

Vienna On the Nanticoke

2003

Greater Vienna Comprehensive Plan



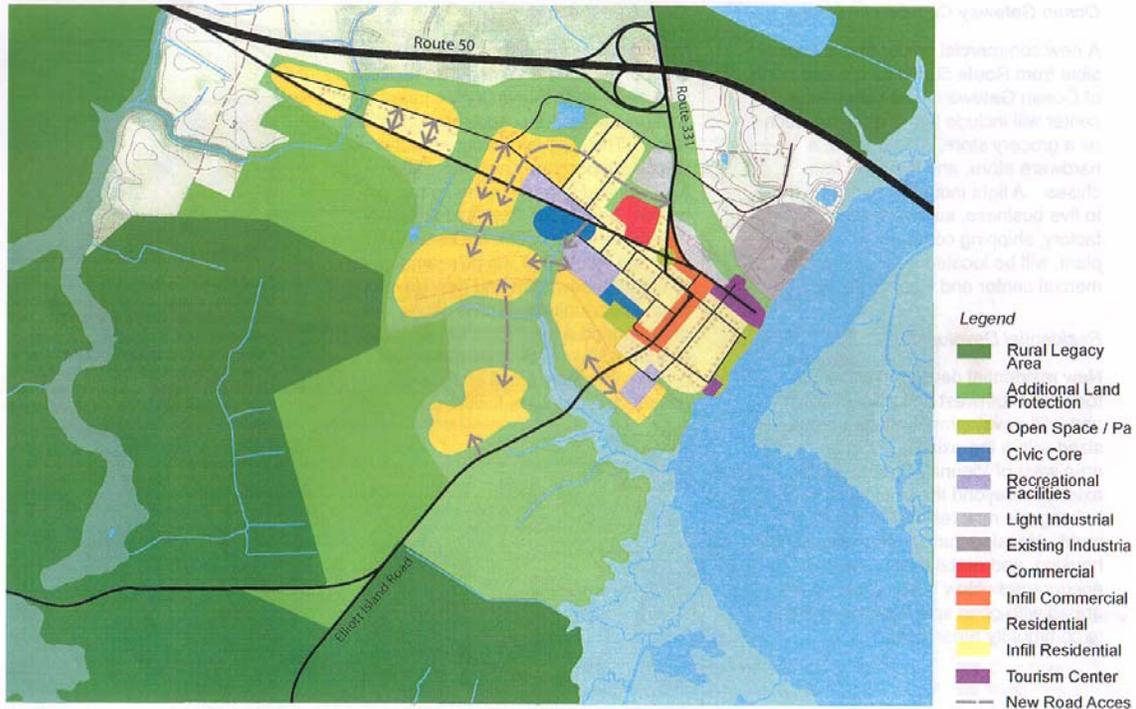
**THE MAYOR AND COMMISSIONERS
TOWN OF VIENNA, MARYLAND**

THE TOWN OF VIENNA PLANNING & ZONING COMMISSION

**NUTTER ASSOCIATES
Community Planners**

December 22, 2003

VIENNA COMMUNITY VISION PLAN



VISION PLAN: A MODEL CHESAPEAKE COMMUNITY

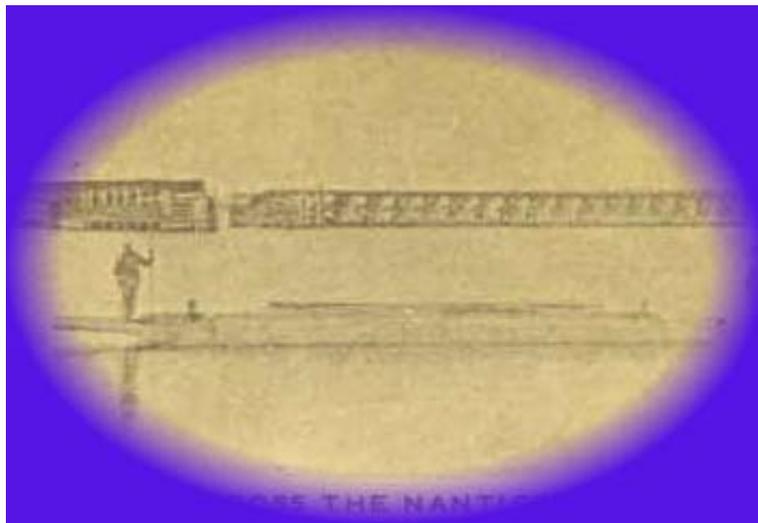
“Vienna is envisioned as a gateway to the Nanticoke River and a model conservation-oriented community that respects its heritage while planning for the future”.

- ❑ From the Vienna Community Vision Plan, January 2003, Prepared for the Vienna Community by The Conservation Fund

2003 GREATER VIENNA COMPREHENSIVE PLAN



Vienna's History on the Nanticoke



“I will extend peace to her like a river.”

- ❑ **From the King James Version, Isaiah 66:12, quoted in To Speak of Many Things About Vienna, Maryland – A Collection of Historical Bits and Pieces by J. Howard Adkins and Louise H. Adkins**

2003 GREATER VIENNA COMPREHENSIVE PLAN

**TOWN OF VIENNA, MARYLAND
PLANNING AND ZONING COMMISSION
RESOLUTION APPROVING THE 2003 GREATER VIENNA COMPREHENSIVE PLAN**

Resolution by the Town of Vienna Planning and Zoning Commission Approving the 2003 Greater Vienna Comprehensive Plan and Recommending the Adoption of the Plan by the Mayor and Commissioners of Vienna

WHEREAS, the Town of Vienna Planning and Zoning Commission (the "Commission") has made careful and comprehensive analysis, surveys and studies of past and present conditions and possible future growth trends in the Town of Vienna and its surrounding area; and

WHEREAS, the Planning and Zoning Commission has given due consideration to the public welfare as well as individual rights in recommending the most appropriate development policy for the Town of Vienna; and

WHEREAS, by authority of Article 66B of the Annotated Code of Maryland, the 2003 Greater Vienna Comprehensive Plan has been prepared for the purpose of guiding the future development of the Town of Vienna and its adjacent areas which will, in accordance with present and future needs, best promote the health, safety, and general welfare of the Town and Greater Vienna area; and

WHEREAS, the Commission did give notice of a Public Hearing concerning the 2003 Greater Vienna Comprehensive Plan on _____, in _____.

