



APPENDIX



This page was intentionally left blank.

Glossary

Affordable Housing: Under the Code of Virginia, affordable housing is defined as housing that is affordable to households with incomes at or below the area median income, provided that the occupant pays no more than thirty percent of his gross income for gross housing costs, including utilities.

Central Business District: The focus of commercial, social, civic life and transportation. In Vienna, it is encompassed by the Maple Avenue Commercial Corridor and Church Street Commercial Corridor.

Charrette: A planning session or series of meetings in which stakeholders, which can include residents, business owners, and elected officials, collaborate in developing a solution to a design problem.

Church Street Commercial Corridor: This corridor is comprised of the commercial properties along Church Street from Lawyers Road NW to Park Street NE that are zoned C-1B Pedestrian Commercial.

Collector Street: Provides direct service to and from local areas, and distributes traffic from arterials to local streets and other collector streets. Collector streets also provide the links for the principal internal movement within residential neighborhoods, and within commercial and industrial districts.

Comprehensive Plan: A plan with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the inhabitants, including the elderly and persons with disabilities.

Dedication: The transfer of property rights from private to public ownership with land conveyed to the local government to be used for streets, schools, parks, utilities, etc.

Development: Under the Code of Virginia, development means a tract of land developed or to be developed as a unit under single ownership or unified control which is to be used for any business or industrial purpose or is to contain three or more residential dwelling units.

Hazardous Materials: Substances that are harmful to human and environmental health and/or safety in relatively small quantities. Such materials include flammable, combustible, corrosive, reactive, and toxic substances as well as any other substance defined as "hazardous" by the state or federal government.

Historic Area: Under the Code of Virginia, historic areas are areas containing one or more buildings or places in which historic events occurred or having special public value because of notable architectural, archaeological or other features relating to the cultural or artistic heritage of the community, of such significance as to warrant conservation and preservation.

Incentive Zoning: Under the Code of Virginia, incentive housing means the use of bonuses in the form of increased project density or other benefits to a developer in return for the developer providing certain features, design elements, uses, services, or amenities desired by the locality, including but not limited to, site design incorporating principles of new urbanism and traditional neighborhood development, environmentally sustainable and energy-efficient building design, affordable housing creation and preservation, and historical preservation, as part of the development.

Inclusionary Zoning: Residential developers are provided with incentives to reserve a certain number of residential units in a development at prices affordable to low- and moderate-income households.

Industrial Land Use: Consists of light industrial uses and other manufacturing activities not appropriate or feasible for commercial areas.

Interstate Highway System: Network of controlled-access highways that helps form the National Highway System. The only interstate that goes through Vienna is a small portion of Interstate 66.

Leadership in Energy and Environmental Design (LEED) Certification: Program developed by the U.S. Green Building Council, which calls for resource efficiency and sustainability for buildings. There are four LEED rating levels: Certified, Silver, Gold and Platinum.

Local Street: Provides 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.

Maple Avenue Commercial Corridor: This corridor is comprised of commercial properties along Maple Avenue from the western edge of Maple Avenue to East Street.

Maple Avenue Commercial (MAC) Zoning Ordinance: Adopted in October 2014, the zoning district allows commercially zoned properties along Maple Avenue to rezone for mixed-use and pedestrian oriented development.

Median Household Income (MHI): The median household income, as defined by the U.S. Census Bureau, divides the income distribution of households into two equal parts: one-half of the households falling below the median income and one-half above the median. For households, the median income is based on the distribution of the total number of households, including those with no income. Median income for households is computed on the basis of a standard distribution.

Minor Arterial Street: Links collector and local streets with principal arterial streets and typically carries a mix of local and through traffic.

Mixed-Use Development: Under the Code of Virginia, mixed-use development means property that incorporates two or more different uses, and may include a variety of housing types, within a single development.

Multiplex: A structure containing three or more attached dwelling units.

Municipal Separate Storm Sewer System (MS4): A conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) which is owned or operated by a State, city, town, borough, county, parish, district, association, or other public body and is designed or used for collecting or conveying stormwater, and is not part of a combined sewer.

Metropolitan Washington Council of Governments (MWCOCG): A regional organization composed of 22 local governments of the Washington Capital area. It develops coordinated regional responses and actions for issues related to transportation, the environment, housing and planning, health and human services, homeland security, and public safety.

Passive Park: A park which is not programmed, requires no administration, and is not developed, except for minor features, such as seating and gardens.

Principal Arterial Street: Carries the majority of the traffic entering and leaving a community. Maple Avenue is Vienna's only principal arterial street, as determined by the VDOT criteria.

Public Private Partnership (P3): A partnership, usually through a long-term contract, between a government entity and one or more private sector companies.

Resource Management Area (RMA): means a component of the Chesapeake Bay Preservation Area (not classified as a resource protection area (RPA), as designated on the official CBPA map for the Town as incorporated in the current comprehensive plan that includes lands, which if improperly used or developed, have a potential for causing significant water quality degradation. Lands with the following characteristics may be classified as RMAs:

- A. 100-year floodplains;
- B. Highly erodible soils and/or slopes in excess of 15 percent;
- C. Highly permeable soils;
- D. Non-tidal wetlands not classified as an RPA; or
- E. Other lands as identified by the Town to be necessary to protect the quality of state waters.

Resource Protection Area (RPA): means a component of the Chesapeake Bay Preservation Area as designated on the official CBPA map for the Town as incorporated in the Comprehensive Plan that is comprised of lands adjacent to a water body with perennial flow that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to the impacts which may result in significant degradation to the quality of state waters. The following lands shall be classified as RPAs:

- A. Non-tidal wetlands connected by surface flow to or contiguous to a water body with perennial flow;
- B. Other lands as identified by the Town to be necessary to protect the quality of state waters; and
- C. Buffer areas having widths of not less than 100 feet, landward of the components listed in subsections A and B of this definition, and adjacent to and landward from each side of any water body with perennial flow.

Revitalization: The renewal and improvement of older commercial and residential areas through a series of actions or programs that encourage and facilitate private and public investment. Community investment can include activities and programs designed to improve neighborhoods; strengthen existing businesses; attract new businesses; encourage quality renovation and new construction; enhance public spaces and pedestrian amenities; ensure safe, efficient and convenient traffic flow; and contribute to the social and economic vitality of the area.

Right-of-Way: The area over which a legal right of passage exists; land used for public purposes in association with the construction or provision of public facilities, transportation projects, or other infrastructure.

Street: Under the Code of Virginia, street means highway, street, avenue, boulevard, road, lane, alley, or any public way.

Subdivision: Under the Code of Virginia, subdivision means the division of a parcel of land into three or more lots or parcels of less than five acres each for the purpose of transfer of ownership or building development, or, if a new street is involved in such division, any division of a parcel of land. The term includes resubdivision and, when appropriate to the context, shall relate to the process of subdividing or to the land subdivided and solely for the purpose of recordation of any single division of land into two lots or parcel.

Temporary Urbanism: Vacant storefronts or spaces are transformed into temporary retail spaces, art venues, parks, community gardens, or other green spaces, usually for local entrepreneurs, artists, or residents.

Village Housing: Single-family detached houses, usually clustered, that are smaller and more compact than traditional single-family detached houses. Such houses are usually required to have a high-quality architectural style and a connection to the street via front porches and other architectural features.

Virginia Department of Transportation (VDOT): VDOT's main purpose is to build, maintain and operate the state's roads, bridges and tunnels.

Virginia Department of Environmental Quality (DEQ): The DEQ's main purpose is to administer state and federal laws and regulations for air quality, water quality, water supply, and land protection.

Vision Statement: A formal description of what the community wants to become.

Washington Metropolitan Area Transit Authority (WMATA): WMATA is an interstate compact created to plan, develop, build, finance, and operate a regional transportation system in the Washington, D.C. area.

Zoning: Under the Code of Virginia, zoning or "to zone" means the process of classifying land within a locality into areas and districts, such areas and districts being generally referred to as "zones," by legislative action and the prescribing and application in each area and district of regulations concerning building and structure designs, building and structure placement and uses to which land, buildings and structures within such designated areas and districts may be put.

Resources and Links

Chapter 1: Introduction

Comprehensive plan to be prepared and adopted; scope and purpose. Code of Virginia

Link: <https://vacode.org/15.2-2223/>

Referenced Page(s): [3](#)

Chapter 2: Community Profile

Church Street Vision

Link: <http://www.viennava.gov/index.aspx?nid=959>

Referenced Page(s): [11](#)

Maple Avenue Commercial (MAC) Zoning Ordinance

Link: https://www.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART13.1MAMAAVCOZORE

Referenced Page(s): [11](#)

American FactFinder (U.S. Census Bureau)

<http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

Referenced Page(s): N/A

Chapter 3: Land Use

Comprehensive plan to be prepared and adopted; scope and purpose. Code of Virginia

Link: <https://vacode.org/15.2-2223/>

Referenced Page(s): [22](#)

Affordable Housing Definition, Code of Virginia

Link: <http://law.lis.virginia.gov/vacode/15.2-2201>

Referenced Page(s): [22](#)

Maple Avenue Commercial (MAC) Zoning Ordinance

Link: https://www.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART13.1MAMAAVCOZORE

Referenced Page(s): [26](#)

Windover Heights Historic District Ordinance

Link: https://www2.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART26HIDI

Referenced Page(s): [34](#)

Tysons Development Activity

Link: <http://www.fairfaxcounty.gov/tysons/development/>

Referenced Page(s): [36](#)

Providence Community Center

Link: http://www.fairfaxcounty.gov/dpwes/construction/providence_center.htm

Referenced Page(s): [36](#)

Mosaic District

Link: <http://mosaicdistrict.com/>

Referenced Page(s): [36](#)

Chapter 4: Economic Development

Merrifield Revitalization Report - August 2015

Link: <http://www.fcrevit.org/publications/download/MerrifieldAnnualReport.pdf>

Referenced Page(s): [48](#)

2013 Money Magazine's Best Places to Live, Vienna, VA

Link: <http://time.com/money/2791413/vienna-va-3-best-places-to-live/>

Referenced Page(s): [50](#)

Maple Avenue Commercial (MAC) Zoning Ordinance

Link: https://www.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART13.1MAMAAVCOZORE

Referenced Page(s): [50](#)

Chapter 5: Transportation

Tysons Comprehensive Plan

Link: <http://www.fairfaxcounty.gov/tysons/comprehensiveplan/>

Referenced Page(s): [63](#)

