



Town of Vienna

Meeting Minutes

Town Council Work Session

Charles A. Robinson Jr.
Town Hall
127 Center Street South
Vienna VA, 22180

Monday, April 1, 2019

7:30 PM

Charles A. Robinson, Jr. Town Hall, 127
Center Street, South

Work Session

1. Regular Business

Council Members Present:

Mayor Laurie A. DiRocco
Council Member Tara L. Bloch
Council Member Linda J. Colbert
Council Member Pasha M. Majdi
Council Member Douglas E. Noble
Council Member Carey J. Sienicki
Council Member Howard J. Springsteen

Planning Commissioners Present:

Walter Basnight
Sarah Couchman
Michael Gelb, Chairman
Stephen Kenney
Mary McCullough

Transportation Safety Commissioners Present:

Becky Allison, Vice Chair
Julie Hays
Ed Somers, Chairman
Angela Sorrell
Charlie Strunk

Staff Present:

Steven Briglia, Town Attorney
Lynne Coan, Communications and Marketing Manager
Michael Gallagher, Director of Public Works
Kelly O'Brien, Principal Planner, Planning and Zoning
Mercury T. Payton, Town Manager
Cindy Petkac, Director of Planning and Zoning
Carol S. Waters, Deputy Town Clerk

[19-1212](#)

Joint Maple Avenue Corridor Multimodal Transportation and Land Use Study - Briefing 1 of 3

Town Manager Mercury Payton opened the Town Council, Planning Commission, and Transportation Safety Commission Joint Work Session of Monday, April 1, 2019 at 7:31 p.m. and thanked everyone for attending.

Michael Gallagher, Director of Public Works, noted that this agenda item was the first in a series of three work session meetings with Kimley Horn representatives on

the Maple Avenue Corridor transportation and land use study. Mr. Gallagher addressed a question about a possible conflict of interest which had come up regarding David Samba, P.E., PTOE, the ceiling engineer of the original 380 Maple Avenue Transportation Impact Assessment. As explained by Mr. Gallagher, the studies are completely separate and do not create any conflict of interest. Mr. Samba also spoke on the matter in great detail and concurred that there is no conflict of interest.

Council Member Springsteen asked more questions about the possible conflict of interest question and requested getting a legal opinion. He also asked if there were other firms which could be used instead of Kimley Horn. Mr. Payton and Mr. Gallagher expressed their opinions that they do not think there is a conflict, but they offered to seek a different firm if Council preferred.

Mr. Samba showed slides and spoke on Kimley Horn's existing mobility conditions assessment, the purpose of the study, what they have worked on so far, what the study is geared to accomplish, and the next steps. He indicated that the study included 31 intersections, mostly along the Maple Avenue Corridor but also to the north and south of it. The study will take into account what is happening regionally on Route 66, on Interstate 495, and in Tysons and how that will affect the Maple Avenue Corridor. The study's goal is to develop a set of near and mid-term recommendations (five to ten years out) where the Town can improve or look to address interactions between roads and the operation of the different modes of travel, in coordination with what is existing presently and also what might be coming along in the future. Mr. Samba also noted that they want to make sure Kimley Horn is on the right track with the study and provide an advanced look at their presentation before they have a public meeting on Thursday, April 4, 2019.

Mr. Samba provided a visual presentation while he gave a verbal overview of the Maple Avenue Corridor with its challenges, and noted that it is an established automobile corridor. From the Virginia Department of Transportation and regional perspective, Maple Avenue is an arterial to push traffic through. Mr. Samba spoke of the significant volume of pedestrians and bicyclists that are brought into the Maple Avenue Corridor by the W&OD Trail. Among other things, he mentioned the adaptive traffic signal study and sidewalk network improvements as ongoing initiatives which may change the existing conditions.

The other representative from Kimley Horn was Erin Murphy, AICP, who is a mobility planner. She discussed the set of modal conditions - ways that people get around - and how they are integrated. She also provided visuals with her presentation. As discussed by Ms. Murphy, Maple Avenue Corridor has a complete sidewalk network, however, at mostly five feet wide, it is considered to be relatively narrow. The single most challenging aspect of the pedestrian network is the number of commercial driveways (extra curb cuts) in the corridor, which introduce a pedestrian and auto conflict. The bicycle network in the Maple Avenue Corridor has been evaluated as having a high level of stress. There is not a dedicated bicycle accommodation on Maple Avenue. The W&OD Trail is a major regional strength and a strength of the Town. Low traffic volumes and speeds on residential streets make them comfortable for bicycle riding. The level of service by the Fairfax Connector Bus Transit Service in Vienna is normal as compared to similar places within the County as a whole. The buses are primarily oriented to go to and from Metro Rail Stations and not so oriented to get people around the Town itself.

