

**TOWN OF VIENNA, VIRGINIA**  
**COMPREHENSIVE PLAN**

**2010**



Approved as **amended** by the Planning Commission: **January 27, 2010**  
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## FOREWORD

### STATUTORY REQUIREMENT

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 (*see* Code of Virginia, Title 15.2, Ch. 11, Art. 4). The Comprehensive Plan must guide "...a coordinated, adjusted, and harmonious development of the territory which will, in accordance with present and probable future needs and resources best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants." *Id.* Descriptive matter, maps, charts, and other material as necessary to support the recommendations may accompany the plan.

### OVERVIEW OF THE COMPREHENSIVE PLAN

The Town of Vienna adopted its first Comprehensive Plan in 1957. The Plan has been revised several times since then, most recently in October 2009. This Plan describes and updates the characteristics of the Town. It also identifies trends and events that have been considered in charting the future development of Vienna. These trends and characteristics are reflected in the Town's policies regarding transportation, land use, and capital improvements.

### CHARACTERISTICS AND TRENDS

The first seven chapters of this Plan describe the Town's settlement and growth, as well as trends and events affecting development policy. These chapters are:

- ***History***: A short history of the settlement and development of the Town.
- ***Demographics***: Information concerning the number, age, income, and other characteristics of Town residents.
- ***Environmental Features and Protection***: Key environmental characteristics and requirements affecting land use.
- ***Existing Land Use***: A summary of current development patterns and land use.
- ***Transportation System***: An inventory of existing street and other transportation facilities.
- ***Community Facilities and Services***: A description of existing community facilities, including parks, schools, libraries, and public utilities.
- ***Capital Improvement Program***: Key features of Vienna's program for capital improvements.

## DEVELOPMENT POLICIES

Key development policies for Vienna, along with specific recommendations for actions to be taken by the Town, are described in three additional chapters:

- ***Future Land Use***: Future development and use of land within the Town.
- ***Future Transportation Plan***: Transportation needs of the Town.
- ***Future Community Facilities and Services***: New or revitalized public facilities needed to provide adequate service to Town residents.

## **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 19<sup>th</sup> 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. Many descendants of the Carter family still reside in the Town.

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

### **THE CIVIL WAR PERIOD**

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

In the years following the war, Vienna experienced a growth in permanent residency, including both white and black settlers. Among the new residents were Major Orrin T. Hine and Harmon L. Salsbury. A Freedmen's Bureau agent, radical Republican, farmer, and realtor, Hine settled in Vienna in 1866 and by 1885 had amassed almost 6,500 acres of area land. Major Hine was elected the Town's first mayor when Vienna was incorporated in 1890. Salsbury, a Union Captain in the 26th Regiment of Colored Infantry, welcomed settlers to his estate, making housing available to newly freed citizens by providing easy credit and long mortgages. Captain Salsbury's house still stands at 224 Walnut Lane, NW.

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, DC, via Falls Church.

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

## **POST WORLD WAR II**

In 1940, Vienna was still a small rural town with a population of only 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. The maple trees that gave the avenue its name were removed for transportation improvements in 1958. Transportation, shopping, and residential demands continued to grow with the increasing population of Vienna and Fairfax County. Notable regional developments included the construction of Dulles International Airport in 1962, Fairfax Hospital in 1962, Tysons Corner Center in 1968, and the Vienna Metrorail Station in 1986.

During the 1980s Vienna had a front row seat to witness the rise of a new social phenomenon, the "Edge City." Tysons Corner transformed from a suburban retail center into an employment and business center that rivaled the area's traditional urban core of Washington, DC, 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 area. The explosive growth of information technology and Internet-related companies in the area fueled an economic boom for the region. Northern Virginia has emerged as a preeminent location for these high-technology firms—most of which enjoy a worldwide reputation. Further changes have

occurred since the turn of the millennium, with extensive remodeling of existing single-family residences, the re-subdivision of land for new dwellings and the construction of replacement homes throughout the Town.

In the midst of these changes, Vienna's citizens and leadership remain dedicated to preserving a stable community. The Town pursues policies designed to maintain Vienna's small town character while providing desired improvements and facilities.

## DEMOGRAPHICS

### INTRODUCTION

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 and to the United States.

### POPULATION

Fairfax County has experienced dramatic growth over the past 20 plus years. Estimated census figures for 2003 show that the County's population has grown 66 percent since 1980, to almost one million residents. *See* Table D-1. The County's growth is expected to continue, though at a slower pace, through 2010..

The Town's population, while experiencing periods of slight decrease, has remained relatively steady over the past two decades. This is in sharp contrast to the rapid growth of Fairfax County over the same period. However, the Town is projected to have strong growth from 2000 through 2010. *See* Table D-1.

<b>TABLE D-1: TOTAL POPULATION -- VIENNA AND FAIRFAX COUNTY (with decade-to-decade changes)</b>					
<b>JURISDICTION</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2003 (estimated)</b>	<b>2010 (projected)</b>
Town of Vienna	15,469	14,852	14,453	14,868	16,250
	N/A	(-4.2%)	(-2.7%)	N/A	+12.4%
Fairfax County	596,901	818,584	966,137	993,424	1,086,110
	N/A	+37.1%	+18.0%	N/A	+12.4%

Sources: U. S. Census, 2000--official demographic profile and 2003 estimates; Town of Vienna, Department of Planning and Zoning--2010 projections

### AGE DISTRIBUTION

As shown in Table D-2, Vienna experienced a decline in population from 1990 to 2000. However, within this decline, the changes varied greatly by age: the "65 and up" age group showed a significant increase, ages 25-64 showed a significant decrease, and ages 24 and under stayed relatively constant.



Looking ahead, a further “graying” of Vienna’s population might be expected in light of projected county and national trends. However, with the rapid escalation of housing prices, many “empty-nesters” are cashing-in their equity and moving to lower cost areas. In addition, the most recent U.S. Census estimate of Vienna’s 2003 population indicates that the Town’s population is again on the rise. Many of these new residents are likely to be younger families attracted by Vienna’s location and reputation as a “Best Place to Live.” It seems likely that future age distribution data will show a trend toward a younger Town.

**TABLE D-2: VIENNA'S POPULATION BY AGE**

AGE	1980	Percent of total	1990	Percent of total	2000	Percent of Total
<b><u>Ages 24 and under</u></b>	<b><u>6,018</u></b>	<u>38.9</u>	<b><u>4,449</u></b>	<u>30.0</u>	<b><u>4,298</u></b>	<u>29.7</u>
Less than 5	749		876		946	
5-19	4,144		2,653		2,710	
20-24	1,125		920		642	
<b><u>Ages 25-64</u></b>	<b><u>8,530</u></b>	<u>55.1</u>	<b><u>8,888</u></b>	<u>59.8</u>	<b><u>8,184</u></b>	<u>56.6</u>
25-44	4,620		5,038		4,189	
45-64	3,910		3,850		3,995	
<b><u>Ages 65-up</u></b>	<b><u>921</u></b>	<u>6.0</u>	<b><u>1,515</u></b>	<u>10.2</u>	<b><u>1,971</u></b>	<u>13.6</u>
65-74	591		1,049		1,192	
75 and up	330		466		779	
<b>TOTAL</b>	<b><u>15,469</u></b>	<u>100.0</u>	<b><u>14,852</u></b>	<u>100.0</u>	<b><u>14,453</u></b>	<u>100.0</u>

Source: U. S. Census, 2000

### HOUSEHOLD NUMBER AND SIZE

Figures from the 2000 Census show Vienna has 5,331 households, compared with the 5,310 reported in 1990. While some of this increase was the result of the Town’s boundary adjustment in 1993, most is the result of new residential development. Even though Vienna is built-out—that is, few tracts of land remain to be developed—the number of single-family detached units in Vienna continues to increase through a different type of residential development. In the past few years, developers have begun assembling previously subdivided lots to re-subdivide and construct more—and larger—houses. Other development activities which affect household size include the expansion of homes through the construction of a new second floor, large additions, or the complete removal of existing dwellings and their replacement with larger dwellings on the same lot. These practices continue to reflect both the

desirability of Vienna as a place to live, and the effects of the region’s economic prosperity. It also suggests that the number of households in the Town will continue to grow.

As Table D-3 shows, the average household size in both Vienna and Fairfax County dropped significantly from 1970 to 2000, consistent with the national trend. Most of this decrease occurred from 1970-1980.

<b>TABLE D-3: COMPARISON OF AVERAGE HOUSEHOLD SIZE VIENNA, FAIRFAX COUNTY, AND UNITED STATES: 1970 - 2000</b>				
JURISDICTION	1970	1980	1990	2000
Vienna	3.8	3.0	2.8	2.7
Fairfax County	3.5	2.9	2.8	2.7
United States	3.1	2.8	2.6	2.5

Source: U. S. Census, 2000

### INCOME

Vienna is located in one of the wealthiest areas of the nation. In 2000, Fairfax County ranked in the top five among all U.S. counties in both median family and median household incomes, and twelfth in per capita income. As shown in Table D-4, Vienna mirrors Fairfax County income statistics in surpassing the national average. Interim figures for 2003 confirm that Fairfax County continues to rank high in income level, with a median household income of \$80,753 and median family income of \$93,978.

The 2000 U.S. Census also showed that only 2.5 percent (363 persons) of Vienna's population lived below the poverty line. This was significantly below the U.S. average (12.4 percent) and the Virginia average (9.6 percent), as well as the Fairfax County average (4.2 percent).

<b>TABLE D-4: COMPARATIVE 2000 INCOME LEVELS</b>			
JURISDICTION	MEDIAN INCOME		PER CAPITA INCOME
	All Households*	Family Households	
Vienna	\$85,519	\$93,043	\$39,563
Fairfax County	\$81,050	\$92,146	\$36,888
Virginia	\$46,677	\$54,167	\$23,975
United States	\$41,194	\$50,046	\$21,587

Source: U. S. Census, 2000; “\*All Households” includes all occupied housing units, whether the occupants are related or not.

While several factors contribute to Vienna and Fairfax County's high income levels, educational achievement is one of the most significant. Based on the 2000 Census figures, 92.1 percent of Vienna's adult population (25 years of age and older) are high school graduates and 56.4 percent are college graduates. (Fairfax County's educational levels are slightly lower at 90.7 percent and 54.8 percent, respectively.) This highly educated workforce is employed primarily in administrative, managerial, professional, and executive positions in the Federal government, technology firms, national associations, and similar employers in the Washington, DC, metropolitan area.

### RACIAL COMPOSITION

Table D-5 shows the racial composition of the Town. Non-white residents represented 18.9 percent of the Town's total population in 2000. The Asian/Pacific Islander population of 1,368 represented Vienna's largest non-white racial group, at 9.5 percent. The 2000 Census also indicated that some 3.4 percent of the population (497) identified themselves as African-American and some 1,068 residents (7.4 percent) identified themselves as Hispanic. A new category for 2000, some 447 persons (3.1 percent) identified themselves as being of more than one race.