Chapter 527 Submittal for Fairfax County Comprehensive Plan Amendment, Tysons Corner Urban Center

Link: http://www.fairfaxcounty.gov/tysons/stats/download/ch527_submission.pdf

Referenced Page(s): [63](#)

Bicycle Friendly Communities

Link: <http://www.bikeleague.org/community>

Referenced Page(s): [67](#)

Commuter Connections

Link: <http://www.commuterconnections.org/>

Referenced Page(s): [68](#)

MAC Zoning District TDM Requirements

Link: https://www.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART13.1MAMAAVCOZORE_S18-95.10OREPALORE

Referenced Page(s): [68](#)

United States Access Board

Link: <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way>

Referenced Page(s): [69](#)

2013-2015 Town of Vienna Strategic Plan

Link: <http://www.viennava.gov/DocumentCenter/View/1977>

Referenced Page(s): [69](#)

Town of Vienna Emergency Routes Map

Link: <http://www.viennava.gov/DocumentCenter/Home/View/710>

Referenced Page(s): [69](#)

Town of Vienna Pedestrian Master Plan

Link: <http://va-vienna.civicplus.com/DocumentCenter/View/2636>

Referenced Page(s): [75](#)

The Citizen's Guide to Traffic Calming in Vienna

Link: <http://www.viennava.gov/DocumentCenter/Home/View/712>

Referenced Page(s): [75](#), [84](#)

Town of Vienna Pedestrian Advisory Committee

Link: <http://www.viennava.gov/index.aspx?nid=1166>

Referenced Page(s): [75](#)

National Complete Streets Coalition

Link: <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq>

Referenced Page(s): [80](#)

DMV 2013-2015 Crash Data

Link: http://www.dmv.state.va.us/safety/crash_data/mapping/#/

Referenced Page(s): [82](#)

Town of Vienna Truck Routes, Town Code, Article 5 - Use of Trucks

Link: https://www2.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH9MOVETR_ART5USSTTR

Referenced Page(s): [87](#)

Chapter 6: Community Facilities and Services

Urban Stormwater Management in the United States

Link: https://www.epa.gov/sites/production/files/2015-10/documents/nrc_stormwaterreport1.pdf

Referenced Page(s): [103](#)

2015 Town of Vienna Water Quality Report

Link: <http://www.viennava.gov/ArchiveCenter/ViewFile/Item/2861>

Referenced Page(s): [104](#)

Chapter 7: Parks and Recreation

Washington and Old Dominion Regional Railroad Park

Link: <https://www.novaparks.com/parks/washington-and-old-dominion-railroad-regional-park>

Referenced Page(s): [119](#)

Community Center Teen Center

Link: <http://www.viennava.gov/index.aspx?NID=80>

Referenced Page(s): [121](#)

“Vienna Little League offers to upgrade Southside, Yeonas Parks” by Brian Trompeter

Link: http://www.insidenova.com/news/fairfax/vienna-little-league-offers-to-upgrade-southside-yeonas-parks/article_3241edac-7d60-11e5-8898-7fc213e6a8f0.html

Referenced Page(s): [122](#)

Department of Parks and Recreation Programs and Classes

Link: <http://www.viennava.gov/index.aspx?nid=75>

Referenced Page(s): [127](#)

Chapter 8: Environment and Sustainability

FEMA Community Rating System

Link: http://www.fema.gov/media-library-data/1444067502986-59e1b45364fe115300a4e5e-a7f697a9f/20_crs_508_nov2015.pdf

Referenced Page(s): [137](#)

Chesapeake Bay Preservation Act

Link: <http://law.lis.virginia.gov/vacodefull/title62.1/chapter3.1/article2.5/>

Referenced Page(s): [139](#)

Tree Preservation Zoning Ordinance Amendment

Link: https://www.municode.com/library/va/vienna/codes/code_of_ordinances?nodeId=PTIICO-OR_CH18ZO_ART25SIPLCOPR_S18-252SIPLSP

Referenced Page(s): [144](#)

Tree Vienna Donation Program

Link: <http://www.viennava.gov/index.aspx?NID=1080>

Referenced Page(s): [144](#)

Town of Vienna Approved Street Tree List and Planting Guide

Link: <http://www.viennava.gov/index.aspx?NID=97>

Referenced Page(s): [144](#)

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Link: http://www.fhwa.dot.gov/environment/air_quality/cmaq/

Referenced Page(s): [145](#)

2014 Virginia Energy Plan

Link: https://www.dmme.virginia.gov/DE/2014_VirginiaEnergyPlan2.shtml

Referenced Page(s): [146](#)

Financing clean energy programs, Code of Virginia

Link: <http://law.lis.virginia.gov/vacode/15.2-958.3/>

Referenced Page(s): [147](#)

Report and Recommendations to Governor, Climate Change and Resiliency Update Commission

Link: <https://naturalresources.virginia.gov/media/5101/climate-commission-and-resiliency-update-commission-report.pdf>

Referenced Page(s): [148](#)

2008 Climate Change Action Plan

Link: http://www.sealevelrisevirginia.net/docs/homepage/CCC_Final_Report-Final_12152008.pdf

Referenced Page(s): [148](#)

Virginia Green Restaurants

Link: <http://www.deq.virginia.gov/Programs/PollutionPrevention/VirginiaGreen/GreenRestaurants.aspx>

Referenced Page(s): [149](#)

Virginia Native Plant Society's Native Alternatives to English Ivy

Link: <http://vnps.org/download/VNPS%20Brochures/Alternatives-to-English-Ivy.pdf>

Referenced Page(s): [149](#)

This page was intentionally left blank.

Demographics

Town of Vienna Racial Composition from 1980 to 2010

Source: 1980 to 2010 U.S. Census

Race	1980			1990			2000			2010		
	Persons	Percent	Percent Change	Persons	Percent	Percent Change	Persons	Percent	Percent Change	Persons	Percent	Percent Change
White	14,051	90.8%	N/A	12,581	84.7%	-10.5%	11,722	81.1%	-6.8%	11,844	75.5%	1.0%
Black	640	4.1%	N/A	610	4.1%	-4.7%	497	3.4%	-18.5%	495	3.2%	-0.4%
Asian/ Pacific Islander	605	3.9%	N/A	1,377	9.3%	127.6%	1,368	9.5%	-0.7%	1,898	12.1%	38.7%
American Indian, Eskimo, Aleut	33	0.2%	N/A	21	0.1%	-36.4%	27	0.2%	28.6%	48	0.3%	77.8%
Other (some other race)	140	0.9%	N/A	263	1.8%	87.9%	392	2.7%	49.0%	835	5.3%	113.0%
Two or more races	N/A	N/A	N/A	N/A	N/A	N/A	447	3.1%	N/A	567	3.6%	26.8%
Total	15,469	100.0%	N/A	14,852	100.0%	-4.0%	14,453	100.0%	-2.7%	15,687	100.0%	8.5%
Ethnicity: Hispanic Origin	N/A	N/A	N/A	710	4.8%	N/A	1,068	7.4%	50.4%	1,887	12.0%	76.7%

Town of Vienna Average Household Size Comparison

Source: 1970 to 2010 U.S. Census Bureau

Jurisdiction	1970	1980	1990	2000	2010
Town of Vienna	3.8	3.0	2.8	2.7	2.8
Fairfax County	3.5	2.9	2.8	2.7	2.7
United States	3.1	2.8	2.6	2.5	2.6

Town of Vienna Age Cohort Comparison from 1980 to 2010								
Source: 1980 to 2010 U.S. Census								
Age	1980	Percent of Total	1990	Percent of Total	2000	Percent of Total	2010	Percent of Total
<u>Ages 24 and under</u>	6,018	38.9%	4,449	30.0%	4,298	29.7%	5,007	31.9%
Less than 5	749	4.8%	876	5.9%	946	6.5%	1,044	6.7%
5 to 19	4,144	26.8%	2,653	17.9%	2,710	18.8%	3,285	20.9%
20 to 24	1,125	7.3%	920	6.2%	642	4.4%	678	4.3%
<u>Ages 25 to 64</u>	8,530	55.1%	8,888	59.8%	8,184	56.6%	8,615	54.9%
25 to 44	4,620	29.9%	5,038	33.9%	4,189	29.0%	3,858	24.6%
45 to 64	3,910	25.3%	3,850	25.9%	3,995	27.6%	4,757	30.3%
<u>Ages 65 and up</u>	921	6.0%	1,515	10.2%	1,971	13.6%	2,065	13.2%
65 to 74	591	3.8%	1,049	7.1%	1,192	8.2%	1,096	7.0%
75 and up	330	2.1%	466	3.1%	779	5.4%	969	6.2%
Total	15,469	100.0%	14,852	100.0%	14,453	100.0%	15,687	100.0%

Town of Vienna Comparison of Age Groups and Median Age from 1970 to 2010								
Source: 1970 to 2010 U.S. Census								
Year	Total Population	Percent Change	Population Under 18	Percent Change	Population over 65	Percent Change	Median age	Percent Change
1970	17,152		7,550		560		24.4	
1980	15,469	-9.81%	4,312	-42.89%	901	60.89%	33.0	35.25%
1990	14,852	-3.99%	3,208	-25.60%	1,515	68.15%	36.6	10.91%
2000	14,453	-2.69%	3,409	6.27%	1,971	30.10%	40.0	9.29%
2010	15,687	8.54%	4,029	18.19%	2,065	4.77%	40.7	1.75%

Town of Vienna General Characteristics, 2010 and 2013		
Characteristic	Number	Percent
General Population and Housing*		
Total Population	15,687	
Median Age	40.7	
Under 18 Years of Age	4,029	25.7%
65 Years and Over	2,065	13.2%
Total Households	5,528	
Family Households	4,215	76.2%
Family Households with Own Children Under 18	1,762	37.6%
Non-Family Households	1,313	23.8%
Average Household Size	2.84	
Average Family Size	3.19	
Total Housing Units	5,686	
Occupied Housing Units	5,528	97.2%
Vacant Housing Units	158	2.8%
Owner Occupied Housing Units	4,502	81.4%
Renter Occupied Housing Units	1,026	18.6%
Economic Characteristics**		
Population 16 Years and Over	12,219	
In Labor Force	8,670	71%
Median Household Income	\$126,991	
Median Family Income	\$140,753	
Highest Educational Attainment for Population 25 Years and Over**		
High School Graduate	11%	
Some College, No Degree	11.2%	
Associate's Degree	5.1%	
Bachelor's Degree	34.5%	
Graduate or Professional Degree	30.3%	
* 2010 U.S. Census ** 2013 American Community Survey		

