

TOWN OF VIENNA

1988 COMPREHENSIVE PLAN

APPROVED JANUARY 23, 1989

VIENNA TOWN COUNCIL
VIENNA PLANNING COMMISSION

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TOWN OF VIENNA LAND USE PLAN

GOAL

To assure that Vienna retains its residential character and identity, while supporting a residentially compatible business community.

OBJECTIVES

Maintain the present percentage distribution of land among residential, commercial, and industrial uses.

Protect the integrity of residential neighborhoods against commercial and industrial encroachment.

Reinforce the Central Business District Concept.

Encourage the concept of "vertical mix" in the commercial zones, to encourage retail uses at street level in office buildings.

When development occurs in the commercial district, require adequate buffering, landscaping, and pedestrian ways among individual structures. Encourage improvements in existing parking lots in the commercial district through better edge treatment, more shade trees and better screening.

Support historic preservation efforts.

Vigorously pursue the Town-County boundary adjustment project.

Continue to provide land for a comprehensive program of parks and recreation.

Protect the integrity of natural stormwater drainage patterns such as the Wolftrap Stream Valley System.

Support replacement of utility lines in the commercial area with underground lines, particularly along Maple Avenue.

Develop criteria for evaluation of subdivision plans that limit the number of individual driveways exiting on arterial or collector roads.

Continue to coordinate land use plans of the County and strive for suitable buffer zones where and when required.

Resist spot zoning at every opportunity.

In considering the type of industrial and commercial uses to be permitted, give particular attention to avoidance of noise and air pollution.

FUTURE LAND USES

In this plan the proposed future use of land within the Town is shown on the Future Land Use Map (Figure 1). This map, in conjunction with the goals, objectives and policies set forth in the adjoining text, will be used by the Town to guide future development.

The commission has given careful consideration of community development trends both within the Town and in surrounding Fairfax County, traffic patterns, public utilities and other factors which support the Town's established and stable character. It is recommended that the present percentage distribution of land use among residential, commercial, industrial and public land uses be maintained. Specifically, land utilization in the Town is categorized as: residential (single-family detached); residential (multi-family); residential (townhouse); transitional; commercial; industrial; public administration, education, and parks. These categories are described in more detail below.

Residential (single-family detached) - The plan proposes to retain this residential use in three basic density categories (10-12.5- and 16-thousand square feet lots). Residential areas have been and will remain, distributed around the central commercial/industrial core area with sufficient density mix to provide adequate public services and access to schools, parks and shopping without undue traffic congestion on residential streets.

Residential (multi-family) - Apartment housing will be retained in established areas close to the core area and other limited commercial areas. This will continue to provide areas, with the largest concentration of residents, convenient access to facilities and utilities at minimum cost. A small reduction in land available for this use is planned in favor of expanded parks and playground use.

Residential (townhouse) - Attached single-family dwelling units, developed in groups or clusters will be retained as land uses convenient to the commercial core or the Vienna Metrorail station. Growth in this land use category should be limited to areas established adjacent to the commercial core.

Transitional - This plan update incorporates the concept of land uses or structures which, by their nature or scale and level of activity, will act as a transition or buffer between the central commercial/industrial core and surrounding residential uses. The type of transition use must be fully compatible with

single-family use and appearance, and will be individually determined depending on specific needs and requirements. Types can include office and transitional parking.

Commercial - Commercial land use in the Town will be concentrated in a central core area for ease of convenience and in general, to protect the stable surrounding residential uses (see Commercial District description). Appropriate dispersed commercial retail land uses such as small neighborhood shopping centers or convenience centers will be allowed when established in accordance with the land use objectives presented above. Commercial uses may consist of general business and retail enterprises along with such ancillary uses as services, limited repairing/manufacturing/processing, food services, office use and recreation.

The concept of vertical mix is strongly encouraged. This concept allows mixed commercial, commercial/office and commercial/residential uses in a vertical sense within multi-story buildings. For example, the ground floor of an office building might be dedicated to use as retail shops. This greatly enhances both retail services to the community and the "user friendliness" of the building itself.

Industrial - This land use category consists of industrial parks and a wider range of manufacturing activities than appropriate to commercial uses described above. Industrial parks will be located in areas which are not feasible for light or heavy industrial development because of proximity to residential uses. In order to provide a healthful industrial environment, while preventing detrimental impact on surrounding non-industrial land use, development will be limited to those administrative, research and manufacturing activities which can be carried out in an unobtrusive manner. It is intended that the Town should maintain a strong and compatible industrial base within the limits of current industrial districts (see industrial district description).

Public Administration, Education, and Parks Land Uses - This new land use category includes parcels and buildings used in administration and delivery of governmental services to the entire population. Such uses include the townhall, the police station, fire station, the courthouse, community center, library, and town maintenance yards. This category also includes those parcels and facilities providing specialized services to certain segments of the population such as, public schools, parks, and playgrounds.

Parks and Playgrounds - In keeping with the "total community" concept, a balanced and broadly distributed system of parks and playing fields will be provided in accordance with standards promulgated by the National Recreation and Park Association (NRPA). 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." These types of parks are as follows:

Neighborhood Parks - Small parks distributed throughout the community providing active recreational facilities for individuals, small groups, and some team sports. NRPA standards require 40 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 is 2.5 acres per 1,000 population, with a maximum park size of 16 acres and 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 16 playing fields. Available fields will generally be allocated to different sports activities according to enrollment figures of organized athletic programs.

GENERAL POLICY

It is the general policy of this land use plan to preserve Vienna's residential character of predominantly single family neighborhoods and to pursue the goals and objectives specified earlier. In support of this general policy the following specific supporting policies are set forth.

SUPPORTING POLICIES

Central Business District - To restrict the encroachment of commercial areas on residential areas, Vienna's Central Business District (CBD) as shown on the Future Land Use Map along the Maple Avenue corridor will not be expanded during the period that

this land use plan is in effect. Other areas that are currently zoned commercial will also not be expanded in such a way as to encroach on residentially zoned parcels.

