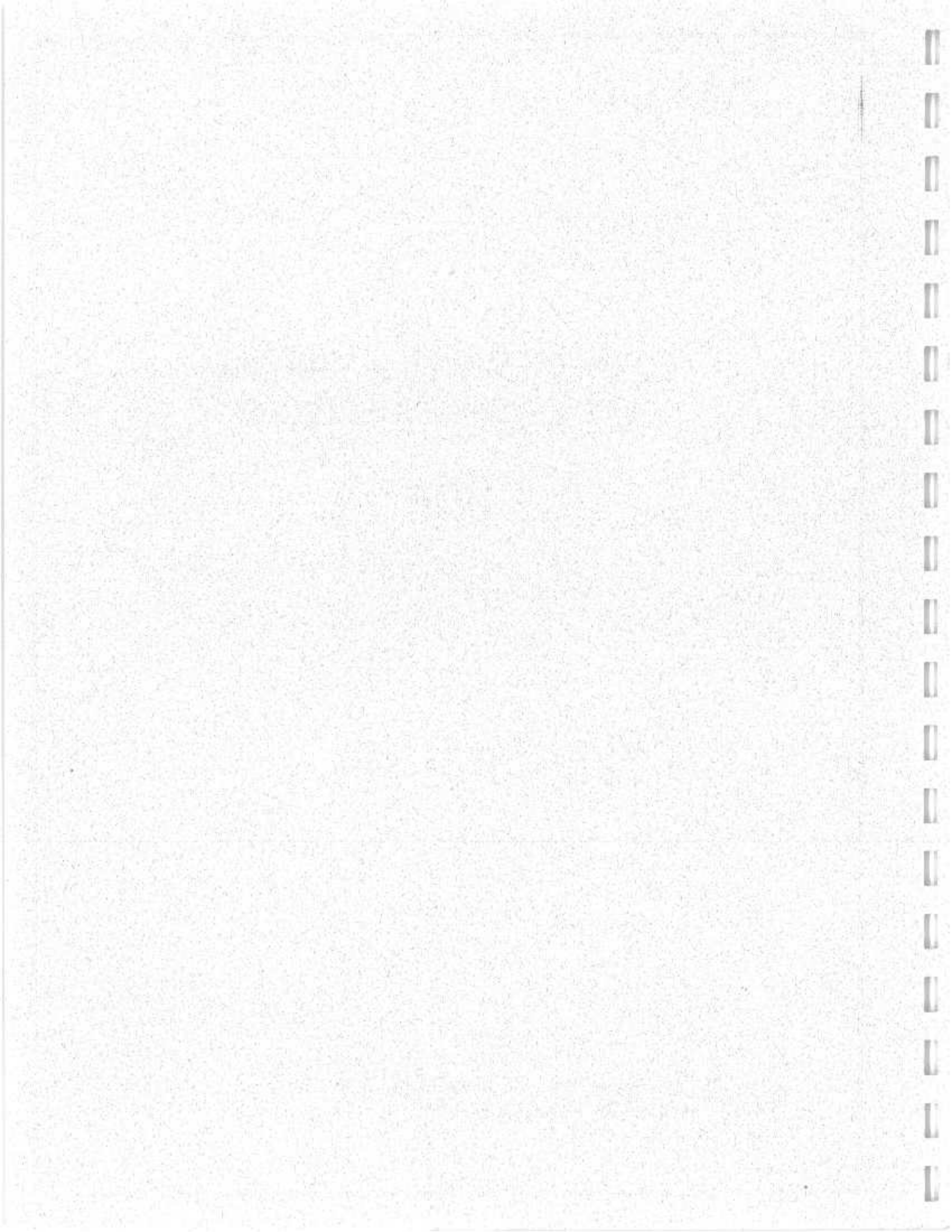


TOWN OF VIENNA, VIRGINIA  
COMPREHENSIVE PLAN

1995

Planning Commission Approved: November 8, 1995  
Town Council Adopted: March 18, 1996



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## Foreword

### STATUTORY REQUIREMENT

Title 15.1, Chapter 11, Article 4 of the Code of Virginia requires every community to adopt a comprehensive plan for the territory within its jurisdiction and to review such plan for amendments at least once every five years. The comprehensive plan must guide "... a coordinated, adjusted, and harmonious development of the territory which will, in accordance with present and probable future needs and resources best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants." The plan may be accompanied by descriptive matter, maps, charts, and other material as necessary to support the recommendations.

### OVERVIEW OF THE COMPREHENSIVE PLAN

The Town of Vienna adopted its first Comprehensive Plan in 1957. The Plan has been revised several times since then, the most recent being January 1989. This Plan describes the current characteristics of the Town, as well as trends and events that have been taken into account in charting the future growth and development of Vienna. These and other factors are reflected in the Town's policies regarding transportation, land use, and capital improvements.

### CHARACTERISTICS AND TRENDS

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

- **History:** A short history of the settlement and development of the Town.
- **Demographics:** Information concerning the number, age, education, and other characteristics of Town residents.
- **Environmental Features:** Key environmental characteristics and requirements affecting land use.
- **Existing Land Use:** A summary of current development patterns and land use.
- **Inventory of Transportation Facilities:** Existing street and other transportation facilities.

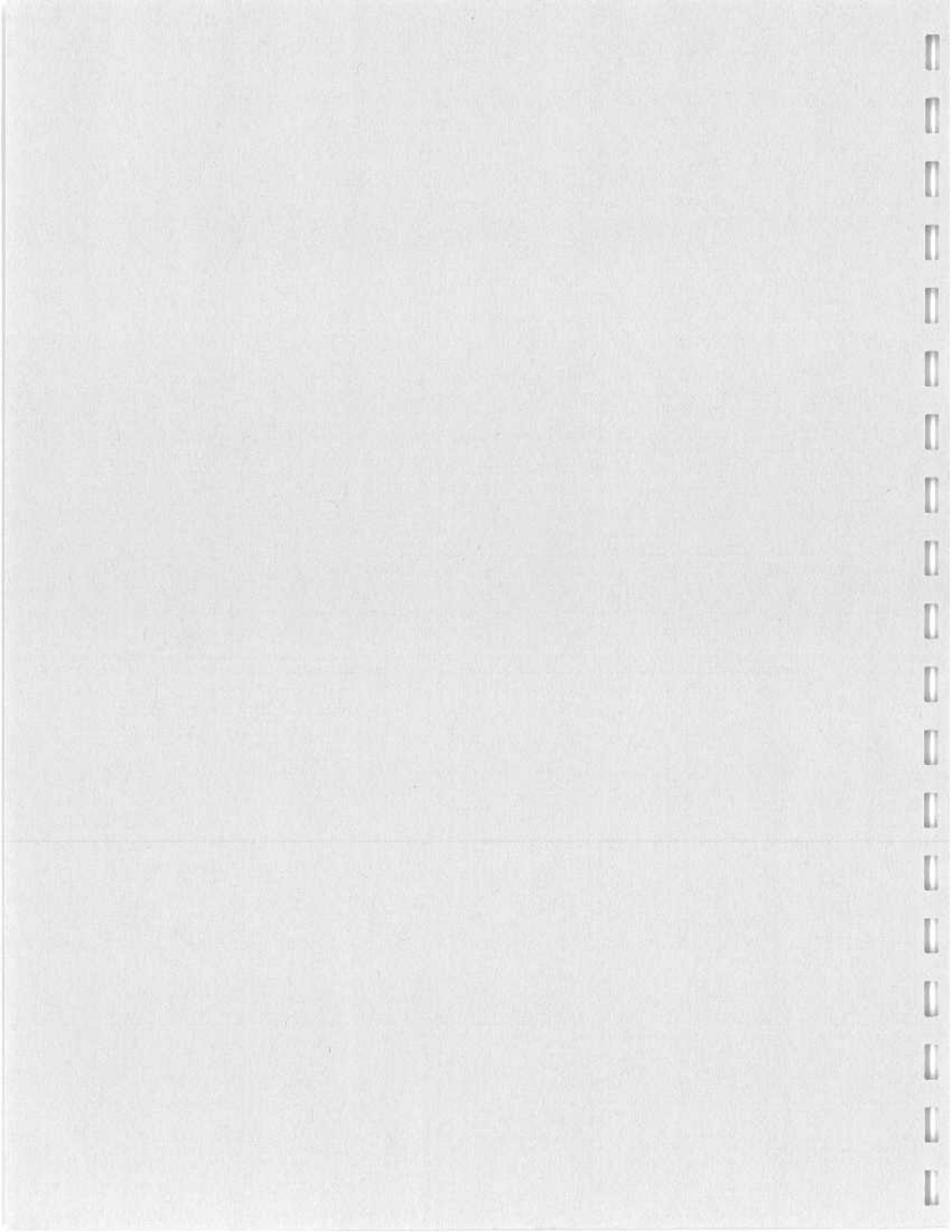
- **Community Facilities and Services:** A description of existing community facilities, including parks, schools, and libraries, and public utilities.
- **Capital Improvement Program:** Key features of Vienna's program for capital improvements.

#### DEVELOPMENT POLICIES

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

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

TRENDS and CHARACTERISTICS





## HISTORY

### EARLY BEGINNINGS

The Vienna area was initially settled as large farming estates. In 1767, Vienna's first house of record was built. The area was named Ayr Hill after the owner's native Scottish County of Ayr, and retained the name for nearly a hundred years. Growth was slow, with no more than eight houses in the village at the turn of the century.

The mid-1800s, however, witnessed great change for Vienna. Between 1840 and 1860 there was significant migration from the north, especially New York State. Inexpensive yet fertile land and a mild farming climate lured many new residents who brought with them advanced farming techniques. These techniques increased productivity and helped restore the vitality of the old plantation farms. Vienna's commercial activities during this period included America's first steel-beamed plow factory. The railroad, which reached Vienna in 1858, was used for shipping plows until the factory was sold in 1869.

Other notable events include the 1842 purchase of 50 acres of land from what had been the original Wolf Trap plantation by Keziah Carter, a free black woman. This purchase established the Carters as one of Vienna's oldest families, and many descendants still reside in the Town.

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

### THE CIVIL WAR PERIOD

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

In the years following the war, Vienna experienced a growth in permanent residency, including both white and black settlers. Among the new residents were Major Orrin T. Hine and Harmon L. Salsbury. A Freedmen's Bureau agent, radical Republican, farmer, and realtor, Hine settled in Vienna in 1866 and by 1885 had amassed almost 6,500 acres of area land. Major Hine was elected the Town's first mayor when Vienna was incorporated in 1890.

Salsbury, a Union Captain in the 26th Regime of Colored Infantry, welcomed settlers to his estate, making housing available to newly freed citizens by providing easy credit and long mortgages. Captain Salsbury's house still stands at 224 Walnut Lane, NW.

Thomas and Daniel West, freed slaves and landowners, established Vienna's first black public school in 1868. The Town's first white public school followed in 1872.

Originally called Georgetown Road, today's Church Street was the Town's first thoroughfare, hosting the business district and most of the churches -- the Baptist Church, built in 1868; the Presbyterian Church in 1874; the Methodist Church in 1890; and the Episcopal Church in 1896. The original location of Vienna's oldest continuous business, the Money and King Funeral Home, was at the corner of Church Street and Lawyers Road, NW.

### EARLY 20th CENTURY

The Vienna Volunteer Fire Department, organized in 1903 by Mr. Leon Freeman and chartered in 1929, is Fairfax County's oldest volunteer fire department. In 1904 Freeman heralded the advent of Vienna's motorized age with ownership of the Town's first automobile, spurring the first speed limit -- 12 miles per hour. Transportation improvements continued with the construction of a trolley line connecting Vienna with Washington, D.C. via Falls Church.

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

### POST WORLD WAR II

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

The first of many "modern" shopping centers was built in 1954 along the newly widened Maple Avenue. The maple trees that gave the avenue its name were removed for transportation improvements in 1958. Transportation, shopping, and residential demands continued to grow with the increasing population of Vienna and Fairfax County. Notable regional developments included the construction of Dulles International Airport in 1962, Fairfax Hospital in 1962, Tysons Corner Center in 1968, and the Vienna Metrorail Station in

1986.

Vienna's history reflects a strong sense of leadership and dedication to a stable community. The government and citizens reflect these sentiments through policies that maintain Vienna's small town character while providing desired improvements and facilities.

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## DEMOGRAPHICS

### INTRODUCTION

Demographic statistics and trends provide important background regarding transportation needs, land use, and infrastructure requirements. The following is a profile of Town residents compared, where appropriate, to the total population of Fairfax County and to the U.S.

### POPULATION

Fairfax County, which includes Vienna, experienced strong population growth over the last 20 years, while Vienna experienced a gradual decline in population.

Further significant growth is projected for Fairfax County through the year 2000. Vienna, however, is expected to grow only modestly. This will permit the Town to emphasize the maintenance and upgrading of existing infrastructure rather than the development of new infrastructure.

TABLE D-1: TOTAL POPULATION -- VIENNA AND FAIRFAX COUNTY (with decade-to-decade changes)				
JURISDICTION	1970	1980	1990	2000 (projected)
Town of Vienna	17,152	15,469	14,852	15,346
		(-9.8%)	(-4.2%)	(+3.3%)
Fairfax County	455,021	596,901	818,584	980,000
		(+31.2%)	(+37.1%)	(+19.7%)

Source: U.S. Census; Planning and Zoning Department, Town of Vienna

**AGE DISTRIBUTION**

Table D-2 compares the age distribution of Vienna's population in 1980 and 1990. It shows an aging of Vienna's population:

- a decrease in residents of age 24 and younger (-26.1%);
- a small increase in residents ages 25-64 (+4.0%); and
- a significant increase in the elderly population age, 65 and above (+64.5%).

<b>TABLE D-2: VIENNA'S POPULATION BY AGE -- 1980 AND 1990</b>		
AGE	1980	1990
<b><u>Ages 24 and under</u></b>	<b><u>6,018</u></b>	<b><u>4,449</u></b>
Less than 5	749	876
5-19	4,144	2,653
20-24	1,125	920
<b><u>Ages 25-64</u></b>	<b><u>8,530</u></b>	<b><u>8,888</u></b>
25-44	4,620	5,038
45-64	3,910	3,850
<b><u>Ages 65-up</u></b>	<b><u>921</u></b>	<b><u>1,515</u></b>
65-74	591	1,049
75 and up	330	466
<b>TOTAL</b>	<b><u>15,469</u></b>	<b><u>14,852</u></b>

Source: U.S. Census

Table D-3 compares the age distribution of the Town's population with that of Fairfax County. Vienna's median age is 3.5 years greater than that of the County as a whole, having a relatively greater concentration of residents above age 64.

TABLE D-3: COMPARISON OF AGE DISTRIBUTION -- VIENNA AND FAIRFAX COUNTY (% of total 1990 population)		
AGE	TOWN OF VIENNA	FAIRFAX COUNTY
24 and under	30.0	34.2
25-64	59.8	59.2
65 and up	10.2	6.6
<b>TOTAL</b>	<b><u>100.0</u></b>	<b><u>100.0</u></b>
Median Age	36.6	33.1

Source: U.S. Census; 1992 Fairfax County Standards Report

Whether the average age of Vienna's population will continue to increase is difficult to predict. A further "graying" of the population would be consistent with projected national trends. However, further aging could be offset by retirement or other outward migration of current residents, freeing-up reasonably priced houses that makes Vienna an attractive location for younger families.

#### HOUSEHOLD NUMBER AND SIZE

Vienna had 5,310 households in 1990. The January 1, 1993, boundary adjustment with Fairfax County increased the total number of households to 5,367. Over the past two decades the average household size in Vienna dropped from 3.8 in 1970 to 2.8 in 1990. A similar downward trend was evident for Fairfax County and the Nation, as shown in Table D-4.

**TABLE D-4: COMPARISON OF AVERAGE HOUSEHOLD SIZE -- VIENNA, FAIRFAX COUNTY, AND UNITED STATES**

JURISDICTION	1970	1980	1990
Vienna	3.8	3.0	2.8
Fairfax County	3.5	2.9	2.8
United States	3.1	2.8	2.6

Source: U.S. Census; Fairfax County Office of Research and Statistics

**INCOME**

In 1990, Fairfax County ranked first among all U.S. counties in both median family and median household incomes, and twelfth in per capita income. As shown in Table D-5, Vienna mirrors Fairfax County income statistics. The 1990 U.S. Census also showed that only 3.1% (459 persons) of Vienna's population lived below the poverty line. This is significantly below the U.S. average (13.1%) and the Virginia average (10.2%). It is also slightly below the Fairfax County average (3.5%).

**TABLE D-5: COMPARATIVE 1990 INCOME LEVELS**

JURISDICTION	MEDIAN INCOME		PER CAPITA INCOME
	Household	Family	
Vienna	\$61,271	\$64,560	\$23,729
Fairfax County	\$59,284	\$65,201	\$24,833
Virginia	\$33,328	\$38,213	\$15,713
United States	\$30,056	\$35,225	\$14,420

Source: U.S. Census; Northern Virginia Planning District Commission

Several factors contribute to Vienna's and Fairfax County's high income levels. First, Vienna's adult population (25 years of age and older) has attained a high level of education: 90% are high school graduates and 45% are college graduates. (Fairfax County's educational levels are slightly higher -- 91% and 49%, respectively.) This highly educated work force is employed



primarily in higher paying administrative, managerial, professional, and executive positions. Secondly, the percentage of families in Fairfax County with more than one wage earner is significantly higher than State and national averages (73% compared to 59% and 63% respectively). Separate data for Vienna are not available, but they should be comparable to those for Fairfax County.

**RACIAL MAKEUP**

Table D-6 shows the racial makeup of the Town. Non-white residents represent 15.3% of the Town's total population. This figure is lower than the Fairfax County figure of 18.7% for its non-white population. The Asian/Pacific Islander population represents Vienna's largest non-white racial group. Vienna has 710 residents of Hispanic origin. Residents of Hispanic ethnic (not racial) origin were enumerated for the first time in the 1990 Census.

TABLE D-6: VIENNA'S POPULATION BY RACE IN 1980 AND 1990				
RACE	1980		1990	
	PERSONS	PERCENT	PERSONS	PERCENT
White	14,051	90.8	12,581	84.7
Black	640	4.1	610	4.1
Asian/Pacific Islander	605	3.9	1,377	9.3
American Indian, Eskimo, or Aleut	33	0.2	21	0.1
Other	140	0.9	263	1.8
<b>TOTAL</b>	<b><u>15,469</u></b>	<b><u>100.0</u></b>	<b><u>14,852</u></b>	<b><u>100.0</u></b>
Memo entry: Hispanic origin	--	--	710	--

Source: U.S. Census



## ENVIRONMENTAL FEATURES AND PROTECTION

### PHYSICAL ENVIRONMENT

Area: 4.4 square miles  
2,821.9 acres

Average Elevation: 389 feet

Mean Temperature: 57 degrees

Watersheds: Wolf Trap Creek to the east and northeast  
Bear Branch to the southwest  
Piney Branch to the far west

Soils: Soils in Vienna are primarily "Complex Soils," which are a mix of other soil types.

### FLOOD PLAINS

Flood plains are found in all quadrants of the Town. They flank the intermittent streams of Bear Branch in the southwest quadrant and Piney Branch in the northeast quadrant. They also exist along the perennial stream Wolf Trap Creek in the eastern half of Town, with many abutting lots prone to flooding. Flood plains are identified in Appendix A.

Flood plains are protected from structural encroachments by the Flood Plain Ordinance (Chapter 18.1, Vienna Town Code). This ordinance imposes land use controls on the development of flood plains, making affected property owners eligible for federal flood insurance administered by the U.S. Federal Emergency Management Agency (FEMA). Affected property owners are eligible for lower rates as a result of the Town's participation in FEMA's Community Rating System. The Town's efforts under the Community Rating System include the distribution of flood plain information to the public through the Department of Public Works and the Patrick Henry Library.

