>1,515</u>	<u>10.2%</u>	<u>1,971</u>	<u>13.6%</u>	<u>2,065</u>	<u>13.2%</u>
65 to 74	591	3.8%	1,049	7.1%	1,192	8.2%	1,096	7.0%
75 and up	330	2.1%	466	3.1%	779	5.4%	969	6.2%
Total	15,469	100.0%	14,852	100.0%	14,453	100.0%	15,687	100.0%


Town of Vienna Comparison of Age Groups and Median Age from 1970 to 2010

Source: 1970 to 2010 U.S. Census

Year	Total Population	Percent Change	Population Under 18	Percent Change	Population over 65	Percent Change	Median age	Percent Change
1970	17,152		7,550		560		24.4	
1980	15,469	-9.81%	4,312	-42.89%	901	60.89%	33.0	35.25%
1990	14,852	-3.99%	3,208	-25.60%	1,515	68.15%	36.6	10.91%
2000	14,453	-2.69%	3,409	6.27%	1,971	30.10%	40.0	9.29%
2010	15,687	8.54%	4,029	18.19%	2,065	4.77%	40.7	1.75%

Town of Vienna General Characteristics, 2010 and 2013		
Characteristic	Number	Percent
General Population and Housing*		
Total Population	15,687	
Median Age	40.7	
Under 18 Years of Age	4,029	25.7%
65 Years and Over	2,065	13.2%
Total Households	5,528	
Family Households	4,215	76.2%
Family Households with Own Children Under 18	1,762	37.6%
Non-Family Households	1,313	23.8%
Average Household Size	2.84	
Average Family Size	3.19	
Total Housing Units	5,686	
Occupied Housing Units	5,528	97.2%
Vacant Housing Units	158	2.8%
Owner Occupied Housing Units	4,502	81.4%
Renter Occupied Housing Units	1,026	18.6%
Economic Characteristics**		
Population 16 Years and Over	12,219	
In Labor Force	8,670	71%
Median Household Income	\$126,991	
Median Family Income	\$140,753	
Highest Educational Attainment for Population 25 Years and Over**		
High School Graduate	11%	
Some College, No Degree	11.2%	
Associate's Degree	5.1%	
Bachelor's Degree	34.5%	
Graduate or Professional Degree	30.3%	
* 2010 U.S. Census ** 2013 American Community Survey		

Town of Vienna Comparison of Median Household Income from 1960 to 2010			
Source: 1960 to 2000 U.S. Census, 2011 American Community Survey			
Year	Population	Median Household Income	Median Household Income (Adjusted for 2014 Dollars)
1960	11,440	\$8,128	\$66,448
1970	17,146	\$14,888	\$96,508
1980	15,469	\$23,022	\$75,440
1990	14,852	\$61,271	\$117,551
2000	14,453	\$85,519	\$122,119
2010	15,687	\$116,933	\$123,671

 Defined as Median Income of Families and Unrelated Individuals

 Based on 2011 American Community Survey (Median Household Income is no longer recorded by the Decennial Census)

Land Uses and Associated Zoning Districts

Future Land Use	Zoning Districts
Low Density Residential	RS-10, RS-12.5, RS-16
Moderate Density Residential	RTH, RM-2
Mixed-Use	C-1, C-1A, C-1B, C-2, MAC
Industrial	CM
Institutional	RS-10, RS-12.5, RS-16, C-1, C-1A, C-1B, C-2
Employment Center	CMP
Parks, Recreation, and Open Space	PR, PC
Governmental	RM-2, RS-10, RS-12.5, RS-16
Office	T, CMP, CM, C-1, C-1A, C-1B, C-2

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.

Register of Vienna Historic Structures, Sites and Places

1. Money and King Funeral Home
171 Maple Avenue West
2. Private Residence
331 Lewis Street NW
3. Private Residence
223 Walnut Lane NW
4. Moorefield House Site
900 Tapawingo Road SW
5. West End Cemetery
Lewis Street NW
6. Freeman House

131 Church Street NE

7. Salsbury Spring
Corner of Lawyers Road and Windover Avenue NW

8. Original Vienna Library
Mill Street NE, between Church Street and Maple Avenue

9. Moorefield Cemetery
Tapawingo Road SW

10. Broadwater Cemetery
Corner of Tapawingo Road and Frederick Street SW

11. Bowman House
211 Center Street South

12. Private Residence
211 Walnut Lane NW

13. Private Residence
309 Windover Avenue NW

14. Private Residence
720 Center Street South

15. Lynn Street Cemetery and Hunter Cemetery
1008 and 1010 Lynn Street SW

16. Vienna Railroad Station
231 Dominion Road NE

17. Private Residence
200 Walnut Lane NW

18. Private Residence
308 East Street NE

19. Knights of Columbus
214 Lawyers Road NW

20. Sons and Daughters of Liberty Cemetery
552 Orchard Street NW

21. Joseph Berry House
200 Church Street NE

22. Private Residence

403 Creek Crossing Road NE
23. Private Residence
214 Nutley Street SW

24. Vienna Elementary School
128 Center Street South

25. Private Residence
417 Park Street SE

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New Typology for Town of Vienna Streets

The Transportation chapter of the Comprehensive Plan establishes a new typology of arterial and local streets to augment the existing functional classification system. Previously, the functional classification system was used as the only way to distinguish between higher- and lower-order streets. The functional classification system disregarded 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.

The Transportation Plan retains the functional classifications and creates new street types to provide additional detail and context to supplement those classifications. The new typology has been developed to enable the Town, its residents, and its businesses to understand streets in terms of their land use and multi-modal function, not just their motor vehicle function.

Arterial Streets

There are two types of arterial streets in the Town of Vienna. This overlay will be a guide for redesigning, and rebuilding the arterial streets.

Primarily Retail Oriented Mixed-Use

An arterial street segment that serves (or is planned to serve) a commercial area and is fronted by (or planned to be fronted by) predominantly ground-level retail and consumer service. It is highly oriented to pedestrian and transit access, motor vehicle travel and access, including truck deliveries as well as bicycle access. This street type has wide sidewalks and transit stops prioritized over motor vehicles' travel space and parking. (Maple Avenue)

Primarily Single-Family Residential Neighborhoods

An arterial street segment that serves (or is planned to serve) and traverses a primarily single-family home neighborhood and is fronted by (or is planned to be fronted by) residential, park, or institutional property. This street's design emphasizes bicycle and pedestrian travel, local motor vehicle travel, and transit access. (Nutley Street SW)

Street Design and Traffic Management

Street design and traffic management can emphasize desired characteristics within the public right of way consistent with community goals. Arterial streets can be rebuilt to improve the safety and comfort of facilities for pedestrians and bicyclists, better control traffic speeds and enhance access to transit stops. Any street that would be modified as part of a traffic management or other street improvement project the design would go through a public process. Town staff will work with the community and other relevant stakeholders, such as VDOT and Fairfax County, to develop a design that reflects the specific character and context of that street. Some streets, although different from this plan's ideals, may be left as is, if staff and community agree that the streets work well for all the expected users, or if the streets front historic buildings and/or facades.

Local Streets (Non-Arterial)

The Town of Vienna manages and maintains its local streets. The primary purpose of local streets is to provide access to residences and businesses within the community. Local streets also provide internal connectivity within neighborhoods and link neighborhoods within the Town and adjacent Fairfax County. In the functional classification system, these streets are categorized as either neighborhood principal, or neighborhood minor streets. While most local streets have relatively low traffic demands, they also need to accommodate, to varying degrees multi-modal users.

The local streets typology closely fits with the functional classification system, adding the consideration of urban form adjacent to the streets. Preservation or enhancement of neighborhood character and desired community attributes should also be primary considerations in developing street projects. On-street parking also may be added where it would be consistent with the available right-of-way and street dimensions.