WHEREAS, the Commission did conduct said Public Hearing on September 3, 2003, at 7:00 p.m. at Vienna Community Hall and comments will be received until October 31, 2003; and

WHEREAS, the Commission will consider all comments which are received from members of the public or from various state and local agencies;

NOW, THEREFORE, BE IT RESOLVED that the 2003 Greater Vienna Comprehensive Plan, including all text and maps, is hereby approved by the Town of Vienna Planning and Zoning Commission.

BE IT FURTHER RESOLVED that the Commission recommends approval and adoption of the 2003 Greater Vienna Comprehensive Plan by the Mayor and Commissioners of Vienna as the official comprehensive plan of the Town of Vienna, Maryland.

ATTEST:

Town of Vienna Planning and Zoning
Commission

Paul Davenport, Chairman

Steve Hurst, Secretary

Linda Settles, Member

Frank Gosnell, Member

2003 GREATER VIENNA COMPREHENSIVE PLAN

**TOWN OF VIENNA, MARYLAND
RESOLUTION 2003 _____
BY THE MAYOR AND COMMISSIONERS OF VIENNA
APPROVING THE 2003 GREATER VIENNA COMPREHENSIVE PLAN**

Resolution by the Mayor and Commissioners of the Town of Vienna Approving the 2003 Greater Vienna Comprehensive Plan

WHEREAS, Article 66B of the Annotated Code of Maryland empowers local governments in Maryland to provide for the orderly growth and development of their communities;

WHEREAS, the Economic Growth, Resource Protection, and Planning Act of 1992 requires that Comprehensive Plan be revised on a six-year cycle and that they include and implement eight Vision statements; a Sensitive Areas Element; and an amended Implementation Element that encourages regulatory streamlining, flexibility, and innovation;

WHEREAS, Vienna's Comprehensive Plan was last updated in 1995 and requires revision to account for physical changes which have since occurred in both the built and natural environments;

WHEREAS, the Town of Vienna Planning and Zoning Commission has prepared and approved, in consultation with the public, interested parties, and government agencies, a 2003 Greater Vienna Comprehensive Plan, including the Town of Vienna and its adjacent areas, which articulates an overall Vision for the community's future, including goals, objectives, policies and recommendations for achieving that Vision and held a duly advertised public hearing on September 3, 2003; and by Resolution dated November 5, 2003, recommended approval and adoption of the 2003 Greater Vienna Comprehensive Plan by the Mayor and Commissioners of Vienna.

WHEREAS, the 2003 Comprehensive Plan will be the foundation for the Town's zoning, subdivision regulations, capital improvement, grant and loan programs, partnerships and other implementation tools;

WHEREAS, the Comprehensive Plan is needed in furtherance of the public's health, safety, and welfare and will substantially advance legitimate state interests; and

WHEREAS, the Commissioners of Vienna held a duly advertised public hearing on the Plan on December 22, 2003, at which the 2003 Greater Vienna Comprehensive Plan was reviewed;

NOW THEREFORE, BE IT RESOLVED by the Mayor and Commissioners of Vienna that the 2003 Greater Vienna Comprehensive Plan is hereby adopted and made effective this 22nd day of December, 2003.

ATTEST:

Mayor and Commissioners of Vienna

Russell B. Brinsfield, Mayor

Thomas Gebert, Commissioner

Phyllis Murphy, Commissioner

2003 GREATER VIENNA COMPREHENSIVE PLAN



Revitalization Along Market Street in Vienna

The Strategy of the Greater Vienna Comprehensive Plan

The strategy of the 2003 Greater Vienna Comprehensive Plan is to respect and improve the assets of the Town and Greater Vienna. This will be done for residents, businesses and visitors. It will be based on balanced environmental, historical and economic perspectives. Vienna's values shall be respected, including its people and groups, its rural small town way of life, its Eastern Shore tradition, its Nanticoke River setting, its community institutions, farms, forests and waterways and housing and building stocks. These values form Vienna's legacy for the future. They are the basis for giving it a special role in its region. Having a special role in the region is the best approach for attracting greater resources to Vienna.

2003 GREATER VIENNA COMPREHENSIVE PLAN

Acknowledgements

TOWN OF VIENNA MAYOR AND COMMISSIONERS

Russell B. Brinsfield, PhD, Mayor
Phyllis M. Murphy, Commissioner
Thomas Gebert, Commissioner

TOWN OF VIENNA PLANNING AND ZONING COMMISSION

Paul Davenport, Chairman
Steve Hurst, Secretary
Linda Settles, Member
Frank Gosnell, Member

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2003 GREATER VIENNA COMPREHENSIVE PLAN



Old Customs House

Preparation of the Greater Vienna Comprehensive Plan

The 2003 Greater Vienna Comprehensive Plan has been prepared by the Town of Vienna Planning and Zoning Commission and Nutter Associates, Community Planners, of Salisbury, Maryland. The preparation of the Plan was funded by a grant from the Maryland Department of Housing and Community Development. The overall goal of the Plan is to develop a strategy, vision, goals, policies and implementation projects for the Town of Vienna and adjoining areas of Greater Vienna.

A high priority has been placed on implementing the recommendations of the Vienna Community Vision Plan prepared by The Conservation Fund in January 2003. The Conservation Fund worked closely with the Greater Vienna community. Where language has been used from the Community Vision Plan, the source is indicated by a footnote. Where Community Vision Plan graphics materials have been used, they are marked "Vienna Community Vision Plan". Salisbury University's Mapping Sciences Group prepared a Geographic Information Systems (GIS) mapping system for Vienna as part of the Comprehensive Plan.

2003 GREATER VIENNA COMPREHENSIVE PLAN

THE VIENNA MEANDER - A SPECIAL LOCATION ON THE RIVER



Scan/US Mapping

GATEWAY TO THE NANTICOKE

Vienna occupies a special place on the Nanticoke River, shown here in its relationship to the long, straight and narrow Vienna meander in the Nanticoke River. The shape of the Vienna meander is caused by the sand bar which has always made Vienna dry land and high ground. Major transportation routes and population statistical areas are also shown. Vienna is located in the center of the Nanticoke River Watershed. It is also the place where U.S. Route 50, the main street of Maryland's Eastern Shore, crosses the Nanticoke.