### CHESAPEAKE BAY PRESERVATION AREAS

The Chesapeake Bay Preservation Act requires the Town to institute land use regulations to mitigate non-point source pollution and to protect the quality of streams and tributaries flowing into the Chesapeake Bay. In 1993 the Town adopted, and the State approved, the Chesapeake Bay Preservation Ordinance and Area Map as an amendment to the Zoning Ordinance (Chapter 18, Vienna Town Code).

The Act requires that land with intrinsic value to the water quality of the Chesapeake Bay be identified and subjected to control. Two levels of water quality control for such land are established under the Act -- Resource Protection Areas (RPA) and Resource Management Areas (RMA). Vienna's Chesapeake Bay Area Map designating RPAs and RMAs is provided in Appendix B.

RPAs are subject to strict environmental control. These areas are required to remain free of construction activities except under very restricted conditions. The Bay Act requires that all wetlands and a one hundred foot buffer area adjacent to and along both sides of a perennial streams be designated as a Resource Protection Area. No tidal or non-tidal wetlands as defined by the Virginia Chesapeake Bay Preservation Act or as shown in the National Wetland Inventory prepared by the U.S. Department of Interior have been identified within Vienna. Wolf Trap Creek is the only perennial stream in Vienna. A one hundred (100) foot buffer has been established on each side of Wolf Trap Creek in accordance with the Act.

In addition, a Resource Management Area has been designated adjacent to the RPA buffer. RMAs have also been designated in other areas that have potential for contributing to significant water quality degradation through pollution runoff in the natural drainage system. These areas include flood plains, intermittent and tributary streams, and lands with sensitive soil conditions, such as hydric or highly erodible soils and soils with high water tables. These areas include the Westwood Country Club (NE), and the Westwood Manor (NE), and Towns of Moorefield (SW) neighborhoods. Development in an RMA is allowed, but must satisfy certain conditions and requirements to ensure that goals for reduction of non-point pollution are met.

#### **TREES AND LANDSCAPING**

The Town has long recognized the contribution of trees and landscaping to community aesthetics and property values, and therefore as a natural resource that needs to be protected.

The 1989 tree protection amendments to the Subdivision and Zoning Ordinances (Chapters 17 and 18, Vienna Town Code) protects arboreal resources within the Town limits. These provisions protect trees during construction and development activity, prevent unnecessary clear cutting of lots, encourage the planting of new vegetated areas, and ensure a minimum tree canopy coverage for all development.

## EXISTING LAND USE

### INTRODUCTION

This chapter provides a "snapshot" of Vienna's actual development patterns and characteristics. It provides a reference point from which current and proposed land use policies can be assessed and evaluated. Recommended land use policies and plans are set forth in the Future Land Use chapter.

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

### LAND USE PATTERNS

Table LU-1 shows that of the 2,821.9 acres that constitute Vienna's corporate limits, 75.9% are developed for residential purposes. The remaining acreage is devoted to recreational uses (12.2%), commercial/industrial uses (9.3%), and governmental/institutional uses (2.4%). The Town's land use map as of February 1995 is provided at Appendix C.

Table LU-1 includes the 74.3 acres added by the Town on January 1, 1993, as a result of adjusting its boundaries with Fairfax County. Of the 83 new parcels brought into the Town, 4 are commercial, 3 are parkland, 2 are government use, 8 are vacant, and the remaining 66 are single family detached housing units.

Townhouse developments are located at the eastern and western ends of the Maple Avenue commercial corridor. Additional townhouse developments exist along Center Street, North, abutting the industrial area to the northeast and on Center Street, South, adjacent to the fire station.

Multifamily units -- representing 11.0% of the total residential units -- include apartments, duplexes, and condominiums. Vienna has one major apartment complex of 300 units; it surrounds the Cedar Park Shopping Center at the northwest corner of Park Street, SE, and Cedar Lane, SE. Most of the remaining multifamily units are clustered in the center of the Town along Locust Street, SE, between Park and Glyndon Streets.

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

LU-1: LAND USE DISTRIBUTION (as of 7/1/93)		
LAND USE	ACREAGE	PERCENT OF TOTAL
<b><u>Residential</u></b>	<b><u>2,141.61</u></b>	<b><u>75.9</u></b>
Single Family Detached	2,050.86	72.7
Townhouse	62.74	2.2
Multifamily	28.01	1.0
<b><u>Commercial/Industrial</u></b>	<b><u>261.92</u></b>	<b><u>9.3</u></b>
Commercial	131.54	4.7
Industrial	130.38	4.6
<b><u>Other</u></b>	<b><u>418.37</u></b>	<b><u>14.8</u></b>
Parks and Recreation	343.54	12.2
Governmental/Institutional	66.87	2.4
Vacant	7.96	0.3
<b>TOTAL</b>	<b><u>2,821.90</u></b>	<b><u>100.0</u></b>
Memo Entry: Rights of Way	409.00	14.5

Source: Planning and Zoning Department, Town of Vienna

#### RESIDENTIAL LAND USE

Table LU-2 provides a breakdown of residential units in Vienna. Single family detached dwellings account for 82% of all residential units.

LU-2: RESIDENTIAL UNIT DISTRIBUTION (as of 7/1/93)		
HOUSING TYPE	NUMBER OF UNITS	PERCENT OF TOTAL
<b><u>Single Family</u></b>	<b><u>4,774</u></b>	<b><u>89.0</u></b>
Single Family Detached	4,401	82.0
Townhouse	373	7.0
<b><u>Multifamily</u></b>	<b><u>593</u></b>	<b><u>11.0</u></b>
Apartments	313	5.8
Condominium	274	5.1
Duplex	6	0.1
<b>TOTAL</b>	<b><u>5,367</u></b>	<b><u>100.0</u></b>

Source: Planning and Zoning Department, Town of Vienna

## COMMERCIAL LAND USE

Vienna has two types of commercial building uses: professional and general office use and retail use. Of the almost 3.8 million square feet of non-residential floor area, 54.1% is office space and 24.3% is shopping center and other retail space. (See Table LU-3 for the non-residential floor area within the corporate limits.)

Offices buildings are scattered throughout the Town's commercial areas, but have a slightly higher concentration along the western half of Maple Avenue, where several medical complexes are located. Also in this corridor is the Town's tallest building, White Oak Tower. Built in the early 1970s, the building is six stories high, and its construction led to a review of the appropriate building height in Vienna. Out of this review came a reduction in maximum building heights, which was intended to limit the impact of commercial uses on residential neighborhoods, and help preserve Vienna's small town character. In 1987 the Town Code was amended to eliminate language permitting physician and dental offices in the RM-2 zoning district, thereby strengthening the policy of restricting encroachment of commercial uses in residential zones. Offices are also the principal non-residential use in the T-Transitional zoning district. Offices in this district are for professional use and must have a design compatible with adjoining residential areas.

Vienna's retail developments reflect suburban growth patterns popular in the 1950s and 1960s. All Vienna shopping centers, except Village Green, are "strip" shopping centers designed to accommodate the motorist. The structures are built behind expansive parking lots with little landscaping to beautify the site and screen their use.

The Maple Avenue Shopping Center and the Vienna Shopping Center are the two largest retail centers within the Town. The Maple Avenue Shopping Center, on Maple Avenue, East, was renovated in 1989. The center now has three anchors -- a grocery, drug store, and auto parts store -- and provides a total of 95,600 square feet of specialty and retail businesses. The Vienna Shopping Center, on Maple Avenue, West, has 62,410 square feet of retail space; it was renovated in 1991.

A third major shopping center, Danor Plaza, is currently undergoing renovation. This complex is located directly east of the Maple Avenue Shopping Center, and has 60,308 square feet of retail space, including three restaurants and a bakery.

LU-3: NON-RESIDENTIAL FLOOR AREA (3,764,143 sq. ft.)			
ACTIVITY	AREA (SQ. FT.)	ACTIVITY	AREA (SQ. FT.)
<b><u>Commercial</u></b>	<b><u>2,984,958</u></b>	<b><u>Governmental/ Institutional</u></b>	<b><u>416,368</u></b>
Office	2,064,283	Public Schools	157,418
Shopping Centers	531,715	Worship Halls	129,038
Other Retail	388,960	Private Schools	42,204
<b><u>Industrial<sup>1</sup></u></b>	<b><u>321,542</u></b>	Government	36,012
Warehouse & Storage	315,022	Post Office	16,092
Construction	6,520	Public Assembly	10,612
<b><u>Recreational</u></b>	<b><u>41,275</u></b>	Libraries	10,230
Indoor Recreation	38,275	Civic & Fraternal	10,006
Park Facilities	3,000	Nursing Homes	4,756

Source: Fairfax County Statistical Profile, 1992

The Church Street commercial area, from the 100 block, NE, to its termination at Lawyers Road, currently has a very low intensity of commercial use, consisting primarily of specialty shops. Upper level apartments, a condominium complex, a church, museum, and U.S. Post Office are also located in this area. The Washington & Old Dominion regional park and trail bisects Church Street and provides excellent access for pedestrians and cyclists.

The Church Street area has been identified as a revitalization area by the Vienna Town Council and Fairfax County. In November 1989, Fairfax County voters approved a County bond package that earmarked \$1.2 million for the renovation of the streetscape. Revitalization plans have been completed and are going out for bid. Construction will be completed in 1996.

#### **INDUSTRIAL LAND USE**

Vienna has two industrial areas -- the industrial corridor on Mill Street, NE, and Dominion Road, NE (zoned CM), and the industrial park in the southeast quadrant at the end of Follin Lane, SE (zoned CMP). Table LU-1 shows that the industrial areas account for 4.7% of the Town's land, almost equal to the commercial acreage.

<sup>1</sup> Office space in Industrial Park included in "Commercial" category due to limitations of available data.



The two industrial areas reflect the different requirements and uses of their zoning. Mill Street/Dominion Road is a warehouse and wholesale corridor. It emerged as an adjunct of the original Washington & Old Dominion railroad, which passed through Vienna along what is now the hike and bike trail. Since 1988 this area has been the subject of renewed interest, with the construction of a new wholesale center and many building upgrades.

The industrial and technology park, located at the southeast corner of the Town, was designated and zoned in 1961 to encourage the location of facilities that could meet certain innovative design criteria, such as a campus-like setting. The area is approximately 75% developed.

### PARKS AND RECREATION

As shown in Table LU-1, Vienna has 343.5 acres of land devoted to parks and recreational use, making up just over 12% of the Town's total land. This figure includes 178.5 acres of public facilities and 165 acres of private facilities, of which 157 acres is the Westwood Country Club. Other private parks include the Vienna Little League fields, the Vienna Aquatic Club, and the Vienna Woods Swim and Tennis Club, all in the southwestern part of the Town. Major Town parks include Southside Park, Glyndon Park, and Meadow Lane Park. (See Community Facilities and Public Utilities Chapter for a more extensive description.)

Much of the passive recreational land use is flood plain adjacent to intermittent streams in the southwest quadrant of Town. A section of flood plain in the southeast quadrant, Wildwood Park, also serves to separate the industrial park from abutting residential neighborhoods.

### GOVERNMENTAL/INSTITUTIONAL LAND USE

Governmental and institutional land use, excluding publicly-owned parks discussed above, represents 2.4 percent of land in the Town. These tracts include the Town Hall, Community Center, fire station, police station, water towers, and the Town's property yard. Though most of the 409 acres of rights-of-way are publicly owned, they have been included in each of the land use categories in which they were located.

### HISTORIC AREAS

#### Historic Districts

In March 1979 the Town created the Windover Heights Historic

District to preserve the history, character, and appearance of one of Vienna's oldest residential areas. Creation of a historic district was made possible by 1974 legislation of the Virginia General Assembly that gave Vienna the authority to amend its charter to create one or more historic districts. The framework and requirements for historic districts within the Town are set forth in the Town Code (18.258).

### Historic Structures and Sites

Including structures in the Windover Heights Historic District, there are 17 structures and sites of historic significance in Vienna (see Historic Register in Table LU-4). Three Town-owned historic buildings are discussed in more detail in the Community Facilities and Services chapter.

The Town maintains four historic cemeteries: the West End Cemetery on Lewis Street, NW; the Broadwater Cemetery and Moorefield Cemetery, both on Tapawingo Road, SW; and the Lynn Street Cemetery on Lynn Street, SW.

These cemeteries are landmarks to Vienna's history, with graves dating back to the early 1800s. The West End Cemetery was established as Vienna's first cemetery for black citizens on land granted by Colonel Salisbury in 1884. The cemetery is the resting place for members of several of Vienna's oldest families -- the Carters, Wests, and Mayos.

The Broadwater Cemetery has three graves, believed to be those of Colonel Broadwater, who died in 1806; his son Charles Broadwater, who died in 1841; and grandson Charles G. Broadwater, who died in 1827. Colonel Broadwater was appointed by King George III to be Fairfax County's first sheriff; his son Charles served as Burgess with George Washington to the convention in Williamsburg in 1774. The cemetery is on the location of the Springfield House (circa 1750), built by Colonel Broadwater's father on property purchased by an original land grant dated 1726.

The Moorefield Cemetery is the burial site of Jeremiah Moore and his descendants. Moore, a Baptist minister instrumental in establishing many churches in the southern and mid-Atlantic states, was also a correspondent with George Washington and Thomas Jefferson. The Lynn Street Cemetery is also a family cemetery, holding only the graves of Doctor Hunter, who died in 1867, and his wife Sarah, who died in 1897.

TABLE LU-4: VIENNA'S HISTORIC REGISTER

1. Money and King Funeral Home  
171 Maple Avenue, West
2. Dart Residence  
331 Lewis Street, NW
3. Sloan Residence  
223 Walnut Lane, NW
4. Moorefield House  
900 Tapawingo Road, SW
5. West End Cemetery  
Lewis Street, NW
6. Freeman House  
131 Church Street, NE
7. Salsbury Spring  
Corner of Lawyers Road and Windover Avenue, NW
8. Original Vienna Library  
Mill Street, NE, between Church Street and Maple Avenue
9. Moorefield Cemetery  
Tapawingo Road, SW
10. Broadwater Cemetery  
Corner of Tapawingo Road and Frederick Street, SW
11. Bowman House  
211 Center Street, South
12. Holmes Residence  
211 Walnut Lane, NW
13. Medwedeff Residence  
309 Windover Avenue, NW
14. Freeman, IV, Residence  
710 Center Street, South
15. Lynn Street Cemetery and Hunter Cemetery  
1008 and 1010 Lynn Street, SW
16. Vienna Railroad Station  
231 Dominion Road, NE
17. Haddad Residence  
200 Walnut Lane, NW

## DEVELOPMENT TRENDS AND ISSUES

### Development Trends Within Vienna

During the last quarter century Vienna has established and followed policies designed to preserve and enhance its small town character as a predominantly single family residential community, while supporting business development that ensures adequate retail and professional services to the community.

Almost all development in the past five years has been residential "in-fill" -- the subdivision of lots that can accommodate additional structures without rezoning action. In addition to in-fill activity, the Town has approved three rezonings for higher density townhouse development in the past five years to ensure a transition between commercial/industrial areas and single family detached housing.

### Development Trends in Surrounding Fairfax County

Vienna's very moderate pace of growth stands in marked contrast to the rapid development in nearby areas of Fairfax County. During the last decade, development has gotten underway or been completed on most large undeveloped parcels bordering Vienna. Fairfax County has honored Vienna's goal of remaining primarily a residential community by following a policy that land use and development intensities along the Town border are consistent with uses and development intensities for parcels immediately within the Town. (See map at Appendix D.)

At the eastern end of Town, County land uses are residential, ranging from 2-3 dwelling units per acre<sup>2</sup> to 5-8 dwelling units per acre (townhouse). Between the Town limits and Old Courthouse Road, two major townhouse developments are underway (northeast quadrant). A development of single family homes is underway on the other side of Route 123 (southeast quadrant). These developments are particularly important in relation to plans for the Tysons Corner Urban Center that would greatly increase density within the Center. The development of County property abutting the Town for residential use ensures a buffer against higher density development.

County land use along the Town's northern and southern borders are primarily residential, with 2-3 dwelling units per acre. Most parcels are already developed at this density.<sup>3</sup>

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<sup>2</sup> Fairfax County Comprehensive Land Use Plan; June 30, 1976, as amended through March 9, 1992.

<sup>3</sup> Ibid.

Very few parcels in the County along the western border remain undeveloped. Uses are mixed, but generally are consistent or compatible with abutting Town uses. In the northwest quadrant are garden apartments and condominiums at 15-20 dwelling units per acre and Madison High School. These uses abut light commercial uses and a townhome subdivision within the Town. In the southwest quadrant, County land uses are primarily residential, with 2-3 dwellings per acre, as well as the Virginia Center townhome subdivision.<sup>4</sup> Other County land uses in the southwest quadrant include retail and low rise office buildings adjacent to similar uses within the Town.

#### Land Use Issues and Problems

- **Stormwater Management.** Some older residential areas in the Town have experienced problems with excessive flow rates and total volumes of stormwater runoff. Vienna's stormwater drainage system relies on a network of *natural channels* that eventually discharge into Wolf Trap Creek, Piney Branch, and Bear Branch streams. Many of the more recent residential subdivisions have been required to build sophisticated stormwater management facilities as a prerequisite for land development. The Town code prohibits any post-development increase in runoff to neighboring properties, necessitating the installation of stormwater detention systems in most new construction. While these systems detain some water and "flatten" peak run-off rates during storms, they also ensure that most runoff is channeled into the Town's stormwater system. Unfortunately, there is little data or basis for measuring the impact on the overall stormwater management system of numerous geographically scattered development projects. An overall assessment of Vienna's stormwater system is needed to provide baseline data to identify locations and causes of problems in the system. In addition, such an assessment should quite naturally lead to the development of a town stormwater management plan that would allow the Town to institute *pro rata* share assessments under the code of Virginia (15.1-466) to fund implementation of the plan.
- **Commercial Zoning Categories.** During the Town/County border adjustment rezoning hearings, the Town's definitions for commercial zones were reviewed to determine the appropriate zoning for commercial properties being adjusted into the Town. The problems encountered suggested that it would be appropriate to review all permitted and conditional use categories for commercial zoning districts. Subsequent redevelopment cases relating to stand-alone restaurants and

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<sup>4</sup> Ibid.

drive-thru facilities reinforced the need for the review and possible amendments to the Town zoning ordinance.

- ***Parking in the Commercial Districts.*** The scarcity of parking in some Vienna commercial districts has probably curtailed retail business opportunities. The Town's commercial parking code should be reviewed and revised, if possible, to encourage the pooling of parking facilities among landowners in order to increase the overall number of spaces available to customers. The review should be in addition to a study of the feasibility of a public parking facility in the Central Business District.
- ***Commercial Zone Covenants and Redevelopment.*** Redevelopment of some of the commercial areas in the town may be inhibited by covenants that specify design features, such as abnormally large setbacks. In the interest of allowing the most efficient use of the commercial area, the Town should review these covenants and, where appropriate, provide coordination for their amendment or removal.

# TRANSPORTATION SYSTEM: AN INVENTORY OF FACILITIES

## INTRODUCTION

This chapter of the Comprehensive Plan describes the community's transportation system as of 1994. It provides an inventory of transportation facilities and a discussion of problems from which proposed objectives, policies, and recommended actions are presented in the chapter entitled "Future Transportation Plan."

## ELEMENTS OF VIENNA'S TRANSPORTATION NETWORK

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

### Streets and Highways

- **Street Inventory and Classification.** Vienna's streets have been classified by the Town in accordance with functional categories used by the Virginia Department of Transportation. Street designations provided below and shown in Figure T-1 reflect traffic patterns and volumes in the Town.
  - Principal Arterial Streets. Principal arterial streets carry the majority of the trips entering and leaving Vienna. Maple Avenue is Vienna's only principal arterial street.
  - Minor Arterial Streets. Minor arterial streets link collector and local streets with principal arterial streets and typically carry a mix of local and through traffic. Streets designated as minor arterials are Nutley Street, SW; Courthouse Road, SW; Lawyers Road, NW; Malcolm Road, NW; Park Street, SE; Old Courthouse Road, NE; Beulah Road, NE; Cottage Street, SW; and the 100 block of Locust Street, SW.
  - Collector Streets. Collector streets provide direct service to and from local areas, and distribute trips from arterials to local streets and other collector streets. Collector streets also provide the links for the principal internal movement within residential neighborhoods, and within commercial and industrial districts. Streets designated as collector streets include Church Street; Branch Road, SE; Locust Street, SE; Nutley Street, NW; Tapawingo Road; Echols Street, SE; and Follin Lane, SE.