However, where existing property, topography and landscape conditions are not consistent with these specifications or other special circumstances exist, such as adjacent historic buildings or where neighborhood character would be changed, partial improvements may be made without requiring full adherence to the specifications. Modifications to street dimensions may also be made at the request of emergency service agencies to enhance emergency access. Town staff will consult with adjacent property owners and residents consistent with Town policies and practices, when developing measures to address significant operational problems on local streets.

Neighborhood Commercial Streets

Neighborhood commercial streets are non-arterial roadways located in a medium industrial, commercial, or mixed-use area. Also termed “side streets”, these streets may include street-level shops and businesses, but do not have the same level of pedestrian and vehicular activity as arterial streets. These streets can be the primary building access routes for vehicles and pedestrians. These streets can also provide service, utility and emergency vehicle access to alleys, loading docks, and building areas for loading and unloading goods, recyclables, and refuse.

Access to the street system from off-street or garage parking may also be located on neighborhood commercial streets. Physical improvements such as, sidewalks, landscaping, and furnishings (i.e. street lights and furniture) should be provided on these streets, but at a reduced scale when compared with arterial streets.

Generally, these streets should have one 10- to 11-foot-wide travel lane per direction, plus on-street parking, with bicycle parking facilities. Bus service is typically not needed, but can be added demand supports and where space available. In some locations, these streets can allow motorists to avoid using arterials for short trips in the same corridor. These streets may also provide pedestrians and bicyclists a quieter alternative to an arterial street. Neighborhood commercial streets will have a posted speed limit of 25 mph and are eligible for traffic calming measures should a significant speeding problem be identified.

Neighborhood Principal Streets

Neighborhood principal streets occur in lower-density residential areas and provide access for fronting properties and links to adjacent streets. Neighborhood principal streets should have two travel lanes, will vary from 28 to 36 feet in curb to curb width, and will have posted speed limits of 25 mph. These streets provide a way to travel to and from home, connections to local resources, and a shared space in the neighborhood for walking, biking, talking with neighbors, and conducting everyday activities.

On-street parking is a priority but is regulated according to need, space availability, and character of the neighborhood. Parking may be provided on one or both sides or not at all based on each street's conditions. In rare cases, dedicated bicycle lanes may be provided; however, most often bicyclists will share the travel lanes with motor vehicles. Auto accommodations focus on access and local uses, so low speeds are required.

Neighborhood Minor Streets

Neighborhood minor streets occur in low-density residential areas. These streets are very similar to neighborhood principal streets in form and function. The distinctive feature of these streets is their nearly exclusive orientation to providing access to residences. Because residential streets typically have low traffic volumes with infrequent travel by large vehicles, all users (other than pedestrians) can be accommodated within a relatively narrow travel-way. On-street parking should usually be provided, and sidewalks should be provided along at least one side although preferred for both sides.

Most neighborhood minor streets should be 20 to 32 feet wide, depending upon parking provision and have a maximum design speed of 25 mph. Because of limited right-of-way availability, newly constructed or rebuilt lightly traveled local streets may be constructed as "yield streets" in which roadway width is kept as narrow as possible and, as a result of this design, motor vehicles necessarily will yield to opposing traffic. Many existing minor streets have been built to wider dimensions (36 feet is a common curb-to-curb width) and are unlikely to be reconstructed unless there is a specific need, such as installation of missing sidewalk or curb and gutter.

Town of Vienna's long-established policy is that all streets should have a sidewalk along at least one side. Sidewalks must be fully accessible, at least 5 feet in width, with curb ramps and no obstructions in the walkway. Utility poles, street lights, sign posts, fire hydrants and other public facilities should be located in utility/landscape strips that separate sidewalks from the street travelway. Curbs, gutters, storm sewers and/or bio-retention measures should be included to collect and manage water flowing off the paved street surfaces. All streets should also have sufficient street lighting to meet County lighting standards.

On-street public parking and street trees are desired features for all neighborhood street- and should be provided to the extent possible considering available right-of-way and neighborhood interest. The design of street improvement projects should be undertaken in a cooperative manner with the residents, and owners of the affected properties, neighbors and applicable civic associations and in accordance all legal requirements, with applicable Town processes, and in consideration of the community character.

Minor streets place the highest transportation priority for pedestrian, bicyclist, and local motor vehicle access. Because emergency vehicles and school buses are often routed on neighborhood principal and minor streets, the streets also must allow for the safe operation of these larger vehicles. Social use of minor streets for community gatherings and other functions is accommodated and encouraged. Neighborhood (principal and minor alike) are addressed by the Traffic Calming program. The process, criteria, and measures to be used for traffic calming projects were adopted by the Town of Vienna in 2002 and periodically amended following community and TSC and Town Council review.

Pedestrian and Bicycle Priority Streets

In some commercial or residential locations, a local street may be constructed as or converted to a pedestrian and bicycle priority street. A pedestrian and bicycle priority street is a shared street where the needs of motor vehicles, generally planned to be no more than 400 vehicles per day, are generally secondary to the needs to pedestrians, bicyclists and playing children. In some European countries, these streets may be known as “Woonerven,” “living streets,” “playstreets,” or “pedestrian zones”.

These streets are designed and constructed to discourage travel at more than 15 miles per hour. Vehicular entrance to the street is via driveway-style curb ramps and the surface of the street may be of materials other than traditional asphalt. Linear curbs, landscaping strips, sidewalks parking and travel lanes may not be provided; instead the various uses may be interspersed within the street area. Motor-vehicle access generally is limited to specific hours and purposes (emergencies, trash collection, deliveries, etc.) so as to enhance the pedestrian experience.

In appropriate circumstances, consideration should be given to the conversion, by the applicable legal processes, of public streets to public areas solely for pedestrian passage and usage or to a pedestrian and bicycle priority street. The pedestrian and bicycle priority street is most appropriate in locations where an engineering study indicates it will not unduly affect vehicular traffic in the surrounding area.

Alleys

Both publicly and privately owned alleys provide building access and loading exclusively to the side or rear of lots or buildings, away from streets with significant pedestrian and vehicular traffic. The primary purpose of alleys is to provide for loading and parking access that does not interfere with the activity on the adjacent sidewalks and streets. Other purposes of alleys include providing locations for utilities and enhancing firefighting capabilities.

Alleys are typically less than 30 feet in width, typically unnamed, accessed from driveway aprons to the street, and do not have differentiated for pedestrian travel or landscaping. They are designed for very low-speed use, principally by service vehicles such as delivery or trash-collection trucks.

Private Streets

A small number of Vienna streets have been constructed on private property, typically within easements that grant public access to the Town and the public at large. It is general Town policy to achieve all future newly created streets in publicly owned street right-of-way, except where private properties (such as parking garages) exist underneath them. However, when planned streets can be achieved only through private ownership and public access easements, the easement should provide that the private streets are built to the same standards and materials as public streets. Agreements, easements or site plan conditions should specify responsibility for operational issues such as snow removal, parking regulation, and general maintenance. All publicly-accessible streets should operate as part of the public system without differences in design or operation that can create confusion for the intended users.

