

COMPREHENSIVE PLAN

TOWN OF VIENNA, VIRGINIA

This is the Comprehensive Plan for the Town of Vienna. The Plan is a general guide for future decisions and actions and is intended to reflect the needs and aspirations of present and future residents of the Town. It is authorized under Section 15.1-446.1 of the Code of Virginia which states that:

"The comprehensive plan shall be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants."

This Comprehensive Plan consists of the following elements:

- A. STATEMENT OF OBJECTIVES
Approved by Council, February 7, 1972
- B. LAND USE PLAN
Adopted by Council, July 16, 1979
- C. TRANSPORTATION PLAN
Adopted by Council, March 24, 1980
- D. COMMUNITY FACILITIES PLAN
Adopted by Council, July 21, 1980
- E. LAND USE PLAN MAP
STATISTICAL APPENDIX

STATEMENT OF OBJECTIVES FOR
THE TOWN OF VIENNA, VIRGINIA

On June 1, 1970, following their modification and approval in Public Hearing, the Vienna Town Council adopted a primary Goal and Statement of Objectives. These were intended as policy guidelines for preparation of a Comprehensive Plan for the future growth and development of the Town of Vienna. It is Council's intent that these Objectives be responsive both to demands for stability and pressure for change, and be implemented by allocation of resources, provision of services, and regulation of activities. Building upon past accomplishments and reflecting today's community values, the Goal and Statement of Objectives set forth below constitute an essential first step in a continuing process of planning for a secure, wholesome, and prosperous community, meeting the needs and aspirations of its citizens.

Vienna's primary Goal is to retain its present character and identity as a predominantly single-family residential town, while encouraging the growth of a strong and residentially compatible economic base. Seven broad Objectives are adopted as basic steps toward attainment of this Goal. The Comprehensive Plan, the Town's official statement of long-range policies and programs, will be prepared to implement these Objectives and to insure the orderly and coherent future development of the community. It will comprise the three basic components of a Land Use Plan, Traffic Circulation Plan, and Community Facilities Plan. The seven Objectives, enumerated below, are subdivided into specific courses of action which will entail both municipal Capital Improvement Programs and active civic participation by the citizens.

Council proposes to achieve the stated Objectives by undertaking these supportive courses of action, within scheduled priorities, during the period 1972-1976. As may be required by changing conditions, and after citizen approval in Public Hearing, the Objectives may be modified during this period. A continuing evaluation and assessment of the Objectives and the degree of their attainment will be made during the five-year period, at the end of which and in compliance with the State Code, the Comprehensive Plan shall be reviewed with a view to its amendment.

OBJECTIVES

- I. To maintain and enhance the physical, aesthetic and visual identity of the Town by:
 - A. Protecting the integrity and appearance of residential areas.
 - B. Conserving existing open space and trees; acquiring stream bed easements for recreational use.

- C. Enforcing commercial sign controls.
- D. Intensified enforcement of ordinances controlling weed cutting, accumulation of trash and debris, and littering.
- E. Continuing the Town beautification program and supporting civic groups engaged in such efforts.
- F. Preserving and utilizing historic buildings that can be considered objectively as having significant value; cooperating with County-wide historical groups and programs in restoring and preserving the Town's historical heritage.

II. To insure a wholesome, healthy, and pleasant environment for individual and family growth by:

- A. Providing park, playground and other recreational activities, commensurate with population requirements and with due consideration to County facilities.
- B. Identifying the various housing demands and availabilities and, if feasible, adapting the Land Use Plan thereto. Rezoning existing residential areas only when such action will be in the general welfare of the Town. Resisting "spot zoning". Considering the adoption of additional housing ordinances, if needed.
- C. Identifying and attempting to relieve, in cooperation with County, State and Federal authorities, those family situations where poverty, mental health, and similar causes may create individual and civic problems.
- D. Supporting efforts to enrich community cultural life in such areas as music, art, drama and learning, including possible creation of a Cultural and Fine Arts Commission, with full citizen participation.
(Amended 6-1-70)

III. To provide for Vienna's youth by:

- A. Actively working for the establishment of commercial amusement and recreational facilities, such as an ice-skating rink and bowling alley where compatible with zoning requirements, to encourage young adults and teens to seek entertainment within the Town, particularly during evening hours. Such facilities would supplement those provided by the Community Center.
(Amended 6-1-70)
- B. Seeking, in cooperation with County school authorities, to advance quality education by supporting broadened curriculum opportunities through participation in local and County PTA activities; encouraging community use of school facilities during summer months; and sponsoring of school assemblies on relevant social issues (Amended 6-1-70)

- C. Promoting interest and participation in civic affairs on the part of Vienna's young people, and providing them opportunities for authentic service to the community.
- D. Encouraging the Town Government and local business to continue the employment of qualified young adults.
- E. Publicizing the meritorious and significant achievements of the youth of Vienna, both individuals and groups, and of the schools which they may represent.

IV. To promote economic vitality and growth by:

- A. Initiating a Positive Business Promotion Campaign, working closely with the Vienna Chamber of Commerce and individual businessmen, to stimulate shopping in Vienna and to attract new business development compatible with the Town's basically residential character.
- B. Restructuring the Master Street Plan as a Traffic Circulation Plan to provide safe and efficient pedestrian and vehicular travel.
- C. Confining commercial and industrial activities to areas zoned for such uses. Stimulating the construction in the central business district of more substantial and architecturally attractive buildings by incorporating, in commercial zone ordinances, the concept of "vertical mix".
- D. Considering revision of commercial parking requirements. Studying the need for creation of public parking facilities, including use of above/below ground parking.

V. To protect the vital interests of the Town and its citizens by:

- A. Adopting a Town of Vienna Comprehensive Plan, pursuant to the provisions of Article 4, Section 15.1-446 of the Code of Virginia.
- B. Adhering to the Vienna Planning District Comprehensive Plan and cooperating with County and Northern Virginia regional planners with respect to development of land on the periphery of the Town.
- C. Giving diligent attention to State legislative actions which may affect the future of Vienna.
- D. Exercising leadership in regional efforts to develop programs to improve the environment in the areas of solid waste, and air, water and noise pollution.
- E. Supporting the early construction of a mass transit system in the Northern Virginia region, yet insisting that the residential character of the Town in the vicinity of the Metro station be preserved.