-- Local Streets. Local streets provide direct access to properties in residential areas. All streets not designated as arterials (principal or minor), or as collector streets, are classified as local streets.

- **Truck Route Designation.** To protect residential neighborhoods from the detrimental effects of truck traffic, the Town Council enacted Article 5 of Chapter 9 of the Town Code, which restricts truck traffic through the Town to designated truck routes. Figure T-2 shows the streets designated as truck routes as of July 1994.
- **Recent Street Improvements.** Over the last few years, several improvements have been implemented to facilitate the movement of automobile traffic on the street network. In 1989 the Town activated a computerized and synchronized stoplight system along Maple Avenue and Nutley Street, SW. The system begins at the intersection of Maple Avenue West and Nutley Street. The system, which includes ten intersections, extends east along Maple Avenue to Follin Lane, SE, and south along Nutley Street, SW, to Virginia Center Boulevard. The system provides synchronization for a speed of thirty miles per hour along Maple Avenue and thirty-five miles per hour along Nutley Street.

In 1991, Church Street, NW, was opened for one way traffic from Lawyer's Road, NW, to Pleasant Street, NW. The opening allowed improved traffic circulation and access to the post office. In 1992, the reconstruction of Park Street, SE, from Maple Avenue to Cedar Lane was completed. This project included the addition of sidewalks, improved storm drainage, curb, gutter, and new road base and surface. The 1993 Capital Improvement Program included reconstruction of Cottage Street, SW, from Moore Street to its northern end at the rear of the Vienna Shopping Center. Reconstruction will take place within the existing right-of-way.

### Pedestrian Network

- **Sidewalks and Paths.** Figure T-3 shows the inventory of walkways within the Town limits. The term walkway includes sidewalks and other pedestrian facilities regardless of construction materials. An objective of the Comprehensive Plan is the establishment of a pedestrian network, defined as an interconnected set of pedestrian facilities that provide neighborhoods with pedestrian access to all the major activity centers in Vienna. As of 1994, the Department of Public Works estimates that Vienna has more than sixty-six miles of concrete sidewalks and 2.8 miles of asphalt paths.



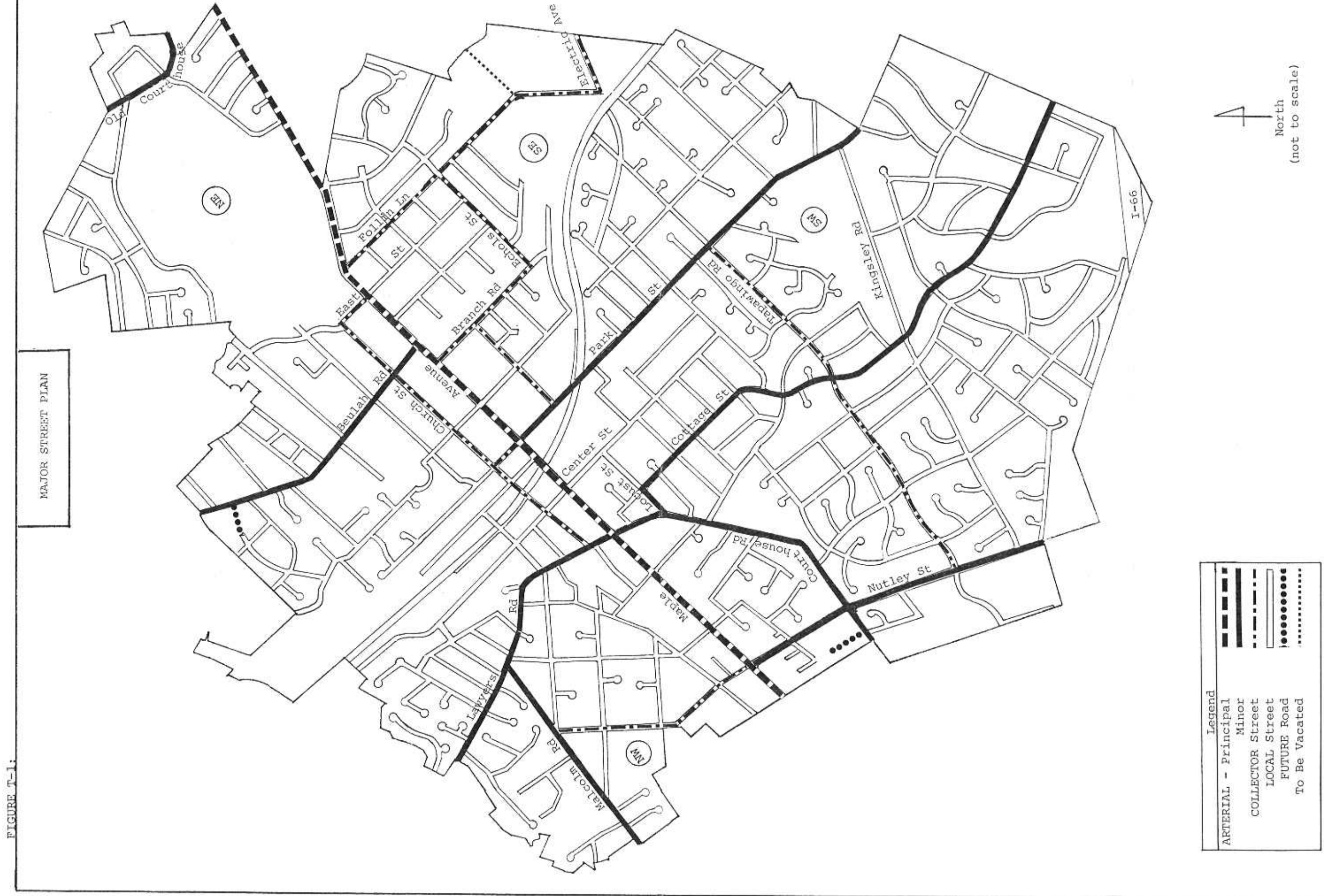
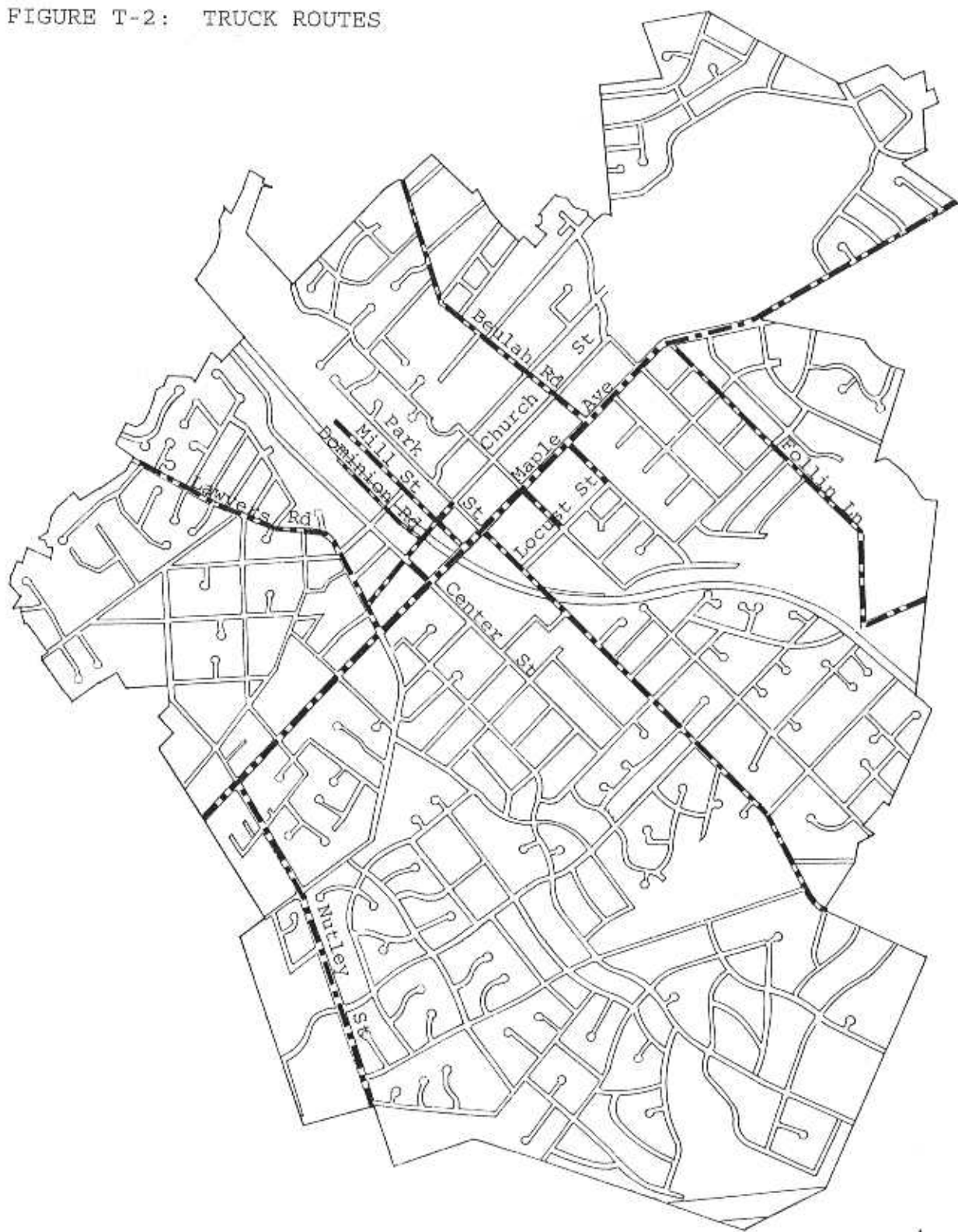


FIGURE T-1:

Source: Dept. Planning and Zoning; 3/94

FIGURE T-2: TRUCK ROUTES



Designated Truck Routes    - - - - -



North  
(NTS)

WALKWAY INVENTORY



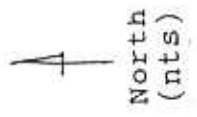
1= Oak Knoll Rd  
 4= Murray La  
 5= Rest Creek Ct

1= Witness Court

2= Wade Hampton Drive

- Both sides of road
- ..... One side of road
- W & OD Trial (paved)

Prepared: Pedestrian Task Force 9/90  
 Updated: Dept. Planning and Zoning 10/95





Although the Town Code (Article 17) requires developers to construct curb, gutter, and sidewalks on any proposed right-of-way adjacent to new residential construction, the Town has at various times allowed the funds to be escrowed in lieu of sidewalk construction. Escrowing has been permitted for a variety of reasons, including imminent street and sidewalk reconstruction, tree preservation, or the absence of sidewalks on abutting properties. However, the cumulative long-term effect of this practice is a fragmented and, in some places, unsafe network of pedestrian walkways. In 1990, the Town Council appointed the Pedestrian Task Force to study the issue and recommend improvements in the system.

In a report entitled "Vienna Afoot," completed by the Pedestrian Task Force in 1991, a proposed pedestrian network is presented (see Figure T-4). The document provided a list of projects that were prioritized according to safety considerations and citizen responses to a Town-wide survey. A goal of the network was to have a walkway on at least one side of the street in every neighborhood and to have the walkways so connected that citizens could walk in safety from their residence to any major activity center in the Town. Since the completion of the work of the Task Force a number of walkway projects have been completed including: Tapawingo Road; Plum Street, SW; Park Street; Moore Street, SW; Elm Street, SW; Creek Crossing Road, NE; Glyndon Street, NW, to Glyndon Park; and Church Street, NE, from Beulah Road to Glyndon Street.

- **Bicycle Paths.** Bicycles are used for both transportation and recreation. A principal route for bicycle travel through the Town (in the north/south direction) is the Washington & Old Dominion (W & OD) Railroad Regional Park. This bicycle path, which was constructed on the W & OD railroad bed, starts in Arlington and goes to Purcellville. The W & OD crosses Maple Avenue, Park Street, and Church Street. The Maple Avenue crossing is of particular concern because of the volume of traffic and the tendency of many cyclists to ignore the instruction to cross only at a signalized intersection. In 1994, the Town Council commissioned a study to examine alternatives for improving safety without dramatically disrupting the flow of Maple Avenue traffic. A traffic signal was determined to be the most cost-effective near term solution, although a bridge may be considered in the future if outside funding is identified.

Although the W & OD bicycle path is primarily used by recreational bicyclists, bicycle paths have been constructed in neighboring jurisdictions to encourage the use of the bicycle as an alternative means of transportation. The Northern Virginia Park Authority has been seeking ways to

develop an off-street trail to connect the W & OD path to the Vienna Metrorail station. With the encouragement of the Intermodal Transportation Efficiency Act (ISTEA) of 1991, the National Capital Region Transportation Planning Board of the Metropolitan Washington Council of Governments has included such a link in the bicycle element of its long-range plan.

### Public Transportation Network

The principal public transportation facility in the Vienna area is the Vienna Metrorail station. Metrorail runs along the right-of-way of Interstate 66 through Arlington County and then underground to the District of Columbia. The Vienna station is the western terminus of the Orange line and serves commuters from western Fairfax County, Prince William County, and Fauquier County. Parking at the station was expanded to 3,300 spaces in 1990 with the construction of a 1,300 space parking structure. However, parking demand far exceeds permanent spaces, with all parking spaces typically taken by 8 a.m. during the workweek. To address this shortage, Metrorail has acquired the use of 450 spaces at a near-by commercial building on a temporary basis. The near-term prospects for additional permanent parking are not good. The presence of the Vienna Metrorail station has encouraged the expansion and improvement of taxi cab service in the Vienna area.

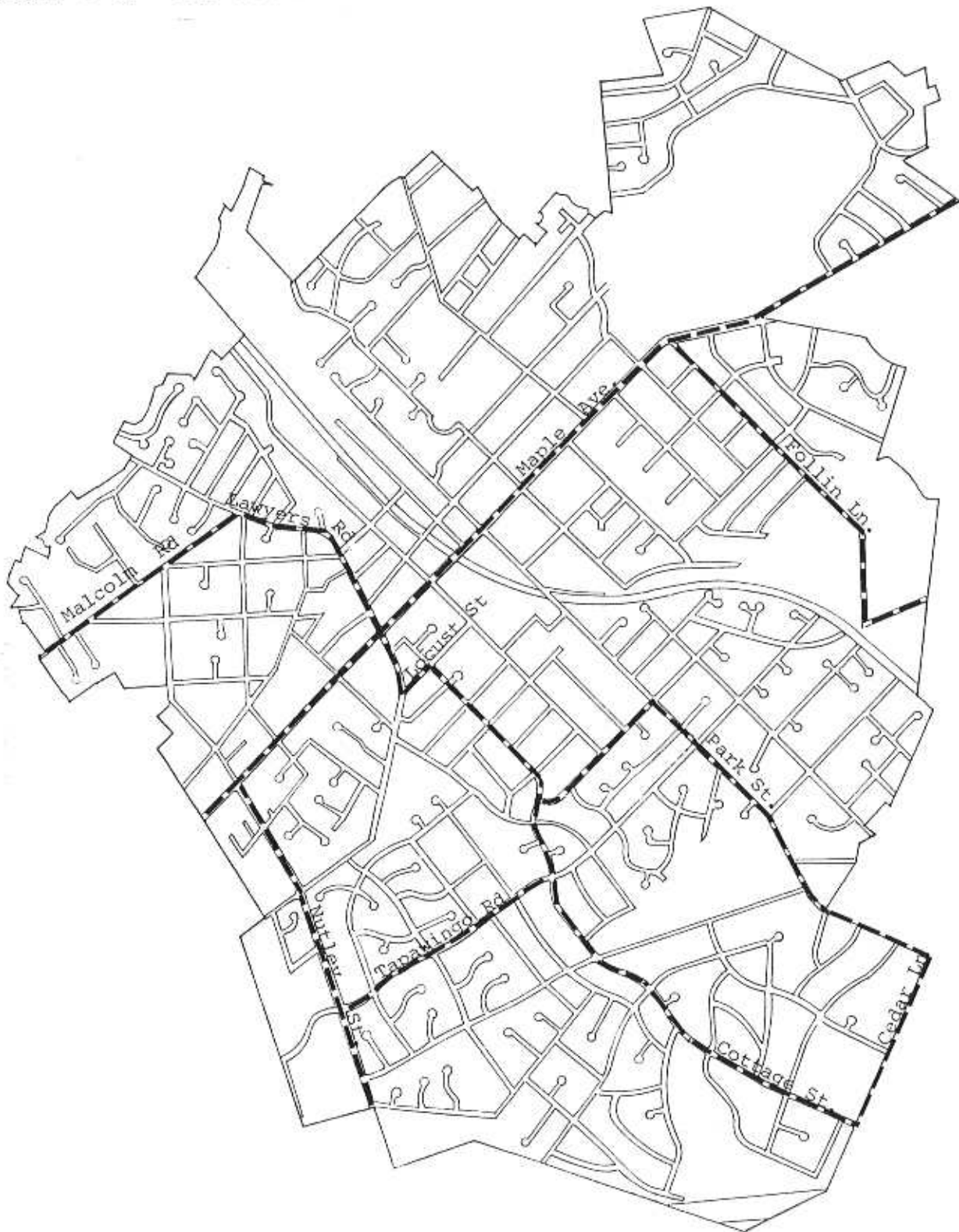
Vienna is served by the Washington Metropolitan Area Transit Authority (WMATA), which provides bus service to Vienna along Maple Avenue and Cottage Street. Figure T-5 shows the established bus routes as of the spring of 1994. In addition, the Fairfax Connector bus service which provides service to the Vienna and Dunn Loring Metrorail stations.

Vienna is connected by Metrorail to Washington's National Airport, which is located in Arlington County. Dulles International Airport, which straddles the Loudoun and Fairfax County border, is accessible by taxi and by airport limousine service from major hotels in Tysons Corner.

### CURRENT VIENNA TRAFFIC CONDITIONS AND REGIONAL TRANSPORTATION TRENDS

Commuter traffic dominates daily automobile traffic through Vienna because of the Town's close proximity to Tysons Corner, the Nation's capital, and important regional transportation facilities. Maple Avenue (State Route 123), which bisects the Town, is a principal approach to Tysons Corner and a heavily traveled route to Washington, D.C. The major regional transportation facilities of Interstate 66 (I-66) and the Vienna Metrorail station contribute substantially to rush hour traffic congestion on Nutley Street (State Route 243). Most commuter traffic neither originates in nor terminates in Vienna.

FIGURE T-5: BUS ROUTES



Roads with Bus Routes **-----**  
(Fairfax Connector: 402, 403, 404)  
(MetroBus: 2A, 2B, 2C, 2G, 2W, 15K, 15L)



The effect of the opening of the Vienna Metrorail station, as well as the impact of additional volume on Interstate 66, on Vienna's collector and arterial streets are most evident during rush hour. Along the 0.8 mile stretch of Nutley Street, SW, starting at Marshall Road and ending with Maple Avenue, there are four traffic lights. Studies prepared prior to the opening of the station for the Fairfax County Vienna Metrorail Station Task Force<sup>5</sup> and for the Town<sup>6</sup> predicted that by the year 2000 the intersections of Nutley Street, with Courthouse Road, and Tapawingo Road, would operate at a level of service (LOS) "F" during rush hour<sup>7</sup>. A LOS F indicates that traffic volumes are well above capacity and vehicles released by an upstream traffic signal are unable to proceed because of backups from a downstream signal. Currently, rush hour traffic flow along Nutley Street, SW, particularly at the Courthouse Road intersection, is delayed by backups from the signalized intersection of Nutley Street and Maple Avenue. Because of backups during rush hour, it also frequently takes more than one traffic signal cycle for motorists on Marshall Road and on Tapawingo Road to cross or turn left onto Nutley.

Characteristics of traffic movement inside the Town are reflected in the weekday traffic volume data shown in Table T-1.