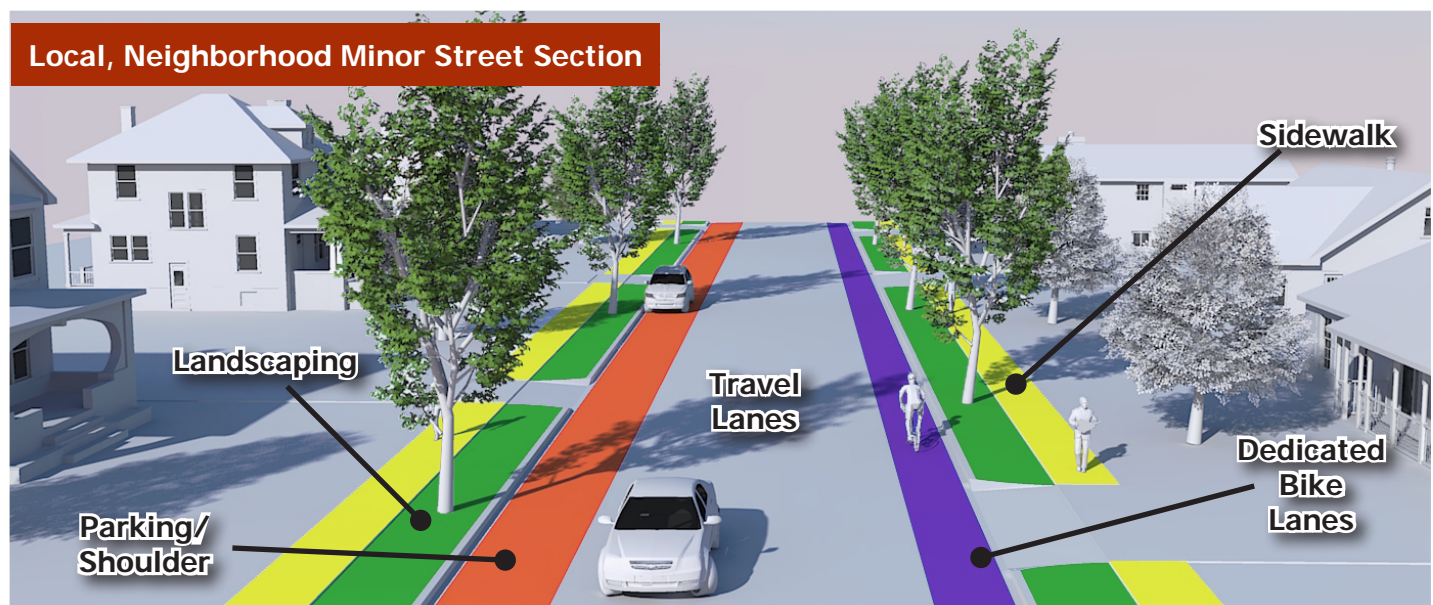
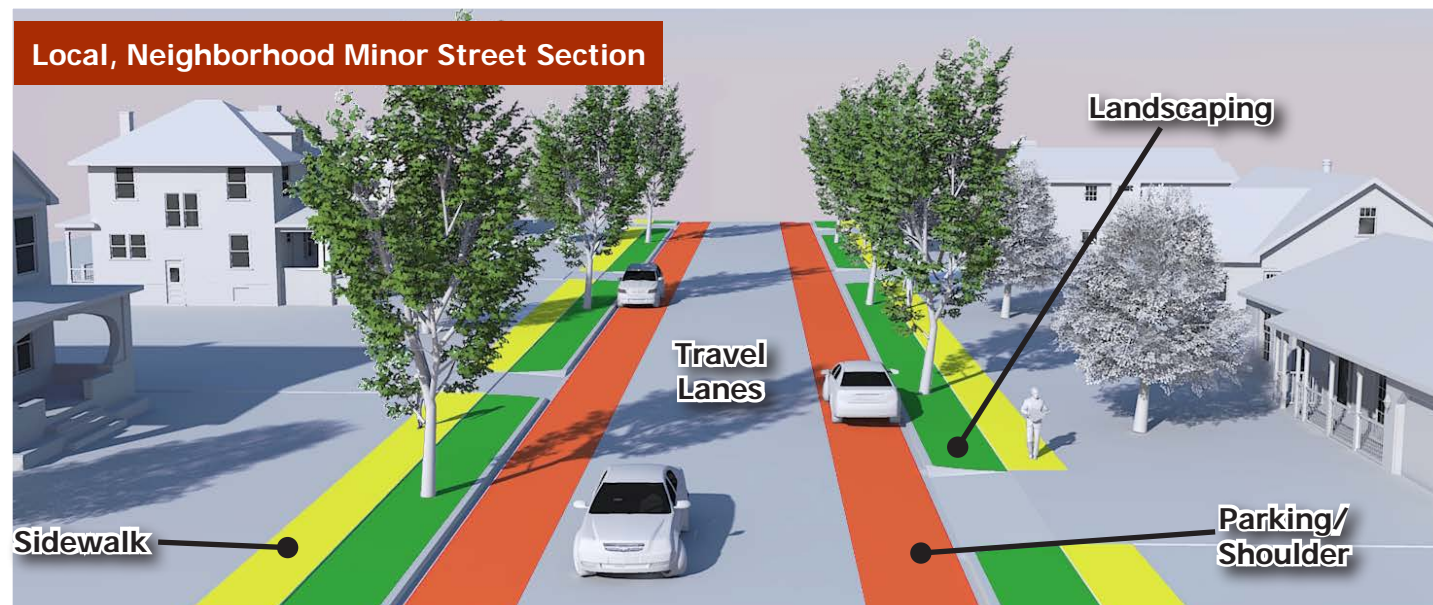
Town of Vienna Street Typology with Associated Street Characteristics

Street Type	Travel Lanes	Median Priority	Target Speed (MPH)	Transit Service	Bicycle Facilities	Truck Access	Limit Driveway Access	Priority Street for Parking	Pedestrian Way
Arterial Streets									
Primarily Retail Oriented Mixed-Use	2 to 4, plus turn lanes	None	25 to 30	Moderate	Shared Lane	Yes	Yes	High	10 to 16 ft sidewalk, 6 ft landscape and furniture zone
Primarily Single-Family Residential Neighborhoods	2 to 4	None to Medium	25 to 30	Limited	Bike Lane or Shared Lane	Yes	No	Medium	5 to 6 ft sidewalk, 4 to 6 ft landscape strip
Local Streets									
Neighborhood Commercial Streets (Retail Oriented Mixed-Use or Industrial)	2	None	20 to 25	Limited or None	Bike Lane or Shared Lane	Yes	Yes	High	5 to 6 ft sidewalk, 6 ft landscape and furniture zone
Neighborhood Principal Streets	2	None	20 to 25	Limited or None	Shared Travelway	Limited	No	Medium	4 to 5 ft sidewalk, 2 to 4 ft landscape strip
Neighborhood Minor Streets	1.5 (yield to on-coming traffic) or 2	None	20 to 25	None	Shared Travelway	Limited	No	Medium	4 to 5 ft sidewalk, 2 to 4 ft landscape strip
Pedestrian and Bicycle Priority Streets									
Pedestrian and Bicycle Priority Streets	1.5 (yield to on-coming traffic) or 2	None	10 to 15	None	Shared Travelway	Limited	No	Low	0 to 5 ft sidewalk, multiple landscape spaces
Alleys									
Alleys	1.5 (yield to on-coming traffic) or 2	None	10	None	None	Yes	No	Low	None
Private Streets									
Private Streets	N/A	N/A	N/A	None	N/A		N/A	N/A	N/A