<b>TABLE D-5: VIENNA'S POPULATION BY RACE</b>						
RACE (U.S. Census categories)	1980		1990		2000	
	Persons	Percent	Persons	Percent	Persons	Percent
White	14,051	90.8	12,581	84.7	11,722	81.1
Black	640	4.1	610	4.1	497	3.4
Asian/Pacific Islander	605	3.9	1,377	9.3	1,368	9.5
American Indian, Eskimo, Aleut	33	0.2	21	0.1	27	0.2
Other (some other race)	140	0.9	263	1.8	392	2.7
Two or more races	N/A	N/A	N/A	N/A	447	3.1
<b>TOTAL</b>	<b><u>15,469</u></b>	<b><u>100.0</u></b>	<b><u>14,852</u></b>	<b><u>100.0</u></b>	<b><u>14,453</u></b>	<b><u>100.0</u></b>
Memo entry: Hispanic origin	N/A	N/a	710	4.8	1,068	7.4

Source: U. S. Census, 2000

## **ENVIRONMENTAL FEATURES AND PROTECTION**

### **PHYSICAL ENVIRONMENT**

Area:	4.409 square miles 2,821.9 acres
Average Elevation:	389 feet
Mean Temperature:	57 degrees Fahrenheit
Watersheds:	Wolf Trap Creek to the east and northeast Bear Branch to the southwest Piney Branch to the northwest

### **FLOOD PLAINS**

Flood plains are found in three of the four quadrants of the Town. They flank the streams of Bear Branch in the southwest quadrant and Piney Branch in the northeast quadrant. They also exist along Wolf Trap 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. Flood plains are identified on Map EF-1.

The Flood Plain Ordinance restricts new construction and redevelopment of old structures in delineated flood plains. *See* Chapter 18.1 of the Vienna Town Code. Because the Ordinance imposes land use controls on development, current residents are eligible for participation in the Federal Flood Insurance program administered by the U.S. Federal Emergency Management Agency (FEMA). Affected property owners also are eligible for lower insurance rates as a result of the Town's participation in FEMA's Community Rating System. The Town's efforts under the Community Rating System include distribution of flood plain information to the public through the Department of Public Works and the Patrick Henry Library.

### **CHESAPEAKE BAY PRESERVATION AREAS**

The Chesapeake Bay Preservation Act, Chapter 21, Title 10.1 of the Code of Virginia (the “Bay Act”) requires the Town to institute land use regulations to mitigate non-point source pollution<sup>1</sup> and to protect the quality of streams and tributaries flowing into the Chesapeake Bay. In 1993 the Town adopted, and the Commonwealth approved, the Chesapeake Bay Preservation Areas ordinance and map as an amendment to the Zoning Ordinance. *See* Town Code, Ch.18, Art. 21.1. The Bay Act requires that land with intrinsic value to the water quality of the Chesapeake Bay and its tributaries are identified and subjected to control. Two levels of land use control to protect water quality for such land are established under the Act—Resource Protection Areas (RPAs) and Resource Management

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1. Non-point source pollution results from indirect sources such as rain washing across pavement and fertilizers and pesticides flushing out from lawns.

Areas (RMAs). Vienna's designated RPAs and RMAs are identified on the Chesapeake Bay Areas Map, Map EF-2 of this Plan.

Resource Protection Areas are subject to strict land use control. These areas are required to remain free of construction activities except under very restricted conditions. The Bay Act requires that designated wetlands and a 100 foot buffer area adjacent to and along both sides of a perennial stream be classified as an RPA. No wetlands -- as defined by the Bay Act or as shown in the National Wetland Inventory prepared by the U.S. Department of Interior -- have been identified within Vienna. Wolf Trap Creek is designated in its entirety as a perennial stream, and consequently as an RPA. In addition, approximately 2,400 feet of Piney Branch in Northeast Vienna has been designated as an RPA in order to protect the quality of State waters. A one hundred-foot buffer has been established on each side of these streams in accordance with the Bay Act.

In addition, a Resource Management Area has been designated adjacent to the two RPA buffers. The Westwood Country Club operates under a "conditional use permit" in a residential zone adjacent to Wolf Trap Creek. The terms of the permit require the Club's full compliance with the Bay Act and respect for the preservation areas in order to continue in operation.

RMAs also have been designated in other 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. These areas include the Westwood Country Club (NE), and the Westwood Manor (NE) and Towns of Moorefield (SW) neighborhoods. Development in an RMA is allowed, but must satisfy certain conditions and requirements to ensure that goals for reduction of non-point source pollution are met.

## **WATER POLLUTION CONTROL EFFORTS**

Within the Town the potential for water pollution from point sources<sup>2</sup> is limited. There are three commercial car washes, two of which recycle their wash wastewater onsite. The other is located within a Resource Management Area and employs Best Management Practices (BMPs) in the form of a sand trap filtration system, which collects and treats the wash wastewater prior to releasing it into the Town's stormwater management system.

Other potential point sources of pollution include gasoline stations. Vienna has several commercial gasoline stations with underground storage tanks and two municipal fueling stations with above ground tanks. In 1996, the U.S. Environmental Protection Agency required all gasoline stations to inspect their underground storage tanks and ensure compliance with applicable 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, groundwater/free product recovery wells, granular activated carbon systems, and monitor wells.

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2. Point source pollution is generated by or emanates from a direct and identifiable source, such as a leaking oil tank.

Other potential 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. *See* Chapter 13A of the Vienna Town Code. The Town of Vienna has no land fills or dumps. However, the Town's Department of Public Works maintains its road salt supply under cover at the Northside Property Yard. Stormwater management at that site prevents downstream pollution from the stored road salt. The Town has also instituted stormwater management measures to filter run-off at the Beulah Road mulch site.

Business sites that may produce wastewater with regulated substances<sup>3</sup> are tightly regulated. Since 1994 the Town has required a wastewater discharge form be submitted with every new business application. These forms 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. *See* Town Code, Ch.14. In the absence of a Town-approved treatment system the business would be precluded from discharging into the Town's sanitary sewer system. Approximately 380 forms are filed annually with the Department of Public Works.

The Town also strives to prevent non-point source water pollution. Vienna's stormwater systems were inventoried and mapped in January 2000 as part of the Town's effort to comply with the requirements of Phase II of the National Pollutant Discharge Elimination System (NPDES) administered by the U.S. Environmental Protection Agency and the State of Virginia. Phase II expanded the NPDES program by requiring stormwater discharge permits for smaller municipalities in urban areas. In July 2003 Vienna was granted its permit by Virginia in recognition of the Town's program to reduce non-point source water pollution, elements of which are described below.

Vienna has instituted a number of requirements and programs to prevent pollution of stormwater and groundwater. 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. *See* Chapter 16 of the Vienna Town Code. 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 the water is detained underground and held for slow release. This detention process results in the settlement of particles and pollutants that can be regularly cleaned out by the Department of Public Works.

There are also privately owned and maintained stormwater systems. A large and unique system is the retention/wet pond on the business campus of the Navy Federal Credit Union in the southeastern quadrant of Town. The system was designed in 1995 in full compliance with the Chesapeake Bay Act.

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3. Regulated substances include, but are not limited to, explosive and flammable materials and liquids, solid and viscous substances; toxic, noxious or malodorous liquids, solids or gases; dye wastes, fats, waxes, oils, or greases; wastewater containing sodium chloride, sodium sulfate, lime slurries, lime residues, fullers earth, cadmium, chromium, copper, lead nickel, silver, zinc, or mercury; and wastewater with a pH of less than five (5) or greater than ten (10).

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.

### **DRINKING WATER SUPPLY**

The Town receives the majority of its drinking water from the City of Falls Church and the Fairfax County Water Authority. These sources, together with two Town-owned water supply wells operated by the Department of Public Works, are considered sufficient to meet current and anticipated future water needs. The Town wells have average yields of 25,000 and 40,000 gallons per day. Wells are secured in locked well houses and are tested on a regular basis.

### **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. *See* Chapters 17 and 18 of the Vienna Town Code. These provisions protect trees during construction and development activity, prevent unnecessary clear-cutting of lots, encourage the planting of new vegetated areas, and ensure minimum tree canopy coverage for all new development.

**MAP EF-1: ENVIRONMENTAL FEATURES**



**MAP EF-2: CHESAPEAKE BAY AREAS MAP**

## **EXISTING LAND USE**

### **INTRODUCTION**

This chapter provides a "snapshot" of Vienna's actual 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 chapter.

Existing land uses are different from zoning patterns. 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**

Table LU-1 shows that of the 2,821.9 acres that constitute Vienna's corporate area, 76 percent is developed for residential purposes. The remaining acreage is devoted to recreational uses (11.8 percent), commercial/industrial uses (9.2 percent), and governmental/institutional uses (2.7 percent). The Town's land use patterns as of 2005 are shown on Map LU-1.

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

<b>TABLE LU-1: LAND USE DISTRIBUTION</b>		
<b>LAND USE</b>	<b>ACREAGE</b>	<b>PERCENT OF TOTAL</b>
<b><u>Residential</u></b>	<b><u>2,144.15</u></b>	<b><u>76.0</u></b>
Single-family Detached	2,050.63	72.7
Townhouse	65.51	2.3
Multifamily	28.01	1.0
<b><u>Commercial/Industrial</u></b>	<b><u>260.06</u></b>	<b><u>9.2</u></b>
Commercial	131.75	4.7
Industrial	128.31	4.5
<b><u>Other</u></b>	<b><u>417.69</u></b>	<b><u>14.8</u></b>
Parks and Recreation	333.64	11.8
<i>Public Parkland and Recreation (excluding schools)</i>	<i>156.62</i>	<i>5.6</i>
<i>Private Recreation</i>	<i>177.02</i>	<i>6.3</i>
Governmental/Institutional	76.77	2.7
Vacant	7.28	0.3
<b>TOTAL</b>	<b><u>2,821.90</u></b>	<b><u>100.0</u></b>
Memo Entry: Rights of Way (included above)	409.00	14.5

Source: Department of Planning and Zoning, Town of Vienna; (as of 5/1/05)

### **RESIDENTIAL LAND USE**

Table LU-2 provides a breakdown of residential units in Vienna. Single-family detached dwellings account for almost 84 percent of all residential units. Townhouses comprise almost 9 percent of the Town's total residential units. Multifamily units—representing nearly 8 percent of all residential units—include apartments, duplexes, and condominiums. Vienna has one major apartment complex of 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 multifamily units are clustered in the center of the Town along Locust Street SE, between Park and Glyndon Streets.

<b>TABLE LU-2: RESIDENTIAL UNIT DISTRIBUTION</b>		
HOUSING TYPE	NUMBER OF UNITS	PERCENT OF TOTAL
<b><u>Single-family</u></b>	<b><u>5,179</u></b>	<b><u>92.3</u></b>
Single-family Detached	4,697	83.7
Townhouse	482	8.6
<b><u>Multifamily</u></b>	<b><u>431</u></b>	<b><u>7.7</u></b>
Apartments	300	5.3
Condominium	96	1.7
Two Family	35	0.6
<b>TOTAL</b>	<b><u>5,610</u></b>	<b><u>100.0</u></b>

Source: Department of Planning and Zoning, Town of Vienna; (as of 2/1/05)

### COMMERCIAL LAND USE

Table LU-3 provides a distribution of non-residential floor area by use, most of which is associated with commercial activities. Vienna has two types of commercial activities: professional/general office space and retail sales. Of the almost 3.8 million square feet of non-residential floor area in 1998, according to the latest data available, about 55 percent is used for professional/office space and about 24 percent is used for retail sales. The remainder of the non-residential floor area is primarily governmental/institutional and industrial activities.