Industrial District - During the period that this land use plan is in effect, as reflected by the Future Land Use Map, the areas currently zoned for industrial use will not be expanded so as to encroach on land currently zoned for residential use.

Transitional and High Density Residential Districts - Transitional professional/non-residential land uses and high density residential (8-10 d.u. per acre) are only permitted in areas bordering commercial and industrial zones. Such transitional land-uses are permitted in order to minimize street traffic in residential areas and to buffer stable residential areas of lower density.

Residential Density - The maximum permissible density of any residential development is: a) single family, 4 dwelling units per acre; b) multi-family, 20 dwelling units per acre; c) town-house, 10 dwelling units per acre.

Assemblage of Properties - In order to preserve residential property values and the liveability of residential neighborhoods, The Town of Vienna has historically followed, and intends to follow in the future, a limited growth, low density land use policy. This policy includes a high level of zoning category stability and very limited zoning category boundary changes over a long period of time. The assemblage of residential parcels for redevelopment purposes, therefore, should be viewed on a Town-wide basis within the context of present zoning district patterns and boundaries. Any such assemblage should be specifically evaluated to determine any adverse effects on the stability and character of the adjacent neighborhood, along with considerations for existing and proposed residential densities, traffic volumes, environmental concerns and the adequacy of existing public services provided by the Town.

New Zoning Category (Public Administration, Education and Parks) - It is the intent of this land use plan to recommend creation of a zoning category to be assigned to areas currently devoted to public administration, education, and recreation. The purpose of this zoning category is to provide control of future land use of these parcels in the event of a change in ownership and/or subsequent redevelopment.

CORRIDORS

In attempting to preserve the residential character of the Town of Vienna, particular attention will be given to the corridors set forth below, and their impact upon the Future Land Use

Plan. These corridors are either part of, or border upon well established residential areas and generally share certain common traits. They are subject to development pressures from the continual commercial and residential development occurring in Fairfax County along Vienna's corporate boundaries. Traffic and noise are continually increasing in these corridors and there are continual attempts to increase the level of commercial activities within their immediate areas. Success in establishing fixed land use policies for the major corridors described below will greatly influence the overall success of the Town's efforts to retain its residential character.

Maple Avenue beyond the Central Business District - Maple Avenue (Virginia 123) east of Follin Lane, S.E., shall retain its residential character. Transitional and townhouse zoning and those specific land uses established for the area of Maple Avenue between East Street and Follin Lane, will provide an effective buffer against commercial development between the corporate limits of the Town and Old Courthouse Road in the County.

Follin Lane, S.E. - Follin Lane is the primary entrance from the Town into the Vienna Technology Park. This industrial park is in the process of a major expansion which will lead to further growth in traffic volumes. Expansion of the area of the park should be limited to minimize the overall impact upon Southeast Vienna. Consideration of future improvements to adjacent access roadways from the County, such as Electric Avenue, should be explored jointly by both the Town and Fairfax County.

Park Street, S.E. - Park Street (Virginia 675) is a vital north-south link in the the Town of Vienna's road network connecting Maple Avenue, East, with Cedar Lane, S.E. In the past, there have been plans to greatly expand its traffic capacity. These plans were opposed by the Town in view of the adverse impact they would have upon the predominately residential nature of the corridor. Although current plans to upgrade Park Street are required to adequately serve local traffic volumes, the residential character should be maintained with no expansion of commercial development which currently exists at each end of the corridor.

Church Street - Church Street, N.W., and N.E., is one of the oldest streets in Vienna. At one time, it was the heart of the business district of the community. Today, the area of Church Street west of Park Street, N.E., remains an important segment of the central business area and traverses many land uses. That portion of Church Street east of Park Street has remained primarily residential in character but has felt the effect of increased traffic which uses Church Street to avoid the traffic congestion on Maple Avenue. While support should be given to efforts to keep the commercial segment of Church Street strong, commercial development should not be permitted east of Park Street and

measures must be pursued to curtail the further growth of vehicle traffic through its residential areas.

Nutley Street - Nutley Street, S.W., (Virginia 243) is a vital link in the Town's street system, connecting Vienna with the Metrorail system and Interstate 66 Highway. It is the Town's gateway to the extensive commercial development occurring in Fairfax County on its southwest boundary. It contains some of the last significant parcels of undeveloped land in the community which are under considerable pressure for changes in land use intensity. To maintain the residential character of the corridor, it is important that any effort to expand the traffic capacity of the street, within the corporate limits of Vienna, should be opposed and the parcels in question should be developed for residential purposes only. Residential areas abutting Nutley Street, N.W., are currently under pressure for redevelopment, but considerable effort should be employed to ensure that the area remains residential in character.

Mill Street/Dominion Road, N.E. - The Mill Street/Dominion Road corridor is the only light industry area within the Town's corporate limits. The businesses found there provide many services to the citizens of Vienna not readily available elsewhere within the community. This land use should be fostered as required within current zoning limits to maintain a viable industrial community within the Town.

SPECIFIC RECOMMENDATIONS

The following specific recommendations are made as a result of the current land use plan update process:

1. The Town should develop a new zoning category in order to control and protect the traditional uses of parcels and buildings now designated in this Land Use Plan and the official Land Use Map under the category of Public Administration, Education, and Parks. Such an ordinance should be sufficiently comprehensive to provide for the control of the nature of structures and permitted uses on these parcels. In addition, mechanisms should be implemented to allow changes in uses only when the public good is best served. The Town should then review and act upon appropriate zoning changes to bring the Town Zoning Map in conformance with the Land Use Map.
2. The Town should foster and find ways to legislatively encourage the use of vertical mix in commercial areas, and to promote and enhance existing retail services within the community.