2003 GREATER VIENNA COMPREHENSIVE PLAN

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2003 GREATER VIENNA COMPREHENSIVE PLAN

I. INTRODUCTION AND EXECUTIVE SUMMARY

The 2003 Greater Vienna Comprehensive Plan provides a foundation of vision, goals, objectives, policies and action projects to guide the long-term physical development of the Town of Vienna and the larger Greater Vienna area.

Vienna, long called “the Pearl of the Nanticoke”, is a small and attractive river port town with roots in the earliest history of Maryland and the Eastern Shore. The Town faces the powerful and broad Nanticoke River at its important junction with the U.S. Route 50 river bridge. Route 50 is the central highway of The Eastern Shore.

The Greater Vienna Comprehensive Plan includes the historic waterfront of Vienna, the incorporated Town of Vienna, the unincorporated area of West Vienna on the western edge of the town, the Vienna Power Plant on the town’s northern boundary and the encircling greenbelt of working farms, forests and waterways.

The Comprehensive Plan has been prepared by the Town of Vienna Planning and Zoning Commission in accordance with Maryland’s planning laws. The purpose of the Plan is to inventory existing conditions, provide a vision for the future growth of the community and identify goals and objectives, policies and actions to prepare for future growth, revitalization and land conservation.

The goal of the 2003 Greater Vienna Comprehensive Plan is to implement the Vienna Community Vision Plan prepared in January 2003 by The Conservation Fund. The vision for Vienna is:

Vienna is envisioned as a gateway to the Nanticoke River and Watershed and a model Chesapeake Bay community which is conservation-oriented and respects its heritage and natural environment while planning progressively for the future.

The Comprehensive Plan supports the healthy growth, preservation and conservation of the Town of Vienna and its surrounding Greater Vienna area. It seeks to do so with respect for the tradition and way of life of Vienna. The plan respects the special significance of the natural environment of the Nanticoke River and its watershed. Healthy growth refers to population, economic development and jobs, school, parks and recreation areas and other community facilities and housing. Preservation means protecting and enhancing the heritage of Vienna, which reaches back to earliest colonial and even prehistoric times.

Conservation refers to steps to protect the natural environment, farmlands and undeveloped lands of the countryside. The surrounding area includes the residential area of West Vienna, farms and natural areas, the U.S. Route 50 corridor and bridge and the Vienna Power Plant on the Nanticoke. Together with the Town, which comprises an area

2003 GREATER VIENNA COMPREHENSIVE PLAN

of 128 acres at its center, these areas comprise the larger community of Greater Vienna, an area approximately one square mile in size.

After a period of some decrease in population, Vienna is now experiencing new energy and revitalization. Farmland and natural resource areas are being protected for future generations. The Town's superb Waterfront Park is being enhanced with new landscaping, docks for boating and amenities. A Vienna Heritage Museum has been created in the Town Center at Race and Market Streets. New job creation and business development is occurring within the Town. New and rehabilitated housing is completed and underway within Vienna and West Vienna. The plan seeks to build on this positive course of events and provide a foundation for a healthy future.

A major asset of the Comprehensive Plan is the Vienna Community Vision developed by The Conservation Fund with strong community participation in the fall and winter of 2002. The Community Vision has been adopted by the Vienna Planning and Zoning Commission as the basis of the future land use component of the comprehensive plan. Leading elements of both the Plan and the Vision include the goal that Vienna should grow at a moderate pace and that new development should be designed to be in keeping with traditions of Vienna, Dorchester County and the Eastern Shore of Maryland.

The Comprehensive Plan is both a long-term land use plan and a short-term action plan of projects for Vienna. As a long-term plan and vision, it addresses a timeframe of 10-20 years. The Future Land Use element of the Comprehensive Plan is drawn from the Community Vision. It identifies areas and proposed uses for development, preservation and conservation. It outlines an evolutionary and gradual approach to growth, within a concept for limited long-term growth. The outer edge of the development areas represents a "Town Growth Boundary" as that term is used in state and national planning practice. Beyond the growth area lies a "greenbelt" of protected natural and farmland properties.

Future growth is expected to be oriented toward both rehabilitated and newly constructed homes, to occur within both the present town limits and West Vienna and to involve both families with school-age children and older households without children living at home. As a long-term community plan, the Comprehensive Plan identifies ideas for additional business revitalization along Market Street and Old Ocean Gateway, for enhancing the Waterfront Park and Riverwalk along the water's edge, for connections to a larger waterfront trail and loop to the north, south and west, for the creation of a Nanticoke Discovery Center on the waterfront at Old Ocean Gateway and possibly a scenic railroad along the Hurlock-Vienna railroad right-of-way.

The Plan identifies the following priority actions:

- Begin the development of a new residential area along the southwestern edge of the Town, on portions of the Phillips Farm property, which will be connected to the

2003 GREATER VIENNA COMPREHENSIVE PLAN

Town Center via extensions of Church Street and Gay Street. The new development would consist of carefully designed new home development. The initial phase of the development is expected to be in a range of 10-15 homes. The first phase should be accompanied by a concept plan for the full development of the site.

- ❑ Build transient docks and other public amenities along the waterfront, develop landscaping and other enhancements to the Waterfront Park and begin the creation of an extended Riverwalk. The Riverwalk would be lengthened to the south to the Calumus Patch and Town Park and to the north, via Race and Middle Streets, to Old Ocean Gateway, Vienna's restaurants and the waterfront site of the proposed Nanticoke Discovery Center.
- ❑ Continue to work with The Conservation Fund to develop a concept and implementation plan for the proposed Nanticoke Discovery Center at Old Ocean Gateway and the riverfront, and to present this plan to appropriate regional, state and national leaders and entities for funding consideration.
- ❑ Continue to work with The Nature Conservancy, Dorchester County and Maryland Agricultural Land Preservation Foundation to purchase conservation easements on farm properties which desire to do so, including those located at points north and south of the Town touching on the Nanticoke River.
- ❑ Improvements are proposed to Community Park on Old Ocean Gateway at Gay Street, including a fountain. Recommendations are made regarding planning for future community and municipal facilities. Implement a trail loop which connects the Riverwalk and with an interior greenbelt along the perimeter of planned new development areas.
- ❑ Implement the Market Street Extension Project, which extends Market Street from Race Street to Old Ocean Gateway. The Extension of Market Street will create a safer flow of traffic between Route 331 and Elliott Island Road as this traffic passes through Vienna's Town Center. It also sets the stage for additional revitalization in the Race and Market and Old Ocean Gateway areas.
- ❑ Advance the revitalization and reuse of specific historic buildings, such as former commercial buildings along Market Street, in keeping with the revitalization of Market Street as the historic "Main Street" of Vienna.
- ❑ In the West Vienna neighborhood, work with community representatives to achieve progress on five identified priority actions: (1) rehabilitate existing and develop new individual home ownership homes in the neighborhood, (2) develop an improved approach to drainage and the regular maintenance of drainage ditches, (3) work with Dorchester County to develop a method of hauling away and demolishing dilapidated trailers and houses, (4) plant new street trees to beautify

2003 GREATER VIENNA COMPREHENSIVE PLAN

Old Ocean Gateway/Route 731 and provide for a walking path connecting with the Vienna Elementary School, and (5) discuss the potential annexation of West Vienna into the Town of Vienna, a step which would bring new benefits and services to West Vienna residents.