<b>TABLE LU-3: NON-RESIDENTIAL FLOOR AREA (sq. ft.)</b>			
ACTIVITY	AREA	ACTIVITY	AREA
<b><u>Commercial</u></b>	<b><u>2,998,999</u></b>	<b><u>Governmental/</u></b>	<b><u>430,924</u></b>
Office	2,078,324	<b><u>Institutional</u></b>	
Shopping Centers	531,715	Public Schools	157,418
Other Retail	388,960	Worship Halls	142,238
		Private Schools	43,560
<b><u>Industrial</u><sup>4</sup></b>	<b><u>333,399</u></b>	Government	36,012
Warehouse & Storage	326,879	Post Office	16,092
Construction	6,520	Public Assembly	10,612
		Libraries	10,230
<b><u>Recreational</u></b>	<b><u>41,275</u></b>	Civic & Fraternal	10,006
Indoor Recreation	38,275	Nursing Homes	4,756
Park Facilities	3,000	<b>TOTAL</b>	<b><u>3,804,597</u></b>

Source: Fairfax County Statistical Profile, 1998

4. Industrial Park space included in "Commercial" category due to limitations of available data.

Office buildings are scattered throughout the Town's commercial areas; however, they have a slightly higher concentration along the western half of Maple Avenue, where several medical complexes are located. Also in this corridor is the Town's tallest building, White Oak Tower. The building is six stories high, and its construction in the early 1970s led to a review of the appropriate building height in Vienna. Out of this review came a reduction in maximum building heights, which was intended to limit the impact of commercial uses on adjacent residential neighborhoods, and help preserve Vienna's small town character. Offices are the principal non-residential use in the "T-Transitional" zoning district. Offices in this district are for professional use and must have a design compatible with adjoining residential areas. Physician and dental offices are prohibited in the multi-family zoning district, in accordance with the policy of restricting encroachment of commercial uses in residential zones.

The Maple Avenue Shopping Center, the Vienna Shopping Center, and Danor Plaza are the three largest retail centers within the Town. The Maple Avenue Shopping Center, on Maple Avenue, East, provides a total of 102,100 square feet of space for specialty and retail businesses. The Vienna Shopping Center, on Maple Avenue, West, has 62,410 square feet of retail space. Danor Plaza is located directly east of the Maple Avenue Shopping Center on Branch Road SE, and has 60,308 square feet of retail space.

Vienna's retail developments still reflect suburban growth patterns from the 1950s and 1960s. Nearly all of Vienna's shopping centers are "strip" shopping centers, with the structures built behind expansive parking lots and with little landscaping.

The Church Street commercial area, from the 100 block NE to its termination at Lawyers Road NW, is in transition to a somewhat higher intensity of use. Small specialty shops, upper level apartments, a condominium complex, a church, a museum, and the U.S. Postal Service are now located in this area. The Washington & Old Dominion Regional Park (W&OD Trail) crosses Church Street and provides excellent access to this area for pedestrians and cyclists.

The Vienna Town Council has identified this corridor as a revitalization area. Public streetscape improvements, funded through the sale of Fairfax County bonds, were completed in 1996. The C-1B Pedestrian Commercial zoning district was created in 1997 and was amended in 1999 to provide incentives for property owners to redevelop their property in accordance with architectural guidelines. The first project under this incentive program has been completed at 142 through 146 Church Street NW and a second project is under construction from 111 through 113 Church Street NW. The first project has a mix of retail and office uses with total building area of about 12,500 square feet. Uses for the second building, which will have 15,313 square feet, include offices, retail, and a restaurant.

## **INDUSTRIAL LAND USE**

Vienna has two industrial areas: the industrial corridor on Mill Street and Dominion Road in the northeast quadrant (zoned CM); and the Vienna Technology Park in the southeast quadrant at the end of Follin Lane (zoned CMP). Table LU-1 shows that industrial areas account for 4.5 percent of the Town's land area, almost equal to that of the Town's commercial acreage.

The two industrial areas reflect the different requirements and uses of their zoning. Mill Street/Dominion Road NE, is a warehouse and wholesale corridor. It emerged as an adjunct of the

original Washington & Old Dominion Railroad, which passed through Vienna along what is now the W&OD Trail. This area continues to attract business establishments. The rising rental rates and land costs along the Maple Avenue commercial corridor have prompted many smaller retail businesses to relocate to this industrial area.

The Vienna Technology Park was designated and zoned 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.

## **PARKS AND RECREATION**

As shown in Table LU-1, Vienna has 334 acres of land devoted to parks and recreational use, comprising almost 12 percent of the Town's total land. This figure includes 157 acres of public facilities—those owned by the Town, as well as parks owned and operated by Fairfax County and the Northern Virginia Regional Park Authority. It does not include the five public schools located in the Town (49 acres), which are classified governmental in the Table, but offer playgrounds, gymnasiums, and classrooms for after-hours use by the public. Major Town parks include Southside Park, Glyndon Park, and Northside Park. A more extensive description of public parks appears in the “Community Facilities and Services” chapter of this Plan.

In addition to the public facilities, there are 177 acres of private facilities, most of which are associated with Westwood Country Club in Northeast Vienna (157 acres). Other private parks 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. All of these facilities are located in the southwestern quadrant of the Town.

## **GOVERNMENTAL/INSTITUTIONAL LAND USE**

Governmental and institutional land use, excluding publicly owned parks discussed above, represents 2.7 percent of land in the Town. Town-owned properties include the Town Hall, Community Center, police station, water towers, and the property yards at Nutley Street NW and at Mill Street NE (the “Northside” yard). The five Fairfax County Public Schools located within the Town limits are also included in this category of land use.

Though most of the 409 acres of rights-of-way in the Town are publicly owned, they have been included in each of the land use categories in which they are located.

## **HISTORIC AREAS**

### **Historic Districts**

In March 1979, the Town created the Windover Heights Historic District to preserve the history, character, and appearance of one of Vienna's oldest residential areas. Creation of an 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. *See* Town Code, Ch.18, Sec. 18-258.

### **Historic Structures and Sites**

Including structures in the Windover Heights Historic District, there are 22 registered structures and sites of historic significance in Vienna. *See* Table LU-4 Register of Historic Structures, Sites and Places. Two Town-owned historic buildings are discussed in more detail in the “Community Facilities and Services” chapter.

While not currently listed in Table LU-4, two additional sites are of significance to the Town and include: 1) Bouton’s Hall, located at 146 Church Street, NE, was constructed circa 1894 and has been in continuous use since that time; 2) An open-air shallow baptismal pool used by the First Baptist Church that is now commemorated through an historic marker located on the northwesterly corner of the intersection of Courthouse and Moorefield roads, SW.

The Town 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 19<sup>th</sup> Century the Sons and Daughters of Liberty Cemetery, located on Orchard Street, was established by and for African-Americans.

The West End Cemetery, Vienna's first cemetery for African American citizens, was established on land granted by Colonel Salsbury in 1884. The cemetery is the resting place for members of several of Vienna's oldest families, including the Carters, Wests, and Mayos. The Broadwater Cemetery has three graves, believed to be those of Colonel Broadwater, who died in 1806; his son Charles Broadwater, who died in 1841; and grandson Charles G. Broadwater, who died in 1827. Colonel Broadwater was appointed by King George III to be Fairfax County's first sheriff; his son Charles served as Burgess with George Washington to the convention in Williamsburg in 1774. The cemetery is on the site of the Springfield House (circa 1750), which was built by Colonel Broadwater's father on property obtained through an original land grant dated 1726. The Moorefield Cemetery is the burial site of Jeremiah Moore and his descendants. Moore, a Baptist minister instrumental in establishing many churches in the southern and mid-Atlantic states, was also a correspondent with George Washington and Thomas Jefferson. The Lynn Street Cemetery is also a family cemetery, holding only the graves of Doctor Hunter, who died in 1867, and his wife Sarah, who died in 1897.

**TABLE LU-4: REGISTER OF VIENNA HISTORIC STRUCTURES, SITES AND PLACES  
(ESTABLISHED UNDER CHAPTER 25 OF THE VIENNA TOWN CODE)**

- |   |  |
|---|--|
| <p>1. Money and King Funeral Home<br/>171 Maple Avenue, West</p> <p>2. Private Residence<br/>331 Lewis Street, NW</p> <p>3. Private Residence<br/>223 Walnut Lane, NW</p> <p>4. Moorefield House Site<br/>900 Tapawingo Road, SW</p> <p>5. West End Cemetery<br/>Lewis Street, NW</p> <p>6. Freeman House<br/>131 Church Street, NE</p> <p>7. Salsbury Spring<br/>Corner of Lawyers Road and Windover Avenue, NW</p> <p>8. Original Vienna Library<br/>Mill Street, NE, between Church Street and Maple Avenue</p> <p>9. Moorefield Cemetery<br/>Tapawingo Road, SW</p> <p>10. Broadwater Cemetery<br/>Corner of Tapawingo Road and Frederick Street, SW</p> <p>11. Bowman House<br/>211 Center Street, South</p> <p>12. Private Residence<br/>211 Walnut Lane, NW</p> <p>13. Private Residence<br/>309 Windover Avenue, NW</p> <p>14. Private Residence<br/>720 Center Street, South</p> <p>15. Lynn Street Cemetery and Hunter Cemetery<br/>1008 and 1010 Lynn Street, SW</p> <p>16. Vienna Railroad Station<br/>231 Dominion Road, NE</p> <p>17. Private Residence<br/>200 Walnut Lane, NW</p> | <p>18. Private Residence<br/>308 East Street, NE</p> <p>19. Knights of Columbus<br/>214 Lawyers Road, NW</p> <p>20. Sons and Daughters of<br/>Liberty Cemetery<br/>552 Orchard Street NW.</p> <p>21. Joseph Berry House<br/>200 Church Street, NE.</p> <p>22. Private Residence<br/>403 Creek Crossing Road, NE.</p> |
|---|--|



**MAP LU-1: HISTORIC AREAS MAP**

## **DEVELOPMENT TRENDS AND ISSUES**

### **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 residential community of predominantly single-family housing, while supporting business development that ensures adequate retail and professional services for the community.

Almost all new residential development in the past decade has occurred through the subdivision of existing residential lots to accommodate additional structures without triggering rezoning action (“in-fill” development), and enlargements of existing houses. In the commercial areas, the Church Street project and the limited new development in the Dominion/Mill Street industrial area represent trends that have enhanced the appearance of the respective districts.

### **Development Trends in Surrounding Fairfax County**

During the last decade, many of the large undeveloped parcels bordering Vienna have been rezoned and built-out. Fairfax County has supported Vienna’s land use goals through land use and development intensities along the Town/County border that are consistent with those for immediately adjacent Town parcels. (See Maps LU-2 and LU-3.)

The Fairfax County policies have resulted in a significant amount of residential development, providing important buffers for Vienna’s low density, single-family neighborhoods from higher intensity uses, particularly the Tysons Corner urban center. County land uses have generally been consistent or compatible with abutting Town uses.

During the last five years, the part of Fairfax County on the north side of the Vienna/Fairfax-GMU Metrorail Station (between the Station and Town border) has been built-out with townhouses and with almost 500 medium rise apartment/condominiums. The area on the south side of the Station (south of Interstate 66) remains an active area of redevelopment. Because proposed high density development will adversely impact traffic and overburden public service facilities within Vienna, the Town continues to monitor and inform Fairfax County Government of the effects of such development on residents of Vienna and the surrounding areas of Fairfax County.

**MAP LU-2: LAND USE PATTERNS IN THE TOWN**

**MAP LU-3: ADJACENT COUNTY LAND USES**

# TRANSPORTATION SYSTEM: CONDITIONS AND TRENDS

## INTRODUCTION

This chapter describes the Town's transportation system. It provides an inventory of transportation facilities, as well as a discussion of traffic conditions and issues. Proposed objectives and policies and recommended actions to improve the Town's transportation system are presented in the chapter entitled "Future Transportation Plan."

## ELEMENTS OF VIENNA'S TRANSPORTATION SYSTEM

Components of the transportation system include the Town's streets and highways, pedestrian walkways and bicycle paths, and public transportation facilities.