Mr. Samba spoke more on the many curb cuts along Maple Avenue, the high

automobile volume on Maple Avenue (Kimley Horn had counted about 33,000 vehicles in one day), commuter peak hours of traffic, traffic patterns, and percentages of traffic which passes through Vienna without stopping for more than five minutes.

Mr. Samba discussed Kimley Horn's measures of the capacity of intersections to accommodate Maple Avenue traffic and how they graded it. Councilman Noble added background information. Based on their research, Kimley Horn found that most intersections on Maple Avenue are operating on an acceptable level of service. Mr. Samba further noted that there is a significant amount of pass-through traffic, east-west movements are significantly heavy, and once on the Maple Avenue Corridor, there is no other parallel route going all the way through Town. Mr. Samba reported on crash history along the corridor from December 2015 through November 2018 and spoke on the types of crashes that are occurring.

Kimley Horn's future conditions analysis will follow the existing conditions analysis, which sets the ground work for the baseline information, in order to compare the future against the present. Kimley Horn will also examine what the future conditions land-use scenario looks like. Ms. Murphy emphasized multi-modal thinking, noting that the measure of automobile travel through the corridor is only one part.

Erin Murphy spoke on good congestion, such as people patronizing Town businesses and attending Town events, versus bad congestion, where people are just passing through to go somewhere else. Ms. Murphy also discussed traffic volume and capacity.

Council Members, Planning Commissioners, and Transportation Safety Commissioners posed questions for the Kimley Horn representatives. Their inquiries requested more data on pedestrian and bicycle accidents, VDOT data which suggests that traffic volume on Maple Avenue may be going down, stress levels for cyclists and how that is calculated, speed limits to control the level of stress on the corridor, pedestrian stress levels on the corridor, possibly allowing bicycles on the sidewalks, developing a continuous and harmonious path parallel or nearly parallel to Maple Avenue, the best regional forecast numbers to use for background growth rates, variance of traffic signal cycles, placement of pedestrian crossings at intersections, number of trips on Maple Avenue during peak periods to make a comparison to other roads, people commuting to Vienna for lunch, measuring speeds on Maple Avenue when Maple Avenue is not congested with traffic, road noise, dust and air quality particulates, statewide initiatives looking at pilot programs for less traditional mobility services, how multi-use development may result in fewer automobile trips and the idea that local traffic volume will increase and regional traffic will decrease with more intense development, incentives to encourage bicycle riding, projections on traffic increases coming from Tysons, Merrifield, and other parts of Fairfax County, the differential for projected growth in traffic if density levels change like if it is three stories in some places and four stories in others, engaging the Vienna citizens more, adding a parking analysis to the study, extending the time frame of the study's projections, increasing the frequency of buses to Metro, considering different uses for lanes such as potential medians, turn restrictions, and dedicated lanes for connected automatic vehicles, the upgrade capability of the new traffic signal system hardware, ownership of parking, parking signs, people moving their cars relatively short distances to avoid being parked too long in one spot, more detail on methodologies being used to make pedestrians feel safer, timing of the signalized traffic crossings, if there are people not crossing

Maple Avenue because they don't feel safe, set-backs and buffer zones between the street and the sidewalk, and reducing the wait-time for bicycles and pedestrians to cross Maple Avenue at the W&OD Trail.

[19-1209](#)

Joint Work Session with Town Council and Planning Commission to Discuss Sunrise Assisted Living Mixed-Use Mac Rezoning Application

The meeting resumed at 9:10 p.m. after a short break. Principal Planner Kelly O'Brien clarified that this was a continuation of the unfinished joint work session of March 4, 2019. She spoke of how the applicant's mezzanine reduction changed the mezzanine's status from a "modification" to a feature which is compliant with the MAC Zoning Code, when using incentives.

Attorney Julia Kreyskop, with Womble Bond Dickinson, was in attendance representing Sunrise Senior Living in place of Attorney Sara Mariska. Ms. Kreyskop expressed appreciation for the feedback Sunrise received on March 4, and indicated that they had worked very hard to address that feedback. She noted that the proposed mezzanine is now less than 50% of the area of the ground floor, and is now partially open and visually connected to that ground floor level. Ms. Kreyskop went over other plan revisions and reported that since assisted living use is deemed a commercial use, the entirety of the ground floor is now commercial square footage.