- ❑ Work with the Dorchester County Public School System to plan for the replacement of the temporary structures and expand permanent classroom space at the Vienna Elementary School as school age population grows.
- ❑ Pursue new opportunities for economic development along Old Ocean Gateway, including new uses for the vacant service stations along the road and development of a small mixed-use business park west of the 331/Gay Street/Old Ocean Gateway intersection. This is a vital project to bring jobs to Vienna.
- ❑ Amend the Town of Vienna Zoning Ordinance to revise the Zoning Map and make selected text changes in accordance with the Comprehensive Plan. The Plan recommends considering the creation of a Vienna Waterfront Historic District. Also recommended is establishing a new Town Center zoning district with a mixture of residential and commercial uses. The Town would work with Dorchester County on updating the 1998 Dorchester County Comprehensive Plan and the county Zoning Ordinance. Continue to develop and apply strong code enforcement to strengthen property conditions.
- ❑ Support the Dorchester County Department of Tourism and Vienna Heritage Foundation in developing organized visitor tours connecting Vienna with the Blackwater Wildlife Refuge, historic sites to the north along Indiantown Road, south along the Elliott Island Road and points in Cambridge, including the Hyatt Regency Resort. Short-term visitor improvements also include new heritage and wildlife corridor attractions signage now being provided by the Maryland State Highway Administration on U.S. Route 50, MD Route 331 and Elliott Island Road. Planning should continue to create a scenic North Dorchester Railroad line along the former rail right-of-way connecting Vienna and Hurlock. Work is underway to create a new Vienna Walking Tour brochure.
- ❑ Research done for the Comprehensive Plan indicates that one of the most exciting aspects of Vienna's history is the role it played in the 1608 Chesapeake Bay explorations of Captain John Smith, the leader of the Jamestown settlement. This aspect of Vienna's history should be further explored. The Town should support current efforts to create a "Captain John Smith National Water Trail" and seek to have Vienna play a major role as a site on the trail. Vienna should play a special role in the Chesapeake Bay Gateways and Water Trails Network. The current National Park Service exploration of National Park designation of the Chesapeake Bay would seem to be a major opportunity for Vienna. Vienna should explore ways to commemorate the 1608 expedition and Smith's meeting the Nanticoke through the design of an open space memorial, creation of an exhibit in the Nanticoke

2003 GREATER VIENNA COMPREHENSIVE PLAN

Discovery Center or Heritage Museum and/or development of a new historical theme for Vienna festivals and special events.

In addition to having the Community Meeting, the Comprehensive Plan has been coordinated with Dorchester County and the State of Maryland. It has been adopted by the Town of Vienna Planning and Zoning Commission and the Mayor and Commissioners of Vienna. It will be used as a policy guide for planning, zoning and development. Article 66B, Maryland's Planning Law, requires that Comprehensive Plans be reviewed and updated every six years.

The Comprehensive Plan is divided into seven sections. Following this executive summary, Section II describes Vienna's location and regional context. Section III describes the history and character of Vienna. Section IV is an inventory of existing conditions, focusing on physical, social and economic conditions which define planning needs.

Section V is the core of the Comprehensive Plan, containing a vision statement, goals and objectives, policies and action projects pertaining to land use, economic development, eco- and heritage tourism, commercial revitalization, community facilities, transportation and environmentally sensitive areas. Section VI describes implementation measures to carry out the plan. Section VII is a Table of Implementation Projects broken out by short-, mid- and long-term time phases.

The Town of Vienna thanks all those who lent their enthusiasm and commitment to this Comprehensive Plan and to Vienna's great future!

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II. VIENNA'S LOCATION AND REGIONAL FRAMEWORK

As the Vienna's Regional Framework map illustrates, Vienna's site at the crossing of U.S. Route 50 and the Nanticoke River is regionally important in several ways:

- ❑ It is above all a unique river crossing and a gateway to and from the Nanticoke. This includes water, highway and rail modes of transportation. The gateway opens the door of the Nanticoke and connects the Upper, Mid and Lower Shores via Route 50. The river crossing aspect gives Vienna its reason to exist and explains it. That it is a crossing and a gateway is because of the natural force of the river, which here narrows, straightens and accelerates. It was a river crossing and gateway to the Native Americans as it is now. This also expresses the potential of Vienna in the 21st Century.
- ❑ Its location is historically significant in understanding the scope and diversity of the American Experience. This includes that of Pre-Columbian America, Woodland Period Native American Life, European Contact, the Colonial Era, the African American Experience, Revolution and War of 1812, Nineteenth Century trade, commerce and Civil War and the role of small towns and the agricultural countryside in the United States in the Twentieth and Twenty-First Centuries.
- ❑ The long and straight Vienna meander on the Nanticoke River is defined along its northwest bank by a 15' high river wall of hard sand and gravel. This natural wall creates a harbor 26-33 feet in depth and a rich marsh on the opposite bank.
- ❑ Vienna is at the 20-mile mid-point of navigation on the Nanticoke River, making it an excellent mid-river stopping point for cruising ships.
- ❑ Vienna occupies a unique location along the river in that it is located in the oligohalide zone, where salt and freshwater merge in a unique combination to sustain biodiversity.
- ❑ Vienna is on a regional highway, U.S. Route 50, the Main Street of the Eastern Shore. It is equidistant from Cambridge in Dorchester County and Salisbury in Wicomico County, and between Easton and Ocean City. It is well located from the perspective of Delmarva travel, trade and tourism.
- ❑ Fifteen million people live within a 125-mile, two and one-half hour driving radius, which includes the Wilmington, Philadelphia, Baltimore, Washington DC and Norfolk metropolitan areas.
- ❑ The Greater Vienna Area has a high measure of traffic accessibility. It has 21,000 vehicles per day in Average Annual Daily Traffic (AADT). It is one hour from