- F. Providing the financial resources to meet current Town programs and long-term Metropolitan-area commitments.
- G. Resisting commercial encroachment into contiguous areas reserved for open space and/or residential use, yet considering alternative uses of land as a buffer between commercial and residential zones.
- H. Continuing to conduct public business openly and utilizing all available media to maintain channels of communication among all segments of the community with the Town Government; enlisting the participation of all civic, business, church, school, and fraternal groups to strengthen the Mayor's Advisory Committee; encouraging the community to participate in the planning process; conducting an annual evaluation of the Statement of Objectives and the Comprehensive Plan.

VI. To insure public safety and security by:

- A. Strongly supporting the Fire and Police departments.
- B. Sustaining the efforts of Town boards and commissions in carrying forward their respective missions, and expanding public understanding and support of such boards and commissions.
- C. Maintaining a high standard of effective and impartial administration of justice.
- D. Emphasizing a coordination of efforts with County, State and Federal authorities on drug and narcotic abuse which deals specifically with prevention, enforcement, and remedial assistance.
- E. Working with local business and community groups to restrict the distribution and display of pornographic material through all media.

VII. To provide government services for an expanding population by:

- A. Continuing a sound Town fiscal policy, including equitable tax levies at the lowest rates feasible to finance high-quality municipal services and facilities.
- B. ~~Correlating the Five-Year Capital Improvement Program with the~~ Town Comprehensive Plan, insuring that municipal facilities and services which are undertaken and provided are in agreement with the Statement of Objectives and within a schedule of priorities.
- C. Providing, within the framework of the Capital Improvement Program, adequate public facilities throughout Vienna, to include specifically: a street improvement and surfacing program; a sidewalk construction program (with special attention to needs of school "walkers"); additional street lights in residential areas; completion of a storm sewer and drainage system; and a program to place appropriate public

utility lines underground.

- D. Assuring a favorable working environment, an equitable salary scale, and a suitable program of fringe benefits for all Town employees.
- E. Coordinating Town Government departments, boards and commissions to assure close cooperation and communication. Functions and processes shall be clearly enunciated and administered so that the public interest shall be served through elimination of waste, duplication and delay.
- F. Conducting Town Government operations in such manner as to achieve maximum results with minimum expenditure of public funds, with all Town officials and employees continuing to observe the spirit and letter of a high Code of Ethics.
- G. Negotiating minor Town-County boundary adjustments to reflect more definitively the provision of Town municipal services within the Vienna "community of interest".

Approved by Town Council
February 7, 1972

TOWN OF VIENNA LAND USE PLAN

Introduction

This document, including attachments, constitutes the official Land Use Plan of the Town of Vienna, Virginia. The Land Use Plan is a component of the Town's Comprehensive Plan, and complies with the requirements specified in Chapter 15 of the Code of Virginia.

Objectives

The objective of the Land Use Plan is to preserve Vienna as an essentially residential community where people of varied social and economic circumstances can enjoy a tranquil and satisfying lifestyle, and where the financial and personal investment in home and property is protected.

The Land Use Plan provides for sufficient shopping and service facilities to serve the residents of Vienna and nearby areas. Provision is also made for environmentally clean offices and light industrial establishments in order to provide an employment base for residents of the Town. Although the commercial and industrial sectors are viewed primarily as useful adjuncts to the residential community, it is essential that the business community be provided with every reasonable opportunity to prosper and remain vital. Limiting the size of the commercial zones not only preserves the residential character of the community, but also prevents the excessive dilution of the market share available to Town merchants, with its consequent loss of profitability.

Vienna has long cherished its reputation as a "Total Community," where residents of all ages are provided facilities and opportunities for enjoying social and recreational activities, and where esthetic values have been carefully preserved. In order to maintain this standard, the Land Use Plan provides adequate acreage for conveniently located public parks and recreation facilities (see Land Use Map, attached).

Population density is one of the most significant factors in determining the quality of life in a residential community. High population densities seriously hamper the ability of local government to provide adequate and reasonably priced services, such as water, sewer, trash removal, police and fire protection, street maintenance, schools and recreation facilities. High population densities also contribute to air, water, and noise pollution. In recognition of these factors, the Land Use Policy of the Town of Vienna is based in part upon the concept that residential population densities should be limited to those levels which are compatible with the objectives outlined above.

Citizen Participation in Land Use Decisions

The Code of the Town of Vienna, along with its corresponding administrative procedures, provides protection for the property rights and values of all Town property owners and residents.

All land within the corporate limits of the Town is subject to ordinances controlling both the subdivision and use of real property. Although these ordinances impose certain reasonable constraints on the use of property, their purpose is to preserve the value and the right to enjoyment of these properties by protecting their owners and users from the deleterious effects of indiscriminate and inconsiderate development of neighboring properties. The ordinances are developed only with the participation of the Town's citizens and/or property owners.

Zoning is the legal means by which land use, building use, height, bulk, location, and setback of structures, lot sizes, and related matters are controlled. Zoning is the primary tool for implementing the land use portion of the Comprehensive Plan. It recognizes existing land uses; however, it also provides methods of gradually phasing out nonconforming uses. The primary purpose of zoning as a tool of land use planning is to control new development.

Because zoning is the most sensitive and critical element of the Land Use Plan, and has the greatest impact on property rights and values, the Code prescribes highly structured procedures for changing the zoning classification of any parcel land. Although these procedures provide the means by which property owners may obtain relief from an inappropriate zoning classification, the procedures also provide a mechanism by which other owners, users, and citizens can protect themselves and the community from the consequences of an unwarranted or arbitrary rezoning action.