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<sup>5</sup> "Preparation of Inventory and Assessment of Conditions," Vienna Metrorail Study, Work Component B, submitted to County of Fairfax, February 1985, by Skidmore, Owings & Merrill, JHK & Associates, Zuchelli, Hunter and Associates.

<sup>6</sup> "Final Report of Vienna Traffic Study," submitted to the Town of Vienna, June 1986, by Goodell-Grivas, Inc, Arlington, Virginia.

<sup>7</sup> Level of service (LOS) is a quantitative and qualitative measure of how well traffic flows on a street or highway. It relates to the number of lanes, total traffic volume, turning movements, and other factors affecting traffic flow. LOS "F" is defined in the text. Other LOS categories are defined below.

- A -- Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear approaching vehicles.
- B -- Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
- C -- Conditions of stable flow, delays are low to moderate, full use of peak directional signal phases is experienced.
- D -- Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short duration during peak traffic period.
- E -- Conditions of force flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout peak period.



**TABLE T-1: TRAFFIC VOLUME (24 hour period/mid-week) (Mar. 95)**

Street Name	Between	Count
<b><u>NW Quadrant</u></b>		
Lawyers Road	Sharon Lane/Ayr Hill Ave.	14,987
Nutley Street	Knoll St./Windover Ave.	5,135
Malcolm Road	Lawyers Road/West St.	4,614
<b><u>SW Quadrant</u></b>		
Nutley Street	Courthouse Rd./Princeton Ter.	29,821
Courthouse Road	Plum St./Courthouse Circle	9,327
Cottage Street	Walker St./Ross Drive	5,620
Locust Street	Cottage St./Courthouse Rd.	6,644
Tapawingo Road	Meadow Lane/Nutley St.	4,114
<b><u>SE Quadrant</u></b>		
Electric Avenue	Vega Lane/Town limit	9,349
Park Street	McHenry St./Adahi Rd.	10,015
Park Street	Maple Ave./Locust St.	9,328
Follin Lane	Pine St./Hine St.	6,110
Echols Street	Follin Lane/East St.	4,462
Branch Road	Maple Ave./Locust St.	4,919
<b><u>NE Quadrant</u></b>		
Beulah Road	Creek Crossing/Ayr Hill Ave.	13,813
Church Street	Mill St./Park St.	14,990
Old Courthouse Road	West Briar Dr./Town limit	10,965
Park Street	Maple Ave./Church St.	5,122
<b><u>Maple Avenue</u></b>		
Maple Avenue, W.	Nutley St./Town limit	34,923
Maple Avenue, E.	Glyndon St./Park St.	40,888
Maple Avenue, E.	Mashie Dr./Niblick Dr.	41,673

Source: Department of Public Works

Prior to the opening of the Vienna Metrorail Station the Fairfax County Board of Supervisors voted not to make changes to the County Comprehensive Plan that would have made the station area a major employment center by permitting extensive commercial development. The Board's decision to maintain the Vienna Metrorail station as a commuter facility rather than as an instrument for commercial development was reaffirmed in the 1992 County Comprehensive Plan Review. Traffic conditions will, however, probably show some further deterioration as the approved level of commercial development is completed.

The expansion of capacity of Interstate 66, and the initiation of rail service by the Virginia Railway Express (VRE) between Manassas and Washington, D.C., has alleviated some of the pressure to extend Metrorail service west of Vienna. However, expansion of the carrying capacity of I-66 appears to have done little to relieve congestion on that road near Vienna. In contrast, Interstate 66 traffic flows reasonably well during the rush hours inside the Capital Beltway when high occupancy vehicle (HOV) restrictions are in effect. This provides an incentive for commuters to use southwest Vienna to meet their carpools. This activity, together with chronic excess demand for parking at the Vienna Metrorail station, have resulted in a serious commuter parking problem.

It is unlikely that further expansion of the carrying capacity of Interstate 66 will meet the demands that will be generated by the continued high population growth and intensive development in western Fairfax County and Prince William County. Additional strategies and options for transporting people along this corridor should be vigorously pursued at the regional level.

The construction of and improvements to the Dulles Toll Road during the last decade provided an important alternative route that, to some extent, channels traffic away from Vienna. The 1992 Fairfax County Comprehensive Plan designated Reston and the Dulles Area (near State Route 28) as special Suburban Centers. The Suburban Centers are planned employment centers, where high density residential and commercial development are permitted and encouraged. Options are currently under study for the construction of a rail system for the entire Dulles Corridor from the West Falls Church Metrorail station to Dulles Airport, with service to the Reston and Dulles Suburban Center cores. In contrast to past County policy where rail stations were used primarily for commuters, at least some of the rail stations in the Dulles Corridor will focus on commercial development and become employment centers.

In June 1994, the Fairfax County Board of Supervisors approved amendments to the County Comprehensive Plan that increased the permitted commercial and residential development in the Tysons Corner area. The amendments permit Tysons Corner to evolve into an urban environment over the next 20 to 30 years. Specifically, the changes allow a 74% increase in nonresidential development above

the existing level, and a 71% increase in residential units above the existing level. The plan projects that Tysons Corner will be serviced by the extension of rail service to the Reston and Dulles Suburban Centers, and would allow a 90% increase in nonresidential development and a 124% increase in residential units if rail service within the core of the urban center is completed. Without mass transit within the core of the urban center, the likelihood of a large proportion of the employees that work at the Tysons Corner Urban Center using rail for commuting is greatly diminished.

The effect of these regional trends on Vienna's quality of life and transportation system to some extent rests with the Fairfax County Board of Supervisors. Utilizing the Vienna Metrorail station as a commuter facility rather than a commercial development center will limit the amount of traffic generated near the station. In the Tysons Corner Urban Center, as well as the Reston and Dulles Suburban Centers, the upper ranges of allowable development densities are conditioned on the development of an extensive mass transit system, particularly rail service. If the most extensive of the proposed mass transit options is implemented, east-west traffic in much of northern Fairfax County could be channeled along the Dulles Corridor to Tysons Corner and Washington, D.C., and perhaps away from Vienna. However, if the commercial development density at Tysons Corner and the suburban centers (Reston and Dulles) are allowed to increase without enforcement of the mass transit provisions of the County Plan, the effects will be detrimental to Vienna.

#### CURRENT TRANSPORTATION ISSUES AND PROBLEMS

##### Traffic Congestion: Maple Avenue and Nutley Street

Most of the signalized intersections along Nutley Street, SW, and Maple Avenue will operate at a LOS F by 2000, if not before<sup>8</sup>. Some of the short-term improvements, such as the synchronization of traffic lights, may have slowed the increase in congestion. Moreover, short of changing the entire character of the Town by major road expansions, the Town has only a limited set of options for reducing the congestion. The Town Council and the Town's citizens must take a vigilant and proactive position to see that the Metrorail station is kept as a commuter facility rather than a commercial development center, and that the mass transit provisions of the Tysons Corner Urban Center Plan are strictly complied with. Fairfax County has followed a policy of limiting the permitted development density at the immediate border of Vienna.

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<sup>8</sup> Technical Report, "Existing and Future Level of Service," Goodell-Grivas, Inc., Arlington, Virginia.

Because of the heavy volume of traffic on Maple Avenue, it is no longer reasonable to consider by-pass routes around Maple Avenue that would pass through established residential neighborhoods. This problem should be regarded as regional in nature because it is shared by Vienna, the City of Fairfax, and Fairfax County. Officials representing these three areas should review ongoing regional transportation projects for the purpose of determining whether any such projects might be modified to alleviate the congestion on Maple Avenue.

#### Commuter Parking

As previously discussed, a commuter parking problem has resulted from an excess demand for parking at the Vienna Metrorail station and the formation of carpools in southwest Vienna. The Town's permit parking program has been successful in those neighborhoods where there was a demonstrated need for relief. It should be continued and vigorously enforced. The Town should examine other strategies for addressing commuter parking demand, including, in selected circumstances, permitting use of institutional lots that are empty during daytime business hours. The Town has in the past supported and should continue to support additional parking at the Vienna Metrorail station.

#### Pedestrian Safety

A snow emergency plan should be developed to address plowing practices and walkway snow removal for designated streets and walkways that lead to elementary schools. The combination of snow covered sidewalks and street plowing practices that leave large amounts of snow by the curb has at times forced children to walk to school in traffic lanes. The emergency plan should also address the problem of maintaining pedestrian access to mass transit facilities.

#### Bicycle Path Improvements

After considerable study, the Town has decided to install a traffic signal for the W & OD bicycle path crossing at Maple Avenue. Both the Northern Virginia Regional Park Authority and the Washington Council of Governments' National Capital Region Transportation Board are studying alternatives to connect the Vienna Metrorail station with the W & OD trail. These efforts should be coordinated. The Town should consider other improvements to the trail, such as adding bicycle lane striping to certain streets. Efforts to improve the bicycle trail system may encounter conflicts as a result of the different needs of commuters and recreational cyclists. Commuters are interested in access (preferably off-street) to mass transit and trails outside the Town which lead to employment centers, while recreational cyclists are interested in access to scenic off-street paths.

## COMMUNITY FACILITIES AND SERVICES

### INTRODUCTION

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

### TOWN ADMINISTRATIVE FACILITIES

The Vienna Town Hall is located at 127 Center Street, South, less than one block from the heart of the Central Business District. The structure houses the offices of the Departments of Planning and Zoning, Public Works, Finance, and Administrative Services; and the offices of the Mayor, Town Attorney, Town Manager and Town Clerk. The Department of Parks and Recreation (DPR) is located in the Community Center.

The Department of Public Works (DPW) uses facilities at 247 Nutley Street, NW, and 600 Mill Street, NE, for maintenance operations and for materials and vehicle storage. The Mill Street facility is also utilized by the Department of Parks and Recreation. The DPW has a fleet of 47 vehicles and the DPR has 10 vehicles. Most Town public works operations will be moved to the Northside Property Yard after significant improvements are made to the property over the next few years.

### PUBLIC SAFETY

The Vienna Police Department is located in a newly constructed police facility at 215 Center Street, South. The facility includes accommodations for the Town's Animal Warden, the indoor police shooting range, and vehicle storage. At the beginning of 1995, the Police Department has 22 vehicles and 38 sworn police officers providing round-the-clock protection to the Town.

Vienna's fire and emergency medical services are provided by the Vienna Volunteer Fire Department located at 400 Center Street, S. This service is supplemented by the Fairfax County Fire and Rescue Department as necessary.

FIGURE CF-1: TOWN ADMINISTRATIVE AND PUBLIC SAFETY FACILITIES



- 1- Northside Property Yard
- 2- Freeman House
- 3- Nutley Street Property Yard
- 4- Town Hall
- 5- Police Headquarters
- 6- Community Center
- 7- Bowman House
- 8- Fire Department (Volunteer)
- W = Municipal Water Well
- T = Municipal Water Tower

## SCHOOLS AND LIBRARIES

Vienna is served by the nationally recognized Fairfax County Public School System. Four public elementary schools are located within the Town's corporate limits: Vienna Elementary, Marshall Road Elementary, Louise Archer Elementary, and Cunningham Park Elementary. The intermediate and high schools for Vienna residents are Thoreau Intermediate and James Madison High. Both are located in Fairfax County just outside of Town limits. In addition, a Fairfax County special education center is located on Cedar Lane. These public school facilities are expected to remain fully adequate for the needs of Vienna residents.

Additional educational opportunities in the Town are provided by the private schools of Green Hedges, which offers classroom instruction for grades kindergarten through eighth; the Vienna Junior Academy of the Seventh Day Adventist Church, for grades kindergarten through tenth; and Appletree, for grades kindergarten through third. There are also many private facilities that offer preschool opportunities for Vienna's younger residents.

Vienna is served by the Commonwealth of Virginia's largest library system -- the Fairfax County Public Library System. The local branch, Patrick Henry, is located at 102 Maple Avenue, East, and was expanded and renovated in 1995.

## COMMUNITY FACILITIES

### Community Center

The 26,000 square foot Vienna Community Center is located on approximately 3.3 acres at 120 Cherry Street, SE. It is a multi-use facility housing the offices of the Department of Parks and Recreation staff, a gymnasium, an auditorium, multi-use classroom facilities, kitchen, teen center, and storage areas. An accessory building located to the rear of the main structure at 130 Cherry Street provides additional storage for the Town's private youth sports organizations.

### Historic Structures

Vienna's Historic Register includes three Town-owned historic structures maintained by the Department of Parks and Recreation.

- The Freeman House, circa 1860, at 131 Church Street, NE, was the home of Leon Freeman, and served the community as a general store and post office. The structure, which was used as a residence until the 1950s, was reopened in 1977 as an old-fashioned country store and museum.
- The Bowman House, circa 1890, is located at 211 Center Street,

South. Serving as the Town's Arts and Craft Center, the structure was originally a two-room public school house. Renovation of this facility, including a redesign of the interior to provide more efficient use of the classroom space as well as interior and exterior changes necessary to comply with the Americans with Disabilities Act has been approved.

- The third structure of significance is the Moorefield House, circa 1790, located in the Townes of Moorefield townhouse development in the southwestern corner of Vienna. Various avenues to restore the structure are being explored.

### Parks and Playgrounds

Over 180 acres of public parkland and recreational facilities are available within Vienna's corporate limits. Six playgrounds, 6 lighted tennis courts, 4 basketball courts, and 16 (9 lighted) playing fields highlight the Town's park facilities. Additionally, walking trails are provided in a series of Town-owned stream valley parks.

A popular regional park facility available to Town residents is the easily accessible Washington & Old Dominion Trail -- a pedestrian/bicycling park, owned and operated by the Northern Virginia Regional Park Authority that traverses Vienna along a northwest/southeast line. Included in the park is the Vienna train station, dating from the mid-1800s, which was bought by the Park Authority in 1977. It is currently leased by the Northern Virginia Model Railroaders, a hobbyist organization.

Table CF-1 describes each Town and County park/playground and available facilities. Appendix E provides available master plans for future development of Town-owned parks.

Vienna also has a variety of private recreational facilities. Westwood Country Club is located in the northeastern section of Town, bordering Maple Avenue, and offers full country club amenities, including an 18-hole golf course, tennis facilities and swimming. In addition, the southwestern quadrant is home to two summer swim clubs, Vienna Woods and Vienna Aquatic. Vienna Woods also offers tennis facilities. Yeonas Park, located in the southwestern quadrant adjacent to Southside Park, is a recently renovated Little League park facility under private ownership.

Although not located in the Town, three major Fairfax County recreation facilities are readily accessible to Vienna residents. The closest of these is Nottoway Park, which adjoins the Town along the southwestern edge and offers tennis courts, ballfields, walking trails, picnic facilities and a historic community house. Oak Marr and Spring Hill Recreation centers, in Oakton and McLean, respectively, provide full indoor recreational opportunities as well as outdoor facilities.



TABLE CF-1: PUBLIC PARKS AND RECREATION FACILITIES

FACILITY /	SIZE (AC.)	OWNER	PICNIC AREA	PLAYGROUND	OPEN SPACE	TRAILS	BASKETBALL	FOOTBALL/ SOCCER	BASEBALL/ SOFTBALL	TENNIS	CONCESSION	RESTROOMS
Community Center	3.23	Vienna	X				X (indoor)					X
Northside Park*	26.58	Vienna				X(walk)						
Southside Park	17.25	Vienna	X	X		X(walk)	X		X(baseball) X(softball)		X	X
Beulah Park	8.00	Vienna			X							
Glyndon Park	11.00	Vienna	X	X		X(walk)	X		X(baseball)	X	X	X
Meadow Lane Park	3.43	Vienna	X	X			X		X(softball)	X		X
Moorefield	9.99	Vienna				X(walk)						
Stream Valley	19.04	Vienna										
Wildwood Park	15.65	Vienna				X(walk/ bike)						
Locust/line Open Space	0.62	Vienna			X							
Salisbury Spring	0.27	Vienna			X							
Peterson Lane Park	5.45	Vienna & FCPA		X		X(walk/ bike)	X					
Cunningham Park	10.79	FCPA		X				X(football)	X(softball)	X		
	10.37	FCSB		X								
W & OD RR Regional Park	24.33	NVRPA	X			X(walk/ bike)					X	
Waters Field	6.74	FCSB						X(football)	X(baseball)		X	X
Caffi Field	(both)		X	X				X(soccer)	X(softball)		X	X
Marshall Road	10.11	FCSB		X				X(soccer)	X(softball)			
Louise Archer	12.5	FCSB		X			X					
Vienna Elementary	5.38	FCSB		X								

VIENNA -- Town of Vienna NVRPA -- Northern Virginia Park Authority  
 FCPA -- Fairfax County Park Authority FCSB -- Fairfax County School Board

9 Does not include 18.55 acres utilized by the Department of Public Works.

## PUBLIC UTILITIES

### Road Network and Storm Drainage System

Vienna owns and maintains a road network of approximately 60 miles, including traffic signals, curbs, gutters, sidewalks, and accompanying storm drainage systems. More than 17 miles of pipes and more than 2,000 catch basins and manholes comprise the major components of the Town-maintained storm water drainage system. These pipes discharge into natural drainage channels, two intermittent streams,--Piney Branch and Bear Branch--and the perennial stream, Wolf Trap Creek.

To reduce the threat of flooding and erosion, the Erosion and Siltation Ordinance (Chapter 23, Vienna Town Code) prohibits any net increase in storm water run-off due to development activity. This requirement helps maintain the functionality and available capacity of the Town's storm sewer system and, along with the Flood Plain Ordinance and Chesapeake Bay Preservation Ordinance, helps preserve the integrity of the natural storm drainage system.

### Water Supply System

Vienna's water system services over 30,000 users through more than 8,900 connections to Town and County residences and businesses. The water supply system consists of three elevated storage tanks, two of which are located in the Town. Water is purchased from the City of Falls Church and from the Fairfax County Water Authority, and is also pumped from two Town-owned wells within the Town's water service area. The Town's municipal wells are inspected regularly and meet all Virginia State Health Department standards. There are also 37 private wells still in operation within the Town's water service area. The private wells are encouraged to meet wellhead protection measures as recommended by the U.S. Environmental Protection Agency and the Chesapeake Bay Preservation Act.

### Sanitary Sewer System

The Town operates and maintains its own gravity flow sanitary sewage system consisting of more than 80 miles of pipe lines ranging from 8 to 44 inches in diameter. Approximately one-half of the system drains into the Lower Potomac Pollution Control Plant; the rest is processed at the Blue Plains Wastewater Treatment Plant. The Town pays fees to both facilities based on volume. The Lower Potomac Plant is operated by Fairfax County while the Blue Plains facility is operated by the District of Columbia.

Much of Vienna's sanitary sewer system was constructed in the 1950s. The Town uses television devices to inspect the condition of the system, and rehabilitation work is undertaken when inspections reveal areas in need of repair.

### Solid Waste Disposal and Recycling

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

The majority of solid waste is transported to a regional transfer facility in Fairfax County. Because fees are charged for the use of this facility based on weight, the Town has taken steps in recent years to reduce the amount of solid waste that must be transferred to the facility. In addition, a tub-grinder was purchased in 1991 to recycle yard waste material. The Town also maintains a mulch site in the 400 Block of Beulah Road, NE that is open to residents wishing to obtain mulch.

Vienna's recycling efforts are bolstered by a Fairfax County "drop-off" recycling facility, which is jointly operated by Vienna and Fairfax County in the parking lot of the Town's Community center. The Town is required to meet State mandated requirements to recycle 25% of its total waste stream; currently the Town is recycling an estimated 40%.

### Major Public Utilities

Major utility companies provide electric (Virginia Power), gas (Washington Gas), telephone (Bell Atlantic), and television cable (Media General) services to the community. Cellular telephone facilities are located on private property in the Town. The Town has no capital or other financial obligations to these utility companies, and has no regulatory authority except for television cable rates.

### Other Facilities and Services

A branch of the U. S. Post Office is located at 200 Lawyers Road, NW. An urgent care facility is located at 100 Maple Avenue, East. Three full service hospitals -- Fairfax, Fair Oaks, and Reston -- are located within a 10 to 15 minute drive of Town.