Town of Vienna Comparison of Median Household Income from 1960 to 2010			
Source: 1960 to 2000 U.S. Census, 2011 American Community Survey			
Year	Population	Median Household Income	Median Household Income (Adjusted for 2014 Dollars)
1960	11,440	\$8,128	\$66,448
1970	17,146	\$14,888	\$96,508
1980	15,469	\$23,022	\$75,440
1990	14,852	\$61,271	\$117,551
2000	14,453	\$85,519	\$122,119
2010	15,687	\$116,933	\$123,671

 Defined as Median Income of Families and Unrelated Individuals

 Based on 2011 American Community Survey (Median Household Income is no longer recorded by the Decennial Census)

Land Uses and Associated Zoning Districts

Future Land Use	Zoning Districts
Low Density Residential	RS-10, RS-12.5, RS-16
Moderate Density Residential	RTH, RM-2
Mixed-Use	C-1, C-1A, C-1B, C-2, MAC
Industrial	CM
Institutional	RS-10, RS-12.5, RS-16, C-1, C-1A, C-1B, C-2
Employment Center	CMP
Parks, Recreation, and Open Space	PR, PC
Governmental	RM-2, RS-10, RS-12.5, RS-16
Office	T, CMP, CM, C-1, C-1A, C-1B, C-2

Historic Sites

Two additional sites are of significance to the Town and include: Bouton's Hall, constructed circa 1894, is located at 146 Church Street, NE and an open-air shallow baptismal pool used by the First Baptist Church, is now commemorated through an historic marker located on the northwesterly corner of Courthouse and Moorefield roads, SW.

The Town also maintains four historic cemeteries: the West End Cemetery on Lewis Street NW; the Broadwater Cemetery and Moorefield Cemetery, both on Tapawingo Road SW; and the Lynn Street Cemetery on Lynn Street SW. These cemeteries are landmarks to Vienna's history, with graves dating back to the early 1800s. In the closing decades of the 19th Century the Sons and Daughters of Liberty Cemetery, located on Orchard Street, was established by and for African-Americans.

Register of Vienna Historic Structures, Sites and Places

1. Money and King Funeral Home
171 Maple Avenue West
2. Private Residence
331 Lewis Street NW
3. Private Residence
223 Walnut Lane NW
4. Moorefield House Site
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. Private Residence
211 Walnut Lane NW

13. Private Residence
309 Windover Avenue NW

14. Private Residence
720 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. Private Residence
200 Walnut Lane NW

18. Private Residence
308 East Street NE

19. Knights of Columbus
214 Lawyers Road NW

20. Sons and Daughters of Liberty Cemetery
552 Orchard Street NW

21. Joseph Berry House
200 Church Street NE

22. Private Residence

403 Creek Crossing Road NE
23. Private Residence
214 Nutley Street SW

24. Vienna Elementary School
128 Center Street South

25. Private Residence
417 Park Street SE

This page was intentionally left blank.

New Typology for Town of Vienna Streets

The Transportation chapter of the Comprehensive Plan establishes a new typology of arterial and local streets to augment the existing functional classification system. Previously, the functional classification system was used as the only way to distinguish between higher- and lower-order streets. The functional classification system disregarded the broader aspects of street function, such as framing building lots, setting block lengths, providing public space, and accommodating public transit and bicycle and pedestrian travel in recognition of the adjacent land uses.

The Transportation Plan retains the functional classifications and creates new street types to provide additional detail and context to supplement those classifications. The new typology has been developed to enable the Town, its residents, and its businesses to understand streets in terms of their land use and multi-modal function, not just their motor vehicle function.

Arterial Streets

There are two types of arterial streets in the Town of Vienna. This overlay will be a guide for redesigning, and rebuilding the arterial streets.

Primarily Retail Oriented Mixed-Use

An arterial street segment that serves (or is planned to serve) a commercial area and is fronted by (or planned to be fronted by) predominantly ground-level retail and consumer service. It is highly oriented to pedestrian and transit access, motor vehicle travel and access, including truck deliveries as well as bicycle access. This street type has wide sidewalks and transit stops prioritized over motor vehicles' travel space and parking. (Maple Avenue)

Primarily Single-Family Residential Neighborhoods

An arterial street segment that serves (or is planned to serve) and traverses a primarily single-family home neighborhood and is fronted by (or is planned to be fronted by) residential, park, or institutional property. This street's design emphasizes bicycle and pedestrian travel, local motor vehicle travel, and transit access. (Nutley Street SW)

Street Design and Traffic Management

Street design and traffic management can emphasize desired characteristics within the public right of way consistent with community goals. Arterial streets can be rebuilt to improve the safety and comfort of facilities for pedestrians and bicyclists, better control traffic speeds and enhance access to transit stops. Any street that would be modified as part of a traffic management or other street improvement project the design would go through a public process. Town staff will work with the community and other relevant stakeholders, such as VDOT and Fairfax County, to develop a design that reflects the specific character and context of that street. Some streets, although different from this plan's ideals, may be left as is, if staff and community agree that the streets work well for all the expected users, or if the streets front historic buildings and/or facades.

Local Streets (Non-Arterial)

The Town of Vienna manages and maintains its local streets. The primary purpose of local streets is to provide access to residences and businesses within the community. Local streets also provide internal connectivity within neighborhoods and link neighborhoods within the Town and adjacent Fairfax County. In the functional classification system, these streets are categorized as either neighborhood principal, or neighborhood minor streets. While most local streets have relatively low traffic demands, they also need to accommodate, to varying degrees multi-modal users.

The local streets typology closely fits with the functional classification system, adding the consideration of urban form adjacent to the streets. Preservation or enhancement of neighborhood character and desired community attributes should also be primary considerations in developing street projects. On-street parking also may be added where it would be consistent with the available right-of-way and street dimensions.

However, where existing property, topography and landscape conditions are not consistent with these specifications or other special circumstances exist, such as adjacent historic buildings or where neighborhood character would be changed, partial improvements may be made without requiring full adherence to the specifications. Modifications to street dimensions may also be made at the request of emergency service agencies to enhance emergency access. Town staff will consult with adjacent property owners and residents consistent with Town policies and practices, when developing measures to address significant operational problems on local streets.

Neighborhood Commercial Streets

Neighborhood commercial streets are non-arterial roadways located in a medium industrial, commercial, or mixed-use area. Also termed "side streets", these streets may include street-level shops and businesses, but do not have the same level of pedestrian and vehicular activity as arterial streets. These streets can be the primary building access routes for vehicles and pedestrians. These streets can also provide service, utility and emergency vehicle access to alleys, loading docks, and building areas for loading and unloading goods, recyclables, and refuse.

Access to the street system from off-street or garage parking may also be located on neighborhood commercial streets. Physical improvements such as, sidewalks, landscaping, and furnishings (i.e. street lights and furniture) should be provided on these streets, but at a reduced scale when compared with arterial streets.

Generally, these streets should have one 10- to 11-foot-wide travel lane per direction, plus on-street parking, with bicycle parking facilities. Bus service is typically not needed, but can be added demand supports and where space available. In some locations, these streets can allow motorists to avoid using arterials for short trips in the same corridor. These streets may also provide pedestrians and bicyclists a quieter alternative to an arterial street. Neighborhood commercial streets will have a posted speed limit of 25 mph and are eligible for traffic calming measures should a significant speeding problem be identified.

Neighborhood Principal Streets

Neighborhood principal streets occur in lower-density residential areas and provide access for fronting properties and links to adjacent streets. Neighborhood principal streets should have two travel lanes, will vary from 28 to 36 feet in curb to curb width, and will have posted speed limits of 25 mph. These streets provide a way to travel to and from home, connections to local resources, and a shared space in the neighborhood for walking, biking, talking with neighbors, and conducting everyday activities.

On-street parking is a priority but is regulated according to need, space availability, and character of the neighborhood. Parking may be provided on one or both sides or not at all based on each street's conditions. In rare cases, dedicated bicycle lanes may be provided; however, most often bicyclists will share the travel lanes with motor vehicles. Auto accommodations focus on access and local uses, so low speeds are required.

Neighborhood Minor Streets

Neighborhood minor streets occur in low-density residential areas. These streets are very similar to neighborhood principal streets in form and function. The distinctive feature of these streets is their nearly exclusive orientation to providing access to residences. Because residential streets typically have low traffic volumes with infrequent travel by large vehicles, all users (other than pedestrians) can be accommodated within a relatively narrow travel-way. On-street parking should usually be provided, and sidewalks should be provided along at least one side although preferred for both sides.

Most neighborhood minor streets should be 20 to 32 feet wide, depending upon parking provision and have a maximum design speed of 25 mph. Because of limited right-of-way availability, newly constructed or rebuilt lightly traveled local streets may be constructed as "yield streets" in which roadway width is kept as narrow as possible and, as a result of this design, motor vehicles necessarily will yield to opposing traffic. Many existing minor streets have been built to wider dimensions (36 feet is a common curb-to-curb width) and are unlikely to be reconstructed unless there is a specific need, such as installation of missing sidewalk or curb and gutter.

Town of Vienna's long-established policy is that all streets should have a sidewalk along at least one side. Sidewalks must be fully accessible, at least 5 feet in width, with curb ramps and no obstructions in the walkway. Utility poles, street lights, sign posts, fire hydrants and other public facilities should be located in utility/landscape strips that separate sidewalks from the street travelway. Curbs, gutters, storm sewers and/or bio-retention measures should be included to collect and manage water flowing off the paved street surfaces. All streets should also have sufficient street lighting to meet County lighting standards.

On-street public parking and street trees are desired features for all neighborhood street- and should be provided to the extent possible considering available right-of-way and neighborhood interest. The design of street improvement projects should be undertaken in a cooperative manner with the residents, and owners of the affected properties, neighbors and applicable civic associations and in accordance all legal requirements, with applicable Town processes, and in consideration of the community character.

Minor streets place the highest transportation priority for pedestrian, bicyclist, and local motor vehicle access. Because emergency vehicles and school buses are often routed on neighborhood principal and minor streets, the streets also must allow for the safe operation of these larger vehicles. Social use of minor streets for community gatherings and other functions is accommodated and encouraged. Neighborhood (principal and minor alike) are addressed by the Traffic Calming program. The process, criteria, and measures to be used for traffic calming projects were adopted by the Town of Vienna in 2002 and periodically amended following community and TSC and Town Council review.