### Streets and Highways

- ***Street Inventory and Classification.*** Vienna's streets have been classified by the Town in accordance with functional categories used by the Virginia Department of Transportation (VDOT). Street designations provided below and shown in Map T-1 reflect traffic patterns and volumes in the Town.
  - 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.

**MAP T-1: STREET INVENTORY, CLASSIFICATION AND MAJOR STREET PLAN**

- ***Truck Route Designations.*** To protect residential neighborhoods from the detrimental effects of truck traffic, truck traffic is restricted to designated streets within the jurisdiction by Town ordinance. *See* Sec. 9-48 *et seq.* of the Vienna Town Code. Map T-2 shows the streets designated as truck routes.

### **Pedestrian Network**

- ***Public Walkways.*** Map T-3 shows the public walkways within the Town limits. The term “walkway” includes concrete sidewalks and pedestrian facilities constructed of brick or asphalt. As of 2004, the Department of Public Works estimates that Vienna has approximately 71 miles of walkways.
- In a report entitled "Vienna Afoot," completed by the Pedestrian Task Force in 1991, a proposed pedestrian network was presented. *See* Map T-4. A goal of the network was to have a walkway on at least one side of the street in every neighborhood and to have the walkways connected so that citizens could walk safely from their residence to any major activity center in the Town. The report set priorities for a list of projects according to safety considerations and citizen responses to a Town-wide survey. In 1998, a joint committee of the Town’s Transportation Safety and Planning Commissions undertook an update of the 1991 study. This Sidewalk Committee’s recommendations were presented to the Town Council, and revised project and priority assessments were adopted. Several projects from the revised list have been completed and more are in the planning stages. The proposed Pedestrian Network does not include sidewalks on all Town streets, even though they are, in most cases, desirable.

The Town Code requires developers to construct curb, gutter, and sidewalks on any right-of-way adjacent to new residential subdivisions. *See* Section 17-67 of the Vienna Town Code. However, the Town has at times waived this requirement, allowing subdividers to escrow funds equal to the cost of constructing such improvements. Escrows in lieu of construction have been permitted for a variety of reasons, including planned street and sidewalk construction, tree preservation, or the absence of sidewalks on abutting properties. While escrowed funds normally will be used for future improvements at the original subdivision, State statutes allow the Town to use certain escrowed funds for similar public improvements in other locations. *See* Section 17-65.1 of the Vienna Town Code.

**MAP T-2: TRUCK ROUTES**



**MAP T-3: EXISTING WALKWAY INVENTORY**

**MAP T-4: PROPOSED PEDESTRIAN NETWORK**

- ***Bicycle Paths.*** A principal north-south route for bicycle travel through the Town is the Washington & Old Dominion Railroad Regional Park, commonly referred to as the “W&OD Trail.” The trail, which was constructed on the original W&OD railroad bed, runs from Arlington to Purcellville and is owned and operated by the Northern Virginia Regional Park Authority (NVRPA). The trail accommodates pedestrians, skaters, and horseback riders, as well as cyclists. Within the Town, the W&OD trail crosses Maple Avenue E., 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 traffic on that road. A user-activated traffic signal was installed in 1996 to allow pedestrians and cyclists to cross safely.

### **Public Transportation Network**

The Washington Metropolitan Area Transit Authority is the principal provider of public transportation in the Vienna area, operating the Metrorail and Metrobus systems. The focal transportation facility for Vienna is the Vienna/Fairfax-GMU Metrorail Station (Vienna Station). Many Town residents also use the Dunn Loring/Merrifield Metrorail Station (Dunn Loring Station).

The Vienna Station, which opened in 1986, is the western terminus of Metrorail’s Orange line. This route runs east along the right-of-way of Interstate 66 (I-66) through Fairfax County and Arlington County, where it goes underground to Washington, DC, before it resurfaces on to its eastern terminus in New Carrollton, Maryland. The Orange Line connects at various points with the other Metrorail lines serving Washington, Maryland and Northern Virginia. The Metrorail System also connects with Amtrak train service from Union Station in Washington, DC.

Because the Vienna Station serves commuters from western Fairfax County, Prince William County, and Fauquier County, there is a great demand for parking at the Station. With the addition of a multi-level parking garage on its north side in 1990 and a new structure on the Station’s south side in 2000, the Station had 4,500 spaces—all of which are filled on a typical weekday morning. A surface parking lot on the Station’s south side provides an additional 680 spaces, although new development may reduce the size of this lot.

Metrobus service connects Vienna with the two nearby Metrorail stations. It also provides service to George Mason University and regional shopping centers. The Fairfax Connector bus service, funded by Fairfax County, provides morning and evening rush hour service to the Vienna and Dunn Loring Metrorail Stations, as well. Map T-5 shows the Metrobus and Connector routes through Vienna as of July 2005.

Three major airports are easily accessible from Vienna. Washington’s Ronald Reagan National Airport, located in Arlington County, can be reached by Metrorail. Dulles International Airport, which straddles the border of Fairfax and Loudoun counties, can be reached by taxi, private bus, or airport limousine service from most major hotels. Baltimore-Washington Thurgood Marshall International Airport in Maryland is less than an hour’s drive by private car or taxi.

**MAP T-5: BUS ROUTES**

## CURRENT CONDITIONS IN VIENNA

### Traffic Congestion

Commuter traffic dominates automobile traffic through Vienna. The Town's close proximity to Tysons Corner, Washington, D.C., the growing technology industry along the "Dulles Corridor," and important regional transportation facilities place it in the path of people trying to get from home to work, and back again. Maple Avenue East and West, which bisects the Town, is a principal approach to Tysons Corner, one of the region's largest employment and retail centers, and is also a heavily traveled route to Washington, DC. Commuters utilizing Interstate 66 and the Vienna Metrorail Station contribute substantially to rush hour traffic congestion on Nutley Street SW. Most commuter traffic neither originates in nor terminates in Vienna.

During the last decade the land areas around the north side of the Vienna Metro Station (that is, north of Interstate 66) have been developed with townhouses and a 500 dwelling unit condominium project. During 2005 the condominium project was in the process of being occupied. The proposed projects for redevelopment of the major parcels on the south side of the Station (south of I-66) have requested very high development densities, much higher than the newly completed projects on the north side of the Station. High density development is expected to contribute to additional congestion on Vienna streets.

Commuter traffic on Maple Avenue East/West, and Nutley Street SW, also impacts 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, intersection. 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: (1) Courthouse/Lawyers Road at Maple Avenue W; (2) Park Street at Maple Avenue East; and (3) East Street at Maple Avenue East, which also causes delays at Church Street NE, and East Street NE. The most recent data on weekday traffic volume inside the Town is reflected in Table T-1.

Residential areas also 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. In some areas of Vienna, this problem has become so severe that the Town Council has instituted "one-way" traffic during the morning rush hours (traffic allowed in the opposite direction of the rush hour flow).

**TABLE T-1: WEEKDAY TRAFFIC VOLUME AT SELECT LOCATIONS  
(24 hour counts; Town of Vienna data)**

Street Name	Between	Count	
		1995	1999
<b><u>NW Quadrant</u></b>			
Lawyers Road	Sharon Lane/Ayr Hill Ave.	14,987	15,799
Nutley Street	Knoll St./Windover Ave.	5,135	7,244
Malcolm Road	Lawyers Road/West St.	4,614	5,788
<b><u>SW Quadrant</u></b>			
Nutley Street	Courthouse Rd./Princeton Terr.	29,821	29,440
Courthouse Road	Plum St./Courthouse Circle	9,327	15,188
Cottage Street	Walker St./Ross Drive	5,620	9,955
Locust Street	Cottage St./Courthouse Rd.	6,644	8,441
Tapawingo Road	Meadow Lane/Nutley St.	4,114	6,608
<b><u>SE Quadrant</u></b>			
Electric Avenue	NFCU Garage/Town limit	9,349	11,880
Park Street	McHenry St./Adahi Rd.	10,015	11,547
Park Street	Maple Ave./Locust St.	9,328	14,979
Follin Lane	Pine St./Hine St.	6,110	7,748
Echols Street	Follin Lane/East St.	4,462	6,006
Branch Road	Maple Ave./Locust St.	4,919	6,342
<b><u>NE Quadrant</u></b>			
Beulah Road	Creek Crossing/Ayr Hill Ave.	13,813	18,360
Church Street	Mill St. /Park St.	14,990	19,779
Old Courthouse Road	West Briar Dr. /Town limit	10,965	14,112
Park Street	Maple Ave./Church St.	5,122	8,505
<b><u>Maple Avenue</u></b>			
Maple Avenue, W.	Nutley St./W. Town limit	34,923	34,005
Maple Avenue, E.	Mashie Dr./Niblick Dr	41,673	48,960
Maple Avenue, E.	Follin Ln./E. Town Limit	N/A	est: 62,000

However, short of changing the entire character of the Town by major road expansions, the Town has only limited options for reducing congestion. 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. This problem should be regarded as regional in nature because it is shared by Vienna, the City of Fairfax, and Fairfax County.

### **Commuter Parking**

Residential neighborhoods may also be adversely affected by commuter parking. The HOV-only restrictions on Interstate 66 inside the Beltway provide an incentive for commuters to use southwest Vienna as a place to meet for carpools. This activity, combined with the high demand for parking at the Vienna Metrorail Station, has resulted in commuter cars overwhelming the available parking along Vienna's residential streets located in close proximity to the Metrorail station and I-66. In response, the Town has established "permit required" parking zones in the affected areas to alleviate the congestion and to address safety concerns. Additional permit parking areas may be necessary as high gas prices force more commuters to use Metrorail and to carpool.

### **Safety Issues**

The growing volume of traffic and resulting congestion, coupled with the rapid pace of the Washington, DC, area and the resulting stress on drivers, contribute to unsafe situations within Vienna. The Town employs a number of techniques to improve the safety of all those using Vienna's streets and pedestrian walkways.

- ***Traffic Enforcement.*** Safety for drivers, passengers, pedestrians, and the general public begins with traffic enforcement. The Vienna Police Department vigorously enforces traffic laws and monitors traffic violations throughout the Town, particularly on Maple Avenue East/West, Nutley Street SW, Courthouse Road SW, and Lawyers Road NW.
- ***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. As a result, various traffic calming measures have been employed in residential neighborhoods, including speed humps, stop signs, and restricted turns during specified hours.

In the commercial areas, the Town's efforts are designed to ease traffic flow, keep intersections clear, and promote safety. Optimized 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.

In 2002, the Traffic 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.

- ***Pedestrian Safety.*** Encouraging pedestrian traffic requires enhancing pedestrian safety. In the commercial area, the Town has installed "Walk/Don't Walk" signals at several Maple Avenue intersections and has plans to install more. Most pedestrian walkways within the Town comply

with the requirements of the Americans with Disabilities Act. The Town has installed audible crosswalk signals at the intersection of Maple Avenue and Center Street and at the intersection of Maple Avenue West, and Nutley Street.

Keeping walkways clear of snow and ice also aids pedestrian safety. Under the Town's snow emergency plan, the Department of Parks and Recreation (DPR) is responsible for clearing sidewalks. DPR has developed a priority list for sidewalk snow removal. These priorities include the sidewalks along Maple Avenue and the Church Street commercial corridor; walkways that lead to elementary schools, public buildings, bus stops; and the sidewalks along Nutley Street SW to the Vienna Metro Station. The removal of snow on public school property is the responsibility of the Fairfax County Public Schools system. Businesses and residents are also encouraged to participate in snow removal efforts to ensure safe access to their properties.