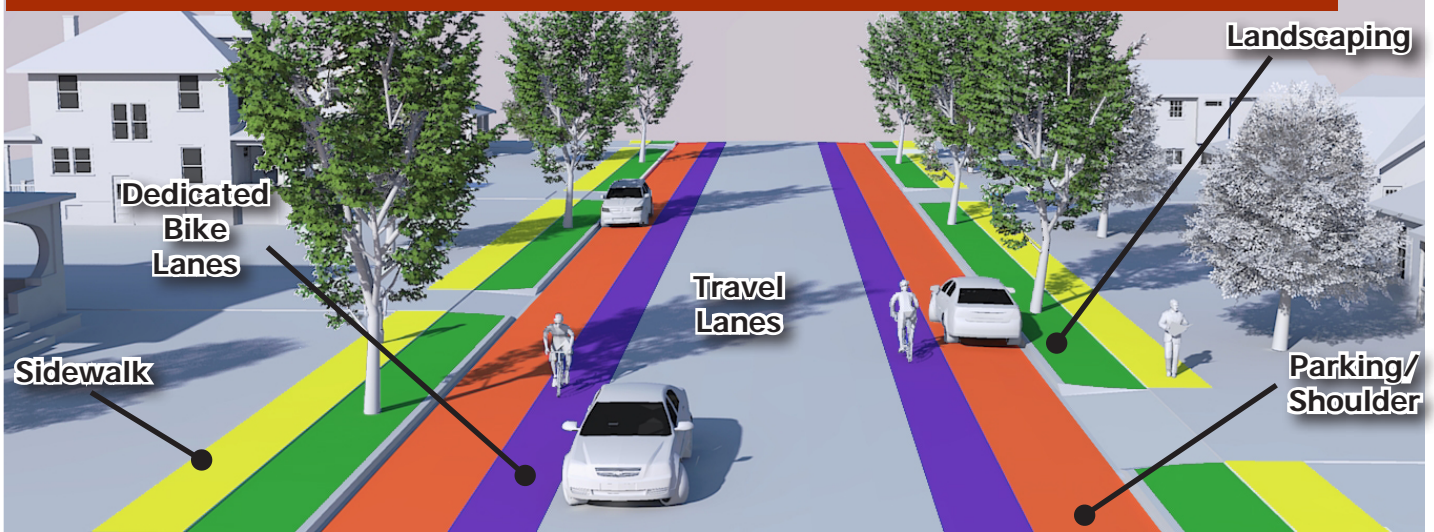
Town of Vienna Local Street Design Guidelines

Street Type	Total Number of Lanes	Paved Width (ft., curb face to curb face)	Lane Width (ft.)	Parking Lane Width (ft.)	Landscape Strip Lane Width (ft.)	Residential Sidewalk Width (ft.)	Commercial Sidewalk Width (ft.)	Right-of-Way Minimum Width (ft.)
Neighborhood Commercial Streets (Retail Oriented Mixed-Use or Industrial)	2	28 to 30 (Parking one side), 34 to 36 (Parking two sides)	10 to 11	7 to 8	0 to 6	N/A	6 to 8	44 to 49 (Parking one Side), 49 to 55 (Parking two sides)
Neighborhood Principal Streets	2	28 to 30 (Parking one side), 34 to 36 (Parking two sides)	10	7 to 8	2 to 4	5	5 to 6	44 to 49 (Parking one side), 49 to 55 (Parking two sides)
Neighborhood Minor Streets (Without parking)	2 lanes or 1.5 with yield to on-coming traffic	20 (No Parking)	20 (shared for both directions, no centerline)	N/8	2 to 4	4 to 5	N/A	33 to 39
Neighborhood Minor Streets (Parking one side)	2 lanes or 1.5 with yield to on-coming traffic	22 to 27 (Parking one side)	14 to 20 (shared for both directions, no centerline)	7	2 to 4	4 to 5	N/A	35 to 46 (varies with paved width of street)
Neighborhood Minor Streets (Parking two sides)	2 lanes or 1.5 with yield to on-coming traffic	28 to 32 (Parking two sides)	14 to 18 (shared for both directions, no centerline)	7	2 to 4	4 to 5	N/A	41 to 51 (varies with paved width of street)
Pedestrian and Bicycle Priority Streets	2 lanes or 1.5 with yield to on-coming traffic	20 to 40	Not Designated	Integrated	Integrated	Integrated	Integrated	20 to 40

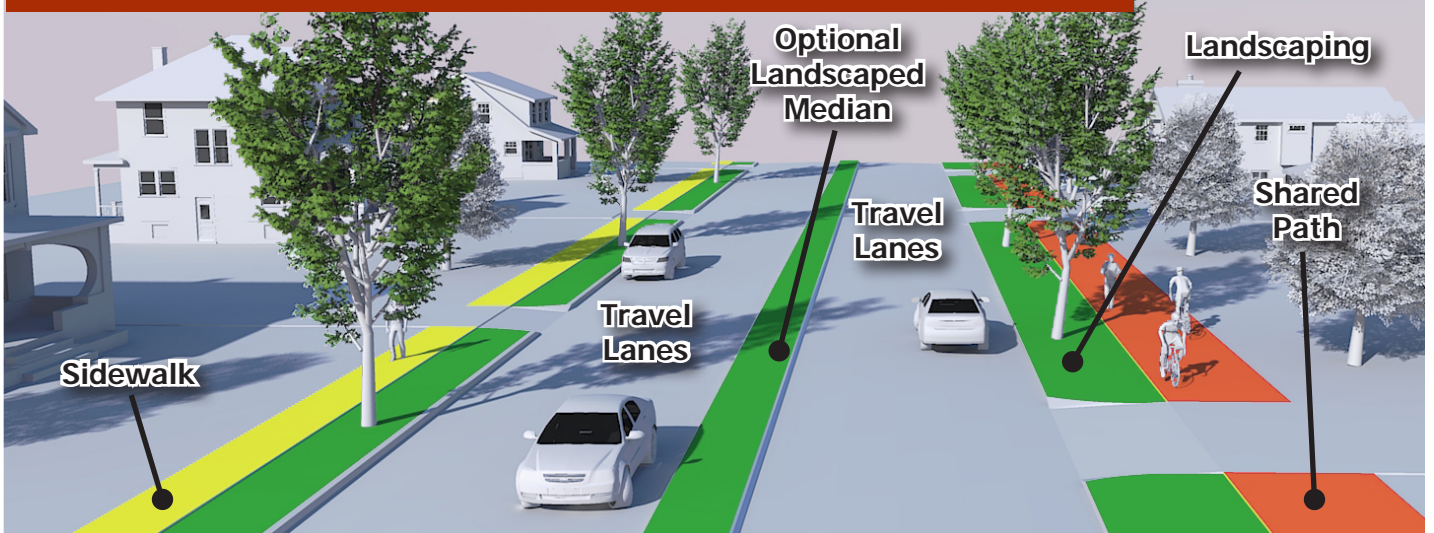
Neighborhood minor streets are narrow, slow-traffic streets where “yield” movements are intended and the street is considered a “shared” street, such that opposing vehicles share a single lane. Design variations may be appropriate for streets in older, historic neighborhoods as determined by a community process. Narrower street widths may be suitable for some one-way streets. Volumes must be less than 1,500 vehicles per day. Lane width dimensions are subject to approval by the Fire Department.



Local, Neighborhood Principal/Pedestrian and Integrated Bicycle Priority Street Section