## VIENNA'S CAPITAL IMPROVEMENT PROGRAM

### BACKGROUND

Virginia law (code section 15.1-464) requires that Vienna's Capital Improvement Program (CIP) be reviewed annually, and that it be based on the Town's Comprehensive Plan. The law further provides that in addition to listing specific capital projects, the program shall include estimates of cost and the means of financing the projects.

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

### GENERAL SPENDING PATTERNS

Capital spending by the Town during the years 1990-1994 has funded the construction of the new police facility, as well as public works and parks and recreation projects.

Table CIP-1 summarizes capital expenditures for the years ending June 30, 1990-1994.

TABLE CIP-1: CAPITAL EXPENDITURES					
PROJECT	1990	1991	1992	1993	1994
Police Building	6,565	130,122	329,818	788,554	263,363
Public Works	115,886	601,544	208,754	253,359	214,950
Parks & Recreation	7,632	129,219	0	0	33,950
Other	33,366	69,481	146,775	317,069	11,692
<b>TOTAL</b>	<b><u>163,449</u></b>	<b><u>930,3660</u></b>	<b><u>684,642</u></b>	<b><u>1,358,982</u></b>	<b><u>523,955</u></b>

Source: Department of Finance, Town of Vienna

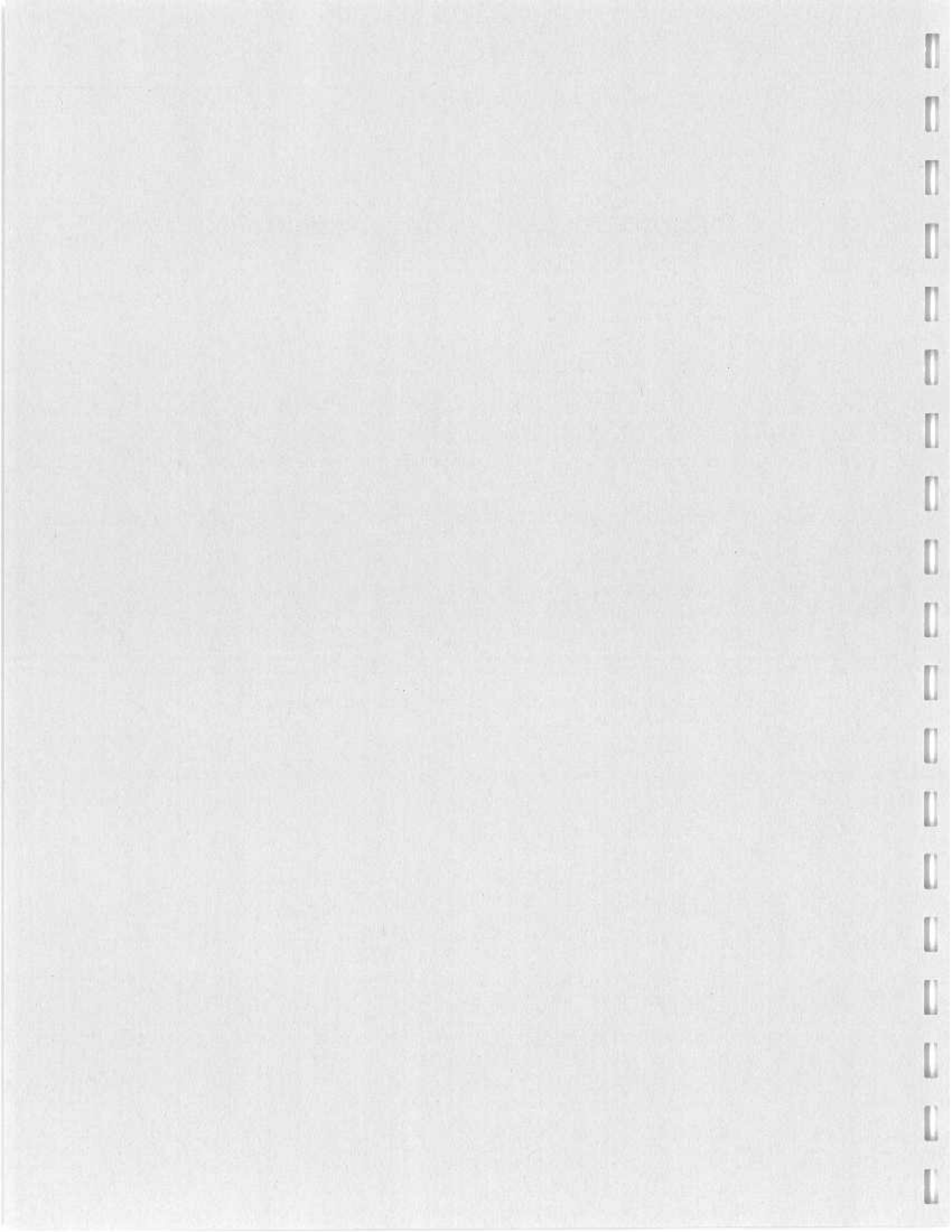
## HIGHLIGHTS OF CURRENT PROGRAM

The most recent Capital Improvement Program for the Town was approved February 3, 1993. It provides for expenditures estimated to be \$3.6 million, and is principally financed by the issuance of bonds. The revenues from the 3% meals and lodging tax are being used to partially service the debt for these bonds.

The CIP includes the following major projects:

- **Northside Property Yard.** Development of the Northside Property Yard is the largest project in the program and has the highest priority. Close to \$2 million has been budgeted for Phase I of the project, which will consolidate all of the Department of Public Works facilities at the property yard, located at the northern end of Mill Street, NE, at Northside Park.
- **Road Improvements.** Reconstruction of Cottage Street, SW, from Moore Street to Locust Street, with the possible addition of the section from Locust Street to the rear of the Vienna Shopping Center, is the largest road improvement in the CIP. Reconstruction of Branch Road is also planned.
- **Parks and Recreation Facilities.** Funding for improvements called for in park master plans is provided through the Capital Improvement Program. The current CIP provides funding for major improvements for Southside Park, including renovation of the ball fields, lighting, parking lot, trails, and tennis courts, work on the concessions stand and restrooms, and new landscaping.
- **Compliance with the Americans with Disabilities Act (ADA).** The ADA requires the Town to provide access to its public facilities by the disabled. The current CIP provides for the renovation of the Town Hall and Community Center to comply with ADA requirements.
- **Storm Water Drainage.** The Capital Improvement Program provides for storm drainage improvements to the Bear Branch stream bed between Ware and Nutley Streets.
- **Sidewalk Construction.** The plan has budgeted for the construction of sidewalks as recommended by the special study "Vienna Afoot." This study identifies a pedestrian network to meet the need for a comprehensive, interconnected set of walkways. The study prioritizes the recommended projects so that they can be implemented in a fiscally responsible manner and construction can proceed in an orderly fashion.

PLANNING POLICY and RECOMMENDATIONS





## FUTURE LAND USE

### FUTURE LAND USE GOAL

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

### OBJECTIVES

Within the overall future land use goal for the Town of Vienna are the following specific land use objectives:

- Maintain the current overall balance between residential, commercial, and industrial areas.
- Maintain and strengthen the Central Business District within its existing boundaries.
- Ensure adequate levels of transportation service within the Town by coordinating land uses with surface transportation facilities, including roadways, sidewalks, and bike paths..
- Preserve established residential neighborhoods.
- Promote the preservation and enhancement of the Town's natural resources, including natural storm water drainage patterns, air quality, and other unique environmental features.
- Promote preservation of open spaces and maintenance of park facilities that meet the needs of Town residents.

### POLICIES

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

- *Objective.* Maintain the current overall balance between residential, commercial, and industrial areas.

#### *Supporting Policies.*

- Current residential zoning classifications and densities will remain in effect.
- Higher density residential zones (townhouse RTH and

apartment/condominium RM-2) will be used where appropriate and necessary to provide a transition between commercial and industrial sites and single family residential neighborhoods.

-- Land use for adjacent Town and County properties should, where possible, be coordinated and consistent.

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

**Supporting Policies.**

-- Commercial development will be directed to sites now zoned for commercial uses; industrial development will be directed to sites now zoned for industrial uses.

-- Design and landscape standards shall be implemented when renovation, refurbishment, or re-development of commercial and industrial sites occur.

-- Utility lines in the Central Business District should be placed underground where feasible.

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

**Supporting Policies.**

-- Transportation facilities should be integrated and coordinated, and should reflect the low density, residential nature of the Town.

-- Alternative forms of transportation will be encouraged.

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

**Supporting Policies.**

-- Historic and neighborhood preservation efforts will be promoted and supported.

-- The Windover Heights Historic District should be maintained.

-- Assemblage of properties for the purpose of resubdivision or rezoning will be allowed only when such action will not adversely affect established residential neighborhoods.

-- Home occupations will be permitted in those situations where they can be conducted without detrimental effects on the residential neighborhood.

- **Objective.** Promote the preservation and enhancement of the Town's natural resources, including natural storm water drainage patterns, air quality, and other unique environmental features.

***Supporting Policies.***

- The Town will vigorously enforce ordinances for Chesapeake Bay Preservation and Flood Plain control.
- The Town will maintain its low density, residential nature.
- Alternative forms of low-pollution transportation will be encouraged.
- Requirements for minimum tree canopies for new subdivisions and other Code provisions to protect trees during development activity will be retained and strongly enforced.

- **Objective.** Promote preservation of open spaces and maintenance of park facilities that meet the need of Town residents.

***Supporting Policies.***

- Passive and active recreation facilities should be available for Town residents of all ages.
- All Town-owned parks should be developed and maintained according to the approved master plan.

**FUTURE LAND USES**

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

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

- **Residential.**
  - Single family detached housing has been, and will remain, the predominant land use, with a mix of type and size sufficient to ensure a range of housing options.
  - Townhouses may only be permitted to provide transition between commercial/industrial areas and single family housing. Multifamily housing may be permitted only in limited situations to provide an appropriate transition between very high density commercial/industrial developments and single family housing.
- **Commercial.** Commercial land use in Vienna will continue to be concentrated in the Central Business District for convenience and to protect surrounding residential uses. Commercial uses may include of general, professional, service and retail businesses.
- **Industrial.** This land use category consists of industrial parks and other manufacturing activities that are not appropriate to commercial areas. In order to provide a healthy environment for industrial activities, while preventing detrimental impact on surrounding residential and institutional uses, development will be limited to those administrative, research, and manufacturing activities that can be carried out in an unobtrusive manner.
- **Recreational and Community Facilities.** This category includes a wide range of land uses serving the entire population. Such uses include government and community facilities, such as Town Hall (including courtroom facilities), police station, fire station, community center, library, and public schools. It also includes parks and other recreational facilities. Town-owned parks, currently designated for residential use, should be rezoned to PR to properly identify their intended use and ensure that development does not occur without careful consideration.

#### RECOMMENDATIONS

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

- Develop stormwater management master plan, and develop plan for assessing developers pro rata share of costs.
- Evaluate use of impact fees for other infrastructure costs.
- Conduct review of permitted uses and conditional uses in all commercial zones.
- Implement, in a coordinated fashion, the Maple Avenue streetscape project and the Church Street revitalization

project.

- Consider a new policy for shared and/or publicly provided parking in the central business district.
- Develop overall safety plan for use of all linear parks, including bike trail crossing of major roads.
- Continue efforts to restore Moorefield House.
- Take steps to preserve the stream bed park system.
- Consider legislation to promote placement of bicycle racks at commercial and industrial sites.
- Complete master plans for Town-owned parks.
- Maintain active dialogue with Fairfax County Supervisors for bordering magisterial districts and the County Office of Comprehensive Planning with respect to land use changes affecting Vienna.
- Review covenants in the commercial zone and, where appropriate, coordinate amendment of those that unnecessarily inhibit redevelopment.

#### **SPECIAL STUDY AREAS**

Because of critical land use and development issues, two areas of the Town -- the Nutley Street area and the Central Business District -- have been selected for detailed review and analysis.

#### **Nutley Street Area**

The need for a special review of the Nutley Street, SW, area derives from the 1993 Town-County border adjustment that permitted the consolidation of parcels that were previously split between the Town and the County. These properties are located on the west side of Nutley between Courthouse Road and Maple Avenue.

- **Description.** The area extends along both sides of Nutley Street, SW, from Maple Avenue to the Town line at Virginia Center Boulevard. It includes tracts on the east and west sides of Nutley Street (see Appendix G for map and other supporting detail). At its northern end, the townhome communities of Townes of Vienna II, III, and IV provide a transition from the commercial establishments along Maple Avenue to the single family residential dwellings on the north side of Courthouse Road and the Wilson Estates, Vienna Woods, and the Moorefield subdivisions. At its southern end on the east side of Nutley Street, SW, is Marshall Road Elementary

School. On the west side of Nutley Street, the Townes of Moorefield townhome community abuts the mixed use commercial/residential Virginia Center project. Established single family residential communities are located between the townhome communities at both ends of Nutley Street, SW. As the map in Appendix I shows, the areas of Fairfax County along the border running parallel to Nutley Street include Nottoway Park and the single family residential community of the Vienna Oaks subdivision.

- **Analysis.** The existing land use pattern, general land use policies adopted in the 1989 Vienna Comprehensive Plan and continued in this update, traffic conditions along Nutley Street, and special site-specific conditions provide guidance for the recommended land use and density associated with any redevelopment of parcels in this area. In general, both the existing land use pattern and the land use policies of this comprehensive plan imply that land use in the study area should remain single family residential (zoning categories of RS-16, RS-12.5, and RS-10).

In December of 1992 and mid-1993 the Town Council acted favorably on the rezoning request for the Townes of Vienna III and IV which rezoned land that abutted commercial zones from RS-16 to RTH zones. These two rezoning decisions were consistent with the Comprehensive Plan that permitted higher density residential use to provide a transition from the commercial district to the single family zoning districts. The extension of Roland Street to the west side of Nutley was seen as delineating the RTH zone from the single family zoning district to the south. Data developed during the two rezoning cases indicates the presence of an intermittent stream, high water table, and hydric and highly erodible soils. The 1992 Tri-Tek Engineers report to the Town Council<sup>9</sup> identified potential stormwater drainage problems that must be addressed by proposals to redevelop this area. One such problem is the potential for exceeding the capacity of the culvert under Courthouse Road to handle future volumes of stormwater. A January 16, 1993, report of the Land Use Subcommittee of the Planning Commission discussed redevelopment of this area as part of their study of the rezoning of land coming into the Town through the border adjustment. The subcommittee recommended that no additional streets be permitted to go directly onto Nutley Street, SW, from Maple Avenue to the Courthouse Road intersection because of existing traffic congestion. It also recommended that any redevelopment proposal of this area consider the dedication of a public street that will intersect Roland Street, run parallel to

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<sup>9</sup> "Windover Heights Hydrology Study," submitted to the Town of Vienna, December 1992, by Tri-Tek Engineering, Inc., Herndon, Virginia.

Nutley Street and connect with Courthouse Road, SW.

Traffic congestion on Nutley Street, SW, shall be an important factor in design and approval of any redevelopment projects. Along the 0.8 mile stretch of Nutley Street, SW from Marshall Road to Maple Avenue there are four traffic signals. Based on data collected by the Town and the Virginia Department of Transportation, the traffic volume on Nutley Street, SW, is nearly as heavy (within 18%) as the traffic volume on Maple Avenue near its intersection with Nutley. Studies prepared for the Fairfax County Vienna Metrorail Station Task Force in 1985<sup>10</sup> and for the Town in 1986<sup>11</sup> predicted that in 2000 the intersections of Courthouse Road, SW and Nutley Street, SW and Tapawingo Road, SW, and Nutley Street, SW, would operate at the peak hour level of service (LOS) of "F." A LOS of F means that volumes will be well above capacity and vehicles released by an upstream traffic signal are unable to proceed because of back-ups from a downstream signal. Even now, rush hour traffic flow along Nutley, particularly at the Courthouse Road, SW, intersection, is delayed by backups that result from the signalized intersection of Nutley Street, SW, and Maple Avenue.

The natural stream bed drainage system in Vienna is used for stormwater management. This system's preservation and stormwater capacity limitations are critical factors which must be addressed by all redevelopment proposals. Stormwater from areas on the east side of Nutley Street flows under Nutley into the natural drainage system that runs along the west side of Nutley and into the regional stormwater detention facility at Virginia Center, across the town boundary. The area along the entire west side of Nutley Street is characterized by the presence of sensitive (highly erodible) and hydric soils, a high water table, and an intermittent stream.<sup>12</sup> This area is designated as a Chesapeake Bay Resource

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<sup>10</sup> "Preparation of Inventory and Assessment of Conditions," Vienna Metrorail Study, Work Component B, submitted to County of Fairfax, February 1985, by Skidmore, Owings & Merrill, JHK & Associates, Zuchelli, Hunter and Associates.

<sup>11</sup> "Final Report of Vienna Traffic Study," submitted to the Town of Vienna, June 1986, by Goodell-Grivas, Inc., Arlington, Virginia.

<sup>12</sup> Fairfax County soils reports and maps show the presence of Worhsam (8B), Mixed, and Alluvial (10A) hydric soils, as well as Glenville (10A), Meadowville (20B), Fairfax Silt (32), and Glenelg (55B) soils. The hydric soils have poor surface drainage, high shrink-swell characteristics, and low bearing strength. The other soils have moderate to severe erosion potential and, with the exception of Glenelg, have marginal surface drainage.

Management Area, so stormwater management may require additional special measures beyond those required for mere detention, including the use of best management practices.

- **Recommendations.**

- Any redevelopment of parcels located between the townhome communities at either end of Nutley Street, SW, shall not exceed single family residential density (zoning classifications of RS-16, RS-12.5, and RS-10).
- Redevelopment proposals should be evaluated in terms of their impact on the entire area's stormwater management system.
- Any proposal to redevelop the tracts between the Townes of Vienna III/IV and Courthouse Road (on the west side of Nutley Street) should consider providing for the dedication of a public street that will run parallel to Nutley Street and connect to Courthouse Road.
- No additional streets shall be permitted to enter directly onto Nutley Street from its intersection with Maple Avenue to Courthouse Road.

#### Central Business District

- **Description.** For the purposes of this Comprehensive Plan, the Central Business District includes the commercial areas bordering Maple Avenue and the adjacent commercial areas on Church Street between Lawyers Road and Park Street.

Maple Avenue is the major arterial street in the Town, providing access to Tysons Corner and the Washington metropolitan area via Virginia Route 123. Commercial uses are allowed along Maple Avenue from East Street to the western end of Town. Primary uses are free-standing office buildings and retail shopping centers. The adjoining Church Street area largely consists of free-standing specialty shops, but includes a variety of other uses, including office buildings, a condominium complex, and a church.

The Central Business District is bordered primarily by single family housing and by transitional uses, including multifamily housing and townhouses. In a few areas there is transitional zoning. For one block, between Mill Street and Dominion Road, the Church Street corridor also borders industrial uses.

- **Analysis.** The land use patterns and policies adopted in the 1989 Comprehensive Plan have been continued in this update. Constraint on the geographic size of the Central Business



District supports the Town's objective of preventing encroachment of commercial uses into residential neighborhoods. It also prevents further traffic congestion along Maple Avenue, which is at or above capacity during the peak commuting hours and at capacity many other hours of the day, particularly on weekends. Any increase in Maple Avenue traffic would also negatively impact Church Street, which is highly congested as drivers try to avoid portions of Maple Avenue.

While the Central Business District should not be expanded, several conditions and issues should be reviewed to ensure that Vienna is an attractive place to live, work, and shop. Economic forces are changing the face of Vienna's business district. Most new commercial entities have been professional offices and restaurants. Retail stores have gravitated to the regional shopping malls. Vienna is no longer "self-sufficient," i.e., Town residents can no longer get all basic services within Vienna. For example, Vienna does not have an appliance store, a shoe store (except children's shoes), a men's or children's clothing store, or a stationery store. While Vienna's "downtown" can not be expected to compete with regional shopping malls, the impact of this situation on the vitality of the commercial zone should be evaluated.