## **REGIONAL TRANSPORTATION TRENDS**

In the last decade, the capacity of I-66 west of I-495 (the Capital Beltway) has been expanded, and High Occupancy Vehicle (HOV) lanes added for use during rush hours by vehicles with two or more occupants. I-66 traffic inside the Beltway is restricted to HOV use eastbound during morning rush hours and westbound in the evening rush. The Virginia Railway Express initiated commuter rail service between Manassas and Washington, DC. However, these developments have done little to relieve congestion on the roads of Vienna. Further expansion of the carrying capacity of I-66 is not likely to satisfy the increasing demands being placed on this road by the continued high population growth and intensive development in western Fairfax County and in Prince William and Loudoun counties.

Regional traffic conditions are likely to further deteriorate as the re-development of parcels on the south side of the Vienna Metro Station (south of Interstate 66) occurs. The first project, Metro West, would pack the equivalent of 40 percent of the total numbers of dwelling units in the entire Town of Vienna in a parcel of only 56 acres. Although recent changes in the Fairfax County Comprehensive Plan would allow this density, this particular parcel has not yet been re-zoned. The Town Council has opposed the proposed density of development.

The expansion of the Dulles Toll Road in recent years has improved an already important alternative route that channels some traffic away from Vienna. In addition, planning for the extension of the Metrorail system from the West Falls Church Station to Dulles Airport is well underway. In July 2004, the Federal Transit Administration awarded a \$58.9 million grant to the Virginia Department of Rail and Public Transportation. These funds are being used to refine the project's design, scope, and cost before construction begins. Current plans call for four stations in the Tysons Corner area.

The County's current Comprehensive Plan allows for higher density development around these stations when they are completed. In addition, developers have submitted Plan amendments calling for even higher densities. These Plan amendments are being held in abeyance while a County task force considers a wide range of planning issues for the Tysons Corner area, including transportation issues. Consideration of the Plan amendments is due to be completed by the fall of 2006. Even if the plan amendments are not approved, build-out at the current allowable densities will add more traffic and congestion in Vienna. Approval of all or some of the Fairfax County Plan amendments would further exacerbate this situation.



## **COMMUNITY FACILITIES AND SERVICES**

### **INTRODUCTION**

This chapter describes community facilities and services, including public utilities, serving the Town's residents. Town administrative and public safety facilities are shown in Figure CF-1.

### **TOWN ADMINISTRATIVE FACILITIES**

The Vienna Town Hall, dedicated to long-time mayor (1976-2000) Charles A. Robinson, Jr., is located at 127 Center Street South, less than one block from the heart of the Central Business District. The offices of the Mayor, Town Attorney, Town Manager and Town Clerk are located in Town Hall, as are the offices of the Departments of Planning and Zoning, Public Works, Finance, and Administrative Services. The Department of Parks and Recreation (DPR) is located in the Community Center at 120 Cherry Street SE.

The Departments of Public Works (DPW) and Parks and Recreation (DPR) also maintain facilities for maintenance operations and materials and vehicle storage. DPW uses the Northside Property Yard at 600 Mill Street NE, and DPR uses the Nutley Street Property Yard at 247 Nutley Street NW. A leaf mulching facility is operated and maintained by DPW at 442 Beulah Road, NE.

### **PUBLIC SAFETY**

The Town maintains its own Police Department. The Vienna Police Department operates from its facility at 215 Center Street, South. The facility includes accommodations for the Town's Animal Warden and the indoor police shooting range. At the beginning of 2005, the Police Department employed 40 sworn police officers providing around-the-clock protection to the Town. The Department operates a volunteer program for auxiliary officers, who supplement the force in certain activities, such as traffic control.

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, and which provides fire and rescue vehicles and other equipment, supports the County operations. Volunteers supplement the professional County staff at the Vienna station.

**MAP CF-1: TOWN ADMINISTRATIVE AND PUBLIC SAFETY FACILITIES**

## **SCHOOLS AND LIBRARIES**

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

Additional educational opportunities in the Town are provided by several private schools including Green Hedges, 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 private facilities that offer preschool and kindergarten programs.

Vienna is served by the Fairfax County Public Library System, the Commonwealth of Virginia's largest library system. The local branch, the Patrick Henry Library, is located at the intersection of Center Street and Maple Avenue.

## **COMMUNITY FACILITIES**

### **Community Center**

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

### **Historic Structures**

Vienna's Register of Historic Structures, Sites and Places (Table LU-4) includes two Town-owned historic structures maintained by the Department of Parks and Recreation.

- The Freeman House, circa 1860, at 131 Church Street NE, was the home of Leon Freeman, founder of Vienna's first volunteer fire department and owner of the Town's first automobile. It has served at various times as a residence, general store, Civil War hospital, railroad station, post office, and fire department. Today, the house contains a museum and old-fashioned general store operated by Historic Vienna, Inc., and has been designated as an official stop on the Virginia Civil War Trails.
- The 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.

## **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 (9 lighted) highlight the Town's park facilities. Additionally, walking trails are provided in a series of Town-owned stream valley parks.

Two new parks are being constructed. The Vienna Town Green is located at 144 Maple Avenue, East, and will convert a commercial property into a Town park. The park will connect Maple Avenue to Church Street NE, the Historic Freeman House, and the Washington & Old Dominion Trail. The park will include an amphitheater, planting areas, open green space, seating areas, a fountain feature, restrooms, and walking trails. The Nutley Street Neighborhood Park, carved out of a part of the Nutley Street Property Yard, is a park for area residents and will include new sidewalks, planting areas, and open spaces. (See Figures CF-Parks-7 and 8 for concept plans.)

Except for Salisbury Spring (a small passive park located on Windover Avenue NW, near Lawyers Road NW) and the two new parks under construction, all Town-owned land dedicated to recreational use is zoned "PR--Park and Recreational." This PR zone was created by the Town in 1991 to preserve parks and open spaces. Major recreational facilities 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 the local public schools are not zoned PR. While schools play an important role in the Town's recreational program by providing facilities for after-hours use by the public, their primary purpose is considered to be institutional/governmental. Table CF-1 describes each park and recreational facility in the Town. Figures CF-Parks-1 to 6 are orthographic maps depicting current features in each of the Town-owned parks.

A popular regional park facility available to Town residents is the easily accessible Washington & Old Dominion Railroad Regional Park (W&OD). The W&OD is a multi-use trail, owned and operated by the Northern Virginia Regional Park Authority. Included in the park is the Vienna train station, dating from the mid-1800s, which was bought by the Park Authority in 1977. The W&O Trail currently has multiple zoning, reflecting its passage through many different sections of the Town.

A variety of private recreational facilities are located in the Town. Westwood Country Club is located in the northeastern section of Town, bordering Maple Avenue, and offers full country club amenities, including an 18-hole golf course, tennis facilities, and swimming. In addition, the southwestern quadrant is home to two summer recreation clubs, Vienna Woods Swim and Tennis Club and Vienna Aquatic Club. George C. Yeonas Park, located in the southwestern quadrant adjacent to the Town's Southside Park, is a privately owned Little League park with three fields.

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.

**TABLE CF-1 – PARK FACILITIES (EXCEL SPREADSHEET)**

**FIGURE CF-PARKS-1: GLYNDON PARK**

**FIGURE CF-PARKS-2: MEADOW LANE PARK**

**FIGURE CF-PARKS-3: MOOREFIELD PARK**



**FIGURE CF-PARKS-4: SOUTHSIDE PARK**

**FIGURE CF-PARKS-5: PETERSON LANE PARK**

**FIGURE CF-PARKS-6: NORTHSIDE PARK**

**FIGURE CF-PARKS-7: PROPOSED TOWN GREEN**

**FIGURE CF-PARKS-8: PROPOSED NUTLEY STREET PARK**

## **PUBLIC UTILITIES**

### **Road Network and Storm Drainage System**

Vienna owns and maintains a road network of approximately 60 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. The Town's stormwater system discharges into the natural drainage areas of its perennial and intermittent streams and the Virginia Center stormwater detention pond.

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. *See* Chapter 23 of the Vienna Town Code. Additional protections and requirements apply to construction and other activities in a flood plain. *See* Chapter 18.1 of the Vienna Town Code. 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. *See* Chapter 17, Articles 2 and 3 of the Vienna Town Code,. In addition, the Chesapeake Bay Preservation Ordinance requires that the integrity of the natural storm drainage system be maintained. *See* Article 21, Chapter 18 of the Vienna Town Code.

### **Water Supply System**

Vienna's water system services over 28,000 users through more than 10,000 connections to Town and County residences and businesses. The water supply system consists of two elevated storage tanks and one ground storage tank, all of which are located in Town. Water is purchased from the City of Falls Church and from Fairfax Water and is also pumped from two Town-owned wells within the Town's water service area. The Town provides approximately 912 million gallons of potable water to users each year, of which approximately 1 percent is pumped from the 2 Town wells. The Town requires copper service lines from water mains as a preventive measure against lead contamination.

The Town's municipal wells are inspected regularly and meet all Virginia State Health Department standards. They are monitored for both water level and water quality. They are monitored monthly for pathogenic bacteria and quarterly for all required volatile organic compounds; nitrate and nitrite analyses are performed as part of an annual water quality inspection. The Town meets all regulations concerning wellhead protection, including secured brick structures that prevent unauthorized access to the wells; a protected zone of influence; and regular inspections by the Virginia Department of Health.

Available water supplies have been sufficient to meet the potable water needs of the Town in the past, and it is anticipated that supplies will be adequate to meet future needs. However, the use of water conservation techniques can help ensure that an adequate supply of potable water will continue to be available for users of the Town's water. In addition, water conservation can be an important cost-saving measure and a means to protect water quality.

### **Sanitary Sewer System**

The Town operates and maintains its own gravity flow sanitary sewage system consisting of more than 80 miles of pipelines ranging from 8 to 44 inches in diameter. Approximately one-half of the system

drains into the Norman M. Cole, Jr. Pollution Control Plant; the rest is processed at the Blue Plains Wastewater Treatment Plant. The Town pays fees to both facilities based on volume. Fairfax County operates the Norman M. Cole, Jr. Plant while the DC Water and Sewer Authority, a semi-autonomous regional authority, operates the Blue Plains facility.

Much of Vienna's sanitary sewer system was constructed in the 1950s. The Town uses television devices to inspect the condition of the system, and rehabilitation work is undertaken when inspections reveal areas in need of repair. Television inspections and slip-lining of the lines are done on a regular basis.

### **Solid Waste Disposal and Recycling**

The Town provides weekly refuse removal and collection of recyclable materials. Disposal of large items is provided on an as-needed basis through the Town's special pick-up program. Other services include seasonal curbside removal of leaves and Christmas trees, as well as weekly collection of grass clippings and yard debris.

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 strives to reduce the amount of solid waste that must be transferred to the facility. 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 2001 thru 2003, the Town maintained an average annual recycling rate of over 45 percent of the total waste stream, far exceeding Virginia's minimum requirement of 25 percent.

A drop-off collection is operated quarterly for the collection of anti-freeze, used motor oil, and batteries. The Town offers residents two free "special pick-ups" per year for certain items that are too voluminous or too heavy for regular trash collection. These are collected at the curb and delivered to the Fairfax County solid waste transfer station for recycling. 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.

### **Major Public Utilities**

Major utility companies provide electric, gas, local wireline telephone, and cable television services to the community. 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—or , in the CMP zone, a site plan—as required by the Town Code.

### **Other Facilities and Services**

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

## CAPITAL IMPROVEMENT PROGRAM

### Background

Virginia law requires that Vienna's Capital Improvement Program (CIP) be reviewed annually, and that it be based on the Town's Comprehensive Plan. See Section 15.2-2239 of the Code of Virginia. The law further provides that in addition to listing specific capital projects, the CIP shall include estimates of cost and the means of financing the projects.