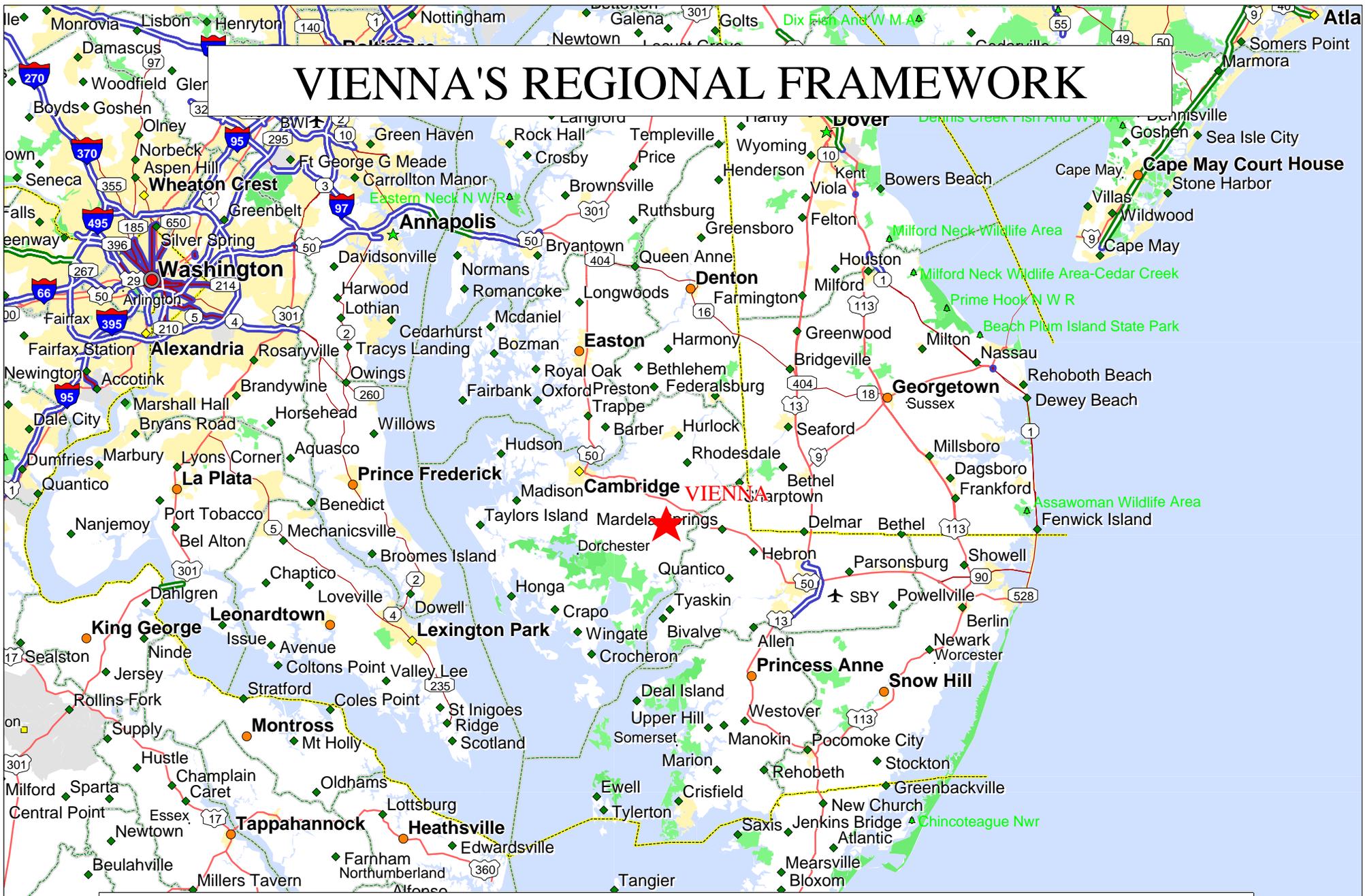
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Annapolis, two hours from Baltimore and two and one-half hours from Washington DC.

- ❑ It is because of its “river crossing” and “mid-point of navigation” features that it seems appropriate to think of Vienna as the “capitol of the Nanticoke”.
- ❑ It is located in a sub-region rich in prime farmland, pristine marshes, waterways and preserved woodlands.
- ❑ It is squarely in the path of serious development pressures moving down the Shore from the Bay Bridge. These forces are now reaching Cambridge. It can be expected that they will reach Vienna within two years. These forces can be good or bad, depending on how they are planned for.

By virtue of its location, heritage and aspirations, Vienna will continue to attract major interest in conservation and ecology, heritage and preservation and planned growth and development during coming decades.

VIENNA'S REGIONAL FRAMEWORK



<p>Mag 9.00 Sat Aug 02 22:25 2003</p>	<p>Scale 1:1,000,000 (at center)</p> <p>20 Miles</p> <p>20 KM</p>	<p>— Major Road</p> <p>— Local Road</p> <p>— Major Highway</p>	<p>— Ferry</p> <p>— Interstate/Limited Access</p> <p>— Interstate/Unlimited Access</p>
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2003 GREATER VIENNA COMPREHENSIVE PLAN

III. VIENNA'S HISTORY AND CHARACTER

“VIENNA, 43.3 m. (1940 pop. 311), along the Nanticoke River, has been a port since it was established in 1706. Some streets are paved with stone brought here as ballast by vessels docking for cargo, chiefly tobacco and white oak for ship construction. The CUSTOMS HOUSE, erected in 1791 when this was a port of entry, was in use until 1866. The large electric power plant (turn Left) supplies current to a wide area, towns as well as farms. Three canneries, lumber, flour and feed mills, a pickling plant, and a shirt factory are also operated here.