Pedestrian and Bicycle Priority Streets

In some commercial or residential locations, a local street may be constructed as or converted to a pedestrian and bicycle priority street. A pedestrian and bicycle priority street is a shared street where the needs of motor vehicles, generally planned to be no more than 400 vehicles per day, are generally secondary to the needs to pedestrians, bicyclists and playing children. In some European countries, these streets may be known as "Woonerven," "living streets," "playstreets," or "pedestrian zones".

These streets are designed and constructed to discourage travel at more than 15 miles per hour. Vehicular entrance to the street is via driveway-style curb ramps and the surface of the street may be of materials other than traditional asphalt. Linear curbs, landscaping strips, sidewalks parking and travel lanes may not be provided; instead the various uses may be interspersed within the street area. Motor-vehicle access generally is limited to specific hours and purposes (emergencies, trash collection, deliveries, etc.) so as to enhance the pedestrian experience.

In appropriate circumstances, consideration should be given to the conversion, by the applicable legal processes, of public streets to public areas solely for pedestrian passage and usage or to a pedestrian and bicycle priority street. The pedestrian and bicycle priority street is most appropriate in locations where an engineering study indicates it will not unduly affect vehicular traffic in the surrounding area.

Alleys

Both publicly and privately owned alleys provide building access and loading exclusively to the side or rear of lots or buildings, away from streets with significant pedestrian and vehicular traffic. The primary purpose of alleys is to provide for loading and parking access that does not interfere with the activity on the adjacent sidewalks and streets. Other purposes of alleys include providing locations for utilities and enhancing firefighting capabilities.

Alleys are typically less than 30 feet in width, typically unnamed, accessed from driveway aprons to the street, and do not have differentiated for pedestrian travel or landscaping. They are designed for very low-speed use, principally by service vehicles such as delivery or trash-collection trucks.

Private Streets

A small number of Vienna streets have been constructed on private property, typically within easements that grant public access to the Town and the public at large. It is general Town policy to achieve all future newly created streets in publicly owned street right-of-way, except where private properties (such as parking garages) exist underneath them. However, when planned streets can be achieved only through private ownership and public access easements, the easement should provide that the private streets are built to the same standards and materials as public streets. Agreements, easements or site plan conditions should specify responsibility for operational issues such as snow removal, parking regulation, and general maintenance. All publicly-accessible streets should operate as part of the public system without differences in design or operation that can create confusion for the intended users.

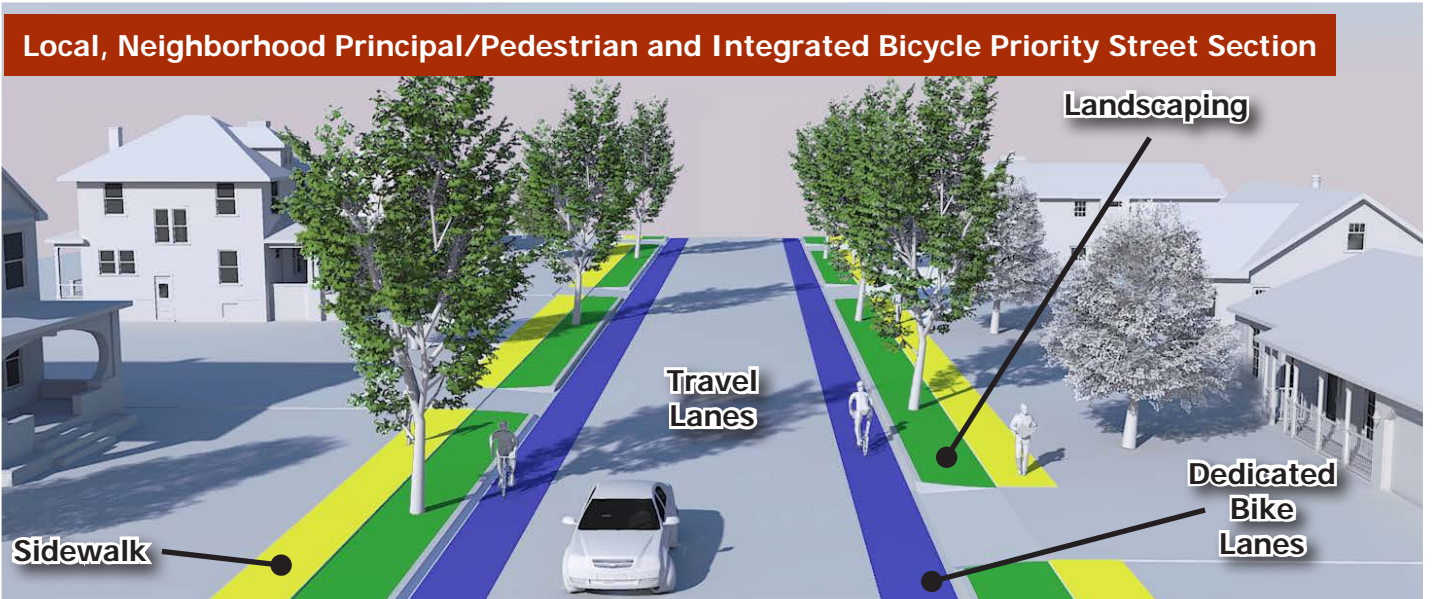
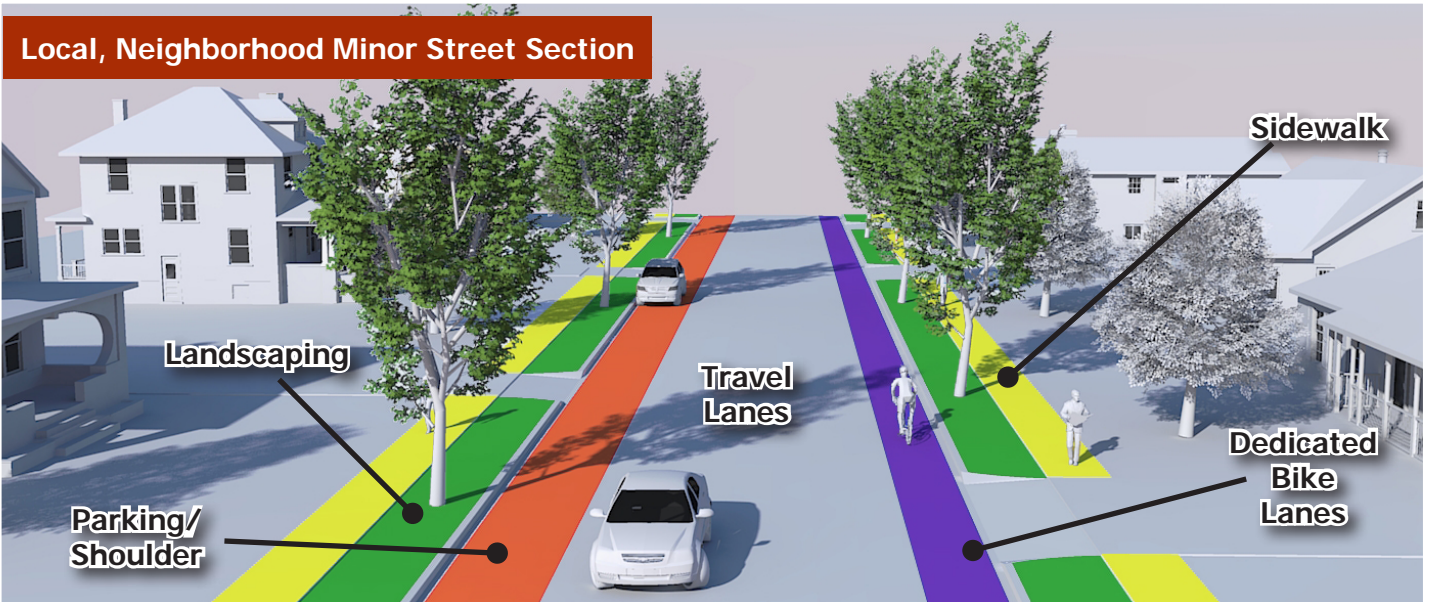
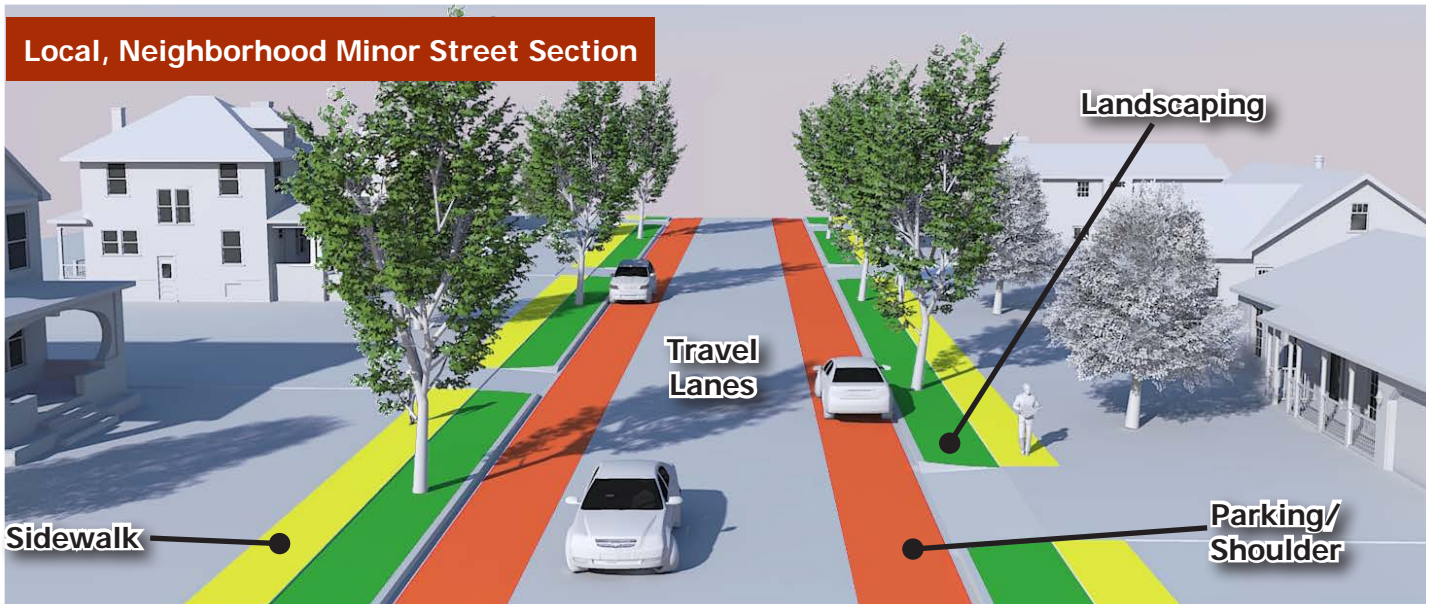
Town of Vienna Street Typology with Associated Street Characteristics