3. The Town should define and revise the Town Code where appropriate to establish rules for the assemblage of land parcels.
4. The Town should strengthen its zoning provisions for preservation of natural storm-water drainage patterns.
5. The Town should develop an ordinance which provides a transition period for study, before changes in zoning are permitted on parcels that may come into the Town through boundary adjustments with Fairfax Country.
6. In the interest of traffic safety, the Town Code should be revised to limit the number of entrances onto any arterial or collector streets within the Town limits. Minimum distance requirements between entrances in each of the various zoning districts should also be incorporated into the Town Code.
7. The Town Code should be revised to require full minimum lot width between the front and rear lot lines in each of the single-family detached residential zoning districts.
8. The Town Code should be revised to redefine building height as "the vertical dimension measured from the average elevation of the finished lot grade on all sides of the building, to the highest point on the roof."

TOWN OF VIENNA COMMUNITY FACILITIES PLAN UPDATE

APPROVED: MARCH 23, 1988

VIENNA PLANNING COMMISSION

AS AMENDED AND APPROVED: JANUARY 23, 1989

VIENNA TOWN COUNCIL

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TOWN OF VIENNA COMMUNITY FACILITIES PLAN

INTRODUCTION

The Community Facilities Plan is a key element of the Town's Comprehensive Plan. As described in Article 4 of the Code of the Commonwealth of Virginia, it is intended to designate a system of community service facilities such as parks, schools, public buildings, waterworks and sewage disposal systems. Since Fairfax County provides school, library, health and welfare services to Town residents, these are not addressed in this Plan. In similar fashion, the volunteer fire department is supported in part by the Town of Vienna and Fairfax County.

The Town Government does provide services which are the responsibilities of the six Town departments: Administration, Planning and Zoning, Finance, Public Safety, Public Works, Parks & Recreation. In the following pages, these six departments are briefly described and the services they provide are evaluated on the basis of a determination of possible need for expansion or modification.

Vienna's current population is estimated at 15,200 persons and has been decreasing slightly over the past decade. During the next five years the population is expected to remain static (see Table A). There are estimated to be in the Town 5,300 housing units consisting of 4,428 single-family detached, 388 townhouses, 300 rental apartments and 184 condominium units.

GOAL

Ensure the adequacy of present and projected facilities and services and promote their efficient utilization.

OBJECTIVES

Continue to operate and maintain a water supply system that is responsive to the service requirements of the Town and to its obligations outside the Town.

Continue to operate and maintain a sewage collection system which meets the projected requirements of the Town.

Develop and maintain a coordinated plan for the development and utilization of the Town's park system.

Monitor efficient use of the Town's facilities.

Plan and implement a separate Public Safety facility.

Develop, plan and implement a new facility for Public Works storage.

Develop a plan for long range maintenance and replacement of the Town's infrastructure of streets, sidewalks, facilities, water mains and sewers.

Develop more programs and activities for both the youth and senior citizens of the Town.

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 laws of the Commonwealth and the Code of the Town.

2. Department of Finance - The Director of Finance and his staff collect Town taxes, disburse Town funds and perform required accounting functions to control fiscal activities of the Town.

3. Department of Planning & Zoning - This department was created in 1987 through the consolidation of the previously separate functions of the planning office and zoning administration, this new department is expected to bring about a more systematic approach to the decision-making process through the provision of improved planning information and technical advice. The department will perform all facets of those required services relative to long-range planning, current planning, zoning administration and code enforcement along with providing assistance to the Planning Commission in the preparation of the Town's Comprehensive Plan.

4. Department of Public Works - The Department of Public Works performs the following functions:

Streets - Maintains a road network of approximately 80 miles including traffic signals, road surfaces, curbs, gutters, sidewalks and an extensive storm drainage system.

Water - 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 the Town. 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 Water Authority in an emergency. Elevated storage tanks at several high points in the Town assure adequate pressure.

Sanitary Sewers - Operates and maintains a gravity flow sanitary sewage system consisting of 80.06 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.

Solid waste - Operate a semi-weekly refuse removal service from all residential houses in the Town and twice-a-year pick-up of large items on an individual basis. The Department also runs a profitable semi-monthly newspaper pick-up from the same area. The collected refuse is transported to a County facility for final disposition, while the newspapers are sold.

Storm drainage - 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 into well-defined streambeds, such as Wolf Trap Run, Piney Branch and Bear Branch.

Vehicle maintenance - 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.

Material storage - 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.

Snow removal - Provides an efficient snow removal service for Town streets.

5. Department of Public Safety - The Public Safety Department performs the following functions:

Law Enforcement - Maintains law and order and controls traffic throughout the Town.

Interdepartmental Cooperation - Coordinates activities with other public safety departments of the state and county.

Communications - Operates a communications center to promote efficient use of its manpower and to facilitate rapid exchange of information with other jurisdictions and maintains records of its operations.

Animal Control - The Animal Warden provides animal control and related services.

6. Department of Parks and Recreation - The Department of Parks and Recreation performs the following functions:

Recreational Activities - Operates a wide-ranging program of recreational and instructional activities for all ages.

Bicycle Recreation - Maintains the Town bikeway system.

Special Services - Operates a special facility (Bowman House) for senior citizens and youth groups.

Parks - Maintains approximately 150 acres of park land.

Community Center - Administers and supervises the use of the Community Center by special interest groups (i.e. Exhibitions, shows, etc.). Provides and supervises space in the Community Center for group meetings.

Table "B" provides an inventory of the facilities now available to this Department.

CURRENT AND PROJECTED NEEDS AND RECOMMENDATIONS

Statements of needs have been obtained from the heads of the various departments of the town government. These statements have been reviewed and evaluated. In general, the Department Heads are of the view that Vienna will not change materially in the next five years and that, therefore, there will not be a need for a significant expansion in the Town's facilities with the possible exception of a new headquarters for the police; rather the need will be to upgrade our current facilities to insure a continued high level of services to the citizens of Vienna. Set forth below is a list of the items proposed as the Community Facilities Plan.