The principal components of these procedures include the requirement for public notification, through advertising, of proposed rezoning applications, public hearings before the Planning Commission and the Town Council, and the opportunity for judicial review on appeal. A Board of Zoning Appeals hears applications for variances and special use permits. The Town also employs a Zoning Administrator whose responsibility it is to insure that the zoning laws are uniformly applied and universally observed.

Land Use Policies

Overall population density in residential areas shall not, on average, exceed four family units per acre (computed by dividing the total number of detached homes, townhouses and apartment units by the total acreage of developed residentially zoned property excluding parks, street rights-of-way and other non-residential uses). Within the overall maximum limitation of four dwelling units per acre (d.u.a.),

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residential zoning will permit a mixture of apartments, townhouses and detached homes. The maximum permissible density of any residential development is 10 dwelling units per acre. The lowest density that will be imposed by ordinance is 2.5 dwelling units per acre, even though property owners may choose to develop at lesser densities. In order to minimize street traffic in residential areas, and to facilitate the distribution of services to the greatest number of residents, higher density developments (8-10 d.u.a.) will only be located adjacent to Industrial or Commercial Zones. To avoid excessive concentrations of population, with its attendant social and environmental problems, high density developments should be limited to a maximum of four contiguous acres of land. Medium density developments (5-7 d.u.a.) shall not exceed five contiguous acres except where bordering Commercial or Industrial Zones.

In order to reduce the impact of noise and heavy vehicular traffic on the residential community, all Commercial and Industrial Zones will be restricted to areas adjoining or served by primary roads, railroads or special access roads. Whenever feasible, Commercial and Industrial Zones will be buffered by park areas in order to minimize any intrusion upon residential areas. Provided certain restrictions are met, the Town Council may also choose to permit the establishment of small transitional office developments as buffer areas adjacent to Commercial or Industrial Zones. Non-residential development will be limited to a maximum of 10 percent of the total buildable areas of the Town, as it has been demonstrated that this ratio protects the viability of the business community while offering an abundant level of services to the residents of the area. Regional shopping facilities, which generate excessive traffic congestion, are not compatible with the objectives of this Plan.

Boundaries of Commercial and Industrial Zones shall be well-defined and fixed in order to minimize uncertainty about future development, to deter harmful speculation, and to preserve the financial equities and peace of mind of nearby residential property owners. Boundaries shall be consistent with established patterns of development within the community and, where feasible, may also conform to natural or artificial topographic features. Boundary irregularities which allow Commercial or Industrial Zones to intrude into residential areas will not be allowed. "Spot Zoning," which creates pockets of commercial or high-density development in the midst of residential areas, also will not be permitted.

As massive structures in the heart of Town are not in keeping with the essentially residential character of the community, and as large commercial buildings tend to generate excessive concentrations of vehicular traffic and create adverse environmental and esthetic consequences for neighboring residential areas, the size, height and setback of commercial structures must be visually compatible with

neighboring commercial and residential areas. Ample on-site parking and landscaping are required in order to ameliorate both the physical and visual impact on the community.

Parks and Playing Fields

In keeping with the "total community" concept, a balanced and broadly distributed system of parks and playing fields shall be provided in accordance with standards promulgated by the National Recreation and Park Association. The Land Use Plan provides for three types of parks and a variety of playing fields in order to support a balanced recreation program serving all areas of Town, while simultaneously enhancing the environment through the preservation of wooded and open "green space." (See attachment)

Neighborhood Parks - Small parks distributed throughout the community providing active recreational facilities for individuals, small groups, and some team sports. NRPA standards require 50 acres of Neighborhood Parks (2.5 acres per 1,000 population) with a recommended minimum size of five acres.

Community Parks - Medium size parks providing a mix of active and passive recreational facilities in a natural setting and serving the entire community. The NRPA standard of 2.5 acres, per 1,000 population, with a minimum park size of 20 acres, with a recommended minimum size of five acres.

Linear Trail Parks - Relatively narrow, elongated parks, of variable length generally oriented along stream beds, abandoned railroad rights-of-way or other linear topographic features. These parks provide scenic trails for hikers, joggers and bicyclists.

Playing Fields - Fields for team sports such as baseball, soccer, football and softball. NRPA standards recommend one playing field per 1,000 population. Playing fields will generally be located in Neighborhood and Community Parks, or on public school grounds. To the extent that playing fields are provided on property owned by other public agencies or by non-profit organizations within the Town limits, they can be counted toward the total Town requirement of 20 playing fields. Available fields will generally be allocated to different sports activities according to enrollment figures of organized athletic programs.

Application of Policies

The objectives of the Land Use Plan are achieved through the implementation of the Policies and Standards enunciated above. The policies are embodied in Chapter 17, Subdivisions, and Chapter 18, Zoning, of the Town Code. The ordinances contained in these two

chapters provide the procedures and detailed requirements governing the application of the Land Use Policies. To the extent that new ordinances are required, or existing ordinances must be amended in order to conform in all respects to these policies, such changes will be made only after advertised public hearings and approval by the Town Council.

The fact that pre-existing development may in some instances not be in conformity with some of the of the policies contained herein does not create a bar to their adoption, provided that any newly adopted policies be applied uniformly and fairly wherever and whenever such policies are applicable in the future.

Official Land Use Maps

Chapter 15, Article 5, of the Code of Virginia requires that the Comprehensive Plan contain an official Land Use Map. The Land Use Plan of the Town of Vienna contains two such maps. The first map represents the zoning that currently exists within the Town. The second map depicts the land uses, including parks and recreational areas, described by the Land Use Plan.

PLANNING COMMISSION
DECEMBER 7, 1978
Amended MAY 23, 1979

Adopted by Council July 16, 1979.