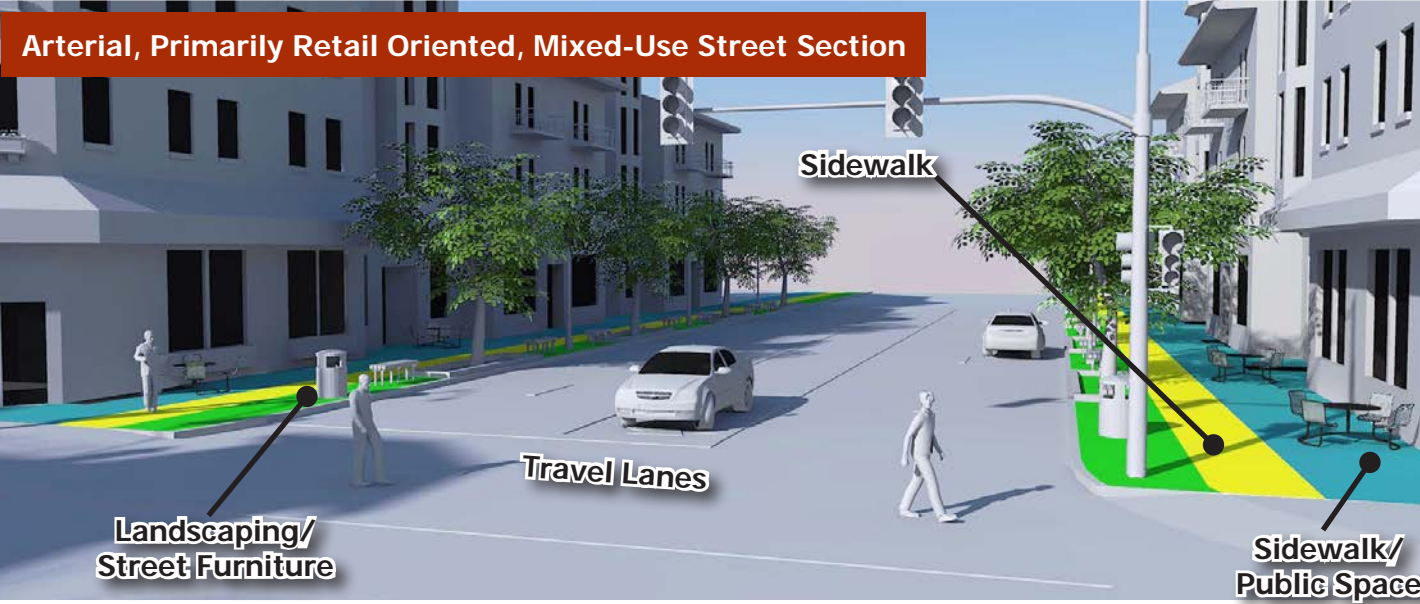
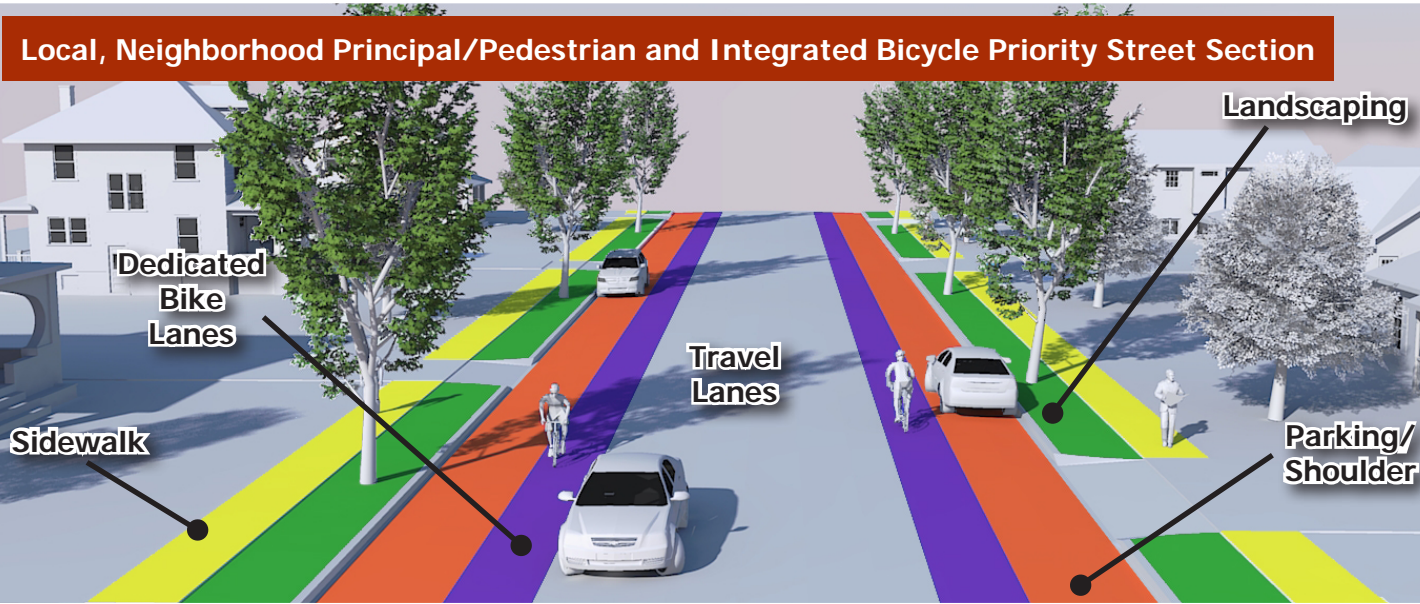
Street Type	Travel Lanes	Median Priority	Target Speed (MPH)	Transit Service	Bicycle Facilities	Truck Access	Limit Driveway Access	Priority Street for Parking	Pedestrian Way
Arterial Streets									
Primarily Retail Oriented Mixed-Use	2 to 4, plus turn lanes	None	25 to 30	Moderate	Shared Lane	Yes	Yes	High	10 to 16 ft sidewalk, 6 ft landscape and furniture zone
Primarily Single-Family Residential Neighborhoods	2 to 4	None to Medium	25 to 30	Limited	Bike Lane or Shared Lane	Yes	No	Medium	5 to 6 ft sidewalk, 4 to 6 ft landscape strip
Local Streets									
Neighborhood Commercial Streets (Retail Oriented Mixed-Use or Industrial)	2	None	20 to 25	Limited or None	Bike Lane or Shared Lane	Yes	Yes	High	5 to 6 ft sidewalk, 6 ft landscape and furniture zone
Neighborhood Principal Streets	2	None	20 to 25	Limited or None	Shared Travelway	Limited	No	Medium	4 to 5 ft sidewalk, 2 to 4 ft landscape strip
Neighborhood Minor Streets	1.5 (yield to on-coming traffic) or 2	None	20 to 25	None	Shared Travelway	Limited	No	Medium	4 to 5 ft sidewalk, 2 to 4 ft landscape strip
Pedestrian and Bicycle Priority Streets									
Pedestrian and Bicycle Priority Streets	1.5 (yield to on-coming traffic) or 2	None	10 to 15	None	Shared Travelway	Limited	No	Low	0 to 5 ft sidewalk, multiple landscape spaces
Alleys									
Alleys	1.5 (yield to on-coming traffic) or 2	None	10	None	None	Yes	No	Low	None
Private Streets									
Private Streets	N/A	N/A	N/A	None	N/A		N/A	N/A	N/A

Town of Vienna Local Street Design Guidelines

Street Type	Total Number of Lanes	Paved Width (ft., curb face to curb face)	Lane Width (ft.)	Parking Lane Width (ft.)	Landscape Strip Lane Width (ft.)	Residential Sidewalk Width (ft.)	Commercial Sidewalk Width (ft.)	Right-of-Way Minimum Width (ft.)
Neighborhood Commercial Streets (Retail Oriented Mixed-Use or Industrial)	2	28 to 30 (Parking one side), 34 to 36 (Parking two sides)	10 to 11	7 to 8	0 to 6	N/A	6 to 8	44 to 49 (Parking one Side), 49 to 55 (Parking two sides)
Neighborhood Principal Streets	2	28 to 30 (Parking one side), 34 to 36 (Parking two sides)	10	7 to 8	2 to 4	5	5 to 6	44 to 49 (Parking one side), 49 to 55 (Parking two sides)
Neighborhood Minor Streets (Without parking)	2 lanes or 1.5 with yield to on-coming traffic	20 (No Parking)	20 (shared for both directions, no centerline)	N/8	2 to 4	4 to 5	N/A	33 to 39
Neighborhood Minor Streets (Parking one side)	2 lanes or 1.5 with yield to on-coming traffic	22 to 27 (Parking one side)	14 to 20 (shared for both directions, no centerline)	7	2 to 4	4 to 5	N/A	35 to 46 (varies with paved width of street)
Neighborhood Minor Streets (Parking two sides)	2 lanes or 1.5 with yield to on-coming traffic	28 to 32 (Parking two sides)	14 to 18 (shared for both directions, no centerline)	7	2 to 4	4 to 5	N/A	41 to 51 (varies with paved width of street)
Pedestrian and Bicycle Priority Streets	2 lanes or 1.5 with yield to on-coming traffic	20 to 40	Not Designated	Integrated	Integrated	Integrated	Integrated	20 to 40