In 1698 an early Nanticoke Indian Reservation of more than 5,000 acres, covering this site, was established. One hundred acres at Emperor's Landing was bought in 1706 from the Indians for 5,000 pounds of tobacco and laid out as the town of Vienna. In 1780 a British gunboat fired upon the town from the river, doing minor damage. In the War of 1812 when British vessels entered the river, a company of militia quickly threw up breastworks to repulse the expected landing, which did not occur. A ferry was operated across the river until 1828, when a wooden bridge was constructed as a link in an important transpeninsular stage route, but after several years the ferry was revived. The concrete span now carrying traffic over the line has been dedicated to the World War veterans of Dorchester and Wicomico counties.”

- A Glimpse of Vienna as it was in 1940, from Maryland – A Guide to the Old Line State, American Guide Series, 1940

The Vienna we know is closely bound to the Nanticoke River upon which it was founded. The Nanticoke is named for the Algonquin people who hunted, fished and farmed along its banks for hundreds of years. The river itself formed thousands of years ago in a great natural struggle between rising streams and rising seas. It became a tributary to the drowned mouth of the Susquehanna, the Chesapeake Bay.

The Force of the Nanticoke

From it's rising in small streams high in Delaware, the Nanticoke flows southwest, becoming navigable at today's Seaford and Blades, forming sweeping meanders as it

Soil and Salinity As Ecological Factors in Native American Site Selection on the Nanticoke



Jamestown Settlement Museum

“Village sites and Matapeake/Sassafras soils in turn generally correlate with the fresh-brackish and freshwater portions of the rivers, which provide spawning grounds for anadromous fish (shad, herring, alewife, sturgeon, spot, croaker, and white perch) in the spring and produce the edible marsh plants (arrow arum, wild rice, duck, potato, and others) favored by the Indians.”

- ❑ Eastern Shore Indians of Virginia and Maryland, by Helen C. Rountree and Thomas E. Davidson, University Press of Virginia, Charlottesville and London, c 1997.

Note: “Anadromous fish” are fish that ascend the river for breeding.

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goes, nourishing its many wetlands, gathering power, becoming wide and deep, and developing a forty-mile long serpentine path to Tangier Sound on the Chesapeake Bay. The site of Vienna is at the mid-point of this path to and from the Bay.

Today the Nanticoke remains one of the most pristine rivers along the Atlantic seaboard. The “100-Year Floodplain” exhibit of the 1996 Dorchester County Comprehensive Plan illustrates that Vienna is the only site on the Maryland portion of the river’s northwestern edge where the Floodplain does not penetrate well inland of the river. The base 100-year flood elevation is 5-6’ above sea level.

A hard 15’ high sand ridge formed in the Vienna meander at the midpoint of the river’s course. Because the river narrows, the Vienna site became the natural river crossing of the Nanticoke region. This is the genesis of the Town’s historic role as port, harbor, ferry landing, rail head, bridge crossing, special place and gateway to the Nanticoke. This natural gift created the conditions making the Town and its hinterland a place of importance for settlement, trade and commerce.

In his 1993 book Chesapeake Almanac – Following the Bay through the Seasons, the Chesapeake Bay Foundation’s John Page Williams describes the significance of the serpentine meanders in rivers, where the outside of the meander becomes a hard bank and the inside a marshy mud bank:

“In selecting townsites, both Native Americans and European settlers looked for the outsides of curves, with firm ground for building and deep water for docking. The latter attribute doesn’t mean much today, but for most of the past three and a half centuries, it was critical. Look at a map of the old steamboat ports: Walkerton on the Mattaponi, Dixie on the Piankatank . . .and, of course, Vienna. All are on the outside of meanders. . .“

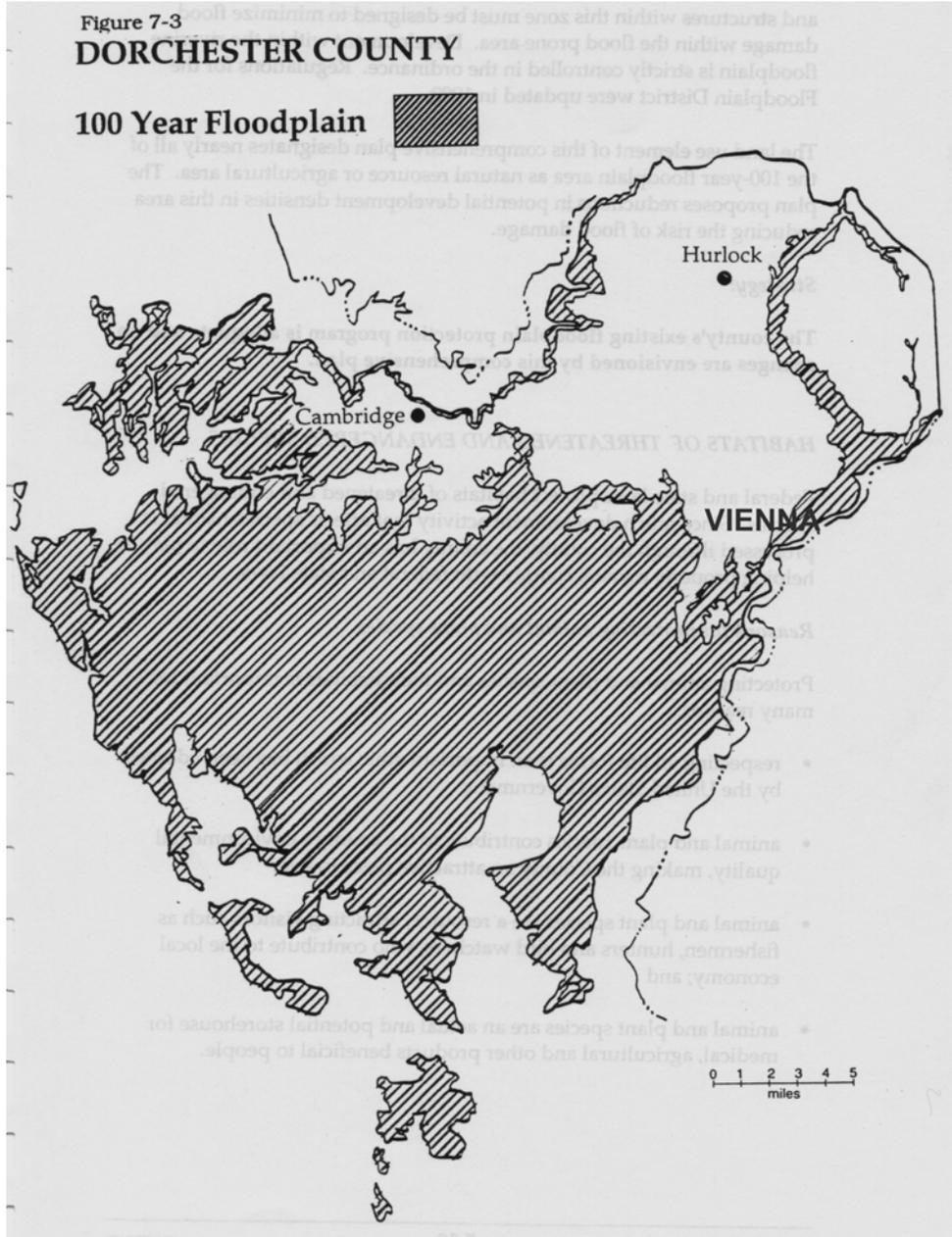
□ Chesapeake Almanac, by John Page Williams, Jr., Tidewater Publishers, 1993