MAYOR

ATTEST:


TOWN CLERK

ATTACHMENT

TOWN OF VIENNA PARK SYSTEM

<u>TYPE AND NAME</u>	<u>ACREAGE</u>	<u>QUADRANT</u>
<u>Neighborhood Parks</u>		
1. Cunningham Park (FCPA)	10.79	S.E.
2. Glyndon Park	11.00	N.E.
3. Meadow Lane Park	3.43	S.W.
4. Moorefield Park	9.99	S.W.
5. Peterson Lane Park (Jointly with FCPA)	5.45	N.W.
6. Waters/Caffi Fields (Fairfax County School)	6.74	S.E.
7. Freedom Hill Park (FCPA)	3.00	N.E.
<u>Community Parks</u>		
1. Northside Park	45.13	N.E.
2. Southside Park	11.11	S.W.
<u>Linear Trail Parks</u>		
1. NVRPA	24.33	Various
2. Stream Valley	25.18	Various
3. Wildwood Park	15.65	S.E.

Key

FCPA: Fairfax County Park Authority
NVRPA: Northern Virginia Regional Park Authority

TOWN OF VIENNA TRANSPORTATION PLAN

Introduction

This document, including Tabs, constitutes the official Transportation Plan of the Town of Vienna, Virginia. The Transportation Plan is a component of the Town Comprehensive Plan.

The purpose of the Transportation Plan is to provide sufficient transportation services that meet the needs of Vienna residents, and which will aid in their enjoyment and safety while traveling throughout the Town.

The Plan is based upon established Town policy--preservation of the identity and character of Vienna as a single-family residential community. While recognizing these values and attitudes, the Plan acknowledges the Town's location in a rapidly growing region of Northern Virginia and the need for multi-modal transportation both within the Town and to destinations beyond the Town's corporate limits. The Plan reflects awareness of constraints imposed upon the transportation system by current and prospective energy shortages.

Transportation Inventory

The Town of Vienna has more than 60 miles of paved streets. As of June 1979, a total of 10,953 vehicles were registered by the Town; there are more than 4,000 bicycles. In 1970 (the latest figures available), over half of Vienna's families owned two automobiles, while 33 percent owned one. Ten percent had three or more cars, while less than three percent had none. The travel-to-work pattern (for 1970) indicated that 43.35 percent of Town residents were employed in Fairfax County, while 25.24 percent of Town residents were employed in the District of Columbia. The Town is served by several Metrobus routes. Local cab service and County transportation services for senior citizens are available.

Several factors impact transportation efficiency within the Town.

1. Lack of a by-pass route to carry through traffic around Vienna. This has resulted in a heavy burden of traffic for the Town. The Town government, of course, is limited in its ability to change this condition.
2. Much of the through traffic entering Vienna uses local streets in order to avoid congestion on the arterial roads. Slow moving traffic on Maple Avenue, and long waiting time at the intersections of other arterial roads with Maple Avenue, are largely responsible for this problem. Access to business establishments on Maple Avenue is also hampered by the congestion.

3. Two major barriers to the free circulation of local traffic contribute to longer trips and an unequal distribution of the local traffic burden. These barriers are the former W. & O.D. Railroad right-of-way, and Wolftrap Creek.

Goal and Objectives

The following Goal and Objectives are designed to provide a total transportation system for the citizens of Vienna. These objectives should be implemented by the inclusion in the Town's Capital Improvements Program (CIP) of the specific Transportation Plan elements which are described later in this Plan.

Goal: To achieve a balanced transportation system which safely, conveniently, and economically meets the travel demands of all citizens of the Town by encouraging various modes of travel with minimal disturbance of the community and the environment.

Objectives

1. To facilitate the movement of local traffic between points within the corporate boundaries of Vienna.
2. To expedite the flow of through traffic in a manner that minimizes the adverse impact of such traffic on the residents of the community.
3. To support Federal, State and County actions which will lessen the volume of through traffic within the corporate limits of the Town.
4. To encourage the expansion and use of public transit, including Metrorail, Metrobus, and paratransit (jitney, van pooling and carpooling). The increased availability of public transportation could be especially useful to the elderly, young and others who lack adequate access to private transportation.
5. To encourage use of the bicycle as a means of local transportation.
6. To promote conditions which permit safe walking throughout the Town, and to encourage pedestrian travel by constructing and maintaining adequate walkways where feasible and acceptable.
7. To undertake an expanded program of beautification of Town streets and parking areas in order to revitalize the streetscape and to promote a pleasant working and living environment.

Plan Elements

The Transportation Plan, which is to result in improvements in the Town's transportation posture and ability to provide a comprehensive transportation network, is outlined in the following elements.

1. Traffic Circulation and Parking

The traffic circulation and parking element of the Plan provides for a network of streets and roads designed to optimize the flow of vehicular traffic within and through the Town. It seeks to facilitate the efficient movement of local traffic between points within the corporate limits, and to expedite the flow of through traffic in a manner that minimizes the adverse impact of such traffic on the residents of the community. This element considers the need for long range planning to inhibit commuter parking on residential streets and minimize traffic impact on the Town as a result of the Vienna Metro Station (proposed). To aid the movement of traffic, new Street Standards and Definitions relating to street widths have been established (TAB A). The Traffic Circulation Map is at TAB B.

2. Public Transit and Paratransit

The Public Transit element consists of Metrobus and Metrorail services, when available. The Paratransit element consists of the jitney service and Vienna Carpool Plan.

Continuing liaison with the Washington Metropolitan Area Transit Authority and the Northern Virginia Transportation Commission is required to insure adequacy of Metrobus service to the Vienna community. Design of the Vienna Metro Station (proposed) should be closely monitored so as to minimize its traffic and environmental impacts on Vienna. Earlier efforts by the Town to insure feeder bus service to the Station, and provision of off-ramps from I-66 to the Station should be renewed. During 1980, a jitney service is planned for implementation in the Vienna-Oakton-Tysons Corner area. The County system will serve only a part of Vienna compared to the system which had been proposed by the Town. If the County system is successful, expansion to include more Vienna neighborhoods is expected. The Town should encourage citizen participation in the County system. The jitney service should link with the Vienna Metro Station (proposed). The Vienna Carpool Plan should be continued. The Public Transit Map is at TAB C.