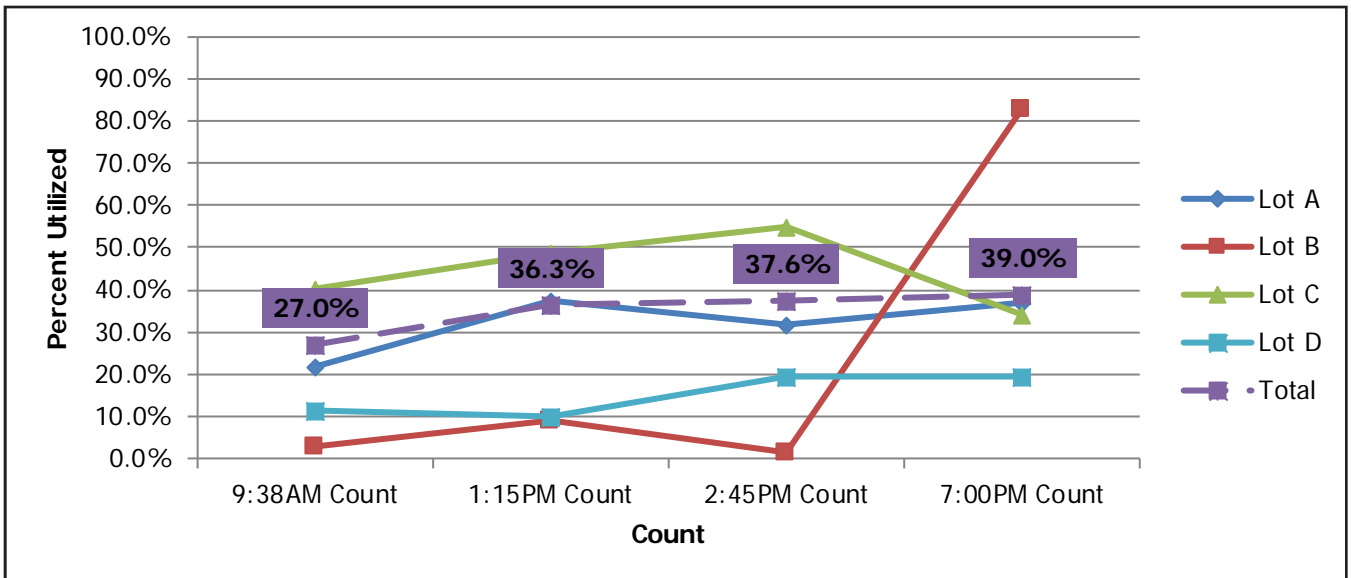
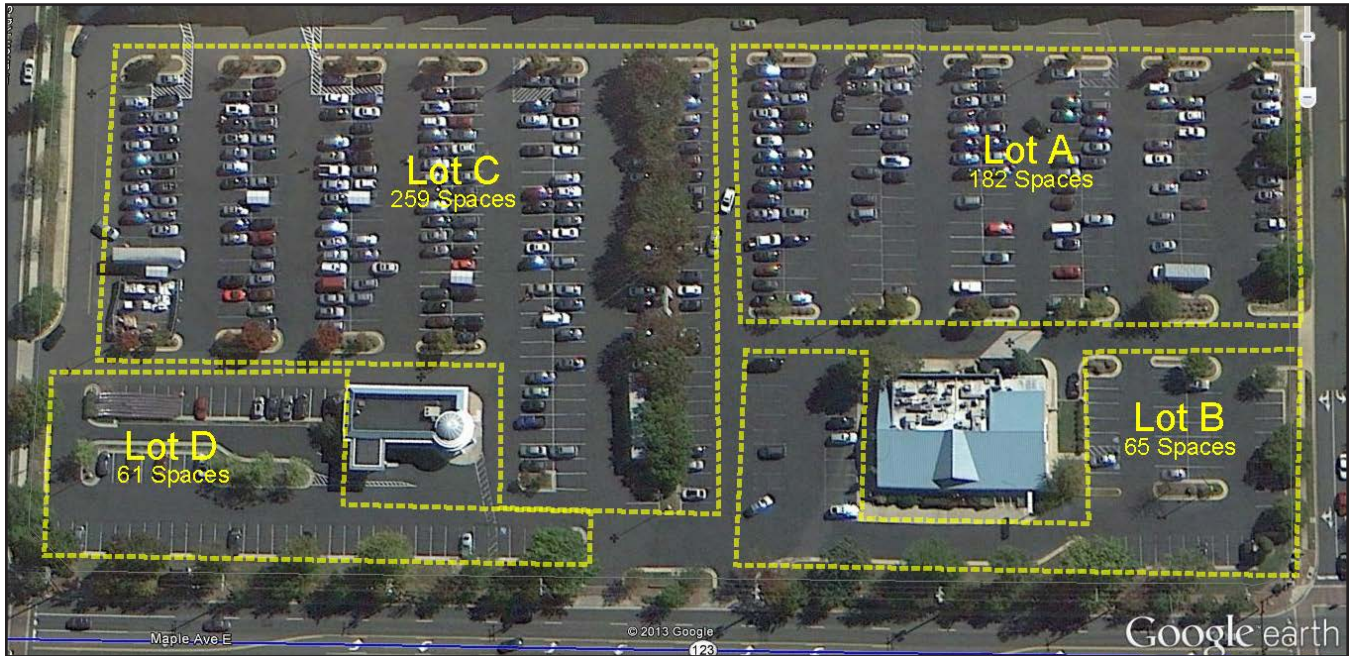
Neighborhood minor streets are narrow, slow-traffic streets where “yield” movements are intended and the street is considered a “shared” street, such that opposing vehicles share a single lane. Design variations may be appropriate for streets in older, historic neighborhoods as determined by a community process. Narrower street widths may be suitable for some one-way streets. Volumes must be less than 1,500 vehicles per day. Lane width dimensions are subject to approval by the Fire Department.





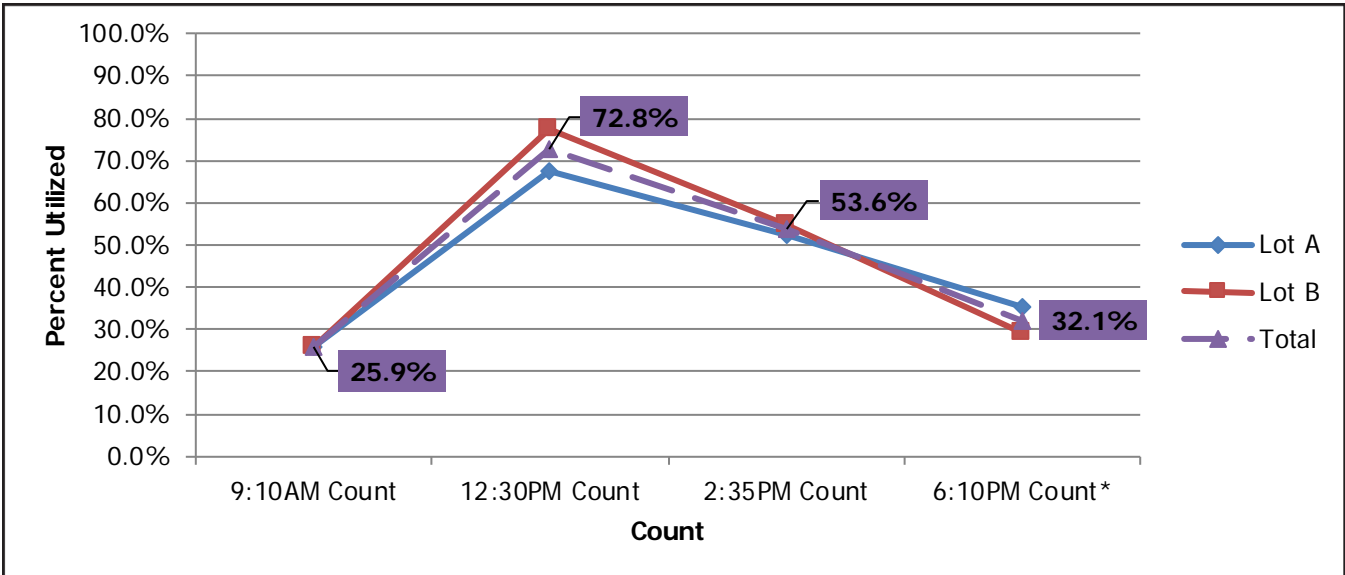
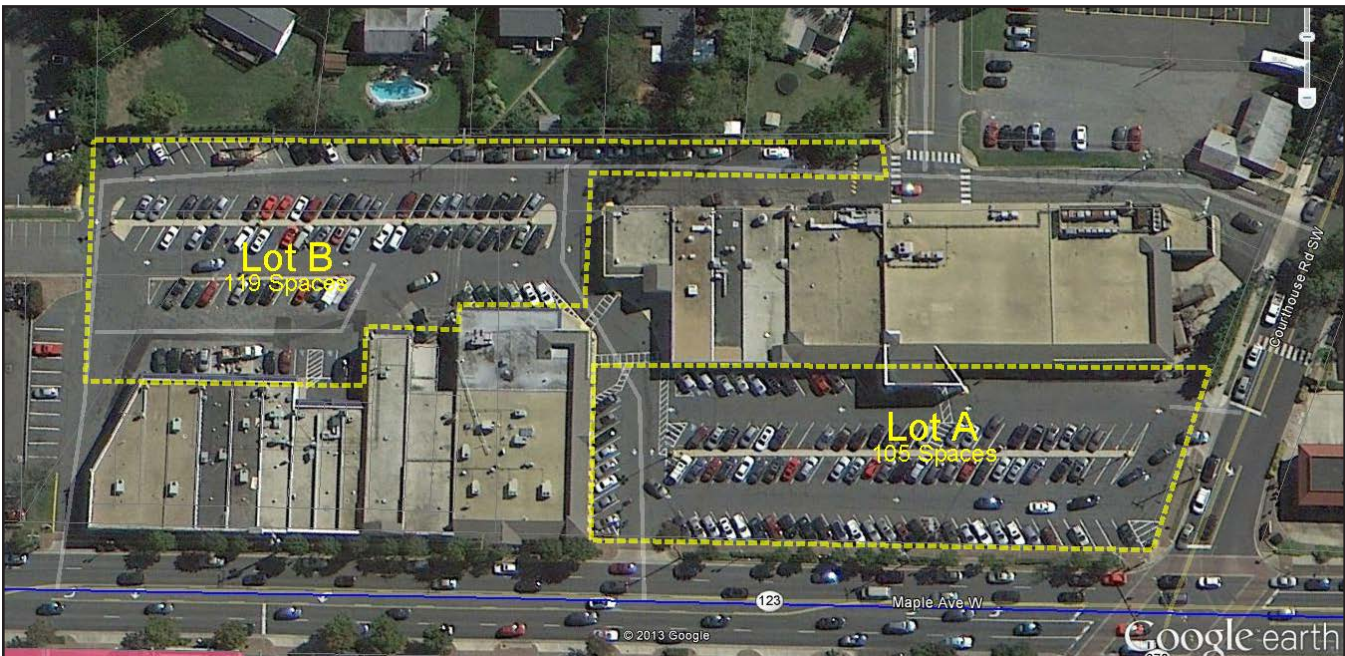
Parking Counts