Improving the physical appearance of the Central Business District would help attract and retain both businesses and customers. Upgrades in appearance for both Maple Avenue and Church Street are part of current revitalization plans developed by the Town; these and other improvements to the CBD are essential. In addition, initiatives to promote attractive and selective business development should be considered.

The adequacy and convenience of access to the Central Business District by motorist and pedestrian also is a vital issue. Many shoppers avoid Vienna businesses because of the logistical difficulties in traveling to (by car or foot) and/or parking at CBD locations. Availability of patron parking for retail establishments outside of the major shopping centers is a major concern. The demand for and feasibility of a Town-sponsored public parking facility should be studied. In addition, the Town's parking ordinance for commercial areas should be revised to foster more efficient use of available parking. Revitalization plans for the Central Business District should specifically address pedestrian circulation within the CBD and ensure pedestrian access from the Town's residential areas through full implementation of the Town's pedestrian walkway plan.

● *Recommendations.*

- The geographic size of the Central Business District should not be expanded.
- A long-range redevelopment plan should be prepared with outside specialized assistance under the guidance of an advisory board of business owners, residents, civic groups, and Town representatives. Policies and regulatory changes should be made as necessary to encourage development in accordance with the long-range plan. The plan should propose a unifying architectural theme that would attract business ventures and customers to this area of Town.
- The demand for and feasibility of a Town-sponsored public parking facility should be studied.
- The Town's parking ordinance for commercial areas should be revised to foster more efficient use of available parking.

Additional detail and recommendations in Appendix H, Central Business District Special Study Area.

## FUTURE TRANSPORTATION PLAN

### TRANSPORTATION POLICY GOAL

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

### OBJECTIVES

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

- Facilitate the movement of traffic on local streets and expedite the movement of traffic along Vienna's principal arterial street, Maple Avenue, and its minor arterial, Nutley Street.
- Protect residential neighborhoods from the direct and indirect effects of regional and local transportation activities, including cut-through traffic.
- Consider off-site and on-site transportation impacts and demands when evaluating changes in land use and zoning classification.
- Maximize safety and dependability of the transportation network.
- Encourage use of non-motorized vehicles as a local transportation alternative and encourage use of pedestrian sidewalks and paths throughout the Town.
- Explore opportunities for public transportation system improvements that would reduce congestion, noise and air pollution.
- Monitor and take proactive measures to mitigate the impacts of regional development and traffic changes on the Town's transportation system.

### POLICIES

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

- **Objective.** Facilitate the movement of traffic on local streets and expedite the movement of traffic along Vienna's principal arterial street, Maple Avenue, and its minor arterial, Nutley Street

***Supporting Policies.***

- Require construction and/or improvement of necessary roads and related traffic control measures as development and redevelopment occurs.
  - Streets and roads shall be constructed to a Town approved standard.
  - Encourage mass transit patronage when possible with emphasis placed on the needs of the Town's residents, commuters and servicing the Metrorail Station.
  - Support additional parking at the Vienna Metrorail station as a means of ameliorating commuter traffic congestion.
  - Commercial development shall be approved only in those locations which abut arterial streets and meet reasonable standards with regard to traffic movement and safety.
  - New development and redevelopment should be designed to limit access on the Town's principal and minor arterial streets.
- **Objective.** Protect residential neighborhoods from direct and indirect effects of regional and local transportation activities, including cut-through traffic.

***Supporting Policies.***

- New transportation and roadway patterns shall provide for maximum protection to residential neighborhoods.
- Encourage mass transit patronage when possible with emphasis placed on the needs of the Town's residents, commuters and servicing the Metrorail Station.
- Require construction and/or improvement of necessary roads and related traffic control measures as development and redevelopment occur.

- **Objective.** Consider off-site and on-site transportation impacts and demands when evaluating changes in land use and zoning.

***Supporting Policies.***

- Require construction and/or improvements of necessary roads and related traffic control measures as development and redevelopment occurs.
- Streets and roads shall be of adequate size and location to meet the anticipated volume and type of traffic generated by particular land uses and shall be constructed to a Town approved standard.
- Support additional parking at the Vienna Metrorail station as a means of ameliorating overflow commuter parking on streets in residential neighborhoods.
- New development and redevelopment should be designed to limit access on the Town's principal and minor arterial streets.

- **Objective.** Maximize safety and dependability of the transportation network.

***Supporting Policies.***

- Streets and roads shall be of adequate size and location to meet the anticipated volume and type of traffic generated by particular land uses and shall be constructed to a Town approved standard.
- Direct access onto the Town's principal and minor arterial streets shall be limited.
- Provide safe pedestrian conditions throughout the Town.
- Continue to implement Vienna's pedestrian plan as areas are redeveloped or funds are available through future capital improvement plans.

- **Objective.** Encourage use of non-motorized vehicles as a local transportation alternative and encourage use of pedestrian sidewalks and paths throughout the Town.

***Supporting Policies.***

- Integrate non-motorized transportation patterns, both regional and local, into the Town's overall transportation system, with emphasis placed on access to the W & OD trail and the Metrorail Station. Provide

necessary protection to pedestrians and cyclists.

- Provide safe pedestrian conditions throughout the Town.
- Continue to implement Vienna's pedestrian plan as areas are redeveloped or funds are available through future capital improvement plans.
- **Objective.** Explore opportunities for public transportation system improvements that would reduce congestion, noise and air pollution.

***Supporting Policies.***

- Encourage mass transit patronage whenever possible with emphasis placed on the needs of the Town's residents, commuter and servicing the Metrorail Station.
- Support additional parking at the Metrorail Station when it is compatible with Town objectives and does not adversely impact surrounding Town neighborhoods.
- **Objective.** Monitor plans and impacts of development and traffic improvements in areas outside the Town on the Town's transportation system.

***Supporting Policies.***

- Maintain active dialogue with Fairfax County Supervisors of bordering magisterial districts with respect to land use changes and with the office of Virginia Department of Transportation's Commissioner for Northern Virginia on matters of State and Federal transportation projects.

**SPECIAL PLANNING ISSUES**

**Navy Federal Credit Union**

In 1993, the Navy Federal Credit Union (NFCU) received approval from the Town for its planned expansion of its facilities in the Page Technology Park. NFCU is the largest employer in Vienna. Employment at NFCU is projected to grow from 1,820 to 3,374 by 2006. The greatest traffic impact will be at the intersections along Follin Lane, SE, from Maple Avenue, East, to Electric Avenue, SE, and along Electric to Cedar Lane. As part of the conditions for Town approval, NFCU developed a set of Travel Demand Management (TDM) performance standards. The attainment of these standards is important to the future of the NFCU project and the Town's traffic conditions, and the Town should carefully monitor implementation and performance of the TDM program. The degree of success of the program will, in part, determine the need for future road improvements on Follin Lane, SE, and Electric Avenue. SE.

### Nutley Street Special Study Area

In the Future Land Use chapter of this Comprehensive Plan, findings and recommendations relating to future land use in the Nutley Street area were presented. By virtue of the pattern of land use along Nutley Street, SW, and the existing traffic conditions and special environmental features, it was recommended that redevelopment of any parcel in the area between the Townes of Vienna II, III, and IV at the northern end of the study area and the Townes of Moorefield and Marshall Road Elementary School at the other end (see Appendix G), be restricted to no higher a density than that of one of the single family zoning districts. Because of congested traffic conditions along Nutley Street, SW, it was recommended that no additional streets be permitted to intersect Nutley Street from Maple Avenue to Courthouse Road, SW. It was also recommended that any development proposal for the area on the west side of Nutley Street, from Maple Avenue to Courthouse Road, SW, be carefully reviewed for internal traffic flow, inter-parcel access and restricted driveway access onto Nutley Street, SW (see map in Appendix G).

### Commercial Corridor Redevelopment

The Town has sponsored several studies aimed at beautification and revitalization of the Maple Avenue and Church Street business areas. These studies resulted in two revitalization plans which include streetscape and landscape improvements within the public right-of-way and encouragement for private reinvestment and building improvements.

The decreasing diversity of the retail sector in the Vienna business community is an issue of particular concern. For retail establishments outside of the major strip shopping centers, availability of patron parking is a serious problem. The demand for and feasibility of providing public parking in the business district should be studied as well as changes in the commercial/retail parking ordinance that might lead to more efficient use of existing parking spaces. In the Future Land Use Plan, it was recommended that a master plan for the commercial core be developed. A central feature of such a plan, as well as an issue that should be addressed in studies relating to provision of public parking, are recommendations to improve pedestrian access and circulation within the business district.

The goal of the Comprehensive Plan is to provide pedestrian access from the residential areas to the business and other major activity centers within the Town. The ability of residents to safely walk to commercial areas encourages them to continue patronizing local businesses and frees up parking for patrons living outside the Town. The business area also provides logical pickup and drop-off points for local and Metrorail bus service.

## SPECIFIC RECOMMENDATIONS

- Adopt and implement street and pedestrian road circulation plans:
  - Reaffirm and implement street classifications, including consideration of internal traffic patterns and future roads within new developments and neighborhoods.
  - Implement pedestrian circulation plan.
- Address commercial district and commuter parking problems by:
  - Studying revisions in commercial parking ordinance to allow more efficient utilization of available space in the Maple Avenue and Church Street areas.
  - Studying public parking demand and the feasibility of a facility for downtown area.
  - Examining alternative legislative and administrative strategies for addressing commuter parking demand, including use of institutional lots that are empty during daily business hours.
  - Continuing the neighborhood permit parking program while supporting additional commuter parking at the Metrorail Station.
  - Promoting placement of bicycle racks in commercial and institutional buildings and other strategic locations.
- Ensure safe pedestrian circulation by:
  - Providing adequate lighting on streets included in the pedestrian access plan.
  - Developing and implementing a snow emergency management plan.
  - Studying alternatives for enhancing both on and off-street bicycle trails, as well as extension of trails to commuter and commercial facilities.
- Continue to study measures to provide safe crossings for the W & OD Trail at all streets within the Town.
- Review and study alternative traffic management strategies for improving traffic circulation, including the continued collection of baseline traffic volume data.



- Speed limits should continue to be vigorously enforced and the feasibility of additional speed control and traffic calming measures, such as dips, bumps, warning signals, and special road striping, should be evaluated and applied in locations deemed appropriate.
- Periodically review traffic signal timing and synchronization along Maple Avenue to address changes in traffic conditions.
- Support periodic surveys of public transportation needs.
- Study existing traffic patterns, control devices, and intersections, as warranted, for possible improvements aimed at reducing backups and traffic flow conflicts.



## COMMUNITY FACILITIES AND SERVICES FOR THE FUTURE

### FUTURE FACILITIES AND SERVICES GOAL

The goal for community facilities and services is to ensure that public infrastructure, facilities, services, and amenities are maintained for Town residents and businesses, and that future needs are, to the extent possible, supported by the development process.

### OBJECTIVES

Within the overall community facilities and services improvements goal for the Town of Vienna are the following specific objectives:

- Provide public facilities and services that fully meet applicable public health, safety, and environmental standards.
- Provide water supply, sanitary sewer, and stormwater facilities that deliver high-quality, cost-effective services to Town residents and businesses.
- Provide high-quality, cost-effective waste collection services to Town residents.
- Maintain and upgrade the Town's transportation infrastructure, including pedestrian walkways, to ensure safe and convenient travel.
- Maintain a recreation system that offers a wide spectrum of opportunities for residents of all ages, interests, and abilities.
- Ensure high-quality, cost-effective public safety services that protect and serve the needs of the community.
- Enhance the appearance of the major commercial infrastructure such that it improves and fosters the overall image of the Town, improves the overall business climate, resists urban blight, and encourages reciprocal private investment in private properties.

## POLICIES

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

- **Objective.** Provide public facilities and services that fully meet applicable public health, safety, and environmental standards.

### *Supporting Policies.*

- Provide and maintain a water supply system that meets or exceeds potable water health standards.
- Require new developments to connect to the Town water and sewer system and encourage the switch-over of private water well and septic tank users to the Town system.
- Continue to offer residents opportunities for safe disposal of certain hazardous materials, and publicize and support Fairfax County's hazardous waste disposal program.
- Require development and redevelopment within the designated Chesapeake Bay Preservation Areas to comply with the full intent and criteria of the Chesapeake Bay Preservation Act as adopted by the Town and approved by the Commonwealth of Virginia.
- Achieve full compliance with the Americans with Disabilities Act by Town-owned facilities.

- **Objective.** Provide water supply, sanitary sewer, and stormwater facilities that deliver high-quality, cost-effective services to Town residents and businesses.

### *Supporting Policies.*

- Provide a sewer collection system that meets the needs of the Town's service area.
- Continue to require no net increase in post-development stormwater drainage for new development and redevelopment.
- Require adequate infrastructure design and construction for all new developments.
- Require, within reasonable cost standards, the use of the most reliable and dependable materials for the stormwater

collection and management system.

-- Encourage water conservation as a means to control water supply demand, costs, and to achieve the overall water quality goals of the Chesapeake Bay Preservation Act.

- **Objective.** Provide high-quality, cost-effective waste collection services to Town residents.

***Supporting Policies.***

-- Provide for the orderly collection and disposal of the Town's residential solid waste, including "special trash pickup."

-- Encourage maximum participation in recycling efforts to reduce the overall municipal solid waste streams, and to meet State-mandated requirements for recycling.

- **Objective.** Maintain and upgrade the Town's transportation infrastructure, including pedestrian walkways, to ensure safe and convenient travel.

***Supporting Policies.***

-- Maintain and enhance the Town's roads and traffic control systems to provide for a more efficient flow of vehicular traffic and to restrict cut-through traffic in residential neighborhoods.

-- Work with County and regional authorities to encourage the development of mass transportation systems that can mitigate both congestion on the Town's road system and vehicular generated pollution.

-- Encourage greater pedestrian activity, both as a substitute for automobile usage and as a form of healthy physical exercise, by keeping the Town's existing sidewalks in good condition and by expanding the walkway network in accordance with the Town's adopted plan.

- **Objective.** Maintain a recreation system that offers a wide spectrum of opportunities for residents of all ages, interests, and abilities.

***Supporting Policies.***

-- Continue the preservation of natural and open space areas along intermittent and tributary streams, flood plains, and other areas of environmental or drainage sensitivity, for aesthetic appearance, public safety and stormwater drainage control;

- Ensure that the park and recreational system, facilities, and lands are protected from direct development pressures, changes in land use, or incompatible redevelopment.
- Ensure that an adequate level of safety is provided along the W & OD Trail and in public parks.

- **Objective.** Ensure high-quality, cost-effective public safety services that protect and serve the needs of the community.

***Supporting Policies.***

- Provide for the safety of all Town residents, businesses, and visitors through the use of police, fire, and emergency medical services.
- Maintain a high level of emergency response capability by the police department.
- Maintain funding support for the volunteer fire department to ensure rapid response capability for fires and medical emergencies.

- **Objective.** Enhance the appearance of the major commercial infrastructure such that it improves and fosters the overall image of the Town, improves the overall business climate, resists urban blight and encourages reciprocal private investment in private properties.

***Supporting Policies.***

- Support efforts to adopt and implement a Maple Avenue Streetscape Plan; seek to enhance the Maple Avenue commercial core through the use of streetscape design elements and aesthetically enhanced public infrastructure.
- Require new commercial developments to place utility connections underground and encourage existing developments to address the appearance factors of overhead utilities.
- In conjunction with other chapters of this Comprehensive Plan, support the renovation of the Church Street commercial corridor; protect the public investment, preserve the integrity of the Church Street commercial renovation project, and encourage complementary private investment in the appearance of businesses.
- Investigate means of providing public parking in

commercial areas where present parking is either inadequate or difficult.

### RECOMMENDATIONS

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

- **Commercial Urban Design.** It is recommended that streetscape and architectural design criteria be considered for the areas identified and delineated by the Town for public streetscape renovation. These guidelines would strengthen the efforts of the Board of Architecture Review, provide design guidelines for businesses and properties within these delineated areas, and serve to protect the public investments being made by the Town and Fairfax County in streetscape and utility improvements.
- **Water Supply.** New development within Vienna will be primarily in-fill development patterns which often result in cul-de-sac street construction. The construction of cul-de-sacs and their "T" taps into the main water lines can reduce the water pressure in the Town's water supply. This potential impact should be analyzed and changes to ensure adequate pressure should be identified for implementation by the Department of Public Works.
- **Storm Water Management Plan.** As the Town becomes increasingly developed with a corresponding increase in impervious surface, the demand and stress on the current storm water management system will also increase. To address this potential problem, it is recommended that a comprehensive storm water management plan (SWMP) be prepared.

Due to the workload that preparation of a plan would impose on Town staff, and the costs of a fully contracted study, it is recommended that alternate approaches be considered. For example, graduate engineering students supervised by professors knowledgeable of the Town's objectives and goals for a SWMP could be utilized. Town staff and a registered professional engineer would review the SWMP and recommend its adoption or modification to the Town Council.

Regardless of the decision regarding responsibility for preparation of the plan, a SWMP should include, but not be limited to, the following:

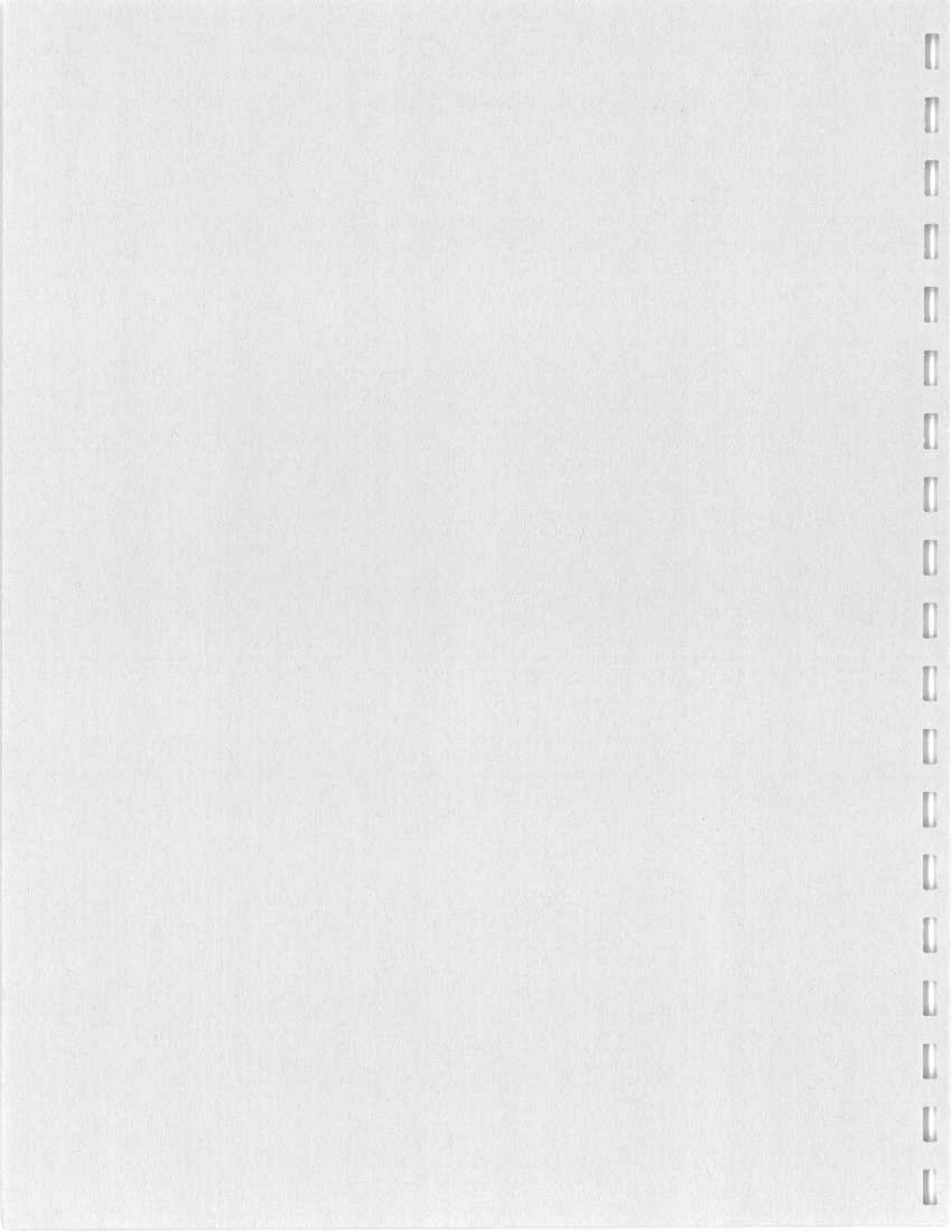
- Review of the current Town storm water management system;
- Identification of areas of insufficient capacity, aged

facilities, needed improvements, and downstream impacts;

- Establishment of appropriate construction guidelines and management techniques;
  - Prioritization of needed improvements; and
  - Requirements for developers to share in the construction and funding of systems upgrades arising from their development activities. These requirements should be based on State legislation (15.1-466) that allows local governments with an approved SWMP to require developers to contribute their per share basis. This would serve to mitigate any surrounding impacts of increased storm water and ensure the future construction of needed improvements as identified.
- **W & OD Trail.** In an effort to provide greater public safety to the trail users, public telephones or communications access to the Police Department could be provided along the trail.