3. Bikeway System

A Bikeway System has been partially developed. The bicycle has been recognized as a viable means of local transportation. Specific measures to encourage its use are: extension of the existing bikepath system and linking bikeroutes within the Town,

linking the Town Bikeway System with those in neighboring jurisdictions, and improved bikeway signing. The Town's bicycle safety education and registration program is paramount to the success of this element. The Bikeway System Map is at TAB D.

4. Pedestrian Facilities

This element describes a more adequate network of sidewalks, where these do not conflict with desires and aspirations of neighborhoods, to encourage safe walking to schools, churches, shopping centers, and park and recreation areas. It is recognized that, in certain neighborhoods, the residents are anxious to retain the semi-rural atmosphere of the Town by not desiring the construction of sidewalks. However, a selective program of construction is recommended. Criteria for construction would include: inadequate or non-existing student walkways to schools serving the Town; need for walking access to Town park and recreation areas, such as increased access to the Washington & Old Dominion R. R. Regional Park from as many points as possible; unsafe pedestrian access to Metrobus routes and shopping areas; a substantial level of pedestrian traffic, either present or projected; and, clearly defined gaps between segments of existing sidewalk systems. To augment this program, designated crosswalks and "walk-lights" should be installed for pedestrian safety. The Pedestrian Facility Map is at TAB E.

5. Transportation Safety

The Transportation Safety element shall relate to all forms of transportation: vehicular, mass transit, bicycle, and pedestrian. To maximize safety, methods of control such as signal lights, stop signs, warning signs, and law enforcement shall be in conformity with recognized state and national safety regulations and their requirements.

Planning Commission

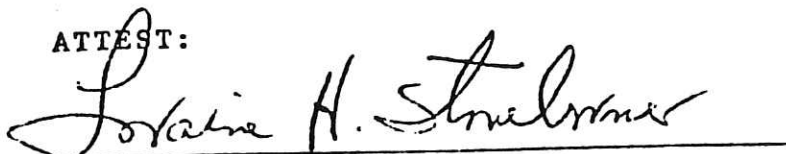
December 9, 1979

Adopted by Council, March 24, 1980.



Mayor

ATTEST:



Town Clerk

Town Clerk

TAB A

STREET STANDARDS AND DEFINITIONS

Town streets are classified as follows:

1. Arterial Street: A principal street, usually on a continuous route, designed primarily for through traffic, providing direct access to and/or through the Town.
2. Special Access Street: A street providing access to and linking industrial areas to arterial streets, provided however, that Follin Lane, Electric Avenue shall not be a through street.
3. Local Street: All other Town streets.

Standards for Town street widths are established as follows:

1. All traffic lanes shall be eleven (11) feet in width.
2. Parking lanes, where allowed, shall be eight (8) feet in width.
3. Parking should be prohibited on all Arterial Streets, and on some Special Access Streets. However, where curb and gutter exist, extra width may be provided to handle vehicle disablement and stops by service vehicles.
4. Unless otherwise designated by Town Council, Local Streets shall have two traffic lanes and one parking lane.
- 5. All streets shall be at least 30 feet in width from face of curb to face of curb except as the Town Council may otherwise provide upon good cause shown.

COMMUNITY FACILITIES PLAN

Introduction

This document is the official Community Facilities Plan of the Town of Vienna, the largest town in Virginia.

The Town of Vienna has a Mayor, Town Council, Town Manager type of government which, in conjunction with Fairfax County, is responsible for community facilities and services within the Town's corporate limits. All school, library, health and welfare services are furnished by Fairfax County and the County Police Force is available to assist and support the Town Police. Fire protection, ambulance and rescue service are provided by the Vienna Volunteer Fire Department, an affiliate of the County Fire and Rescue Service. All gas, electric and telephone services are furnished by private, state regulated utility companies.

Vienna's current population is estimated at 19,500 (See Att. A) and at full development of presently vacant land is forecast to be 19,860. There are estimated to be in the Town 5,176 housing units consisting of 4,347 single-family detached, 284 town houses, 509 rental apartments and 36 condominium apartments. The projected future housing stock is 5,264 units. There are approximately four acres of commercial and three acres of industrial land undeveloped.

Functions and Services

1. Administration - The Town Manager and his staff operate the Town in accordance with policies and principles laid down by the Mayor and Council with due regard to State law and the Code of the Town.
2. Department of Finance - The Director of Finance and his staff collect certain taxes, disburse Town funds and perform required accounting functions to control fiscal activities of the Town.
3. Department of Public Works-
 - (a) Maintains a road network of approximately 80 miles including traffic signals, road surfaces, curbs, gutters, sidewalks and an extensive storm drainage system.
 - (b) Operates and maintains a system supplying potable water to some 26,000 users through 9,500 connections within the Town boundaries and in several areas adjacent to these boundaries. Water for the system is obtained by purchase from the City of Falls Church and from deep wells located at various points within the Town. A back-up system is available whereby water can be obtained from the Fairfax County Water Authority in an emergency. Elevated storage tanks at several high points in the Town assure adequate pressure.

(c) Operates and maintains a gravity flow sanitary sewage system consisting of 80.86 miles of mains ranging in size from eight (8) inches to forty-four (44) inches. One-half of the flow from this system drains to the Lower Potomac Plant in Fairfax County while the remainder is processed at the Blue Plains Waste Water Treatment Plant.

(d) Operates a bi-weekly refuse removal service from all residential houses in the Town and also runs a bi-monthly newspaper pickup from the same area. This latter service collected 57.27 tons of newspaper during February 1980 which sold for \$1,431.75. The collected refuse is transported to a County facility for final disposition.

(e) Operates and maintains a storm drainage system composed of 17 miles of varying sized pipes and about 1,090 catch basins and manholes. These pipes discharge into natural drainage channels located throughout the Town and thence into well-defined streambeds, such as Wolf Trap Run, Piney Branch and Bear Run.