309 Maple Avenue East (Maple Avenue Shopping Center)



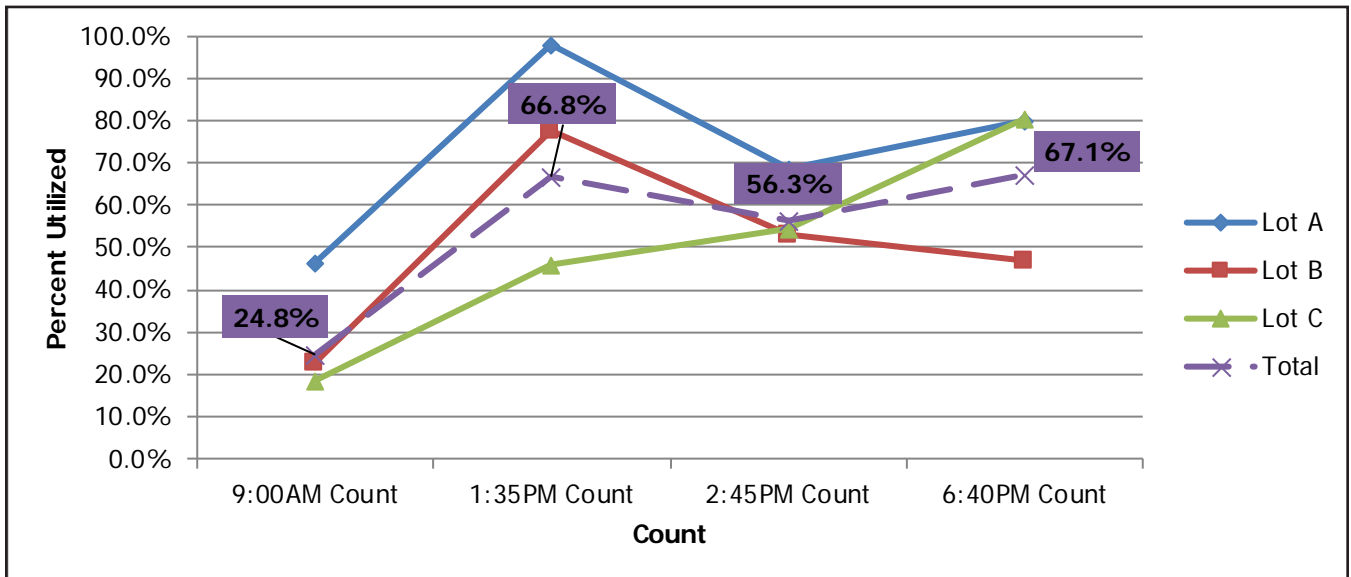
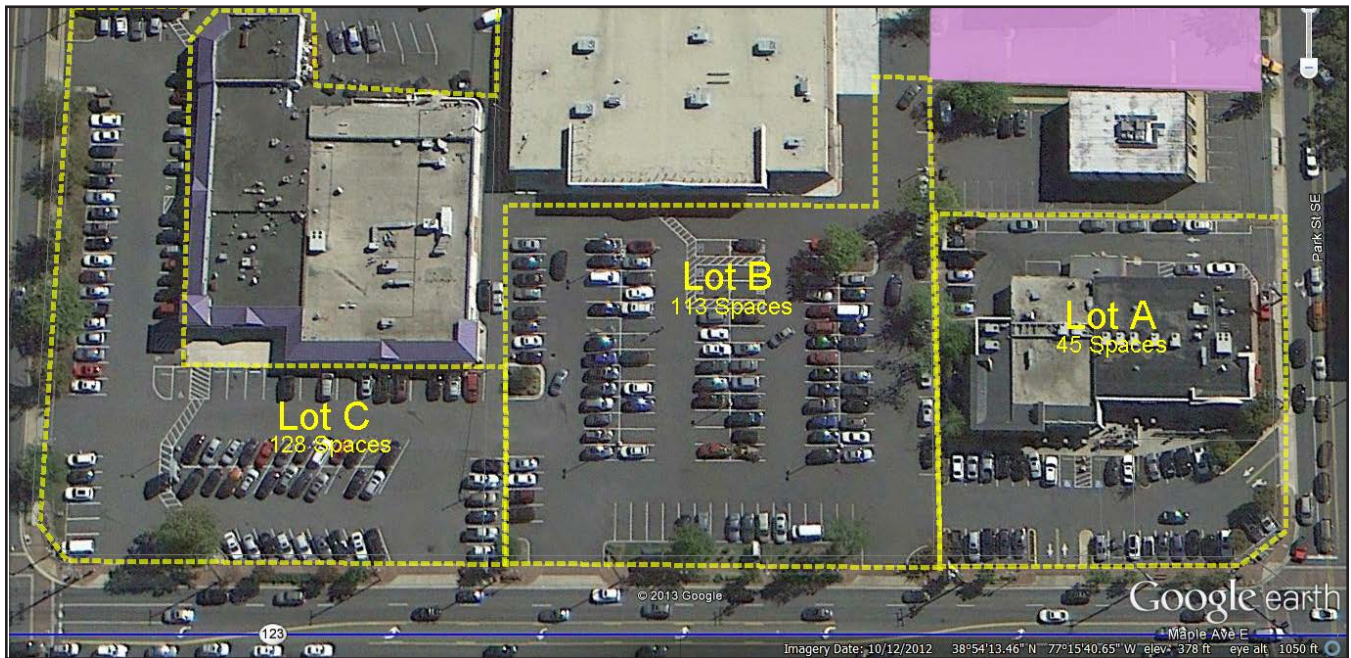
9:38AM Count Taken on Monday, June 9, 2014
 1:15PM Count Taken on Tuesday, June 17, 2014
 2:45PM Count Taken on Friday, September 5, 2014
 7:00PM Count Taken on Thursday, February 18, 2016

116 - 180 Maple Avenue West (Vienna Shopping Center)



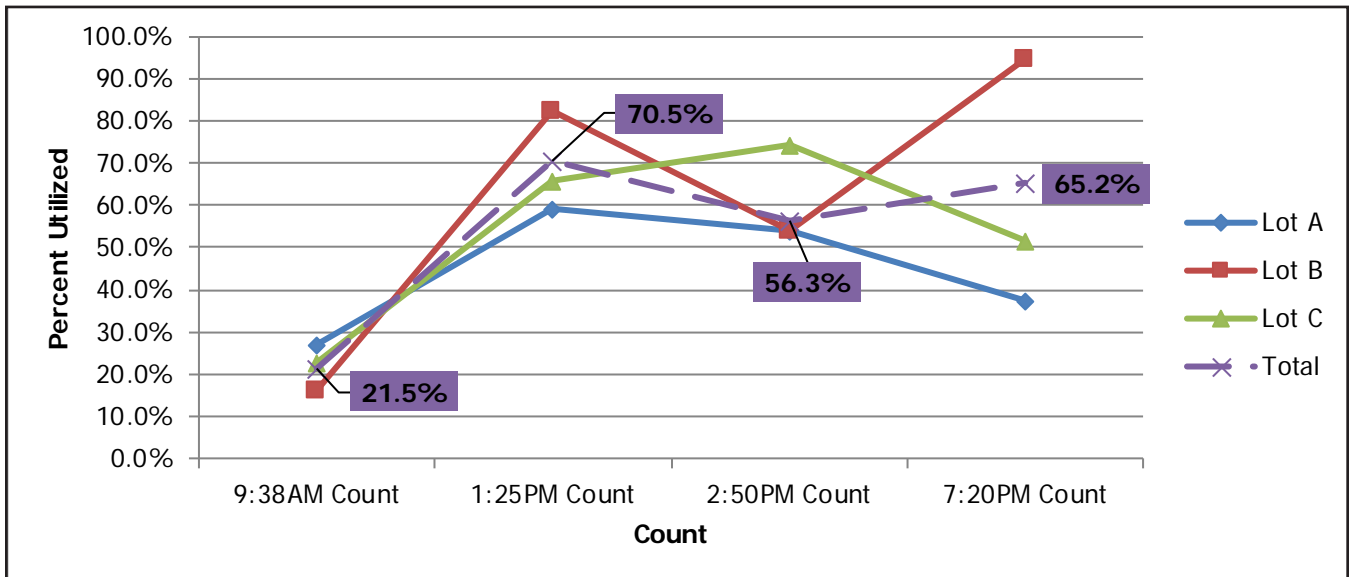
9:10AM Count Taken on Wednesday, September 4, 2013
12:30PM Count Taken on Thursday, September 26, 2013
2:35PM Count Taken on Tuesday, September 24, 2013
6:10PM Count Taken on Thursday, February 18, 2016

201-213 Maple Avenue East, 225 Maple Avenue East, 165 Glyndon Street SE



9:00AM Count Taken on September 25, 2013
 1:35PM Count Taken on Tuesday, June 17, 2014
 2:45PM Count Taken on Wednesday, September 25, 2013
 6:40PM Count Taken on Thursday, February 18, 2016

126-150 Branch Road SE (Danor Plaza Shopping Center)



9:38AM Count Taken on Monday, June 9, 2014
 1:25PM Count Taken on Tuesday, June 17, 2014
 2:50PM Count Taken on Friday, September 5, 2014
 7:20PM Count Taken on Thursday, February 18, 2016