To assist the Town Council, a Capital Improvements Plan for the next five years will be developed based on the Comprehensive Plan with proposed improvements placed in a priority arrangement by year with anticipated costs.

1. Public Works

- (a) Water, Sanitary Sewer and Storm Water Systems Improvements - The Town is currently engaged in a continuing project to rehabilitate water lines where the need is shown. So long as such work is not postponed, it will not be necessary to engage in a major rehabilitation project for the Town water system. While there appears to be an indication that some rebuilding may be necessary for the Sanitary Sewer and Storm Water Systems, it is premature to include such projects in this plan. Using TV monitoring equipment, the Public Works

Department is examining the condition of those systems. Once that examination is completed and the Town develops a sanitary sewer management plan and a management plan for its storm water system, then informed judgements and a schedule can be made on these improvements. To this end, it is recommended that a master plan be developed and that a long range improvement plan be implemented as necessary.

- (b) Street System - An on-going plan of sealing or overlaying selected streets each year should be followed. It is probable that in the next five to ten years one or more of the collector streets as well as other streets in the Town will require major refurbishment, a plan for maintenance management of the street system should be developed and followed.
- (c) Park Street, S.E. - The Virginia Department of Transportation, in cooperation with of the Town, will be engaged in a multi-year reconstruction project on Park Street. Curbs and gutters will be added to Park Street. This project will not only improve the flow of traffic along the street but should also have a positive effect upon the neighborhoods fronting on it.
- (d) Northside Property Yard - A master plan to upgrade the Northside Property Yard for better utilization by the Town is being undertaken. The plan includes an opening onto Mill Street, N.E. During the next five years there will be development of equipment storage shelters and facilities for repair and maintenance of town vehicles. In addition, locker and lounge facilities will be built for use of the staff of the Public Works and the Parks and Recreation Departments. The proposed facility will also provide dry storage for sand and salt. As proposed, the new complex will carry on most of the Public Works activities now conducted at the Nutley Street Yard.
- (e) Sidewalks - As Vienna has become a more developed community, with an ever-increasing level of vehicle traffic, the need to develop a more adequate network of sidewalks has become apparent. It is recognized that, in certain neighborhoods, the residents are anxious to retain a semi-rural atmosphere and thus do not desire the construction of sidewalks. However, the legitimate needs of the pedestrians do suggest that a selective program of

sidewalk construction is called for. Criteria for construction would include: The level of vehicle and pedestrian traffic on or projected for arterial streets; inadequate or nonexisting student walkways to schools serving the town; need for walking access to Town park and recreation areas; unsafe pedestrian access to Metrobus routes and shopping areas; and, clearly defined gaps between segments of existing sidewalk systems. On streets meeting those criteria, sidewalks should be built on at least one side of the streets. Rights-of-way exist on most streets in Vienna for that purpose.

A side effect of more sidewalks may be to reduce the amount of mowing and weed trimming currently done by Parks and Recreation personnel on request. A properly installed sidewalk with curb and gutter will often provide a easier place to mow and maintenance is often done by the resident.

- (f) Power Lines - As opportunities arise, the overhead power lines, telephone lines and TV cables should be relocated underground, or if not feasible, consideration should be given to relocation to the rear property line. As example, this should be done along Park Street, S.E., when this street is improved.

2. Public Safety

- (a) Police and Court Facilities - The current budget includes funding for a site selection and study of requirements for a new police facility. Following this there will be architectural contract and a construction contract. The project is expected to be completed in fiscal 1990. The structure should incorporate a firing range so that the outdoor range at Northside Park can be phased out. The building should also include space for the Circuit Court so that it can be moved from the Council Chambers Room. Having the Court and the police headquarters in the same building will ease the problem of handling prisoners awaiting to appear in court. In addition, the space occupied by the Court, when not being used by the Court, would provide an excellent location for conducting police training and could be made available to citizen groups for their meetings. The completion and occupation of this building by the police and the Court would also free up additional space at Town Hall for use by the Town Staff.

3. Parks and Recreation - Master plans for some of the parks have been developed and recommendations for a phased development have been made. Other parks have no master plans. Table C provides a list of the Parks and Recreation facilities and the current state of development and Table D is the functional usage of each.
 - (a) Community Center - A new addition to the Community Center has been completed. A revised plan to utilize the Center to meet the needs of the Town's residents should now be prepared. Specifically, it is recommended that additional provisions be made for activities for our youth.
 - (b) Existing historic structures - Preservation of such historic structures as the Bowman House in a manner similar to the preservation of the Freeman House should be carefully considered and incorporated into this plan.
 - (c) Glyndon Park - A master plan for the completion of the development of this park has been made and is being implemented. During the next five years the phased approach to completion of this community park should be continued.
 - (d) Southside Park - A phased approach is recommended to complete this park over the next five years in accordance with its master plan which, included the addition of neighborhood facilities.
 - (e) Northside Park - Major planned development during the next five years includes the addition of a complex for property storage and equipment maintenance for Town equipment. The remainder of the Northside Park should be developed as a neighborhood park emphasizing its natural elements.
 - (f) Moorefield House and Park - A master development plan for this park as a neighborhood and community historical park should be made.
 - (g) Beulah Road Park - A master development plan for this park should be prepared. It is recommended that this site be developed as a "natural" neighborhood park.
 - (h) Stream Valley Parks - Stream Valley parks represent a sizeable portion of the Town's park system. They provide storm drainage and buffers. A master plan should be developed for the Stream Valley Parks, taking into consideration the effect

on erosion control, storm drainage, access to bike trails and walking trails. The current state of the Stream Valley Parks is such that they are often used as "dumps" for neighborhoods with little desire for change. If changes through a master plan are proposed, then the plan must address the care of the stream beds. It is recommended that the Stream Valley Parks be planned for development as "linear trail" parks for use by walkers and bicyclists.