(f) Operates a garage and shop for the maintenance, repair and storage of all Town vehicles and other heavy equipment as well as the maintenance of the facilities themselves.

(g) Operates a storage area (Northside) for the storage of pipe, concrete block, manhole covers and other heavy bulk items used in the maintenance and repair of Town facilities.

4. Department of Public Safety:

(a) Maintains law and order and controls traffic throughout the Town.

(b) Operates a communications center to promote efficient use of its manpower and to facilitate rapid exchange of information with other jurisdictions.

(c) Maintains records of its operations.

5. Department of Parks and Recreation:

(a) Operates a wide ranging program of recreational and instructional activities for all ages.

(b) Maintains the Town bike-way system.

(c) Operates a special facility (Bowman House) for senior citizens and youth groups.

(d) Maintains approximately 150 acres of park land.

(e) Administers and supervises the use of the Community Center by special interest groups (i.e. Exhibitions, shows, etc.).

Attachment "B" is an inventory of the facilities now available to this Department.

Current and Projected Needs

Statements of needs compiled by the various departments of the Town have been reviewed and evaluated. The rationale of this evaluation has been that if the needs can be satisfied on a year by year incremental basis, the funds necessary should be provided in the annual budget, if, as and when deemed appropriate by the Council. However, if the need is deemed to be valid and is incapable of incremental satisfaction, it is then proper for inclusion in the facilities plan. Hence the items listed below are proposed as the Community Facilities Plan.

1. Communications system for the Department of Public Safety.

The present system is about twenty years old, is of obsolete design and experiences considerable costly "downtime." It is considered only a matter of time before its inefficiency adversely effects police performance.

2. Storage facility for Town vehicles, equipment and supplies.

The Northside storage area should be expanded to provide covered storage for Town vehicles and heavy equipment, seasonally used. Dry storage for sand and salt is also urgently needed. The Nutley property yard is inadequate for either purpose and cannot be expanded.

3. Addition to Community Center.

Space for meetings and classes is presently at a premium. It is estimated that an additional 6,400 square feet would satisfy present and projected needs. The present building was erected in 1966 when the Town population was 16,743.

4. Additional space for the Department of Public Safety and for the General District Court.

The Department of Public Safety occupies a major portion of the basement of the Town Hall (erected in 1964). Badly needed police facilities such as an interrogation room and a holding area are non-existent, as is adequate locker space.

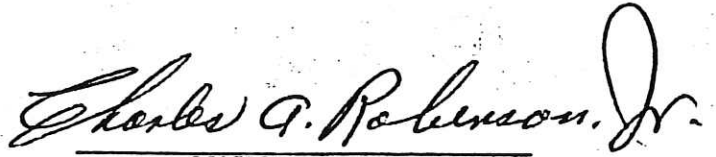
The General District Court, situated on the second floor, North Wing of Town Hall is urgently in need of additional office space.

The erection of an addition to Town Hall to add about 3,200 square feet of space would satisfy these needs and provide modest room for the future.

In setting forth the preceding items of the Community Facilities Plan, no attempt is made to set priorities since it is considered that all are greatly needed.

PLANNING COMMISSION
March 25, 1980

Adopted by Council July 21, 1980-


MAYOR

ATTEST:


TOWN CLERK

POPULATION BY AGE
TOWN OF VIENNA
1970-1980

Age	1970		1980 ^{1/}			Change 1970-1980
	Population	Percent Distribution	Population	Percent Distribution	Percent Distribution	
0- 4	1,393	8.1%		1,910	9.8%	520
5- 9	2,264	13.2%	21.3%	2,340	12.0%	80
10-14	2,564	14.9%		2,030	10.4%	-530
15-19	1,799	10.5%	25.4%	2,250	11.5%	450
20-24	628	3.7%		1,050	5.4%	420
25-29	855	5.0%		1,100	5.6%	250
30-34	1,165	6.8%		1,200	6.2%	40
35-39	1,304	7.6%	23.1%	1,100	5.6%	-200
40-44	1,537	9.0%		1,200	6.2%	-340
45-49	1,397	8.1%		1,300	6.7%	-100
50-54	869	5.1%		1,400	7.2%	530
55-59	520	3.0%		1,100	5.6%	580
60-64	297	1.7%	26.9%	660	3.4%	360
65-69	201	1.2%		400	2.1%	200
70-74	153	0.9%		200	1.0%	50
75-79	103	0.6%		125	0.6%	20
80-84	56	0.3%		75	0.4%	20
85-and over	47	0.3%	3.3%	60	0.3%	10
TOTAL	17,152	100.0%	100.0%	19,500	100.0%	2,350

^{1/} Based on information from the Cohort Survival Program and analysis of local trends and characteristics of the area. Total age distribution figures for 1980 reflect projections by Gladstone Associates of the probable population in Northern Virginia jurisdictions. Changes in these totals will affect age-group numbers but are not expected to alter population distributions significantly.

Source: U.S. Census of Population; Gladstone Associates.

Type of FacilitySize or Number

Community Center	16,000 Sq. Ft.
Picnic Areas	2
Playgrounds	3
Tennis Courts	6 (Lighted)
Basketball (Outdoor)	3
Trails: Hiking & Biking	2.0 Miles
Playing Fields	
Baseball, 90 ft. infield	3 (2 Lighted)
Baseball, 60 ft. infield	4 (1 Lighted)
Football	3 (2 Lighted)
Soccer	2 (Lighted)
Softball, Girls	3 (2 Lighted)
Softball, Mens	1 (Lighted)

MEMORANDUM FOR: Chairman, Planning Commission

SUBJECT : Recommendations on Update Revision of Comprehensive Plan

INTRODUCTION

This memorandum summarizes efforts to update the Town Comprehensive Plan, and recommends additional steps leading to completion of the effort, including incorporation of elements not in the adopted Plan.