Arterial, Primarily Single Family Residential Neighborhoods Street Section

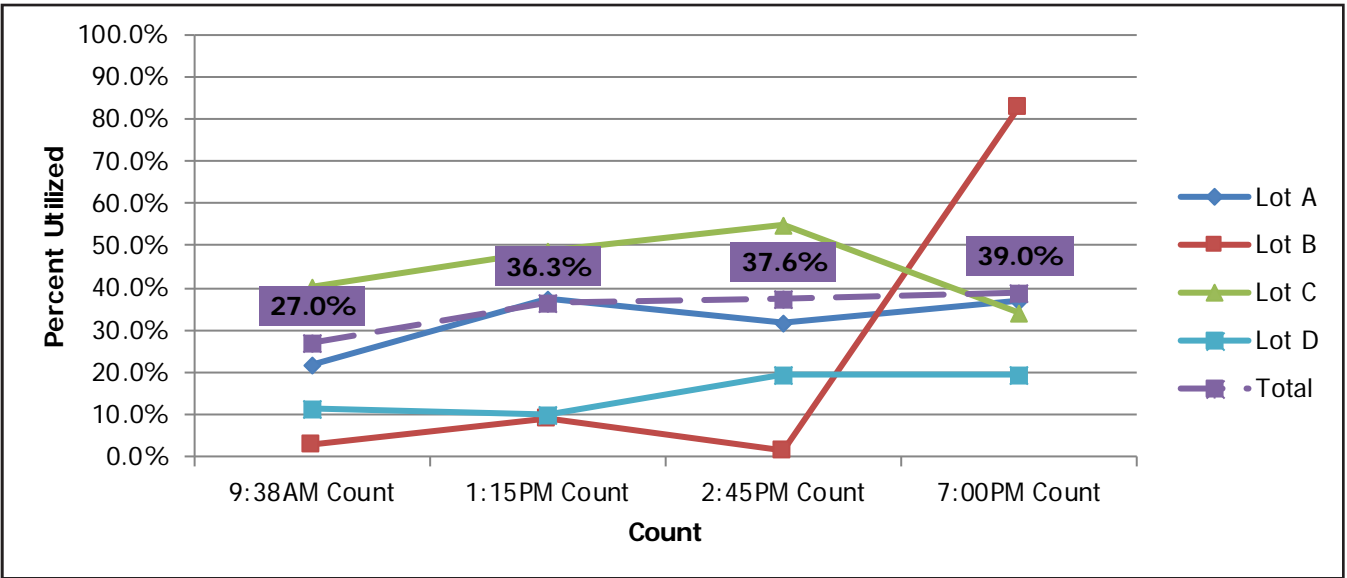
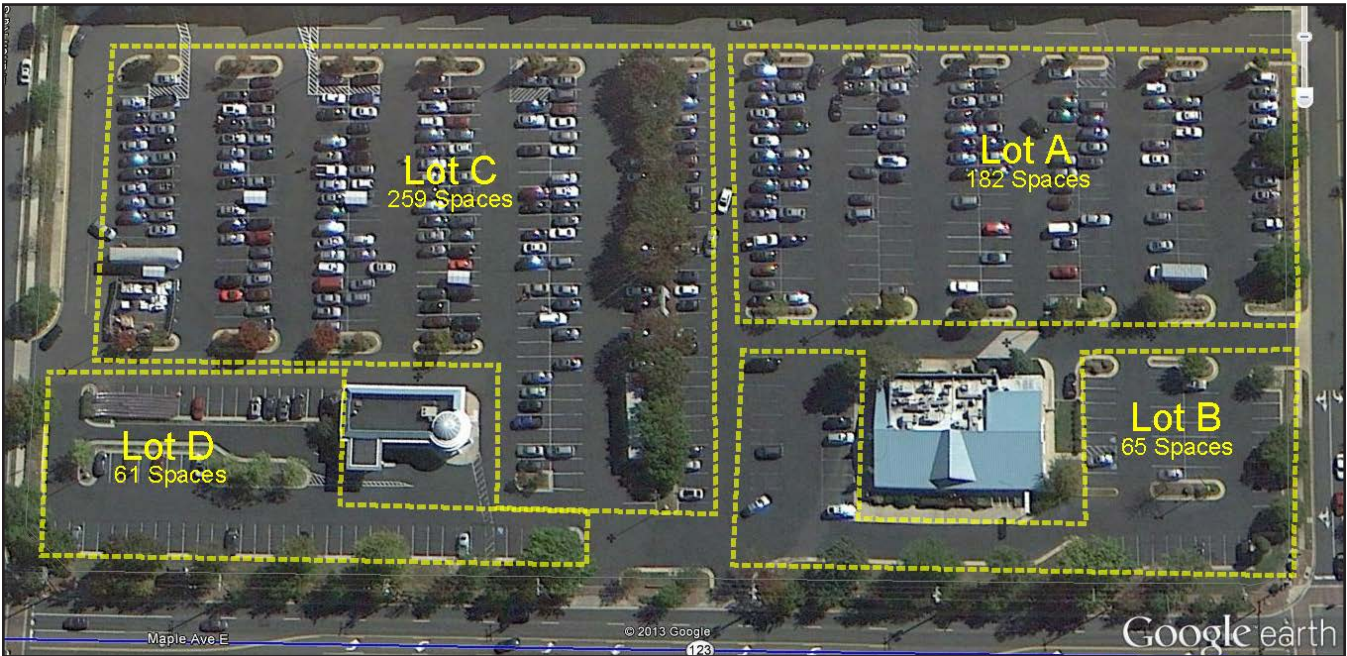


Arterial, Primarily Retail Oriented, Mixed-Use Street Section



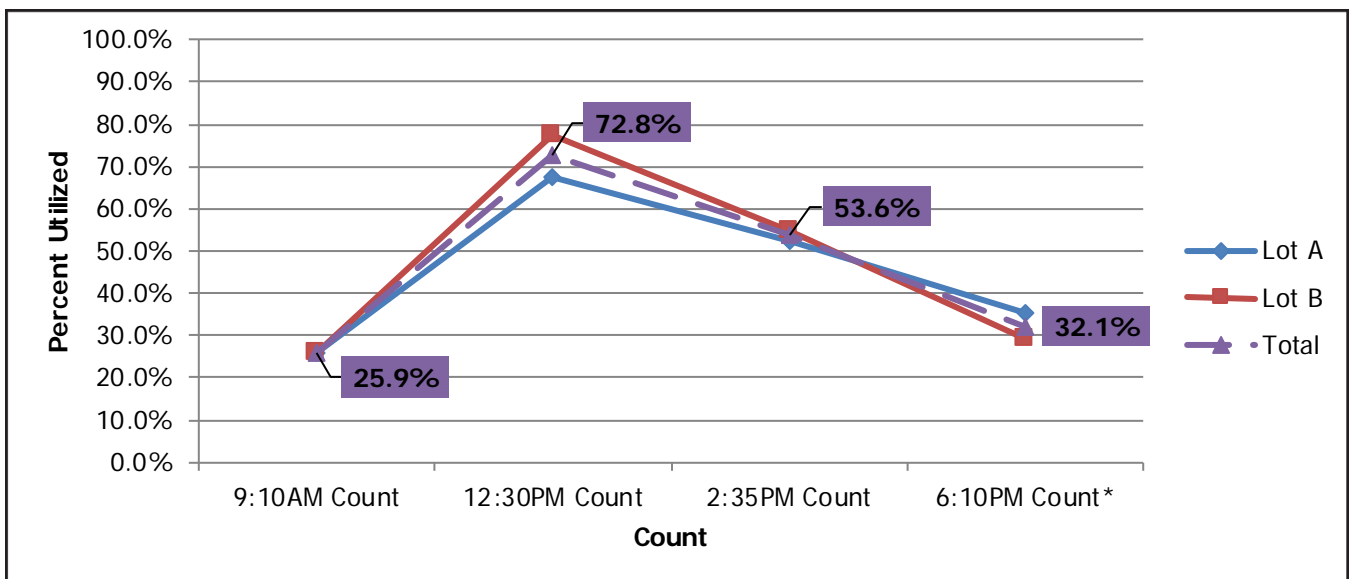
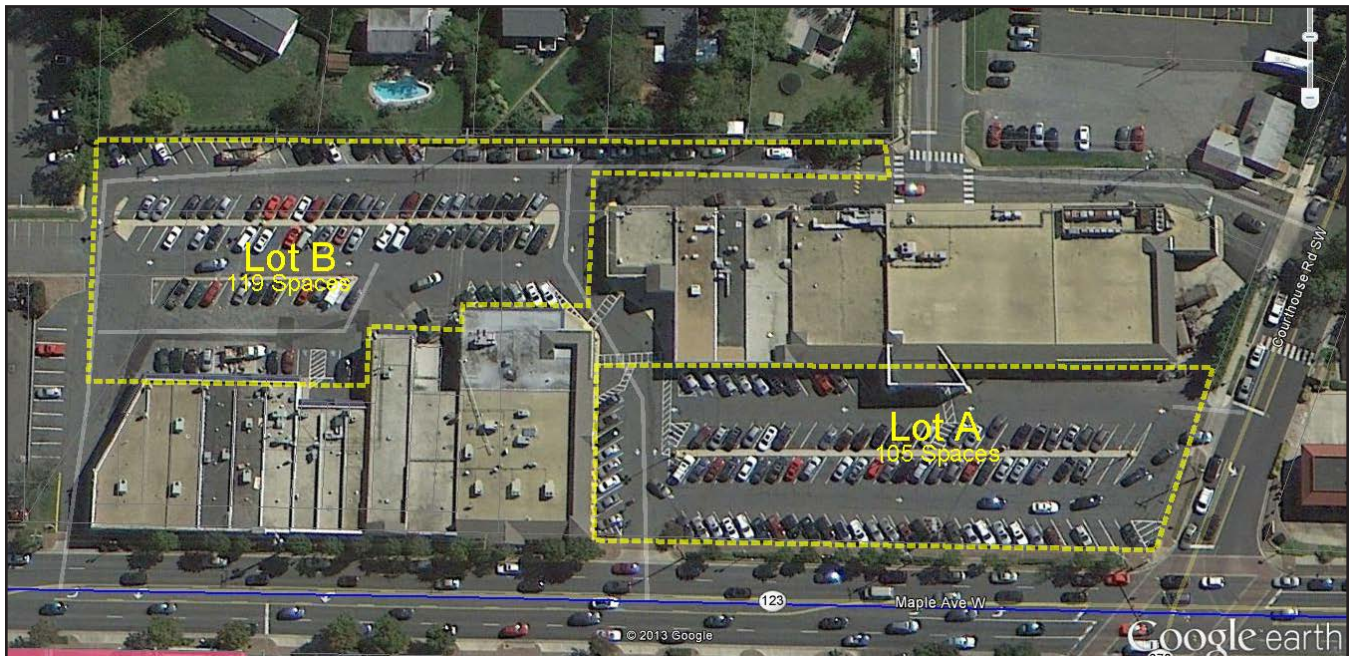
Parking Counts