APPENDICES

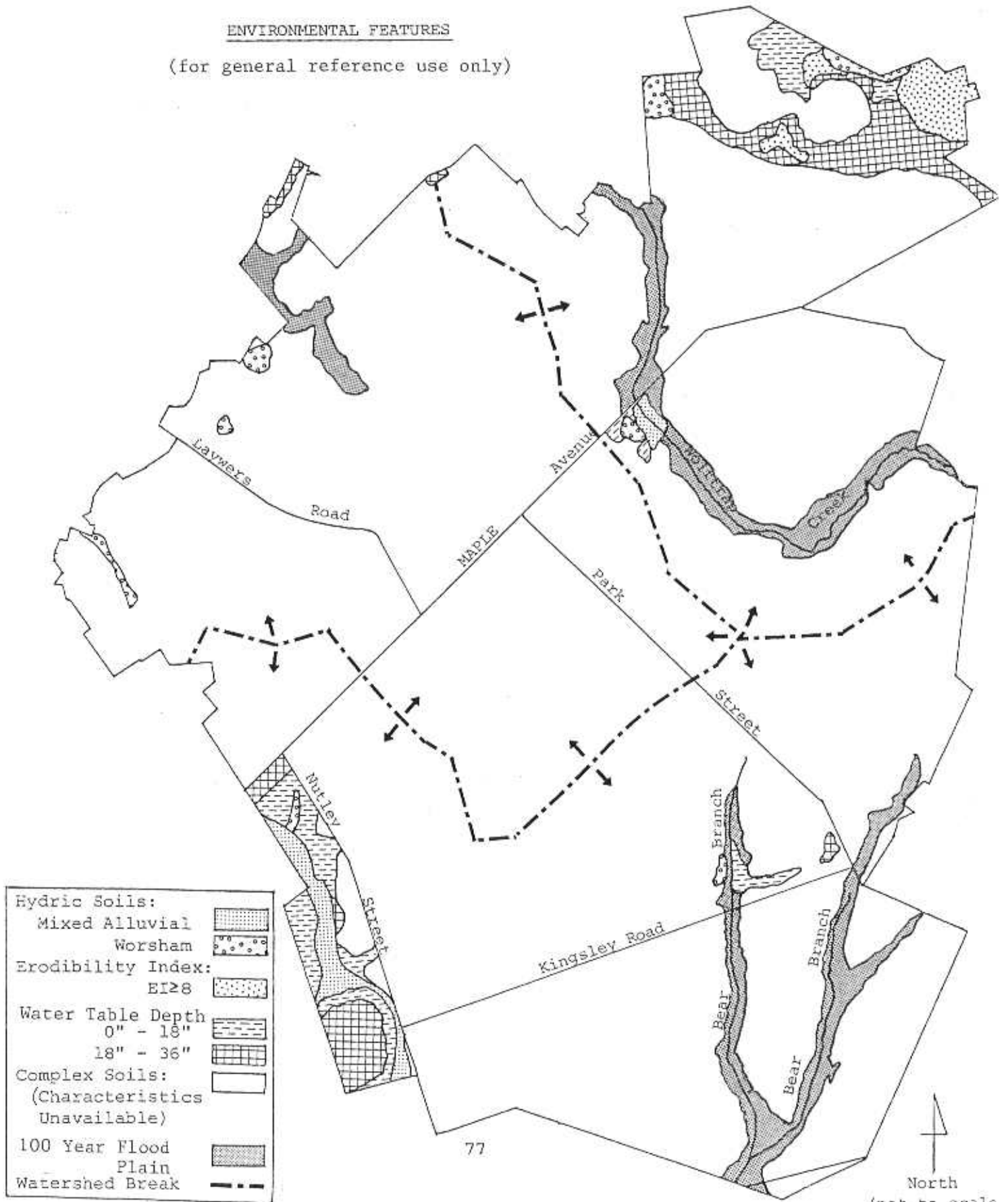


APPENDIX A: ENVIRONMENTAL FEATURES



ENVIRONMENTAL FEATURES

(for general reference use only)



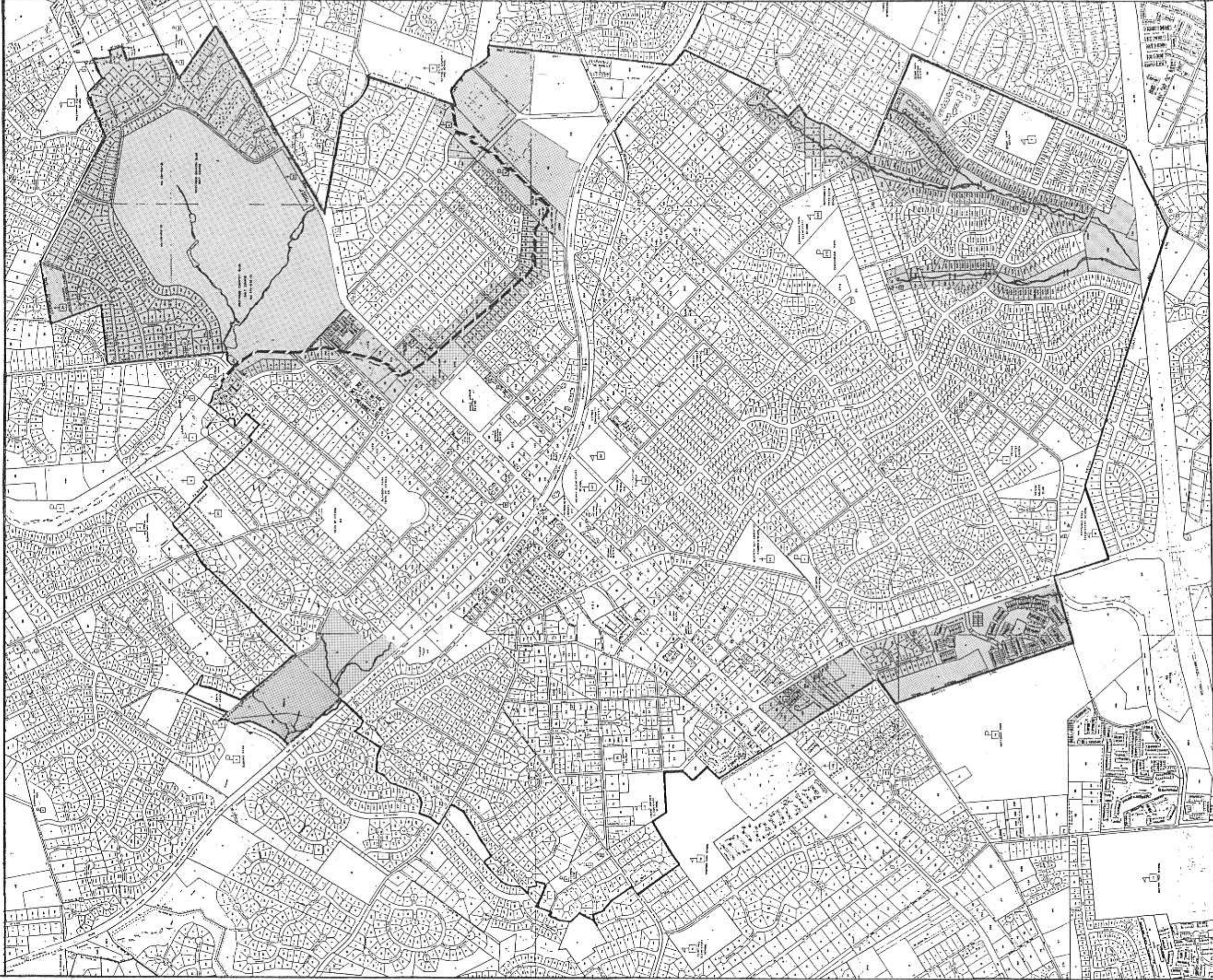
Source: Dept. Planning and Zoning, 3/92  
Fairfax County Soil Scientist



APPENDIX B: CHESAPEAKE BAY PRESERVATION AREAS MAP

TOWN OF VIENNA, VIRGINIA

CHESAPEAKE BAY PRESERVATION AREAS



- Tributary Stream w/100'  
Resource Protection Area
- Resource Management Area
- Intermittent Stream



North  
(Not to Scale)

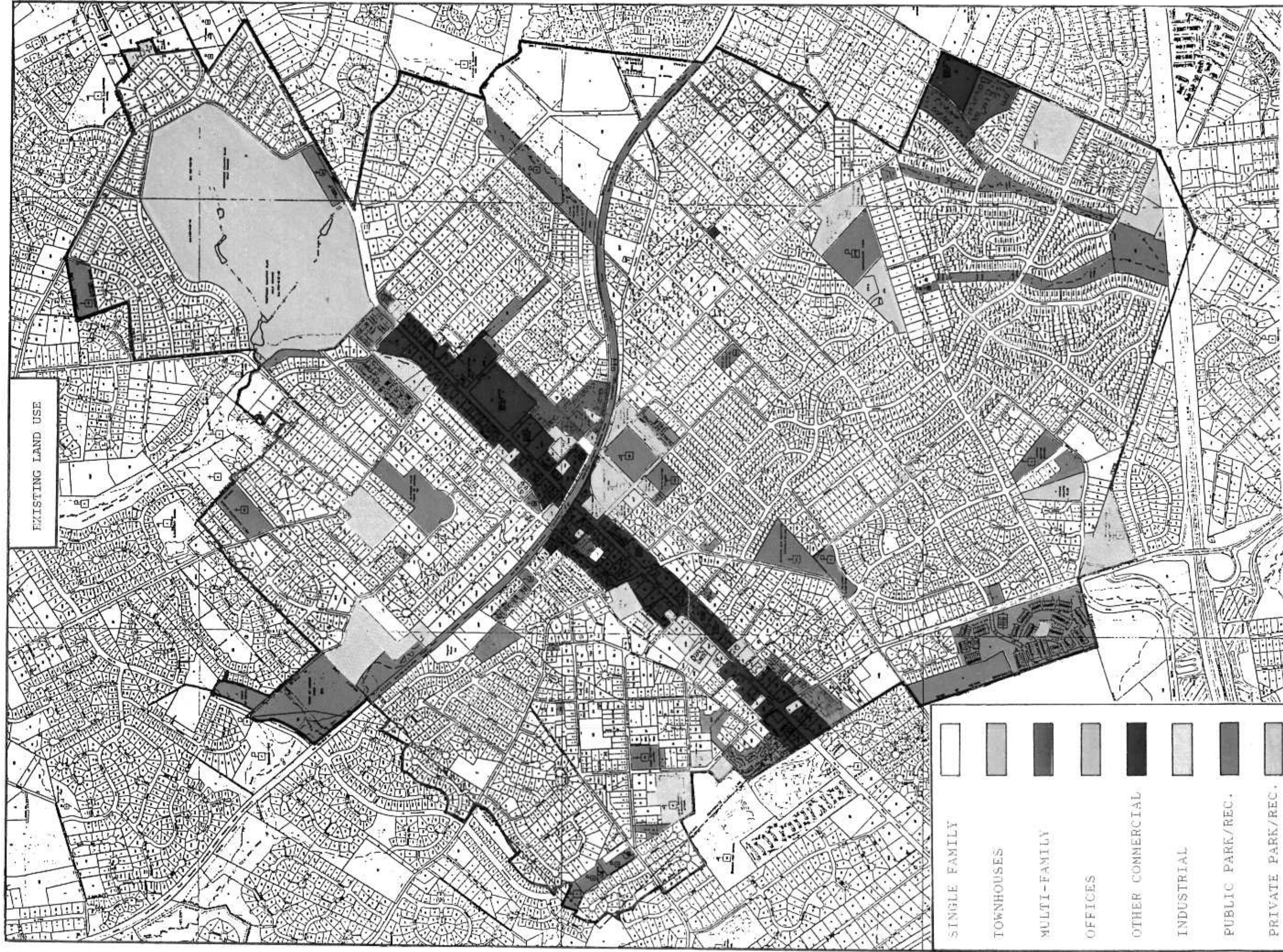
ADOPTED by Town: 04/05/93  
CBLAB Approved: 06/25/93  
Amended by Town: 05/23/94





APPENDIX C: EXISTING LAND USE MAP





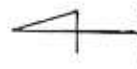
North  
(not to scale)  
February 1995

Source: Dept. Planning and Zoning

APPENDIX D: LAND USE AT TOWN/COUNTY BORDER



ADJACENT COUNTY LAND USE PATTERNS



North  
(not to scale)

February 1995

Source: Dept. Planning and Zoning

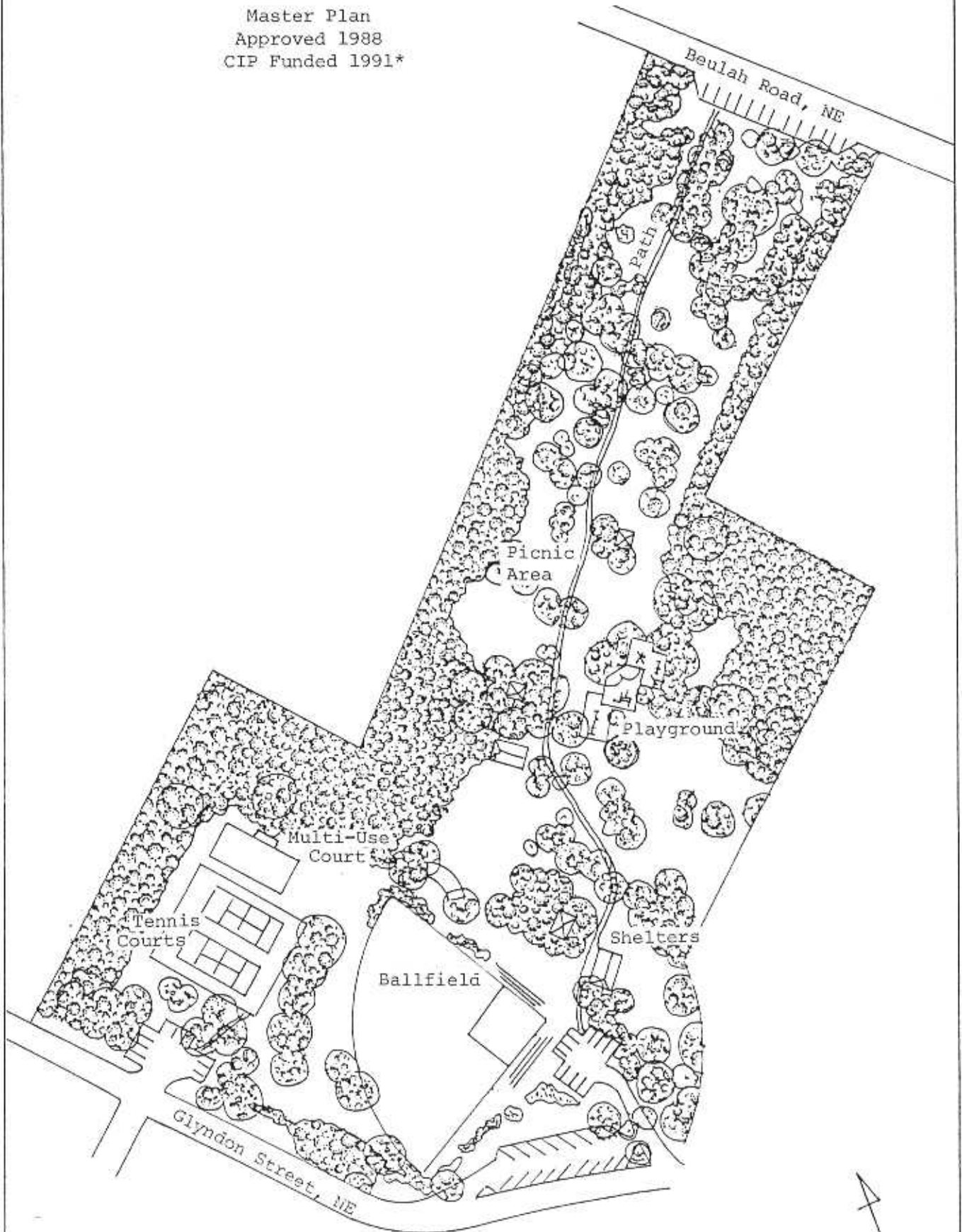
APPENDIX E: MASTER PLANS FOR TOWN-OWNED PARKS