As is known, the State Code (Sec. 15.1-454) requires review of an adopted plan at least every five years. We presently are involved in that review, the Statement of Objectives and the three Plan elements having been adopted on the following dates:

Statement of Objectives	February 7, 1972
Land Use Plan	July 16, 1979
Transportation Plan	March 24, 1980
Community Facilities Plan	July 21, 1980

The Comprehensive Plan is the fundamental frame of reference to guide future decision making by our Town Council. It is essential that the Plan review takes account of the impacts which the Town will experience when the Vienna Metrorail Station becomes operational. The review also should consider any recommendations prepared by the Panel on Commercial Re-Development. The increasing external pressures on our Town underscore the urgency of moving ahead to complete the update revision of the Comprehensive Plan.

RECOMMENDATIONS

STATEMENT OF OBJECTIVES. The Statement now is more than ten years old. The Primary Goal still is valid but the seven Objectives require updating in terms of changed and changing conditions. It is recommended that a sub-committee of the Commission be appointed to review the Statement.

LAND USE PLAN. On May 26, 1982, the Commission recommended revisions on page 4 of the Plan, and revised lists of Town parks and other public lands. (See Attachment A.) Minor editing of the Plan is recommended, and input by the Panel on Commercial and Industrial land policy may be appropriate.

TRAFFIC CIRCULATION PLAN. The text of the Plan should be re-written to reflect new conditions, with particular emphasis on traffic planning for impact of the Vienna Metrorail Station. Statistical data in the Plan is outdated and TAB maps need revision. The Sidewalk Element must be resolved before being presented to Council since the Town Manager has questions on several additional sidewalks recommended by the Commission on May 26. (See Attachment B). Council should be requested to hold a work session on the Bikeway Plan so that spring construction can commence on the approved East Street path, and the new Bikeway map brochure may be distributed.

COMMUNITY FACILITIES PLAN. On May 26, 1982, the Commission recommended approval of a revised draft of the Plan (see Attachment C). This should be edited to delete references to population and housing units. Statistical data should be updated and more detailed information provided on Town-owned facilities, such as structures, equipment and vehicles.

CONCLUSION. The Planning Commission has made a sincere and diligent effort on updating and revising the Comprehensive Plan. When compared with other jurisdiction plans, however, I personally feel that our Plan is not an adequate document setting forth both the Town's long-range goals and shorter range program objectives. (I acknowledge, of course, my share of responsibility in this matter.) I recommend, therefore, that the Commission consider adding the additional elements of Historical Preservation and Energy Conservation. Commission members may have other suggested additions, and also may wish to study the plans of other jurisdictions from which ideas may be derived.

ATTACHMENTS

- A - Proposed Revisions to Land Use Plan
- B - Proposed Locations of Additional Sidewalks
- C - Proposed Revisions to Community Facilities Plan

Distribution

Town Manager
Directors of Departments (Parks & Recreation; Public Works)
Zoning Administrator

TRANSPORTATION PLANNING (Post-1977)

In December 1979, the Planning Commission recommended that Council adopt the transportation plan which had been proposed by the Planning Officer in 1975. Work sessions and public hearings had been held during 1979. Council adopted the revised Town of Vienna Transportation Plan on March 24, 1980. The Plan text included a Goal and Objectives, and the following elements: Traffic Circulation and Parking; Public Transit and Paratransit; Bikeway System; Pedestrian Facilities; and, Transportation Safety. The Plan included five maps. - get 3 maps

Since its adoption, the following efforts toward Plan implementation and update/revision have been undertaken. (This recital does not include specific actions taken by Council or the Transportation Safety Commission in areas such as intersection traffic control).

In June 1980, the Planning Office recommended that specific measures of bikeway and sidewalk construction be considered for incorporation in the Town's Capital Improvement Program.

In March 1983, the Planning Office made specific recommendations to the Planning Commission. With respect to traffic circulation, the Office observed that "the text of the Plan should be re-written to reflect new conditions, with particular emphasis on traffic planning for impact of the Vienna Metrorail Station." Other suggestions were: additional sidewalks, defining more clearly the functional assignment of Maple Avenue in relation to intersecting streets; addressing the issues of commuter parking and a feeder bus system.

Bikeway planning: a Bikeway System Map has been produced and is being distributed through several outlets. Signs have been purchased, but have not yet been installed. In April 1983, the Planning Commission deferred further action on the Bikeway Plan.

Sidewalk planning: During 1982, the Planning Commission considered additional sidewalks for incorporation on the Pedestrian Facility Map. In April 1983, further action was deferred by the Commission.

Public transit planning: In January 1980, Council had appointed a Vienna Metro Station Planning Task Force to assess the potential impacts of the Station upon the Town. In its Report of June 25, 1981, the Task Force identified the greatest impact as that of "traffic congestion and possible commuter parking on residential streets." It proposed a number of alternatives to reduce the dimension and severity of the impact. In November 1981, Council appointed the Vienna Area Metro Station Citizen Action Team (VAMSCAT) to advise Council and the Town staff on matters relating to implementation of the Task Force recommendations.

In the transportation area, these recommendations were: to develop a feeder bus system; divert commuters to other facilities; conduct traffic control planning; and, prepare on-street commuter parking plans.

VAMSCAT has held three meetings since being established: on December 29, 1981; January 18, 1983; and February 2, 1984. Members have been provided, on a continuing basis, information relating to Station planning. In July 1983, the Planning Office prepared a comprehensive summary for members. It described the tasks assigned to VAMSCAT, work undertaken toward their accomplishment, and additional effort required. Little progress has been made, but study has been made of the commuter parking problem and of pedestrian access to the Metro Station. (A fourth VAMSCAT meeting is tentatively scheduled for August 21, 1984).

Traffic circulation planning: The Planning Office, in late 1983, prepared a proposed revision of the 1980 Traffic Circulation Map. Following Planning Commission review, the new Street Classification Map has been recommended for approval to Council.

Town-County Joint Planning: In March 1984, a meeting was held between members of the Town staff (plus TSC members) and the Director of the County's Office of Transportation. Its primary purpose was to establish a closer association between the Town TSC and the Office of Transportation. Quarterly meetings would be considered for the review of transportation matters of mutual concern.