TABLE A - POPULATION BY AGE
 TOWN OF VIENNA
 1980 - 1990

| Age | <u>1980</u> | | <u>Projected 1990 *</u> | |
|-------|-------------------|-----------------------------|-------------------------|-----------------------------|
| | <u>Population</u> | <u>Percent Distribution</u> | <u>Population</u> | <u>Percent Distribution</u> |
| 0-4 | <u>749</u> | <u>4.8</u> | <u>650</u> | <u>4.2</u> |
| 5-9 | <u>979</u> | <u>6.3</u> | <u>720</u> | <u>4.7</u> |
| 10-14 | <u>1486</u> | <u>9.6</u> | <u>950</u> | <u>6.3</u> |
| 15-19 | <u>1679</u> | <u>10.9</u> | <u>1420</u> | <u>9.4</u> |
| 20-24 | <u>1125</u> | <u>7.3</u> | <u>1675</u> | <u>11.0</u> |
| 25-29 | <u>1036</u> | <u>6.7</u> | <u>1060</u> | <u>7.0</u> |
| 30-34 | <u>1164</u> | <u>7.5</u> | <u>1035</u> | <u>6.8</u> |
| 35-44 | <u>2440</u> | <u>15.7</u> | <u>2260</u> | <u>14.9</u> |
| 45-54 | <u>2273</u> | <u>14.7</u> | <u>2420</u> | <u>15.9</u> |
| 55-59 | <u>991</u> | <u>6.4</u> | <u>1050</u> | <u>6.9</u> |
| 60-64 | <u>646</u> | <u>4.2</u> | <u>950</u> | <u>6.3</u> |
| 65-74 | <u>591</u> | <u>3.8</u> | <u>620</u> | <u>4.2</u> |
| 75-84 | <u>258</u> | <u>1.6</u> | <u>260</u> | <u>1.7</u> |
| 85 up | <u>72</u> | <u>0.5</u> | <u>100</u> | <u>0.7</u> |
| TOTAL | <u>15,469</u> | <u>100.0%</u> | <u>15,170</u> | <u>100.0%</u> |

* Population Cohort Survival Method

TABLE B - INVENTORY OF FACILITIES

| <u>Type of Facility</u> | <u>Size or Number</u> |
|-----------------------------------|---|
| Community Center | Building: 26,693 Sq. Ft. Site: 3.28 acres |
| Playgrounds | 7 total |
| Tennis Courts | 6 (6 Lighted) |
| Basketball Courts (Outdoor) | 3 (0 Lighted) |
| Trails: Hiking & Biking | 10 total |
| Playing Fields (Total- by usage)* | |
| Baseball, (90 ft. infield) | 2 (1 Lighted) |
| Baseball, (60 ft. infield) | 4 (1 Lighted) |
| Football | 2 (2 Lighted) |
| Soccer | 1 (1 Lighted) |
| Softball (Youth) | 5 (2 Lighted) |
| Softball (Mens) | 3 (2 Lighted) |

*Several fields are used for multiple sports activities as the seasons change.

**TABLE C - PARKS AND RECREATION FACILITIES
 STAGE OF DEVELOPMENT**

| | Developed | Majority Developed | Partially Developed | Undeveloped |
|------------------------------|-----------|-----------------------|------------------------|-------------|
| Community Center | X | | | |
| Parks | | | | |
| Glyndon St. | | X | | |
| Southside | | X | | |
| Northside | | | | X |
| Moorefield | | | | X |
| Beulah Road | | | | X |
| Stream Valley | | | | X |
| Meadow Lane | X | | | |
| Cunningham | X | | | |
| Crabtree | X | | | |
| Caffi Field | X | | | |
| Waters Field | X | | | |
| Cedar Lane School | | | X | |
| Salsbury Spring | | | | X |
| Peterson Lane Park | | | X | |
| Washington & Old Dominion | X | | | |
| Wildwood | | | | X |
| Yeonas | | X | | |

TABLE D - TYPES OF PARKS AND FACILITIES

| | Multi -Use | Community | Playing Fields | Neighborhood | Linear Trails |
|------------------------------|---------------|-----------|-------------------|--------------|------------------|
| Community Center | X | | | | |
| Parks | | | | | |
| Glyndon | | X | | | |
| Southside | | | X | | |
| Northside | | X | | | |
| Moorefield | | | | X | |
| Beulah Road | | | | X | |
| Stream Valley | | | | | X |
| Meadow Lane | X | | | | |
| Cunningham | | | X | | |
| Caffi Field | | | X | | |
| Cedar Lane School | | | X | | |
| Salsbury Spring | | | | X | |
| Peterson Lane Park | | | | X | |
| Bowman House | X | | | | |
| Freeman House | X | | | | |
| Crabtree | | | X | | |
| Waters Field | | | X | | |
| Washington & Old Dominion | | | | | X |
| Wildwood | | | | | X |
| Yeonas | | | X | | |

TOWN OF VIENNA TRANSPORTATION PLAN UPDATE

APPROVED: OCTOBER 14, 1987

VIENNA PLANNING COMMISSION

AS AMENDED AND APPROVED: JANUARY 23, 1989

VIENNA TOWN COUNCIL

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PLAN ELEMENTS

Provide for an official Town Major Street and Roadway Plan delineating traffic circulation and a street classification system in conformance with the Virginia Department of Transportation (VDOT) standards.

Formally support the construction of additional parking facilities at the Vienna Metrorail Station as a means of providing adequate commuter parking on-site, and relieving the existing burden of utilizing nearby residential streets within the Town for this same purpose.

Evaluate the feasibility of incorporating a Comprehensive Bike Path Map element into the Transportation Plan.