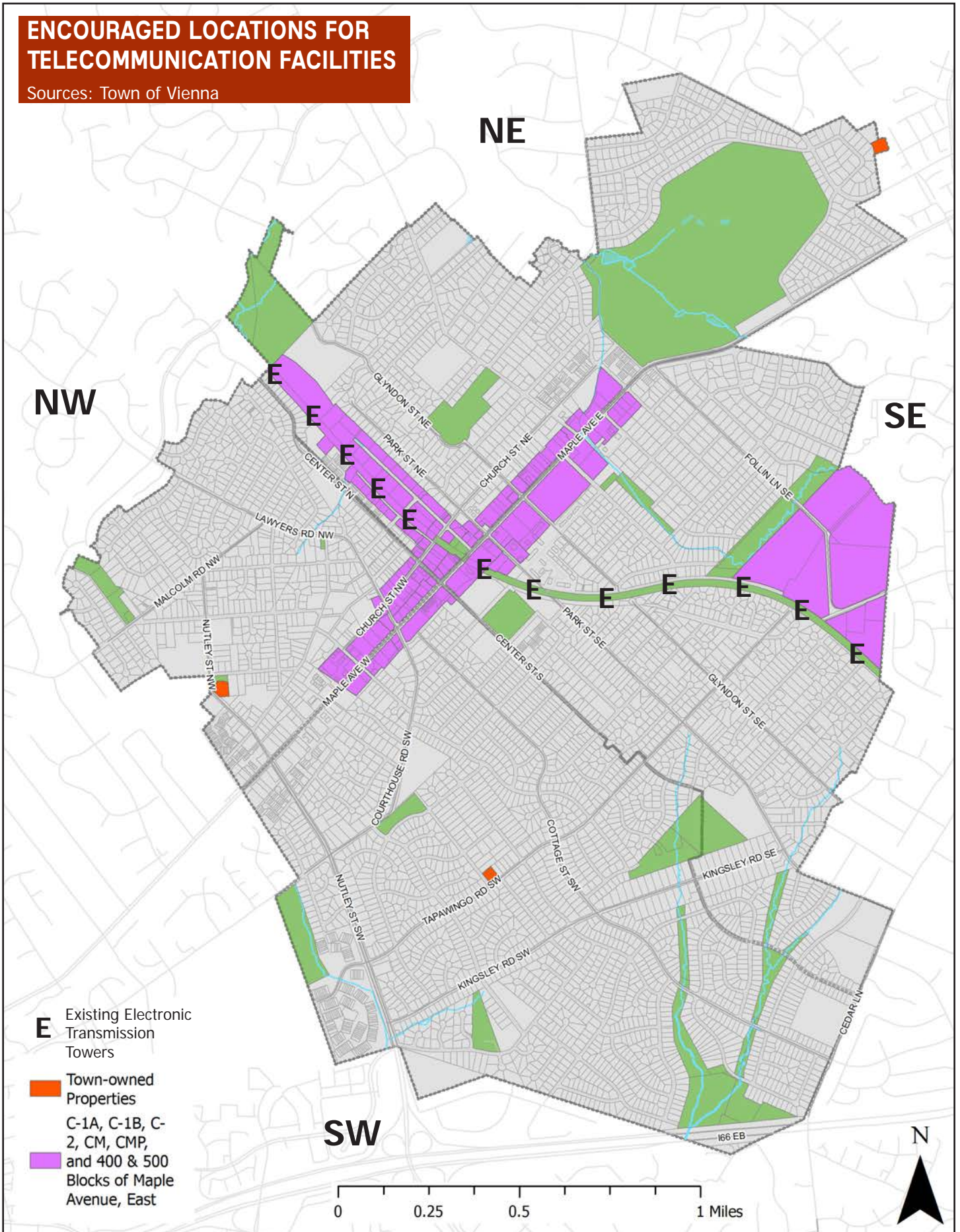
2015 Bus Ridership - Weekday Average

Operator	Route	Origin	Destination	Runtime	Period	July	August	September	October	November	December	January	February	March	April	May	June
Metro Bus	2A	BALL-STON STATION & BUS BAY D	DUNN LORING STATION & TEMP BAY E	36	Off-Peak	2648	2632	2745	2671	2468	2255	2277	2456	2561	2676	2675	2692
Metro Bus	2B	ALLI-ANCE DR & #4890	DUNN LORING STATION & TEMP BAY D	56	Peak	1025	1026	1132	1062	948	882	936	925	947	978	1055	1003
Metro Bus	2T	DUNN LORING STATION & TEMP BAY E	TYSONS CORNER STATION (NORTH SIDE)	36	Off-Peak	620	552	534	522	476	456	464	466	493	484	500	523
Metro Bus	15M	GEORGE MASON UNIVERSITY	TYSONS CORNER STATION (NORTH SIDE)	51	Off-Peak	316	257	293	265	241	210	196	210	232	247	250	271
Fairfax Connector	424	SPRING HILL METRO WB BAY	SPRING HILL METRO WB BAY	19	Peak	211	235	231	223	232	193	210	194	196	199	372	628
Fairfax Connector	466	METRO VIENNA/ GMU S BAY P	METRO VIENNA/ GMU S BAY P	29	Peak	189	172	193	183	169	151	164	173	161	159	159	162
Fairfax Connector	463	CHAIN BRIDGE & TY-SONS	VIENNA METRO STATION	33	Peak	115	270	341	369	340	334	334	362	398	421	437	447
Fairfax Connector	422	GREENS-BORO METRO STATION	GREENS-BORO METRO STATION	21	Peak	47	65	79	74	65	62	63	59	71	75	67	55
Fairfax Connector	462	CHAIN BRIDGE & TY-SONS	METRO DUNN LORING BAY G	33	Peak	39	72	84	84	74	72	85	87	88	93	86	92
Fairfax Connector	461	METRO VIENNA/ GMU S BAY R	METRO VIENNA/ GMU S BAY R	30	Peak	36	49	65	63	52	48	48	55	52	52	57	53
Fairfax Connector	432	SPRING HILL METRO WB BAY	SPRING HILL METRO WB BAY	33	Peak	18	24	31	34	36	25	22	22	23	28	36	36

Source: The Regional Transportation Data Clearinghouse, MWCOG

ENCOURAGED LOCATIONS FOR TELECOMMUNICATION FACILITIES

Sources: Town of Vienna



Capital Improvement Plan (To Be Updated with the Most Current CIP)

Title	TOV Funding	Other Funding	Multi-Year Project Cost	Notes
2016 Spring				
Community Center Renovation - Phase Two of Two	\$5,563,841	\$750,000	\$10,413,841	Written commitment from VYI for \$750,000
Water and Sewer Projects	\$661,159		\$661,159	
Storm Drainage - Ninovan & Talahi	\$200,000		\$200,000	
VDOT Grant Match		\$2,000,000	\$2,000,000	\$1,000,000 Transportation Funds/ \$1,000,000 VDOT Revenue Share
Meadow Lane Park Restroom Facility				Funds reallocated to Community Center
Issuance Costs	\$75,000		\$75,000	
Total	\$6,500,000	\$2,750,000	\$13,350,000	
2018 Spring				
Police Station Renovation - Engineering	\$980,000		\$9,980,000	
Water and Sewer Projects	\$1,000,000		\$1,000,000	
VDOT Grant Match			\$2,000,000	\$1,000,000 Transportation Funds/ \$1,000,000 VDOT Revenue Share
Storm Drainage Projects	\$200,000		\$200,000	
Contingency/Issuance Costs	\$20,000		\$20,000	
Total	\$2,200,000	\$2,000,000	\$13,200,000	
2020 Spring				
Police Station Renovation - Construction	\$9,000,000		\$9,980,000	
Water and Sewer Projects	\$1,000,000		\$1,000,000	
Ross Drive End Wall	\$350,000		\$350,000	
Citizen Sidewalk Petition	\$150,000		\$150,000	
Contingency/Issuance Costs	\$200,000		\$200,000	
Total	\$10,700,000		\$11,680,000	

Title	TOV Funding	Other Funding	Multi-Year Project Cost	Notes
2022 Spring				
Storm Drainage	\$150,000		\$150,000	
Operations and Maintenance Campus Study	\$50,000		\$50,000	
Water and Sewer Projects	\$1,000,000		\$1,000,000	
Revenue Sharing Sidewalk Match	\$450,000		\$450,000	
Police Dispatch and RMS	\$100,000		\$100,000	
Permitting Module - Tyler Munis	\$30,000		\$30,000	
Transparency of Performance	\$20,000		\$20,000	
Contingency/Issuance Costs	\$200,000		\$200,000	
Total	\$2,000,000		\$2,000,000	
2024 Spring				
Water and Sewer Projects	\$1,000,000		\$1,000,000	
Revenue Sharing Sidewalk Match	\$800,000		\$800,000	
Storm Drainage Projects: Unidentified Locations	\$700,000		\$700,000	
Contingency/Issuance Costs	\$250,000		\$250,000	
Total	\$2,750,000		\$2,750,000	
2026 Spring				
Eliminate Deep Roadside Ditch: Berry Street SE	\$2,000,000		\$2,000,000	
Water and Sewer Projects	\$1,500,000		\$1,500,000	
Revenue Sharing Sidewalk Match	\$500,000		\$500,000	
Streets/HCR: Unidentified Locations	\$1,180,000		\$1,180,000	
Contingency/Issuance Costs	\$200,000		\$200,000	
Total	\$5,380,000		\$5,380,000	

Title	TOV Funding	Other Funding	Multi-Year Project Cost	Notes
2028 Spring				
Operations and Maintenance Campus	\$1,300,000		\$1,300,000	
Water and Sewer Projects	\$1,000,000		\$1,000,000	
Revenue Sharing Sidewalk Match	\$500,000		\$500,000	
Park Improvements - Playgrounds and Bathrooms	\$1,000,000		\$1,000,000	
Facility Improvements**	\$3,300,000		\$4,000,000	
Contingency/Issuance Costs	\$200,000		\$200,000	
Total	\$7,300,000		\$8,000,000	
2030 Spring				
Water and Sewer Projects	\$2,000,000		\$2,000,000	
Revenue Sharing Sidewalk Match	\$500,000		\$500,000	
Facility Improvements**	\$4,500,000		\$4,500,000	
Contingency/Issuance Costs	\$200,000		\$200,000	
Total	\$7,200,000		\$19,400,000	
2032 Spring				
Water and Sewer Projects	\$2,000,000		\$2,000,000	
Revenue Sharing Sidewalk Match	\$1,000,000		\$1,000,000	
Stormwater Drainage Improvements	\$1,000,000		\$1,000,000	
Park Improvements	\$600,000		\$600,000	
Street Improvements	\$1,500,000		\$1,500,000	
Facility Major Renovations	\$1,750,000		\$1,750,000	
Contingency/Issuance Costs	\$350,000		\$350,000	
Total	\$8,200,000		\$8,200,000	

**Facility Improvements Detail: Potential parking garage, existing facility major repair, and other facility improvements as necessary

Title	TOV Funding	Other Funding	Multi-Year Project Cost	Notes
2032 Spring				
Water and Sewer Projects	\$1,650,000		\$1,650,000	
Revenue Sharing Sidewalk Match	\$500,000		\$500,000	
Stormwater Drainage Improvements	\$1,000,000		\$1,000,000	
Park Improvements	\$200,000		\$200,000	
Street Improvements	\$1,500,000		\$1,500,000	
Fields	\$1,100,000		\$1,100,000	
Contingency/Issuance Costs	\$250,000		\$250,000	
Total	\$6,200,000		\$6,200,000	
Total Projects	\$58,430,000	\$4,750,000	\$90,160,000	

This page was intentionally left blank.

ENVIRONMENTAL FEATURES

Sources: Fairfax County