Vienna's CIP is developed by the Town Manager and submitted to the Town Council for approval. In formulating the plan, the Town Manager consults with all department heads, and public hearings are held as necessary.

### General Spending Patterns

Capital spending by the Town has funded the construction of road improvements, as well as public works and parks and recreation projects.

Table CIP-1 summarizes capital expenditures for the fiscal years ending June 30, 2001 through 2005.

<b>TABLE CIP-1: CAPITAL EXPENDITURES</b>					
<b>Category</b>	<b>Fiscal Year</b>				
	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>
General Government/Other	202,249	320,159	490,422	67,323	0
Public Safety	5,550	-----	54	-----	-----
Road Improvements	157,222	246,630	3,630,341	1,628,881	52,273
Sidewalks (new)	273,702	224,833	90,225	8,383	-----
Public Works Facilities	1,522,265	3,185,374	153,890	-----	0
Water and Sewer Projects	728,712	529,548	289,949	-----	-----
Parks/Recreation	97,192	2,383,820	-----	-----	271,200
<b>TOTAL</b>	<b>2,986,892</b>	<b>6,890,364</b>	<b>4,654,881</b>	<b>1,704,587</b>	<b>323,573</b>

Source: Town of Vienna, Department of Finance



### **Highlights of Current Program**

The Capital Improvement Program for the Town is totally financed by the issuance of bonds. The revenues from the three percent meals and lodging tax are being used to service part of the debt for these bonds.

The CIP includes the following major projects for 2005:

- **Road Improvements.** Beulah Road NE, is the largest road improvement in the CIP. Construction is expected to begin in 2006 or 2007. Additional improvements funded by the CIP include construction of new curb and gutter for various local streets, local matching funds required for VDOT reconstruction projects, and traffic signal projects.
- **Parks and Recreation Facilities.** The current CIP Budget includes funds for the construction of the Nutley Street Neighborhood Park, the Vienna Town Green, Northside Connector Trail, and a space feasibility study for Community Center expansion/improvements.
- **Sidewalk Construction.** The CIP provides for the construction of sidewalks as recommended by the 1991 and 1998 studies and approved by the Town Council. Projects are assigned priorities so that they can be implemented in a fiscally responsible manner and construction can proceed in an orderly fashion.

## **FUTURE LAND USE PLAN**

### **FUTURE LAND USE GOAL**

The goal for future land use is to ensure that Vienna retains its unique single-family residential character and superior quality of life, while supporting a business community providing retail, commercial, and professional services to the community.

### **FUTURE LAND USE OBJECTIVES**

Within the overall future land use goal for the Town of Vienna, these specific land use objectives have been identified:<sup>5</sup>

1. Maintain the current overall balance between residential, commercial, and industrial areas.
2. Maintain and strengthen the Central Business District within its existing boundaries and with a skyline consistent with the Town's residential character.
3. Ensure adequate levels of transportation service within the Town by coordinating land uses with surface transportation facilities, including roadways, mass transit, sidewalks, and bike paths.
4. Preserve established residential neighborhoods.
5. Promote the preservation and enhancement of the Town's natural resources, including natural stormwater drainage patterns, air quality, and other unique environmental features.
6. Promote the protection of water quality and the prevention of water pollution.
7. Promote preservation of open spaces and maintenance of park facilities that meet the needs of Town residents.
8. Promote the safety and security of Town residents and those employed within the Town.

### **FUTURE LAND USE POLICIES**

In order to achieve the above objectives, the Town has adopted the following land use policies. A policy may support more than one land use objective.

- **Objective 1.** Maintain the current overall balance between residential, commercial, and industrial areas.<sup>5</sup>

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<sup>5</sup> The objectives have been numbered for ease of reference only. The numbers do not indicate a ranking of priority or preference.

***Supporting Policies.***

- Current residential zoning classifications and densities will remain in effect.
- Higher density residential zones (townhouse RTH, and apartment/condominium RM-2) will be used, where appropriate and necessary, to provide a transition between commercial and industrial sites and single-family residential neighborhoods.
- Land use for adjacent Town and County properties should, where possible, be coordinated and consistent.

- ***Objective 2.*** Maintain and strengthen the Central Business District within its existing boundaries.

***Supporting Policies.***

- Commercial development will be directed to sites now zoned for commercial uses; industrial development will be directed to sites now zoned for industrial uses.
- Renovation, refurbishment, or re-development of commercial and industrial sites must comply with design, landscape, and pollution control standards in the Town Code.
- Along the Church Street commercial corridor, use of preferred architectural, building and site development guidelines shall be encouraged through the incentive provisions of the C-1B zoning district.
- Utility lines in the Central Business District should be placed underground where feasible.

- ***Objective 3.*** Ensure adequate levels of transportation service within the Town by coordinating land uses with surface transportation facilities, including roadways, mass transit, sidewalks and bike paths.

***Supporting Policies.***

- Transportation facilities should be integrated and coordinated, and should reflect the low density, residential nature of the Town.
- Alternatives to vehicular transportation will be encouraged.
- Bicycle racks should be placed along businesses and public places.

- ***Objective 4.*** Preserve established residential neighborhoods.

### ***Supporting Policies.***

- Historic and neighborhood preservation efforts will be promoted and supported.
  - The Windover Heights Historic District will be maintained.
  - Rezoning of assembled properties will be allowed only when such action will not adversely affect established residential neighborhoods.
  - The Town will continue to encourage residents to maintain their property by exercising its authority to designate and abate blighted property, as appropriate.
  - The Town will continue to encourage residents to improve their houses by making available tax abatements in certain circumstances, according to Town Code.
  - Home occupations will be permitted only in those situations where they can be conducted without detrimental effects on the residential neighborhood.
- ***Objective 5.*** Promote the preservation and enhancement of the Town's natural resources, including natural stormwater drainage patterns, air quality and other unique environmental features.

### ***Supporting Policies.***

- The Town will minimize negative impacts on the environment by maintaining its low density, residential nature.
  - The Town will vigorously 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.
  - Water conservation is encouraged to protect and preserve the water supply.
  - Low-pollution transportation alternatives will be encouraged.
  - Requirements for minimum tree canopies and other Code provisions to protect trees and maximize water-pervious surface areas will be vigorously enforced.
  - The Town will continue efforts to keep the Wolftrap Creek clear of silt build-up and minimize flooding of adjacent properties.
- ***Objective 6.*** Promote protection of water quality and the prevention of water pollution.

### ***Supporting Policies.***

- The Town will vigorously enforce ordinances for Chesapeake Bay preservation and Flood Plain control.
- Pollution sources identified during site redevelopment must be corrected.

- The Town will continue its efforts to identify actual or potential discharges of hazardous substances into the sanitary sewer system and, when necessary, take or require mitigation actions.
- Best Management Practices will be encouraged for all water intensive businesses and required for such businesses when located within the Chesapeake Bay Preservation Areas (RMAs and RPAs).
- The Town will work with relevant state agencies to investigate suspected water pollution of the Town's natural streams and creeks and, when necessary, require remediation systems, treatment plans, or clean-up.
- The Town will continue its efforts to protect land and groundwater through its periodic collection program for used motor oil, vehicle batteries, and antifreeze.
- The Town will continue to support Fairfax County's collection program for other hazardous materials, such as pesticides, paints, and varnishes.
- The Town will continue efforts to reduce rubbish in stormwater outflow and protect water quality, such as collection of yard debris and leaves and cleaning of debris from stream valley parks.
- The Town will enforce all requirements for erosion and siltation fencing during construction and the prohibition of washing construction equipment on Town streets or other locations that drain onto the Town's stormwater or sanitary sewer systems.
- **Objective 7.** Promote preservation of open spaces and maintenance of park facilities that meet the need of Town residents.

***Supporting Policies.***

- The Town will strive to make passive and active recreational facilities available for Town residents of all ages.
- PR zoning should be considered and where appropriate, applied to all Town-owned parks and recreational facilities.
- All Town-owned parks should be developed and maintained according to approved master plans.
- The Town should maintain its ownership of the air rights above all Town-owned Rights of Way by rejecting any development plan that illegally infringes on those rights.

**Objective 8.** Promote safety and security of Town residents and those employed within the Town.

***Supporting Policies.***

- Extra-ordinary screening/fencing to maintain security of public facilities may be allowed.
- Security buffers and other measures may be required for certain private facilities.

**FUTURE LAND USES**

The future land use map of the Town of Vienna is shown in FLU-1. This map incorporates the land use goals, objectives, and policies presented in this Comprehensive Plan, and reflects development trends within the Town and in surrounding Fairfax County. This map, along with the goal, objectives, and policies of this Plan, will guide future development in the Town.

A principal feature of future land use is a continuation of the current balance of land uses among commercial/industrial, residential, recreational, and governmental/institutional uses. Other features of future land use are discussed below by type of land utilization.

**Residential**

- Single-family detached housing has been, and will remain, the predominant land use.
- Townhouses may be permitted, but only to provide transition between commercial/industrial areas and single-family housing. Multi-family housing may be permitted, but only in limited situations to provide an appropriate transition between very high-density commercial/industrial developments and single-family housing.
- The Town should study alternatives for fulfilling any obligations it might have with regard to affordable housing under Section 15.2-2223 of the Code of Virginia. Vienna has historically provided housing opportunities to households having a variety of income levels. Affordable housing is defined in the Sec. 15.2-2201 of the Code of Virginia as housing that is affordable to households with incomes at or below the area median income, provided that the occupant pays no more than 30 percent of his gross income for gross housing costs, including utilities. In 2000, the median household income was \$85,519. At that time, housing opportunities for households willing to spend \$25,655 per year were available. Since 2000, because of extremely low interest rates and the desirability of living in Vienna, housing costs have escalated more rapidly than incomes, making affordable opportunities less plentiful. The study 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. Options to be considered could include property tax relief for landlords in-lieu of direct rent subsidies, participation in Fairfax County affordable housing programs, and amendments to the zoning code that would add incentives for the development of affordable housing. In the intervening period, the Mayor and Town Council have the authority to provide incentives for inclusion of affordable housing in residential components of new projects, such as the Church Street area covered by C-1B Pedestrian district.

## **Commercial**

Commercial land use in Vienna will continue to be concentrated in the Central Business District for the convenience of residents and workers, and to protect residential uses. Commercial uses include general professional offices and retail businesses.

## **Industrial**

This land use category consists of industrial parks and other manufacturing activities that are not appropriate or feasible for commercial areas. Development will be limited to those administrative, research, and manufacturing activities that can be carried out without a detrimental impact on surrounding areas.

## **Recreational and Community Facilities**

This category includes a wide range of land uses serving the entire population. These uses include government and community facilities, such as Town Hall (including courtroom facilities), parks and other recreational facilities, the police station, fire station, community center, library, and public schools.

### **SPECIAL STUDY AREA -- CENTRAL BUSINESS DISTRICT**

Because of critical land use and development issues, the Central Business District (CBD) has been selected for detailed review and analysis.

## **Definition**

For the purposes of this Comprehensive Plan, the CBD includes the commercial areas bordering Maple Avenue and the adjacent commercial areas on Church Street between Lawyers Road and Park Street.

## **Description of Land Use and Development**

Maple Avenue is the principal arterial street in the Town, providing access to Tysons Corner and the Washington metropolitan area via Virginia Route 123. Commercial uses are allowed along Maple Avenue from East Street to the western end of Town. Commercial uses along the Maple Avenue corridor are diverse, and are a combination of new and old structures, some of which have parking between the building and the street, and others with the parking beside or behind the building. Maple Avenue has maintained its appearance and reinvestment has occurred with more regularity than on Church Street. The uses also are more intense and the developments typically larger in size than on Church Street.