Incorporate a Public Transportation map into the Transportation Plan showing desirable transit feeder routes to the Metrorail station and other major destinations.

Recommendations will be made for transportation network changes arising from general and supporting policies described herein.

Recommendations will be made for Capital Improvements Program items.

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

Increase efforts to protect residential neighborhoods from the degrading effects of a road system overburdened with motor vehicle traffic that originates and has destinations outside the Town of Vienna.

Facilitate the movement of local traffic between points within the corporate boundaries of Vienna.

Consider Transportation Plan impact when allowing changes in land use.

Assess impact of external studies and traffic improvements on the Vienna transportation system.

Support efforts to maximize safety and reliability of the transportation network.

Support efforts to minimize air and noise pollution.

Promote conditions which permit safe walking and jogging throughout the Town.

Encourage use of the bicycle as a means of recreation and local transportation for Town residents.

Explore further opportunities to improve public transportation.

GENERAL POLICY

It is the intent of this Transportation Plan to support the goals and objectives of the Land Use Plan in preserving Vienna's residential character. The goal and objectives set forth in this plan were established with that principle in mind. The following specific policies are intended to provide guidelines for implementation of this plan. Due to the complex nature of transportation management and engineering, care should be taken that the impact of actions taken in support of one objective is considered carefully vis-a-vis all other objectives.

SUPPORTING POLICIES

Adopt a priority list for traffic improvements based on results of Town traffic studies.

Encourage the Department of Public Works to assemble baseline traffic counts and monitor traffic patterns through additional data collection on Town streets.

Support Federal, State and County actions which will lessen the volume of through traffic within the corporate limits of the Town. In particular, continue efforts to gain support and explore alternatives for arterial bypasses around Vienna.

Explore alternatives for reducing traffic congestion along Maple Avenue, East and West.

Minimize the impact of Maple Avenue traffic congestion on the adjacent street system (e.g., reduce "short-cutting" on residential streets; maintain smooth and efficient cross traffic flow on side streets; accommodate pedestrians).

To protect the quality of life in the proximity of major mass transportation facilities continue to support the permit parking program and expand where appropriate.

Re-evaluate stop sign placement throughout the Town.

Adopt specific recommendations to enhance pedestrian access to the Vienna Metrorail station, recommendations on the placement of sidewalks, pedestrian traffic light phases on Nutley Street, S.W., and increase street lighting as appropriate.

Ensure that every school zone within the Town is protected with appropriate crosswalks and flashing school zone lights.

Develop a formal mechanism linking Transportation Plan changes to changes in land use brought about by Council decisions.

Encourage the expansion and use of public transit, including Metrorail, Metrobus, and paratransit (jitney, van pooling, car pooling and parking lots for car pools). Promote bus transportation for a majority of Vienna residents, to such destinations as the Town's Central Business District, Tysons Corner, Fair Oaks Mall, Fairfax City, and the Vienna and Dunn Loring Metrorail Stations.

Continue to promote expansion of the network of feeder systems to the Washington and Old Dominion Regional Park bicycle trail.

For the purpose of future development, and in accordance with the Future Land Use Plan, restrict the number of driveways and the distance between each that enter unto arterial and collector streets.

REPRESENTATIVE TRANSPORTATION PROBLEM AREAS

Vehicular Traffic - In addition to Maple Avenue, East and West, and Nutley Street S.W., various corridors and intersections have been identified in existing traffic studies that require early rectification. Problems include excessive vehicle speed, high traffic volume, poor geometry/topography or sight distance, commuter parking and/or high accident rates.

Pedestrian/Bicycle - Several corridors and intersections have been identified as problem areas from the standpoint of either pedestrian or bicycle traffic. Problems include poor school crossing sight distance and/or lighting, high speed vehicle traffic close to sidewalks, diagonal pedestrian crossings, mid-block crossing for bicycles, insufficient pedestrian crossing time at traffic lights, poor sidewalk condition, or no sidewalks at all.

Transit - In general, bus feeder routes and schedules for access to the Metrorail system are not adequate to meet Vienna's needs. Routes do not provide sufficient access to the Town's population centers and bus frequencies are insufficient to encourage ridership.

RECOMMENDATIONS

The following specific recommendations are made as a result of the current transportation plan update process:














1. The two most serious problems facing the Town are excessive vehicle speed and high traffic volumes on residential streets. Both of these problems are caused primarily by non-residents. The Town should undertake an aggressive policy to:
 - (a) Identify local streets which have an excessive speeding problem. Identify local streets with non-resident traffic in excess of twenty-five percent (25%). Record and maintain this data current for planning and enforcement purposes.
 - (b) Increase police enforcement on local streets with excessive speeding problems (e.g., once per week for 3 months).
 - (c) Launch an intensive media campaign to publicize the Town's speed enforcement activities.
 - (d) Develop a plan for improved traffic movement and possible turn restrictions along the Maple Avenue, East and West, Church Street, N.E., and N.W., Park Street, N.E., and S.E., Courthouse Road, S.W., Lawyers Road, N.W., Beulah Road, N.E., and Nutley Street, S.W. corridors to prevent "short-cutting" by non-resident traffic, particularly during rush hours.
2. Direct the Transportation Safety Committee to develop a list of candidate traffic improvements based on results of Town traffic studies. This list should include a consideration of the following improvements for the Maple Avenue corridor:
 - (a) Increase the vehicle throughput capability of major side streets by improving intersection lane widths, turning radii and sight distance.
 - (b) Implement an efficient traffic signal timing and synchronization plan.