The Nanticoke Community and First Contact with Europeans

The Nanticoke Indian settlement of the Vienna area is said to have been focused on an “Emperor’s Landing”, a place of waterside activity, probably of a seasonal nature. Nanticoke settlement in the surrounding area appears to have covered thousands of acres.

It was closely related to the ebb and flow of life in the semi-brackish river and its freshwater tributaries. It focused on several Native American places apparently called “Nause”, “Nantaquack”, “Kuskarawaok”, “Achquank”, “Chicocon” and “Puckamee”,

FLOODPLAIN CONDITIONS IN DORCHESTER COUNTY



The 1996 Dorchester County Comprehensive Plan “100-Year Floodplain” exhibit illustrates that Vienna is the only site on the northwestern edge of the river where the Floodplain does not penetrate significantly inland of the river edge. The base flood elevation is 5-6'. A hard 15' high sand ridge formed at the Vienna meander in the midpoint of the river's course, creating the conditions making this a place of importance for settlement, trade and commerce.

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names which are all subject to vagaries of spelling, mapping and pronunciation. But it was a broad territory.

Perhaps the important thing is that this territory is located upriver from what we might call the salt (or “halide”) zone. The Indians needed to live in, or at least at the edge of, a fresh water zone. The site that is Vienna was a gateway between salt and fresh, at mid-river, above the salt, within the freshwater watershed closer to the headwaters and its flora and fauna. Natural scientists call this an “oligohalide zone”.

We have important and seemingly accurate clues as to occurrences on the Vienna site in early history. In a remarkable expedition during the first week of June 1608, Jamestown’s Captain John Smith explored the Nanticoke River and came into first contact with the Indian tribe for whom the river is named. It is believed that the Elliott Island/Green’s Island area in the lower river was possibly a place where the party came ashore. Elliott Island and Green’s Island are associated with the name “Nause” which Smith placed at this location on his meticulous survey and map of the Chesapeake Bay.

Richard Waller Cooper, an accomplished surveyor and historian of the Lower Shore, says the following about the Smith Map in his 1986 book, Profile of a Colonial Community on Maryland’s Eastern Shore:

“ . . . it is a remarkable piece of mapping, considering the scope of the area (Smith) covered and the instruments and facilities available at the time.”

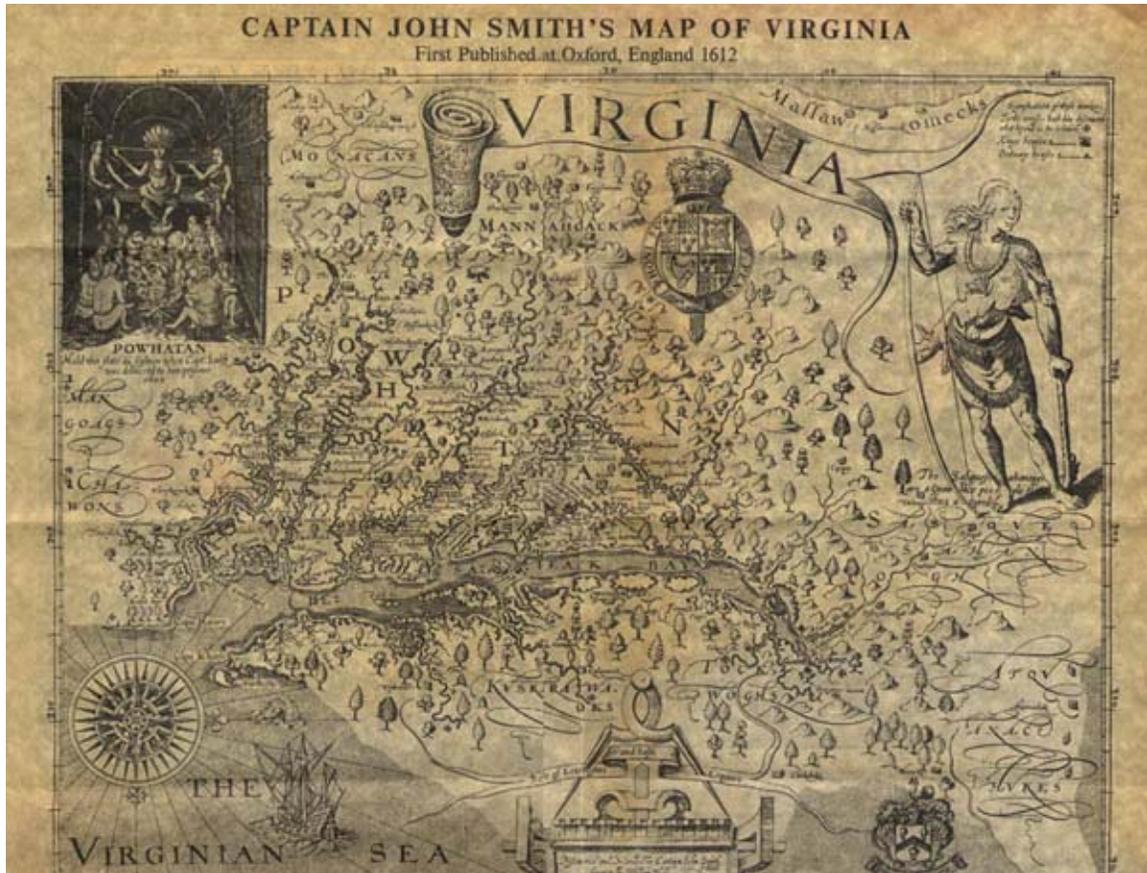
Edward C. Papenfuse and Joseph M. Coale III say this about the Smith Map in the 2003 edition of the Atlas of Historical Maps of Maryland 1608-1908:

“It was carefully executed and amazingly accurate, especially given the short time he had for measuring distances and making observations. Smith had a sense of proportion and scale shared by few other cartographers, then and since. His skill is immediately clear from a cursory comparison of satellite photographs of the Bay with his map.”