The Church Street commercial corridor is one block off of and parallel to Maple Avenue. While Church Street NW/NE, is zoned for commercial use, actual land use is mixed. Commercial uses are primarily specialty shops, but also include office buildings. Other uses include a residential condominium complex, the historic Freeman House, and a park area with the historic train station and train caboose where the Washington & Old Dominion Railroad Regional Park crosses Church Street

NE. The second of two major redevelopment projects since the establishment of C-1B District in the Church Street commercial corridor is nearing completion.

### **Traffic**

Traffic flow on Maple Avenue is at or above capacity at most times. The road carries large volumes of commuter traffic daily, as well as traffic to the intense retail developments at Tysons Corner. The Maple Avenue shopping centers and nearby public facilities (library, Town Hall, etc.) generate intersecting traffic patterns to this east and west flow of traffic. In addition to traffic associated with uses within the corridor, Church Street provides an alternative to the Maple Avenue. As a result, Church Street also has a high traffic volume, backing up in both directions during peak hours. Church Street rises to the east and the hill starting at Mill Street NE, serves as a visual buffer between residential and non-residential uses, but provides no real separation of traffic patterns.

Both automobile and pedestrian traffic is made more difficult by numerous driveway and parking lot curb cuts. Pedestrian and bicycle travel has been improved with the installation of user activated crosswalk signals throughout the Maple Avenue corridor. At certain times parking in the CBD is insufficient to meet demand.

### **Analysis**

The land use patterns and policies adopted in the 1989, 1995, and 2000 Comprehensive Plans are continued in this Plan. Constraint on the geographic size of the CBD supports the Town's objective of preventing encroachment of commercial uses into residential neighborhoods. The adequacy and convenience of access to the CBD by motorists and pedestrians is also a vital issue. Availability of patron parking for retail establishments outside of the major shopping centers is a major concern. Any change in intensity of use must address issues of traffic congestion and parking.

While the CBD should not be expanded, improvement and redevelopment should be encouraged to ensure that Vienna remains an attractive place to live, work, and shop. Though Vienna's CBD retail establishments cannot be expected to compete with the Tysons Corner and Galleria regional malls, the CBD can be enhanced to provide an alternative shopping opportunity. 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.

### **"Maple Avenue Vision"**

After the Town-wide Workshop, or charette, held in November 2001, the Mayor and Town Council appointed the "Maple Avenue Vision Committee" consisting of business and civic leaders in 2002. The Committee was charged with articulating a "vision" for the Maple Avenue Central Business District that stretches from Courthouse/Lawyers Road to East Street and to propose options for implementing an overlay zoning district that would support the vision. The Town has already invested more than eight (8) million dollars in public funds for streetscape improvements and in the purchase of land and the future development of the Vienna Town Green urban park.



In order to achieve a particular visual ambience and ‘sense of place,’ the Committee recommended adopting a ‘form based’ code as an overlay zoning district for the Maple Avenue CBD. The Town Council is reviewing this and other options for the district.

**Recommendations—Central Business District**

- **Size.** The geographic size of the CBD should not be expanded.
- **Redevelopment.** A master plan has been developed for the Church Street commercial corridor. A separate plan should be prepared to synchronize the redevelopment of the Maple Avenue CBD. The master plan should seek to develop an image of vitality and distinctiveness of which the residents of the Town and the business community can take pride. This plan should support redevelopment that complements and enhances the new streetscape improvements. This plan should maintain the public investment in the areas and encourage additional private investments in private property.

After the completion and occupancy of the second major Church Street CBD project, the Town should evaluate the effectiveness of the incentive zoning approach to accomplish its goals.

Any redevelopment activities in the CBD located in a Chesapeake Bay Resource Preservation Area must comply with the Town’s Chesapeake Bay Preservation Area Ordinance. *See* Town Code, Chapter 18, Art. 21. 1. This would include eliminating any pollution sources identified on the site, such as (but not limited to) improperly maintained Best Management Practice facilities.

- **Traffic and Parking.** Adequate parking must be provided for merchants, residents, and shoppers. The demand for and feasibility of a Town-sponsored public parking facility should be studied. Vienna should consider the purchase of property in the CBD that becomes available and its conversion into a municipal parking facility. This would partially ease any parking shortage in and near the Town center and could be used to encourage vertical mix in nearby properties. Landscaping should be included around parking facilities to “soften” their appearance.

The Town’s parking ordinance for commercial areas should be re-examined to foster more efficient use of available parking and to avoid intrusion of employee and customer parking in residential neighborhoods. Medical/health care establishments and restaurants create very intensive parking demands that typically exceed the current Town code requirements on a daily basis, and result in spillover parking into neighboring businesses and residential areas. The Town should review code requirements and other remedies that might be available to prevent and alleviate such situations.

## FUTURE LAND USE RECOMMENDATIONS

The following specific recommendations are made to support and implement the future land use plan, and to reflect the review of the special study area:

- Develop a sewer, water, and drainage improvement plan and evaluate the desirability of requiring developers to contribute a proportionate share of the total estimated cost to provide adequate facilities.
- Encourage shared and/or publicly provided parking in the Central Business District.
- Review the adequacy of Town parking code requirements and other remedies for alleviating spillover parking from commercial uses that generate extraordinary parking demands.
- Develop an overall safety plan for use of all linear parks, including bike trail crossing of major roads.
- Evaluate the effectiveness of current penalties for unauthorized disposal of refuse in streams and streambeds.
- Consider efforts to promote placement of bicycle racks at commercial and industrial sites.
- The Town Council should initiate a study of alternatives for fulfilling the Town's obligations with regard to affordable housing under Section 15.2-2223 of the Code of Virginia.
- Maintain an active dialogue with Fairfax County Supervisors for bordering magisterial districts and the County Department of Planning and Zoning with respect to land use changes affecting Vienna.
- Review private covenants in the commercial zone and, where appropriate, facilitate amendment of those that unnecessarily inhibit redevelopment options.
- Enhance streetscapes by planting suitable trees.
- Evaluate the effectiveness of the Church Street incentive development ordinance, including its applicability to the other areas of the Central Business District.
- In consultation with the Northern Virginia Regional Park Authority, work toward rezoning the W&OD Trail to the PR Zoning District.
- Consider legislation regulating the Town's property rights and regulatory authority for the air-rights above Town-owned rights of way.
- A joint Transportation Safety Commission and Planning Commission study team should prepare a survey and analysis of Town residents' demand for sidewalks and paths, and prepare recommendations to Town Council on priorities for projects remaining to be completed in the Town's planned pedestrian network, as well as new projects to be added.

- The Town should prepare a standard schedule for the calculation of escrow amounts in those cases where a developer is granted a waiver from the requirement to construct new sidewalks, curbs, and gutter. This schedule should be updated annually.

**FLU- 1: FUTURE LAND USE PLAN**

## **FUTURE TRANSPORTATION PLAN**

### **FUTURE TRANSPORTATION PLAN GOAL**

The goal of the future transportation plan is to develop and implement a transportation system that meets the travel and land use demands of the Town in a safe, efficient, economic, and convenient manner while minimizing the disturbing effects of increased traffic upon the entire community.

### **FUTURE TRANSPORTATION PLAN OBJECTIVES**

Within the overall transportation goal for the Town of Vienna are the following specific objectives:

1. To expedite the movement of traffic along Vienna's two major thoroughfares, Maple Avenue and Nutley Street, SW.<sup>6</sup>
2. To protect residential neighborhoods from the direct and indirect effects of regional and local vehicular traffic, including cut-through traffic.
3. To consider off-site and on-site vehicular transportation impacts and demands when evaluating changes in land use or zoning.
4. To maximize safety and dependability of the Town's transportation system.
5. To install and encourage the use of sidewalks and pedestrian walkways throughout the Town.
6. To explore opportunities for public transportation system improvements and other steps that would reduce congestion, noise and air pollution.
7. To work to mitigate the effects of regional development and traffic changes on the Town's transportation system.

### **FUTURE TRANSPORTATION PLAN POLICIES**

To achieve the above objectives, the Town has adopted certain policies concerning land use, related transportation services and community facilities. A policy may support more than one objective.

- ***Objective 1.*** To expedite the movement of traffic along Vienna's two major thoroughfares, Maple Avenue and Nutley Street SW.<sup>6</sup>

#### ***Supporting Policies.***

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6. The objectives have been numbered for ease of reference only. The numbers do not indicate a ranking of priority or preference.

- Require construction and/or improvement of necessary roads and related traffic control measures as development and redevelopment occurs.
  - Encourage mass transit patronage when possible, with emphasis placed on the needs of the Town's residents and commuters, and on increasing the use of the nearby Metrorail stations.
  - Support additional parking at the Vienna Metrorail Station as a means of ameliorating commuter traffic congestion.
  - Require that new development and redevelopment be designed to minimize the number of access points to Maple Avenue and Nutley Street SW.
  - Install and maintain an optimized traffic signal system on Maple Avenue East/West, and Nutley Street SW. Re-evaluate the system periodically to ensure it is serving its purposes of facilitating traffic flow and easing congestion during peak periods.
- **Objective 2.** To protect residential neighborhoods from the direct and indirect effects of regional and local vehicular traffic, including cut-through traffic.

***Supporting Policies.***

- Study new transportation and roadway patterns that will provide for maximum protection to residential neighborhoods.
  - Encourage mass transit patronage when possible with emphasis placed on the needs of the Town's residents and commuters, and on increasing the use of the nearby Metrorail stations.
  - Require construction and/or improvement of necessary roads and related traffic control measures as development and redevelopment occur.
  - Implement traffic-calming measures where appropriate.
  - Maintain and enforce special “permit-only” parking zones in appropriate areas.
- **Objective 3.** To consider off-site and on-site vehicular transportation impacts and demands when evaluating changes in land use or zoning.

***Supporting Policies.***

- Require construction and/or improvements of necessary roads and related traffic control measures as development and redevelopment occurs.
- Require streets and roads be of adequate size and location to meet the anticipated volume and type of traffic generated by particular land uses and be constructed to a Town approved standard.

- Support additional parking at the Vienna Metrorail Station as a means of ameliorating overflow commuter parking on streets in residential neighborhoods.
- Require that new development and redevelopment be designed to minimize the number of access points on the Town's principal and minor arterial streets.

- **Objective 4.** To maximize safety and dependability of the transportation system.

***Supporting Policies.***

- Require streets and roads be of adequate size and location to meet the anticipated volume and type of traffic generated by particular land uses and be constructed to a Town approved standard.
- Require that new development and redevelopment be designed to minimize the number of access points on the Town's principal and minor arterial streets.
- Integrate non-motorized transportation patterns, both regional and local, into the Town's overall transportation system, with emphasis placed on access to the W&OD Trail, schools, parks, and the Vienna Metrorail Station.
- Provide necessary protection to pedestrians and cyclists.
- Maintain roads and streets in good condition.
- Install traffic calming devices in residential areas as necessary.

- **Objective 5.** To encourage the installation and use of sidewalks and pedestrian walkways throughout the Town.

***Supporting Policies.***

- Provide safe pedestrian conditions throughout the Town, including adequate lighting and traffic controls.
- Continue to implement Vienna's pedestrian network plan as areas are redeveloped or funds are available.
- Continue improvements to make Town walkways compliant with the Americans with Disabilities Act.

- **Objective 6.** To explore opportunities for public transportation system improvements and other steps that would reduce congestion, noise and air pollution.