- (c) Confirm the proper placement of bus stops.
 - (d) A possible increase in the width of the curb lanes (narrow center turning lane).
 - (e) A reduction in the number of entrances to parking lots; implementation of the interconnection of adjoining parking lots.
 - (f) Identify intersections for possible part-time or full-time turn restrictions (e.g., Right Turn Only, 4-6 PM).
 - (g) A possible reduction in number of traffic signals.
 - (h) Possible alternatives for directionalization of traffic (e.g., one-way streets or reversible lanes during rush hours).
 - (i) Identify intersections for possible grade separation (e.g., ramps, over-/underpasses).
3. Consider opening Church Street, N.W., between Lawyers Road and Pleasant Street, with properly designed one-way or two-way traffic patterns, to minimize impact on neighborhood.
 4. Promote the establishment of a public parking facility in the Downtown Commercial Retail shopping district.
 5. Designate a transportation liaison officer to conduct surveys and to coordinate public transportation issues with residents and Washington Metropolitan Area Transit Authority and other county and regional and state transportation authorities with the objective of encouraging use of mass transit.
 6. Work with the Northern Virginia Regional Park Authority to establish an overpass/underpass where the Regional bicycle path crosses Maple Avenue, East. Work with VDOT to establish an overpass or underpass across Nutley Street, S.W., as part of the realignment thereof.
 7. Evaluate the bicycle path network as a transportation circulation plan and identify deficiencies that prevent the paths from being used for transportation.
 8. Direct the Department of Public Works to develop and implement a plan for the compilation of a traffic data base for the Town. This plan should include: prioritization of streets for traffic counts; methods for conducting counts; data base type, storage and

retrieval; schedules for count updates; budget; etc. In addition, continue the collection of base-line traffic data, particularly in Southwest Vienna, to establish the impact of Metrorail related development and the impact of the full interchange at Nutley Street and Interstate Highway 66.









9. Develop a pedestrian circulation map in order to determine where additions to the sidewalk system should be made to assure pedestrian access to: schools, shopping areas, Metrobus stops and Metrorail. Inventory the status of sidewalk right-of-ways within the Town.
10. Assure that streets included in the pedestrian circulation plan have adequate lighting.
11. Install flashing school zone lights or crosswalks in school areas where they have not been installed.
12. Assign to the Transportation Liaison Officer responsibility to monitor State and County road initiatives that may affect Vienna and to appraise the Mayor and Council so that they may press for options that bypass traffic around Vienna.
13. Develop specific plans for by-passing traffic around the Town, outside Town limits. One possible route that should be studied is Old Courthouse Road- Gallows Road, Lee Highway-Blake Lane- Hunter Mill Extension, and Hunter Mill Road- Dulles Toll Road.
14. Through the Town newsletter continue to inform the citizens of the permit parking program and other Transportation issues.
15. Direct the Transportation Safety Commission to reevaluate town-wide stop sign placement in terms of safety considerations.
16. Encourage pedestrian transportation by constructing a pedestrian walk on at least one side of through streets in the Town of Vienna and on both sides of heavily travelled streets where pedestrian hazards exist. Make provision for the removal of snow by Town or other personnel on sidewalks heavily used by pedestrians, particularly those walks used by school children and riders of Metrobus and Metrorail.
17. Increase efforts to enforce the Town Code with respect to "encroachment" on sidewalks and rights-of-way and intersection sight distance.