309 Maple Avenue East (Maple Avenue Shopping Center)



9:38AM Count Taken on Monday, June 9, 2014
1:15PM Count Taken on Tuesday, June 17, 2014
2:45PM Count Taken on Friday, September 5, 2014
7:00PM Count Taken on Thursday, February 18, 2016

116 - 180 Maple Avenue West (Vienna Shopping Center)



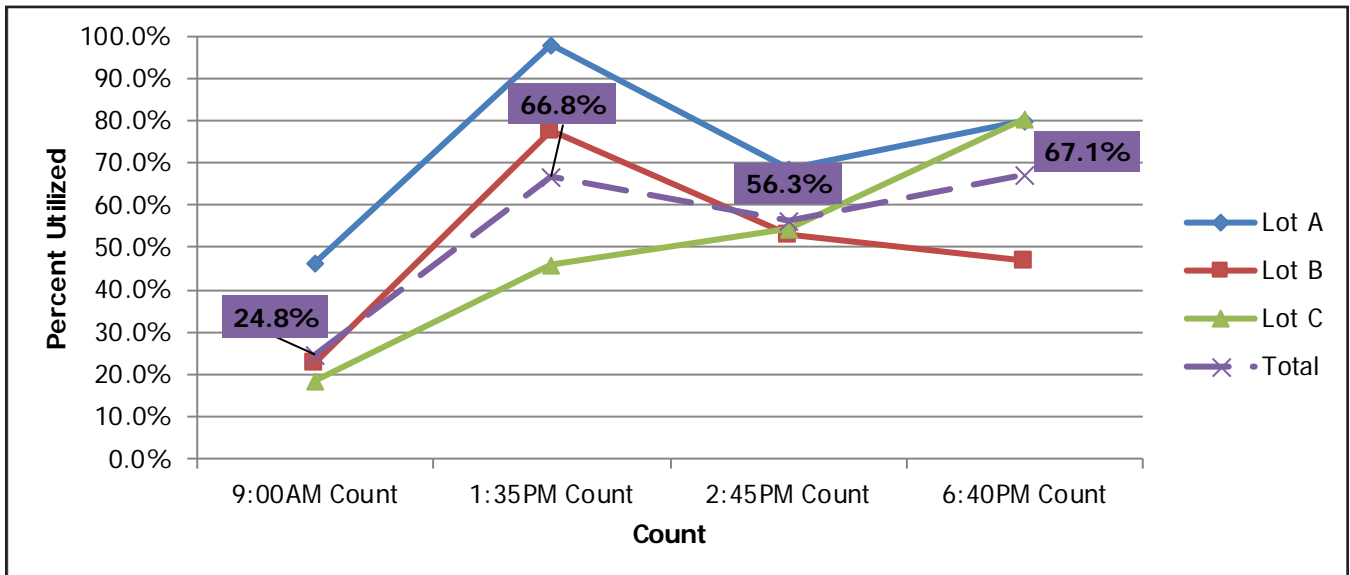
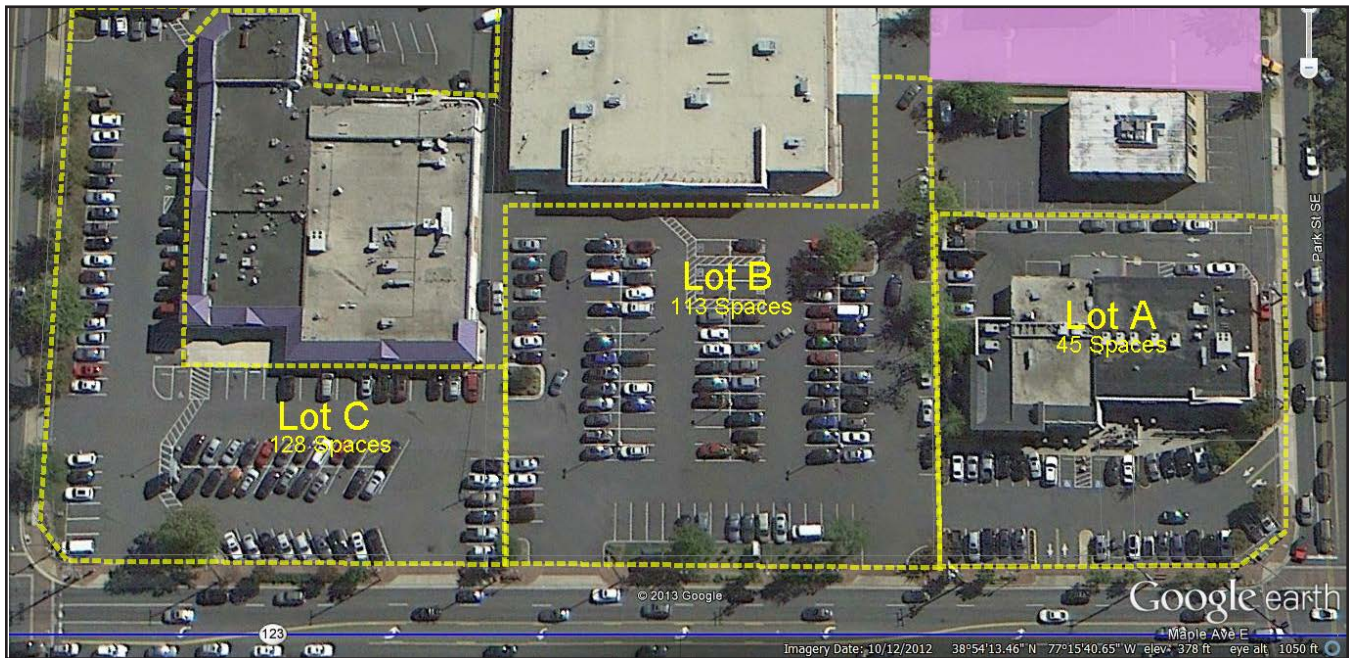
9:10AM Count Taken on Wednesday, September 4, 2013