***Supporting Policies.***

- Encourage and promote safe routes to schools in accordance with federally supported programs.
  - 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 Metrorail Station as a means of ameliorating overflow commuter parking on streets in residential neighborhoods.
  - Support efforts to provide additional accessible and secure bicycle racks at the nearby Metrorail stations.
  - Encourage businesses to provide accessible and secure racks for parking bicycles on site.
- **Objective 7.** To work to mitigate the effects of regional development and traffic changes on the Town's transportation system.

***Supporting Policies.***

- Monitor plans and impacts of development and traffic improvements in Fairfax County on the Town's transportation system.
- Maintain communication 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.

**TRANSPORTATION RECOMMENDATIONS**

- Collect baseline traffic volume data, and use that information to evaluate traffic management strategies for improving circulation and reducing congestion, including additional traffic signal timing and optimization along Maple Avenue East/West, and on Nutley Street SW.
- Limit the intrusion of commuter traffic and parking in residential areas through vigorous enforcement of speed limits; additional speed control and traffic calming measures, where warranted; and expansion of the neighborhood permit parking program.
- Support measures that reduce congestion and pollution and/or conserve energy, including use of public transportation or carpools by Town employees and alternative energy source vehicles in Town operations; public transportation improvements to meet the needs of new development and redevelopment in surrounding jurisdictions and to improve transportation options to and from the nearby Metrorail stations; placement of bicycle racks in commercial and institutional buildings and other strategic locations.; and Technology Park's compliance with the Transportation Demand Management requirements.



- Implement the pedestrian network plan, using a joint Transportation Safety Commission and Planning Commission study team to survey Town residents' demand for sidewalks and paths and to prepare recommendations to Town Council on priorities for projects remaining to be completed, as well as new projects to be added to the network.
- Provide streets, a pedestrian network, and bike paths that have adequate lighting, comply with the Americans with Disabilities Act; have safe crossings at major intersections, particularly on school routes; and remain passable in inclement weather through implementation of the snow emergency management plan.
- Promote traffic safety by vigorously enforcing traffic laws throughout the Town, using roving radar patrols, placing the speed trailer at strategic, problematic locations, and by monitoring traffic light violations at major intersections along Maple Avenue East/West, and on Nutley Street SW.
- Regularly review the snow emergency management plan and update it as necessary.

## **FUTURE COMMUNITY FACILITIES AND SERVICES PLAN**

### **FUTURE COMMUNITY FACILITIES AND SERVICES GOAL**

The goal for community facilities and services is to ensure that public infrastructure, facilities, services, and amenities are maintained for Town residents and businesses, and that future needs are, to the extent possible, supported by the development process. This goal also seeks to continually investigate and implement—as appropriate—new, innovative and cost-effective ways to provide local government services.

### **FUTURE COMMUNITY FACILITIES AND SERVICES OBJECTIVES**

Within the overall community facilities and services improvements goal for the Town of Vienna are the following specific objectives:<sup>7</sup>

1. Provide cost-effective public facilities and services that fully meet applicable public health, safety, and environmental standards.
2. Ensure that public utilities, including telecommunications facilities, are designed and located to minimize negative effects—whether they be safety, environmental, or aesthetic—on nearby properties and the community in general.
3. Provide water supply, sanitary sewer, and stormwater facilities that deliver high-quality, cost-effective services to Town residents and businesses.
4. Provide reliable, responsive and cost-effective waste collection services to Town residents.
5. Maintain a recreation system that offers a wide spectrum of opportunities for residents of all ages, interests, and abilities.
6. Ensure high-quality, cost-effective public safety services that protect and serve the needs of the community.

### **FUTURE COMMUNITY FACILITIES AND SERVICES POLICIES**

In order to achieve the above objectives, the Town has adopted certain policies concerning community facilities and services. A policy may support more than one objective.

- **Objective 1.** Provide cost-effective public facilities and services that fully meet applicable public health, safety, and environmental standards.<sup>7</sup>

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7. The objectives have been numbered for ease of reference only. The numbers do not indicate a ranking of priority or preference.

***Supporting Policies.***

- Provide and maintain a water supply system that meets or exceeds potable water health standards.
  - Encourage the switchover of private water well and septic tank users to the Town system.
  - Reduce non-point source water pollution by providing educational materials and information to citizens on the proper use and disposal of household chemicals, including fertilizers and pesticides, and on environmentally friendly alternatives to products currently in use.
  - Continue to offer residents opportunities for safe disposal of certain hazardous materials, and publicize and support Fairfax County's hazardous waste disposal program.
  - Require development and redevelopment activities within the designated Chesapeake Bay Preservation Areas to comply with the full intent and criteria of the Chesapeake Bay Preservation Act.
  - Maintain full compliance with the Americans with Disabilities Act by Town-owned facilities.
  - Ensure that school trailers have the necessary Conditional Use, Occupancy, and health and safety permits, and encourage the Fairfax County 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.
- ***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.

***Supporting Policies.***

- New public utilities should be placed underground.
- The visual impacts of above ground facilities and any related structures should be minimized through the use of architecturally compatible design and materials, landscape plans, screening, and siting.
- Service providers should co-locate their facilities to the maximum extent possible.
- The construction of new telecommunications facilities in the form of monopoles or towers is strongly discouraged and should be considered only as a last resort. If such monopoles or towers are built, they should be constructed to hold multiple service providers and owners of such monopoles or towers should provide a letter of intent committing them and all successors in interest to allow shared use of the facilities subject to reasonable terms and conditions.

Wireless service providers are encouraged to locate new telecommunications facilities in the following areas and as depicted graphically in Figure FCF-1, subject to the submittal of justification statement and a technical analysis; the acquisition of a conditional use permit or site plan approval is also required (*see also* Chapter 18, Zoning, of the Vienna Town Code):

- 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) All existing utility transmission towers situated within the Washington and Old Dominion Trail Park, except for the existing utility transmission tower closest to the Vienna Town Green; and
- 5) Commercial or industrial zoned properties, with exception of the C-1, Local Commercial zoned parcels that are not situated within the 400 and 500 blocks of Maple Avenue East.

Siting wireless telecommunications facilities in any residential zoning district, with exception of specific Town-owned parcels under a lease agreement, is strongly discouraged.

The three Town-owned properties shall be limited to situations where other designated locations are not feasible or acceptable due to technical issues, such as lack of coverage, or physical limitations where additional antennas and associated facilities cannot be sited.

**FIGURE-FCF-1: ENCOURAGED LOCATIONS FOR TELECOMMUNICATIONS FACILITIES**

- **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.

***Supporting Policies.***

- Provide a sewer collection system that meets the needs of the Town's service area.
  - 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.
  - Encourage water conservation as a means to control water acquisition and distribution costs, and to achieve the overall water quality goals of the Chesapeake Bay Preservation Act.
  - Encourage the use of Low Impact Development technology as a planning and design strategy to manage the quantity and quality of stormwater runoff.
- **Objective 4.** Provide reliable, responsive and cost-effective waste collection services to Town residents.

***Supporting Policies.***

- Provide for the orderly collection and disposal of the Town's residential solid waste, including brush pickups, curbside leaf collection, and "special pick-ups. "
  - Encourage maximum participation in recycling efforts to reduce the overall municipal solid waste streams and to meet Virginia-mandated requirements for recycling.
- **Objective 5.** Maintain a recreation system that offers a wide spectrum of opportunities for residents of all ages, interests, and abilities.

***Supporting Policies.***

- Ensure that the park and recreational system, facilities, and lands are protected from direct development pressures, changes in land use, or incompatible redevelopment.
- PR zoning should be applied to all Town-owned parks and, where appropriate, to recreational property owned by Fairfax County or regional authorities.
- All Town Parks should have master plans.

- Maintain support for the Teen Center and other age-directed recreational activities.
  - Maintain cooperative relationships with youth and adult sports leagues regarding use and maintenance of Town facilities
  - Work with Fairfax County and the Northern Virginia Regional Park Authority to maintain a high quality park and recreational system.
  - Plant and maintain an appropriate level of tree canopy on Town properties and rights of way.
- **Objective 6.** Ensure high-quality, cost-effective public safety services that protect and serve the needs of the community.

***Supporting Policies.***

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

**FUTURE COMMUNITY FACILITIES AND SERVICES RECOMMENDATIONS**

The following specific recommendations are made to support and implement the objectives and policies:

- **Park Zoning.** The proposed Town Green, Salsbury Spring, and the W&OD Railroad Regional Park should be re-zoned to PR—Park and Recreation. With this action—including the favorable recommendation in November 2005 by the Planning Commission for a change in zoning at Nutley Street Park—all parks and recreational facilities except playgrounds at elementary schools would be zoned PR.
- **Water Supply.** New development within Vienna will be primarily in-fill development, which often results in cul-de-sac street construction. The construction of cul-de-sacs and their "T" taps into the main water lines can reduce the water pressure in the Town's water supply. This potential impact should be analyzed by the Department of Public Works during development plan review, with changes made as necessary to ensure that adequate pressure is available for new and existing customers.

- ***Sewer, Water, and Drainage (SWD) Improvement Program.*** As the Town becomes increasingly developed, the demand and stress on the current sewer, water, and drainage facilities will also increase. To address this potential problem, a comprehensive SWD Improvement Program is being developed.

A SWD Improvement Program should include, but not be limited to, the following:

- Review of the current Town sewer, water, and drainage systems;
  - Identification of areas of insufficient capacity, aged facilities, needed improvements, and downstream impacts;
  - Identification of appropriate construction guidelines and management techniques;
  - Opportunities to improve the quality of water captured in Town facilities;
  - Prioritization of needed improvements; and
  - Standards for developers to share in the construction and funding of systems upgrades arising from their development activities. These standards should be based on Virginia law that allows local governments with an approved SWD Improvement Program to require developers to contribute a proportionate share of the total estimated cost to provide adequate facilities. *See* Section 15.2-2243 of the Code of Virginia.
- ***CIP Budget.*** Develop a long-range CIP budget and review annually to establish priority use of available funds.



## APPENDIX A

### List of Abbreviations Used:

CBD = Central Business District  
CIP = Capital Improvement Program  
DPR = Department Of Parks and Recreation  
DPW = Department Of Public Works  
FCPA = Fairfax County Park Authority  
FCSB = Fairfax County School Board  
HOV = High Occupancy Vehicle  
NPDES = National Pollutant Discharge Elimination System  
NVRPA = Northern Virginia Regional Park Authority  
RMA= Resource Management Area (Defined in the Chesapeake Bay Act)  
RPA= Resource Protection Area (Defined in the Chesapeake Bay Act)  
SWD = Sewer, Water, and Drainage  
TDM = Transportation Demand Management  
VDOT = Virginia Department of Transportation  
W&OD = Washington and Old Dominion

### Abbreviations for references:

Art. = Article  
Ch. = Chapter  
Sec. = Section

### Town of Vienna Zone Categories (as set forth in Section 18-5 of the Town Code):

RS-16 = Single-Family Detached Residential; Lot Size Minimum 16,000 Square Feet  
RS -12.5 = Single-Family Detached Residential; Lot Size Minimum 12,500 Square Feet  
RS- 10 = Single-Family Detached Residential, Lot Sizes Minimum 10,000 Square Feet  
RTH = Town House  
RM-2 = Multi-Family, Low Density  
T = Transitional  
C-1 = Local Commercial  
C-1A = Special Commercial  
C-1B = Pedestrian Commercial  
C-2 = General Commercial  
CMP = Industrial Park  
CM = Limited Industrial  
PC = Park and Conservation  
PR = Parks and Recreational