Land use and transportation planning: In its review and recommendations on proposed rezonings in County areas adjacent to Vienna, the Town Government has consistently sought to reduce the density of development. By such recommendations to the Board of Supervisors, it is hoped that reduced traffic generation can be achieved. The results of such an effort have been minimal and high density development continues to adversely impact the Town's transportation facilities.

Vienna Bypass

As of 1977, the question of a possible "bypass" to the north of Vienna had apparently been laid to rest. In the spring and summer of 1984, however, the Town Government was asked to restrict commuter traffic through the Westwood Subdivision in northeast Vienna. Such restrictions were imposed by Council motion of July 2, 1984. A supplemental motion asked that Town staff increase initiatives with "the short term aim of opening Abbotsford from Beulah Rd. to Old Courthouse Rd. (and) once this opening is accomplished, make a concerted effort to open Abbotsford from Beulah Rd. to Lawyers Rd." The Planning Office is working on this assignment.

cc. Town Manager

PLANNING OFFICE
August 22, 1984

MEMORANDUM FOR: Chairman, Planning Commission

SUBJECT : Status of Comprehensive Plan

I believe it may be timely to review the status of the several elements of the Town Comprehensive Plan, and to re-initiate action toward update of the entire Plan. I last made suggestions to this end in my memorandum of March 16, 1983. My present recommendations are essentially similar to those of more than a year ago.

The following summarizes the March 16 memorandum, and adds specific references to actions taken (or deferred) on several Plan elements:

STATEMENT OF OBJECTIVES. The primary Goal remains valid, but the Objectives require review and re-statement.

LAND USE PLAN. My memorandum of March 25, 1982 provided revised lists of public lands. At its May 26 meeting, the Commission moved to recommend these revisions to Council. On April 13, 1983, the Commission decided to appoint subcommittees to review Plan elements. No further action has been taken on the Land Use element.

TRAFFIC CIRCULATION PLAN. My March 16 memorandum noted that the text should be re-written and maps revised. The Goal and Objectives are essentially valid. The Commission should consider the following:

→ Traffic Circulation and Parking. Critical problems must be addressed: movement of heavy volumes of traffic on major streets, and changing patterns of circulation; access to the Metro station; and bypass routes to the north of town, and between Route 7 and the Old Courthouse-Beulah-Lawyers corridors. Planning for commuter parking is a common effort among the Commission, VAMSCAT and the TSC.

The Commission's proposed Street Classification Map was deferred by Council on August 20, 1984, pending information on the relationship between functional classification and State funding of streets.

→ Public Transit and Paratransit. Primary emphasis should be on development of a feeder bus system for the Vienna Station, a subject being studied by VAMSCAT. Reference to the jitney service should be deleted from the text.

Bikeway System. No change in text. Council has not set public hearing, and as of April 13, 1983 Commission deferred action. In the meantime, Bikeway System maps are being distributed and some signs have been erected. Council approval for funding of five projects, as described in Commission memorandum of November 8, 1982, is required. (Project #1, the Ayr Hill/East Street/Wolftrap Creek connection, has been undertaken). Reference to the Fairfax City-NVRPA Regional Trail link should be made.

Pedestrian Facilities. No change in text. During 1982, and until April 13, 1983, there were inconclusive discussions by the Commission, Manager and staff on a sidewalk construction program. I feel very strongly that our pedestrian facilities should be improved for safer walking movement, together with police enforcement of the rights of pedestrians at signalized intersections. Recommend the Commission's review of the proposed list of additional sidewalks in my memorandum of September 30, 1982. VAMSCAT has been requested to examine the provision of sidewalks to the Vienna Station and Council, on August 20, requested a status report on such planning.

COMMUNITY FACILITIES PLAN. Update text and recommendations.

Additionally, in my March 16 memorandum, I observed that the elements of Historical Preservation and Energy Conservation should be incorporated in the Plan. The thoughts on comprehensive planning, expressed by Mr. John G. Pickard in his letter to the Mayor of July 11, 1983, should also be considered by the Commission. Finally, Planning for Tomorrow should be studied by all Commission members with a view to its relevance to the update of the Comprehensive Plan.

cc. Town Manager
Chairman, Transportation Safety Commission
Members of VAMSCAT

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PLANNING OFFICE
August 14, 1985

MEMORANDUM FOR: Chairman, Planning Commission

SUBJECT : Update of Town Comprehensive Plan

As you know, the State Code requires review of an adopted comprehensive plan at least every five years. In accordance with this requirement, it is recommended that, by the end of this year, the Planning Commission re-affirm to Town Council the three principal elements of the Comprehensive Plan or propose amendments thereto. The following are the dates of Council's adoption of these elements, the Town Statement of Objectives having been adopted on February 7, 1972:

- Land Use Plan July 16, 1979
- Transportation Plan March 24, 1980
- Community Facilities Plan July 21, 1980

Of these three elements, the Land Use Plan should be addressed first. Plan review should consider possible Town/County boundary adjustments, impact of Metro-related development in the southwest quadrant of Town, and recommendations on commercial zones made in the report entitled Planning for Tomorrow.

The Transportation Plan should be re-written to reflect changed conditions, with special emphasis on impact of Metro-related traffic on the Town. Consideration of the Plan should be concurrent with the on-going Town Traffic Study, so that the Consultant will have the benefit of recommendations by both the Planning Commission and Transportation Safety Commission.

The Community Facilities Plan should simply be edited and updated. Additionally, the Commission may wish to consider incorporation in the Comprehensive Plan of an historical preservation element, and a recommendation for professional preparation of a compatible set of base maps.

For background information on the above recommendation, please refer to my memoranda on this subject of March 16, 1983, and August 22, 1984, copies of which are attached. (See NOTE, Below)

Attachments

cc. Town Manager
Chairman, Transportation Safety Commission

NOTE Memorandum of March 16, 1983 not attached for Planning Commission since essentially repeated in August 22, 1984 memorandum.