12:30PM Count Taken on Thursday, September 26, 2013

2:35PM Count Taken on Tuesday, September 24, 2013

6:10PM Count Taken on Thursday, February 18, 2016

201-213 Maple Avenue East, 225 Maple Avenue East, 165 Glyndon Street SE



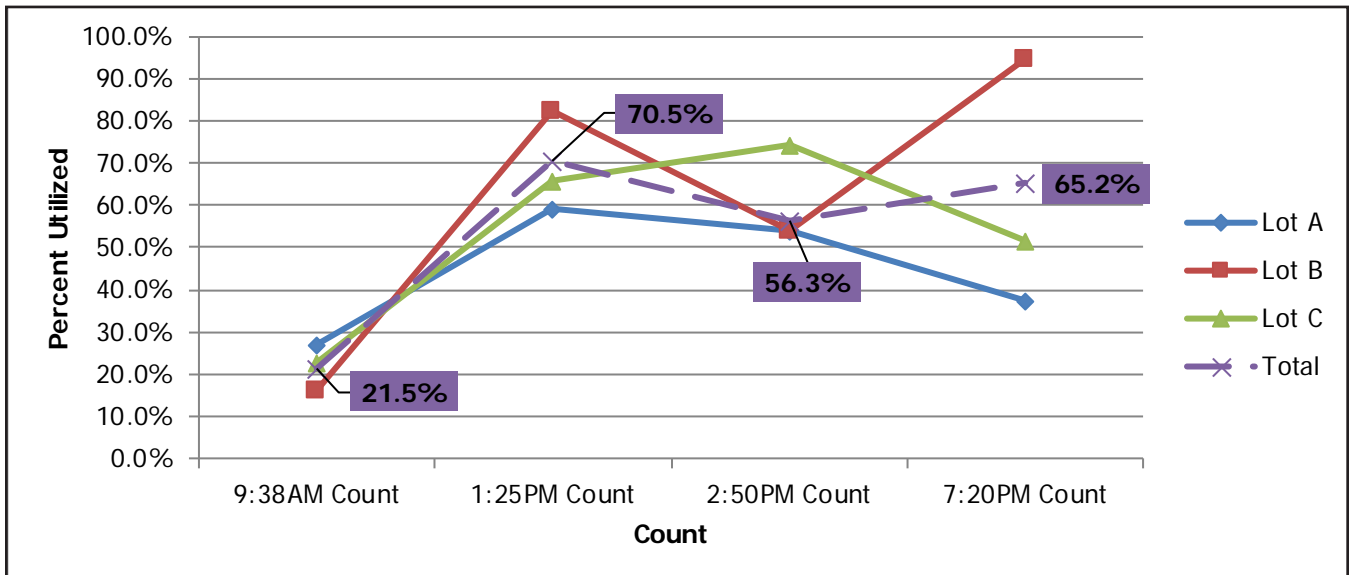
9:00AM Count Taken on September 25, 2013

1:35PM Count Taken on Tuesday, June 17, 2014

2:45PM Count Taken on Wednesday, September 25, 2013

6:40PM Count Taken on Thursday, February 18, 2016

126-150 Branch Road SE (Danor Plaza Shopping Center)