GLYNDON PARK

Master Plan  
Approved 1988  
CIP Funded 1991\*

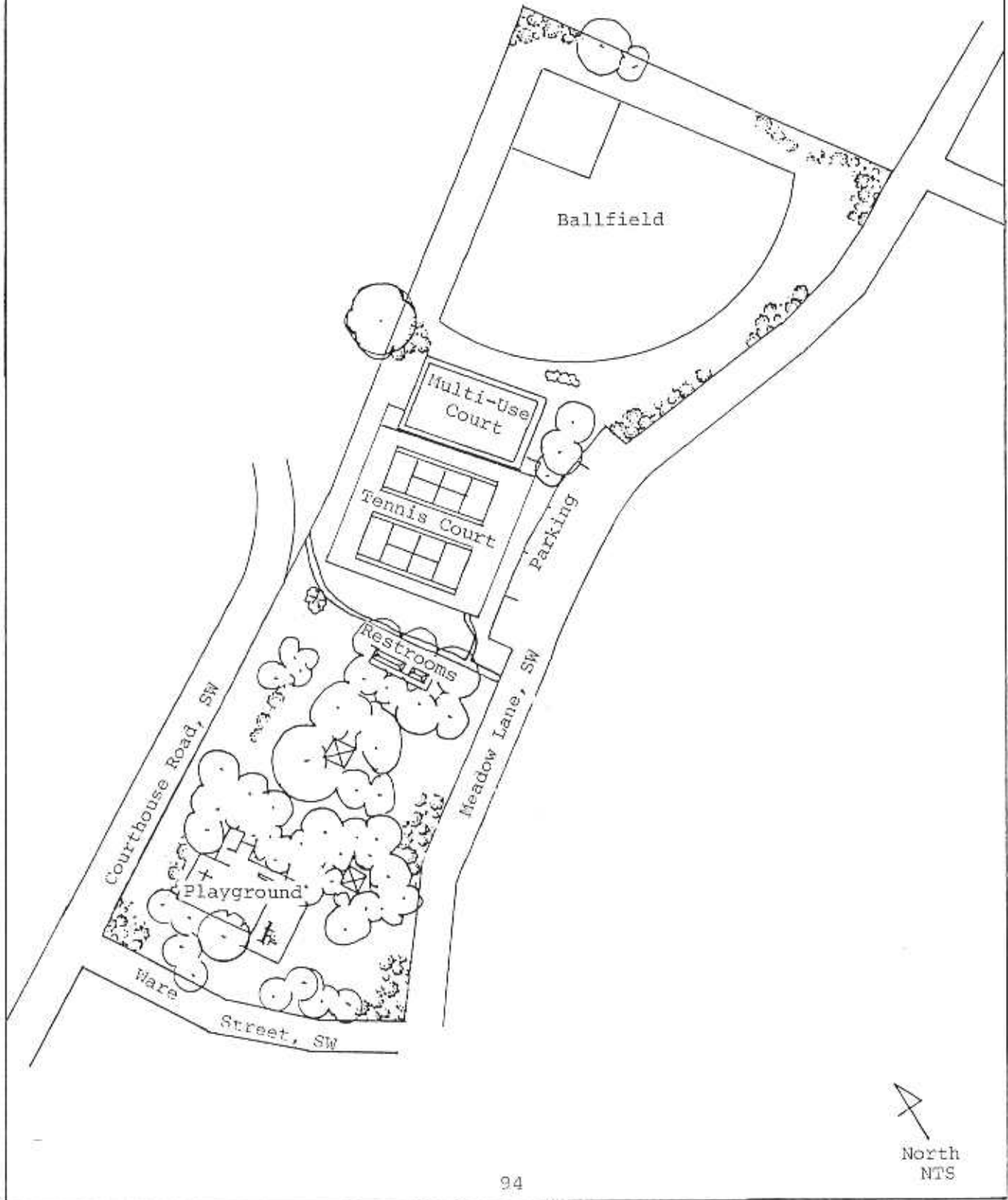


\* Capital Improvement Program



MEADOW LANE PARK

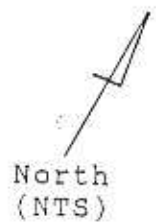
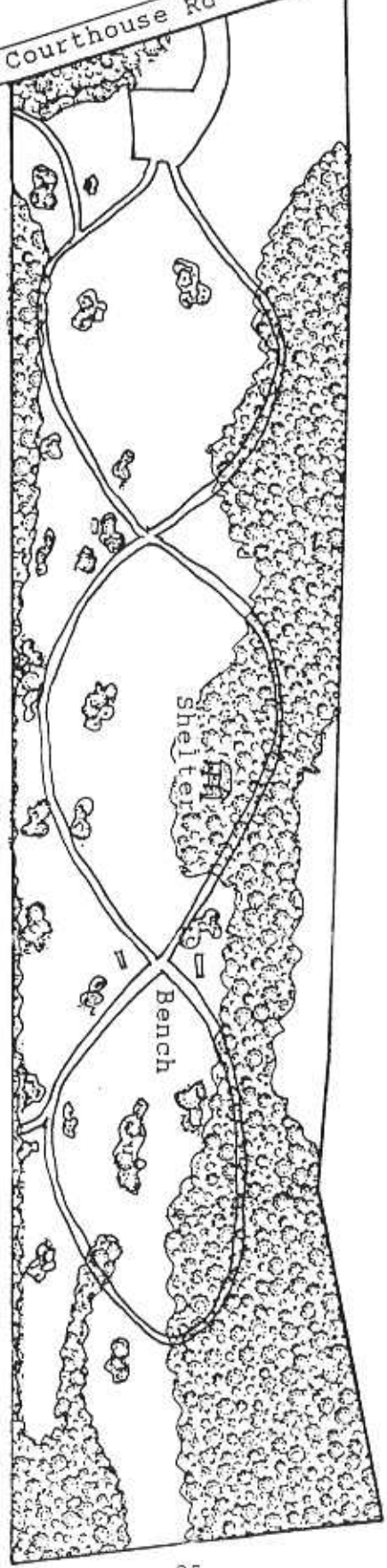
Master Plan  
Approved 1985



MOOREFIELD PARK

1984

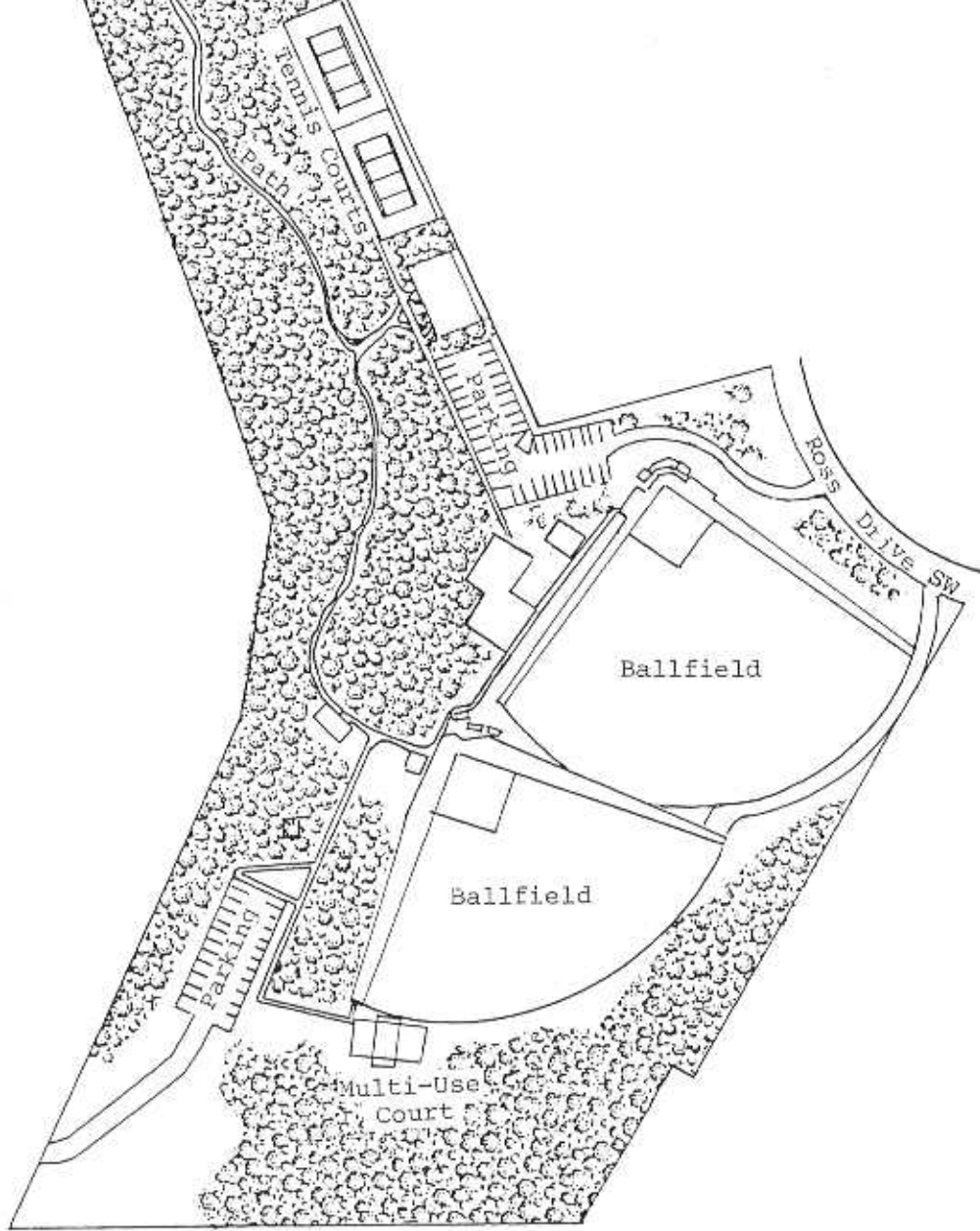
Old Courthouse Rd (Rte 673)



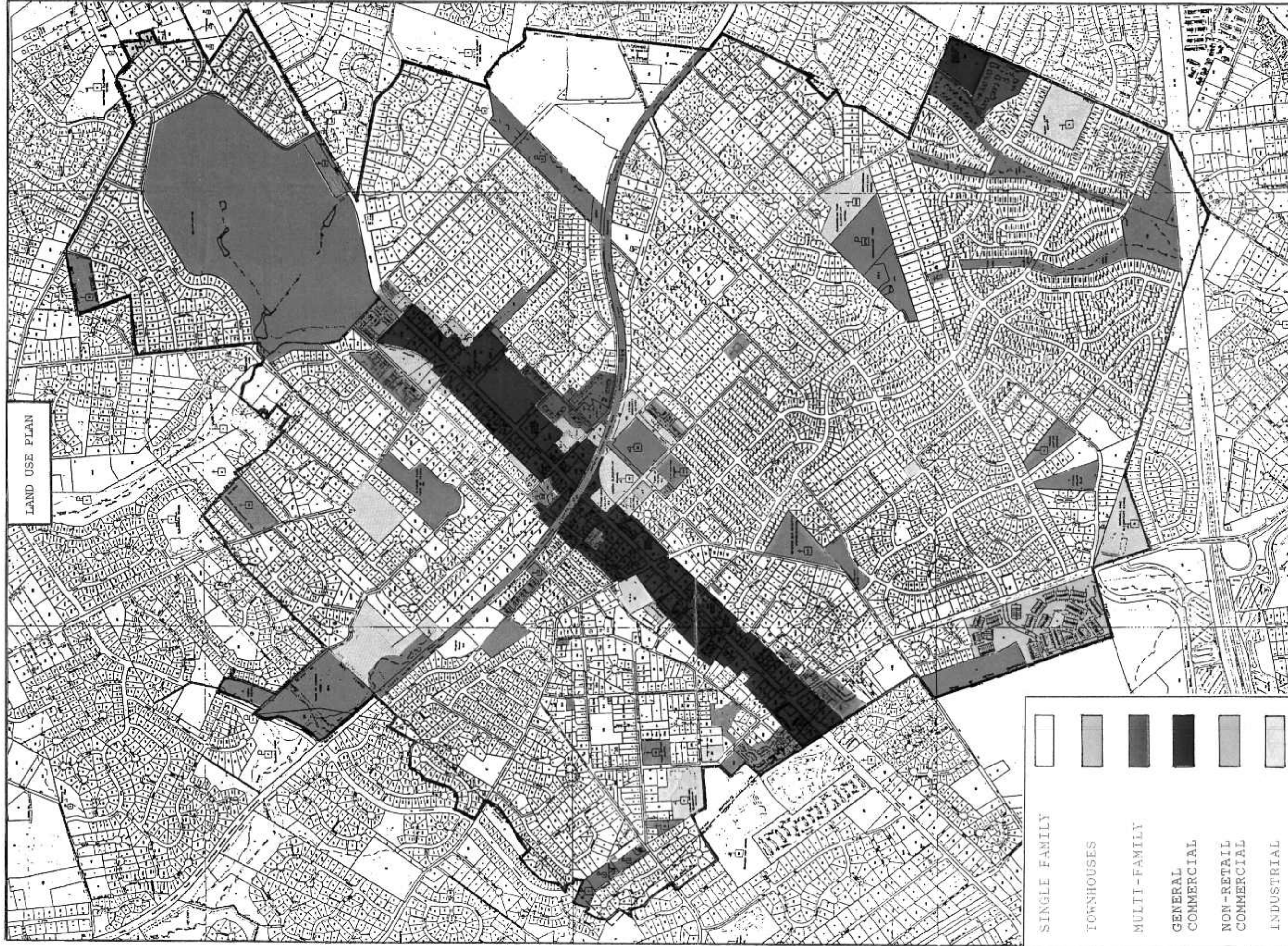
Cottage Street, SW

SOUTHSIDE PARK

Master Plan  
Approved 1985  
CIP Funded 1993\*



APPENDIX F: FUTURE LAND USE MAP



LAND USE PLAN

□	SINGLE FAMILY
■	TOWNHOUSES
■	MULTI-FAMILY
■	GENERAL COMMERCIAL
■	NON-RETAIL COMMERCIAL
■	INDUSTRIAL
■	PARK/RECREATIONAL
■	GOVERNMENTAL
■	INSTITUTIONAL



North  
(not to scale)  
February 1995

Source: Dept. Planning and Zoning



APPENDIX G: MAP -- NUTLEY STREET SPECIAL STUDY AREA





NUTLEY STREET, SW  
Special Area Study



RESIDENTIAL		TRANSITIONAL		INDUSTRIAL	
	RS-16 Single Family		T Transitional		CM Limited
	RS-12.5 Single Family				CMP Industrial Park
	RS-10 Single Family	<u>COMMERCIAL</u>			
	RM-2 Multi-Family		C-1 Local		Park and Recreation
	RTH Town House		C-1A Special		PROGRESS
			C-2 General		



## APPENDIX H: CENTRAL BUSINESS DISTRICT SPECIAL STUDY AREA

### BACKGROUND

In January 1984, a Citizens Advisory Panel prepared a study of Vienna's commercial and industrial areas. Their document, entitled "Planning for Tomorrow," assessed conditions influencing commercial/industrial development and activity. The study focused in part on the Church Street corridor as a primary area for redevelopment and stressed the importance of developing policies to guide the redevelopment.

In November 1988, Fairfax County and Vienna voters approved a \$1.2 million bond program specifically earmarked for the revitalization of the Church Street commercial area. A need for investment by both the Town and property owners was echoed in the 1989 Town of Vienna Comprehensive Plan.

In 1993, the Town Council commissioned a streetscape study of Maple Avenue, with an emphasis on the blocks from Lawyers Road, NW/Courthouse Road, SW, to Park Street. This study was subsequently expanded to include the design elements for the Church Street revitalization project.

The goals of the Maple Avenue/Church Street revitalization project are to:

- Improve the visual, economic, and environmental quality of the area.
- Encourage investment in the area by property owners and merchants;
- Create a Town focal point which supports a small town atmosphere; and
- Provide a streetscape conducive to pedestrian traffic.

The major elements of the project include:

- Relocation and alignment of utility lines;
- Reconstruction of driveways on Church Street;
- Installation of brick sidewalks and crosswalks;
- Use of street furniture, period style street light fixtures, improved street signs, and bus shelters; and

- Improved landscaping.

### CHURCH STREET

- **Location.** Located in the northern half of Town, the Church Street commercial corridor parallels Maple Avenue from Park Street, NE, to Lawyers Road, NW.
- **Traffic.** In addition to traffic associated with uses within the corridor, Church Street provides an alternative to the congestion of Maple Avenue. As a result, Church Street has a high traffic volume, backing up in both directions during peak hours. Church Street rises to the east, with the hill starting at Mill Street serving as a visual buffer between residential and non-residential uses, but providing no real separation of traffic patterns. Traffic congestion is exacerbated by numerous driveway and parking space curb cuts.
- **Land Use and Development.** Church Street is zoned for commercial use from Lawyers Road, NW, to Mill Street, NE. Actual land use, however, is mixed. Commercial uses are primarily specialty shops, but also include office buildings. Other uses include a condominium complex, and the historic Freeman House. The Washington & Old Dominion bike trail bisects Church Street, NE, and includes a park area with the historic train station, a train caboose, landscaping, and benches. This area, directly across from the Freeman House, offers the opportunity to be a focal point for the corridor.

Though the architectural style is not uniform or consistent, the mix of styles could easily be accentuated to create an eclectic atmosphere. Most of the buildings appear to have been built in the mid-twentieth century and are one and two story structures with a low intensity of use. A few of the buildings were previously utilized as residential homes, and the visual scale and building-lot proportion still reflects the one-time residential character. Many of the existing buildings are in need of upgrading or rehabilitation.

Redevelopment activity will likely be on a lot-by-lot basis with limited parcel assembly due to the lot layout and varying quality of buildings. However, two of the more central lots -- addressed from 120 to 136 Church Street, NW, -- are under one ownership. One is undeveloped and the other underdeveloped. The rear adjoining lot fronts Maple Avenue, and belongs to the same property owner. There is significant potential for the redevelopment of these lots in a manner that could enhance the Maple/Church Street revitalization project.

## MAPLE AVENUE STUDY AREA

- **Location.** Maple Avenue is the north and south dividing line of the Town. The Maple Avenue commercial area included in this study area runs from Courthouse Road, SW/Lawyers Road, NW, to Park Street, NE.
- **Traffic.** Maple Avenue is Vienna's principal arterial road, with a traffic flow that is at or above capacity at most times. The road carries large volumes of commuter traffic daily, as well as traffic to the intense retail developments at Tysons Corner. The Maple Avenue study area has a large shopping center and public facilities (library, Town Hall, etc.) that generate intersecting traffic patterns to this east and west flow of traffic.

Pedestrian travel is possible but not pleasant, as there are frequent driveway cuts intersecting the street and sidewalks. The W & OD Trail intersects with the street, but cyclists and pedestrians are guided to the signaled crosswalk at Park Street for crossing. Alternatives to this arrangement are under study because of the dangerous conditions created by the heavy automobile traffic.

- **Land Use and Development.** Maple Avenue has maintained its appearance and reinvestment has occurred with more regularity than on Church Street. The uses also are more intense and the developments typically larger in size than on Church Street.

Commercial uses along the Maple Avenue study area are diverse. The shopping center at the west end has a grocery store anchor; others tenants include a drug store, dry cleaners, bicycle shop, and several restaurants. Other retail and service businesses in the Maple Avenue study area include banks with drive-through facilities, an emergency medical center, gas stations, and restaurants.

The Maple Avenue study area contains a combination of new and old structures, some of which have parking between the building and the street, and others with the parking beside or behind the building. In many cases the parking is limited compared to demand, and often difficult to navigate. Although the Town was unsuccessful in its effort to purchase the Lowes property on Maple Avenue for possible use as a parking lot or park, it should consider purchase of other properties in the Central Business District that become available.

## PROPOSALS

- **Master Plan.** Like other commercial areas of Vienna, businesses in the Maple Avenue/Church Street study areas face stiff competition from larger developments outside the Town limits, such as the Tysons Corner Mall less than two miles away. A master plan should be prepared to synchronize the redevelopment and revitalization of these important commercial and historical areas of the Town. The master plan should seek to develop an image of vitality and distinctiveness of which the residents of the Town and the business community can take pride.
- **Building Design Guidelines.** Design and development guidelines should be created for the commercial uses in the Maple Avenue/Church Street study areas. These guidelines should support redevelopment that compliments and enhances the recently approved streetscape plans for the two areas. Such guidelines should maintain the public investment in the areas and encourage additional private investments in private property.

The guidelines should be flexible enough to reflect the differing nature of the two streets, e.g., the lower intensity of use on Church Street. Design guidelines for the Maple Avenue corridor should encourage vertical mix usage with retail stores on the lower floors and office usage on the upper floors. Accommodating this usage requires that parking and office flow be addressed.

- **Pedestrians Paths and Sidewalks.** Sidewalks in the designated commercial areas should be paved with matching pavers and continue the established sidewalk pattern. Sidewalk construction, repair, or replacement should not introduce new patterns, materials, or style within the public sidewalk section. Crosswalks should carry the same pattern. This will provide a visual "ribbon" connection throughout the corridor, clearly delineating pedestrian space from automobile space in the street.

There are many informal paths between Church Street and Maple Avenue. It is suggested that where possible these walkways be paved as extensions of the sidewalk plan. By extending the paving patterns along these paths, the pedestrian is visually drawn to the corridor and made aware of other shops or places of interest.

- **Parking Lots and Spaces.** To accommodate existing and future traffic, parking must be provided for the merchants, residents, and shoppers. When new buildings are developed, parking should be designed to the rear or side of the lot

whenever possible. When adjoining another lot with abutting parking, the lots should be integrated and opened to each other if possible. Landscaping should be included around the parking facilities to "soften" the appearance of the lots.

It is recommended that the above guidelines be set forth in an ordinance to ensure compliance with the overall plan and theme of the corridor. Care must be maintained to draft the ordinances carefully so the area is specially considered but not overly constrained. The Town of Vienna should consider the purchase of property in the CBD that becomes available and its conversion into a metered parking lot. This would partially ease the parking shortage in and near the Town center and could be used to encourage vertical mix in near-by properties over time.

- **Church Street Residential.** The past Comprehensive Plan called for "vertical mix": retail uses on ground levels, and offices on upper levels. To accommodate more progressive developments, vertical mix could also include residential units on upper levels of new retail structures.

The location of residential units in the area would contribute to the atmosphere of the street. Such land use options could allow a blend from the commercial to the residential area, provide a permanent population for the area and help preserve the surrounding single family neighborhoods. Creative design could capitalize on the steep and sudden change of grade along the rear property lines to incorporate the mixed use developments.





MAPLE AVENUE / CHURCH STREET  
REVITALIZATION  
AREA