Mr. Jerry Liang, the Senior Vice-President of Development with Sunrise Senior Living, also expressed appreciation for the feedback and discussed how they had used it to modify and improve the plan. He mentioned Sunrise's recent meeting at the Vienna Community Center with about 20 members of the public, to answer questions and get more feedback. Mr. Liang shared illustrations and went over the updated ground floor plan. The frontage on Maple Avenue, the access point off of Center Street, the entry way, the pocket park next to the Vienna Inn, and the parking space count all remain the same. Sunrise significantly increased the lobby space, added the salon for resident use only, maintained the core access back through into the covered parking area, located the grand staircase to create pedestrian access and physical viewing access into the mezzanine, significantly reduced the size of the mezzanine, eliminated living units without good exterior windows, added windows that open down to the retail space, and included a location for the bus stop on Maple Avenue.

Mr. Liang showed visuals and discussed improvements to the second floor. The number of assisted living units had decreased from 85 to 83, and the retail space had been reduced to 5700 square feet. Because of reductions in retail space, restaurant space can no longer be supported there. An increase in the retail area floor plates has improved the retail space. Mr. Liang reported that the overall parking demand is now lower because of the reductions in retail and assisted living units. The plan provides for 74 parking spaces, and per Sunrise's traffic analysis, the demand is now only at 52 spaces. As previously agreed, Mr. Liang said, Sunrise is willing to pay for the upgrade to the stormwater system at that location if the project is approved.

Council Member Springsteen asserted that doing the storm water improvements is a requirement for Sunrise. Council Member Sienicki commented that it would be better for it to be upgraded while the building is being built instead of after. Planning Commissioner Sara Couchman asked if Sunrise was going above what is legally required.

Mr. Gallagher reported that Sunrise has to meet stormwater requirements based on their development, and they have to meet water quality standards. He confirmed

that the existing, major storm drain underneath there needs to be upgraded, and part of his recommendation to allow this project to straddle the Town's easement was that Sunrise would improve that system within the existing easement. Mr. Gallagher noted that the Town can't go, in the future, and completely eliminate access to that building in order to replace that.

Councilman Springsteen remarked that there are right-of-ways that Sunrise has to improve underneath the property. Mr. Gallagher did not agree. Commissioners Couchman and Gelb offered more commentary. Council Member Colbert asked for an estimate of what the system improvements would cost if the Town has to do it, and Mr. Gallagher estimated the cost to be about \$700,000.00.

Council Member Springsteen inquired about access for emergency vehicles and about two parking spaces in the street. Mr. Liang answered that the parking spaces in the street remain public parking, not claimed for Sunrise. He indicated the location for the loading space and EMS space on the site plan.

Mayor DiRocco asked how the tandem parking spaces are going to work. Mr. Liang explained that four tandem spaces are available, staff can park there and if they have immediate movement needs, another staff member could move. They are standard, full size spaces.

Council Member Noble asked about overlap of shift times for employees, the number of employees per shift, and the peak shift times. Mr. Liang explained. Council Member Noble also asked for a description of how the mezzanine connects to the floor below. Council Member Bloch asked more questions about the mezzanine, staircase, and lobby design, and Mr. Liang discussed all of that.

Council Member Sienicki expressed her appreciation of Sunrise's plan changes and opined that the layout makes more sense now. She asked if there is any way to reconfigure the lobby and add an extra parking space. Mr. Liang said it was a good suggestion and that they would take another pass at the parking areas to see if they can squeeze out a bit more. Council Member Sienicki asked about the compact space that is next to the two tandem spaces, and whether they would add wheel stops or some sort of rail to make sure that nobody bumps into that compact space. Mr. Liang agreed to add that.

Planning Commissioner Gelb asked for a break-down of how they arrived at 52 as a parking space demand forecast. Mr. Will Johnson, engineer with Wells and Associates, reported that the parking forecast is based upon a shared parking analysis done by his firm. He discussed peak periods for retail and assisted living, and noted that they did not break out the assisted living use into visitors or employees.

Commissioner Gelb asked how much Sunrise anticipates their residents leaving the building or being taken out of the building to patronize close-by activities. Mr. Liang spoke on that and opined that there will be relatively high usage.