9:38AM Count Taken on Monday, June 9, 2014

1:25PM Count Taken on Tuesday, June 17, 2014

2:50PM Count Taken on Friday, September 5, 2014

7:20PM Count Taken on Thursday, February 18, 2016

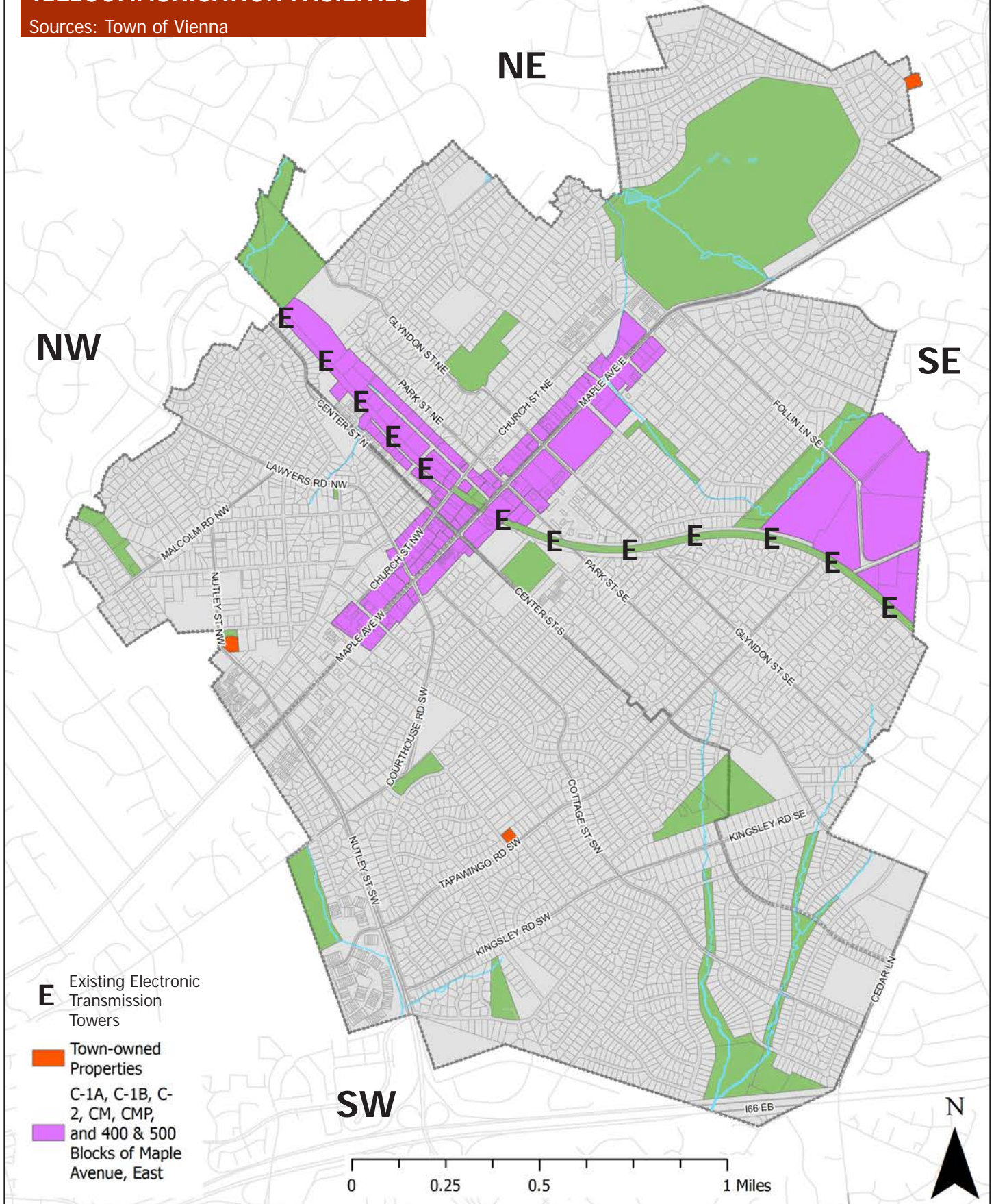
2015 Bus Ridership - Weekday Average

Operator	Route	Origin	Destination	Runtime	Period	July	August	September	October	November	December	January	February	March	April	May	June
Metro Bus	2A	BALL-STON STATION & BUS BAY D	DUNN LORING STATION & TEMP BAY E	36	Off-Peak	2648	2632	2745	2671	2468	2255	2277	2456	2561	2676	2675	2692
Metro Bus	2B	ALLIANCE DR & #4890	DUNN LORING STATION & TEMP BAY D	56	Peak	1025	1026	1132	1062	948	882	936	925	947	978	1055	1003
Metro Bus	2T	DUNN LORING STATION & TEMP BAY E	TYSONS CORNER STATION (NORTH SIDE)	36	Off-Peak	620	552	534	522	476	456	464	466	493	484	500	523
Metro Bus	15M	GEORGE MASON UNIVERSITY	TYSONS CORNER STATION (NORTH SIDE)	51	Off-Peak	316	257	293	265	241	210	196	210	232	247	250	271
Fairfax Connector	424	SPRING HILL METRO WB BAY	SPRING HILL METRO WB BAY	19	Peak	211	235	231	223	232	193	210	194	196	199	372	628
Fairfax Connector	466	METRO VIENNA/ GMU S BAY P	METRO VIENNA/ GMU S BAY P	29	Peak	189	172	193	183	169	151	164	173	161	159	159	162
Fairfax Connector	463	CHAIN BRIDGE & TYSONS	VIENNA METRO STATION	33	Peak	115	270	341	369	340	334	334	362	398	421	437	447
Fairfax Connector	422	GREENSBORO METRO STATION	GREENSBORO METRO STATION	21	Peak	47	65	79	74	65	62	63	59	71	75	67	55
Fairfax Connector	462	CHAIN BRIDGE & TYSONS	METRO DUNN LORING BAY G	33	Peak	39	72	84	84	74	72	85	87	88	93	86	92
Fairfax Connector	461	METRO VIENNA/ GMU S BAY R	METRO VIENNA/ GMU S BAY R	30	Peak	36	49	65	63	52	48	48	55	52	52	57	53
Fairfax Connector	432	SPRING HILL METRO WB BAY	SPRING HILL METRO WB BAY	33	Peak	18	24	31	34	36	25	22	22	23	28	36	36

Source: The Regional Transportation Data Clearinghouse, MWCOG

ENCOURAGED LOCATIONS FOR TELECOMMUNICATION FACILITIES

Sources: Town of Vienna



Capital Improvement Plan (To Be Updated with the Most Current CIP)

Title	TOV Funding	Other Funding	Multi-Year Project Cost	Notes
2016 Spring				
Community Center Renovation - Phase Two of Two	\$5,563,841	\$750,000	\$10,413,841	Written commitment from VVI for \$750,000
Water and Sewer Projects	\$661,159		\$661,159	
Storm Drainage - Ninovan & Talahi	\$200,000		\$200,000	
VDOT Grant Match		\$2,000,000	\$2,000,000	\$1,000,000 Transportation Funds/ \$1,000,000 VDOT Revenue Share
Meadow Lane Park Restroom Facility				Funds reallocated to Community Center
Issuance Costs	\$75,000		\$75,000	
Total	\$6,500,000	\$2,750,000	\$13,350,000	
2018 Spring				
Police Station Renovation - Engineering	\$980,000		\$9,980,000	
Water and Sewer Projects	\$1,000,000		\$1,000,000	
VDOT Grant Match			\$2,000,000	\$1,000,000 Transportation Funds/ \$1,000,000 VDOT Revenue Share
Storm Drainage Projects	\$200,000		\$200,000	
Contingency/Issuance Costs	\$20,000		\$20,000	
Total	\$2,200,000	\$2,000,000	\$13,200,000	
2020 Spring				
Police Station Renovation - Construction	\$9,000,000		\$9,980,000	
Water and Sewer Projects	\$1,000,000		\$1,000,000	
Ross Drive End Wall	\$350,000		\$350,000	
Citizen Sidewalk Petition	\$150,000		\$150,000	
Contingency/Issuance Costs	\$200,000		\$200,000	
Total	\$10,700,000		\$11,680,000	

Title	TOV Funding	Other Funding	Multi-Year Project Cost	Notes
2022 Spring				
Storm Drainage	\$150,000		\$150,000	
Operations and Maintenance Campus Study	\$50,000		\$50,000	
Water and Sewer Projects	\$1,000,000		\$1,000,000	
Revenue Sharing Sidewalk Match	\$450,000		\$450,000	
Police Dispatch and RMS	\$100,000		\$100,000	
Permitting Module - Tyler Munis	\$30,000		\$30,000	
Transparency of Performance	\$20,000		\$20,000	
Contingency/Issuance Costs	\$200,000		\$200,000	
Total	\$2,000,000		\$2,000,000	
2024 Spring				
Water and Sewer Projects	\$1,000,000		\$1,000,000	
Revenue Sharing Sidewalk Match	\$800,000		\$800,000	
Storm Drainage Projects: Unidentified Locations	\$700,000		\$700,000	
Contingency/Issuance Costs	\$250,000		\$250,000	
Total	\$2,750,000		\$2,750,000	
2026 Spring				
Eliminate Deep Roadside Ditch: Berry Street SE	\$2,000,000		\$2,000,000	
Water and Sewer Projects	\$1,500,000		\$1,500,000	
Revenue Sharing Sidewalk Match	\$500,000		\$500,000	
Streets/HCR: Unidentified Locations	\$1,180,000		\$1,180,000	
Contingency/Issuance Costs	\$200,000		\$200,000	
Total	\$5,380,000		\$5,380,000	

Title	TOV Funding	Other Funding	Multi-Year Project Cost	Notes
2028 Spring				
Operations and Maintenance Campus	\$1,300,000		\$1,300,000	
Water and Sewer Projects	\$1,000,000		\$1,000,000	
Revenue Sharing Sidewalk Match	\$500,000		\$500,000	
Park Improvements - Playgrounds and Bathrooms	\$1,000,000		\$1,000,000	
Facility Improvements**	\$3,300,000		\$4,000,000	
Contingency/Issuance Costs	\$200,000		\$200,000	
Total	\$7,300,000		\$8,000,000	
2030 Spring				
Water and Sewer Projects	\$2,000,000		\$2,000,000	
Revenue Sharing Sidewalk Match	\$500,000		\$500,000	
Facility Improvements**	\$4,500,000		\$4,500,000	
Contingency/Issuance Costs	\$200,000		\$200,000	
Total	\$7,200,000		\$19,400,000	
2032 Spring				
Water and Sewer Projects	\$2,000,000		\$2,000,000	
Revenue Sharing Sidewalk Match	\$1,000,000		\$1,000,000	
Stormwater Drainage Improvements	\$1,000,000		\$1,000,000	
Park Improvements	\$600,000		\$600,000	
Street Improvements	\$1,500,000		\$1,500,000	
Facility Major Renovations	\$1,750,000		\$1,750,000	
Contingency/Issuance Costs	\$350,000		\$350,000	
Total	\$8,200,000		\$8,200,000	

**Facility Improvements Detail: Potential parking garage, existing facility major repair, and other facility improvements as necessary

Title	TOV Funding	Other Funding	Multi-Year Project Cost	Notes
2032 Spring				
Water and Sewer Projects	\$1,650,000		\$1,650,000	
Revenue Sharing Sidewalk Match	\$500,000		\$500,000	
Stormwater Drainage Improvements	\$1,000,000		\$1,000,000	
Park Improvements	\$200,000		\$200,000	
Street Improvements	\$1,500,000		\$1,500,000	
Fields	\$1,100,000		\$1,100,000	
Contingency/Issuance Costs	\$250,000		\$250,000	
Total	\$6,200,000		\$6,200,000	
Total Projects	\$58,430,000	\$4,750,000	\$90,160,000	

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ENVIRONMENTAL FEATURES

Sources: Fairfax County