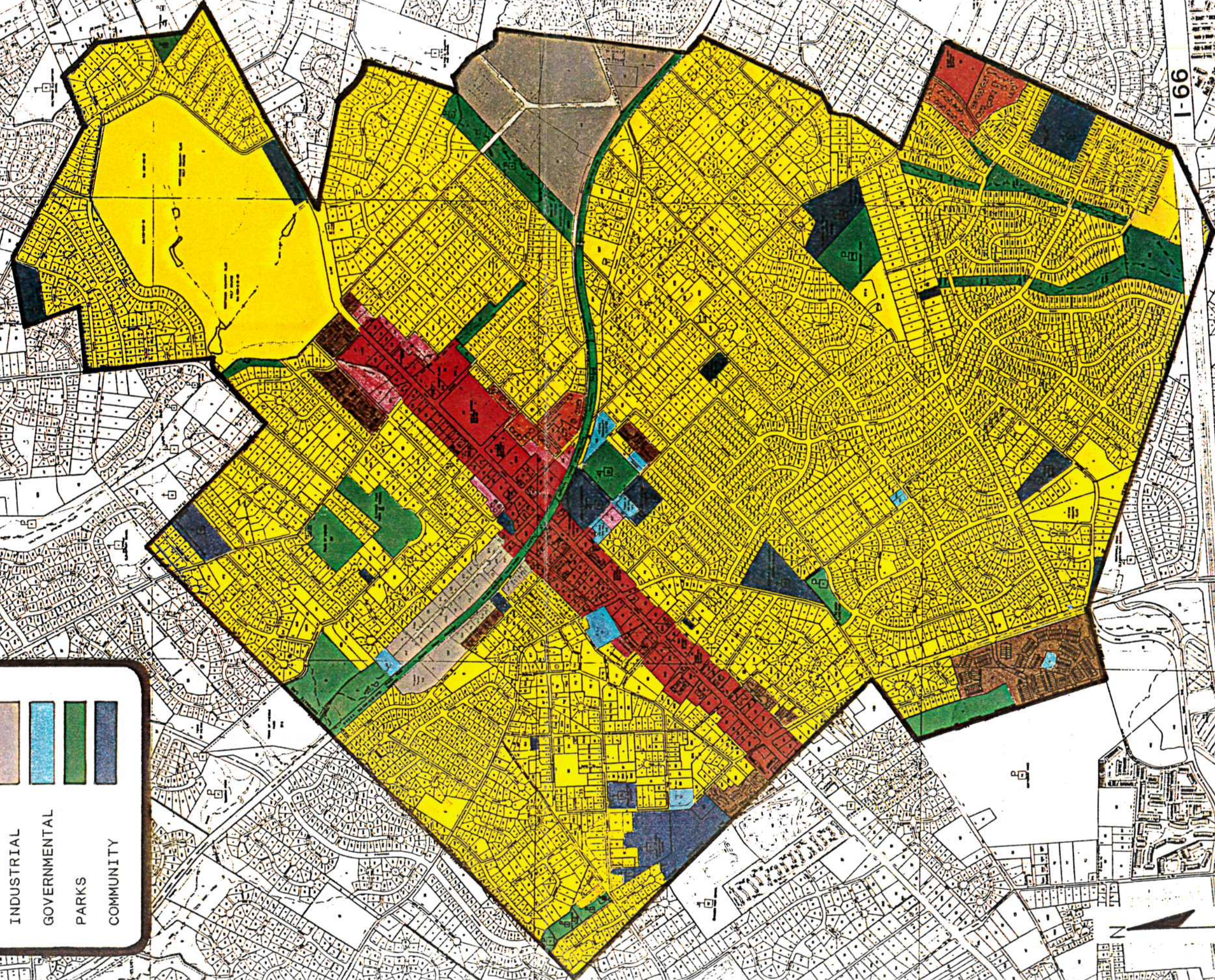
EXISTING LAND USE MAP

- | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| RESIDENTIAL | TOWNHOUSES | APARTMENTS | COMMERCIAL | OFFICES | INDUSTRIAL | GOVERNMENTAL | PARKS AND REC. | PRIVATE PARKS | SCHOOLS | CHURCHES | DAY CARE | VACANT |



LAND USE PLAN

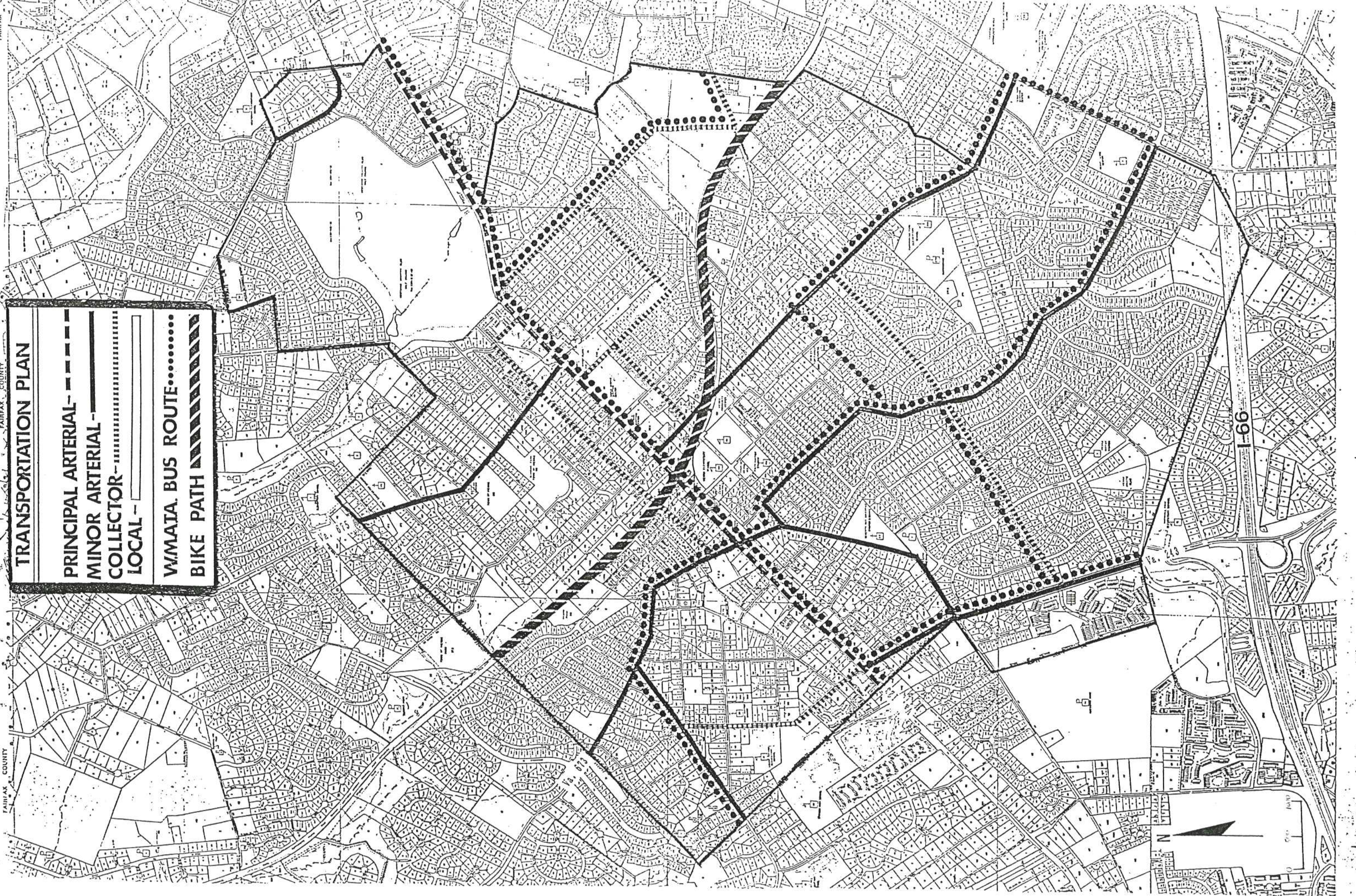
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|  |  |  |  |  |  |  |  |
| RESIDENTIAL | TOWNHOUSES | APARTMENTS | TRANSITIONAL | COMMERCIAL | INDUSTRIAL | GOVERNMENTAL | PARKS |
| | | | | | | | COMMUNITY |



1-66

TRANSPORTATION PLAN

- PRINCIPAL ARTERIAL - - - - -
- MINOR ARTERIAL - - - - -
- COLLECTOR - - - - -
- LOCAL - - - - -
- WMATA BUS ROUTE - - - - -
- BIKE PATH - - - - -



I-66