Commissioner Gelb asked if there will be solar panels or any use of solar in this building. Mr. Liang responded that most of the roof is being used for mechanical purposes and the green roof for storm water management, so there are no plans for solar. However, Mr. Liang indicated that the building is built to energy star rated standards.

The group discussed activating the pocket park with some combination murals, or artwork, or wall art that would fit. Commissioner Couchman inquired about the pocket park's access for maintenance vehicles. Greenery and landscaping in the pocket park area was also discussed.

Planning Commissioner Mary McCullough asked about the size of the two elevators, and Mr. Liang indicated that one elevator was big enough for paramedics to use a gurney or stretcher. Commissioner McCullough inquired about the practicality of a grand staircase in an assisted living and dementia facility. Mr. Liang explained that they have the grand staircase in every single Sunrise, it is a design characteristic that the founders desire to keep, and it is considered a visual cue of what home would feel like. The staircase is secured from the dementia floor. Commissioner McCullough discussed other design changes and parking. She asked how additional parking space needs would be accommodated on holidays and special occasions. Mr. Liang reported that for the special events, Sunrise has an overflow valet strategy within the underground parking structure. It would utilize a stacking plan that would allow for Sunrise to accommodate additional vehicles with assistance in doing that parking.

Council Member Noble inquired about the parking study and what land use code they were using. He spoke more on that and said he was going to fact check those numbers. Council Member Noble also requested figures on a total on the stack parking number for special events. Mr. Liang said they would get that information to Council Member Noble.

Planning Commissioner Kenney asked what area Sunrise is calling the ground floor area for use in computing the size of the mezzanine. A detailed discussion followed, in which Commissioner Kenney asserted that the mezzanine would be considered a floor, not a mezzanine. Council Member Noble added a question about why a ramp is defined as part of the floor area.

An unidentified woman on the Planning Commission spoke on the issue of the ramp parking and indicated that it will be viewed as part of the parking structure, and consequently it will be considered as part of the floor for purposes of measuring how much of the mezzanine you can have. The Commissioner continued speaking on the zoning code and what is required by the building code, and asserted that the mezzanine is clearly not considered a story.

Council Member Majdi spoke of his interest in floors, mezzanines, etc. to the extent that they affect density, what is happening inside the building, and neighbors of the project. He suggested that a decrease in the number of units would take the pressure off, in terms of density.

Planning Commissioner Couchman spoke on the uniqueness of the Sunrise project in terms of the impact it will have on the Town, since the residents will not have cars and will not be attending schools.

Council Member Majdi asked exactly what Sunrise is required to do for stormwater management under a State Code and Fairfax County regulations. Mr. Liang deferred to another engineer, Aaron Vinson with Walter L. Phillips, Inc. Mr. Vinson explained in detail the performance standards that Sunrise needs to meet.

Council Member Majdi asked for a list of the ways Sunrise is exceeding the State requirements or County regulations. Mr. Vinson reported that for water quality,

they are exceeding the phosphorus removal by about 10%. For handling water quantities in a two-year storm and a ten-year storm, Sunrise would exceed the minimum requirement, primarily through the use of a green roof. Council Member Majdi asked Mr. Vinson to calculate the margin between what is required under State law and what Sunrise would accomplish for water quantity reduction, and get back to him with those figures.

Council Member Springsteen asked if the building would go higher than 54 feet. Mr. Liang referred to the plan images and answered that anything over 54 feet is an architectural feature that was approved by the Board of Architectural Review.

Council Member Noble commented that "floor" is not defined in the Town's zoning code, and spoke on that.

Commissioner McCullough commented on a light pole in front of the site and asked about a possible reconfiguration of those utility poles there with the traffic light. Mr. Gallagher explained why that was not feasible.

Council Member Bloch inquired about how the retail space might be used. Mr. Liang reiterated that the spaces could not support restaurant use, but otherwise their potential use is flexible.

Mr. Liang spoke on the benefits that a Sunrise Senior Living facility would have on the community of Vienna and why it would be a very favorable development for that location.

Commissioner McCullough commented on the visual designs of the rear and Vienna Inn side of the building, which give it a five story look. Mr. Liang discussed increasing the height of the fence next to the Vienna Inn.

The group discussed whether the next Planning Commission public hearing on Sunrise should be held April 24, 2019.

2. Meeting Adjournment

The Joint Work Session of Monday, April 1, 2019 adjourned at 10:31 p.m.

Mayor Laurie A. DiRocco

Signed / Dated: _____

Attest: _____

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