From the evidence examined during the Comprehensive Plan studies, it appears that a major Nanticoke River site of the first contact was the waterfront of present-day Vienna. The evidence includes evaluation of the report of the expedition, cartographic comparison of the 1612 map with a modern USGS map, documentation of recorded archaeological sites, features of the known geography of the Nanticokes in the 17th Century, the configuration of the river and its distinctive Vienna meander and consultation with the Jamestown-Yorktown Foundation.

Captain Smith’s 1612 “A Map of Virginia and Maryland” shows the name “Nantaquack” where Vienna is today. The 1612 Map shows a symbol for “houses” where the Vienna Heritage Museum is located today, which happens to be the high point of topography in Vienna. An 18th Century “Map of Virginia and Maryland Sold by Thomas Basset in

THE SITE OF VIENNA AT THE TIME OF CONTACT



**John Smith, *A Map of Virginia*, 1612
The Library at The Mariners' Museum**

A Map of Virginia: With a Description of the Countrey, The Commodities, People, Government and Religion was published in 1612 by Captain John Smith, four years after he and his men explored the Nanticoke River in 1608. On his map of 1612, Captain Smith placed three place names related to the Indian people he had met: Nause, Nantaquank and KUSKARAWAOK, the latter seeming to be a general name for the entire river. He described the Nanticoques as “the best merchants of all” among the Native Americans whom he encountered. The broad river at Vienna’s doorstep subsequently took the name “Nanticoke”, as did “Nanticoke Manor”, a 6,000 acre land patent issued in 1664 to Lord Baltimore at this location.

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Fleet Street and Richard Chiswell in St. Paul's Churchyard" shows the name "Achquank" at what appears to be the site of today's Vienna and, upstream from it, southwest of a creek, the name "Chicocon". "Chicocon" is certainly a reference to "Chicone", the "Indian town" (on today's Indiantown Road) made a reservation in 1683. The creek to the northeast of the place name "Chicocon" would be the Chicone Creek of today.

Three of the place names shown on the Captain John Smith Map, "Nause", "Nantaquack" and "Kuskarawoak" appear to align with the present-day locations of Elliot and Green's Island, Vienna and Woodland Ferry. A cartographic analysis compared a blow-up of the "Nantaquack" portion of the Smith map with a modern USGS map based on the configuration of two map elements: the distinctive straight section of the Vienna meander and the "S" curve of Trunken Creek on the west edge of Vienna.

The map shows Smith's symbol denoting "ordinary howses" at the Nantaquack location. A map symbol meaning "king's howse" is shown at the Kuskarawoak location. The map also contains a cross shaped symbol which the mapmakers described as follows: "Signification of these markes, to the crosses hath been discovered; what is beyond is by relation." In other words, the cross identifies the furthest upstream point physically reached by Smith's party. This mark on the Nanticoke River seems to be at the location of Williams Pond, just upriver from Blades.

It does seem likely that vectorized map analysis of the Smith map will yield greater certainty. Based on familiarity with the river and its watershed, the known settlement pattern of people along it at that time, a close reading of the text of Smith's *The Generall Historie of Virginia, New England & the Summer Isles*, published in 1624, and consultation with the Jamestown-Yorktown Foundation, the likelihood of a Smith party landing at or near the Vienna site is very strong.

The material below was written by Captain Smith and his men as a record of their 1608 journey. The members of the expedition who authored this material were Walter Russell, "Doctor of physick", Anas Todkill, a soldier, and Thomas Momford, a gentleman.

America's first permanent European settlement, Jamestown, was founded in April of 1607. It was under the leadership of Captain Bartholomew Gosnoll, who died in the first few days after it's founding, Captain John Smith and others.

On June 2, 1608 Captain Smith and 14 others, including the doctor, 6 gentlemen, 5 soldiers, a blacksmith and a fishmonger, sailing in an unnamed narrow-beam undecked barge with one sail, broke off from the galleon *Phoenix* at Cape Henry, which was returning to England, and turned north to Cape Charles and the Chesapeake Bay. Their mission was to explore the Bay's rivers, in part because of a desire to colonize, in part because of adventure and in part because of the still enticing legend of a Northwest Passage to the Orient. They rowed or sailed, depending on the wind.

Vienna's Historic Waterfront Spring, Knoll and Landing



The photograph shows three elements on Vienna's historic waterfront – a spring, a knoll and a landing. These are basic elements in any human settlement. The spring appears in the lower left of the photograph, where water bubbles up and flows down the side of Race Street to the Nanticoke River. The knoll is to the left, behind the trees. It provides vantage up and down the river. The landing is straight ahead on the Nanticoke River. This was the site of the historic Vienna ferry authorized by Dorchester County in 1671 and probably the site of the earlier Nanticoke “Emperor’s Landing”.

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According to Edward C. Papenfuse and Joseph M. Coale, the party covered some 3,000 miles in a twelve-week period, with one return to Jamestown and two trips outward. This is an average of 36 miles per day, even more counting the downtime during the return trip to Jamestown. Since the Nanticoke is 40 miles from Tangier Sound to Blades, this suggests that they covered the length of the Nanticoke in as little as three days. According to their text, they spent at least one night on the river, probably more.

Papenfuse and Coale state that one feature of the expedition was that “There was little freshwater, and even that was dismissed as ‘puddle’, a good Elizabethan word for foul and muddy pools of unpalatable liquid.” One must imagine that the search for freshwater was a major and constant factor.

The barge touched in at Accomac, at shoreline points along present-day Northampton and Accomac Counties in Virginia, traveled up the Wicomico River and returned to Tangier Sound, where several days were spent in storms in an area that Captain Smith would call “Limbo”. And then turned northward into the wide and “convenient” mouth of the Nanticoke.

The party wrote the following account of the Nanticoke River portions of their Chesapeake Bay journey:

“Two days we were enforced to inhabit these uninhabited isles, which for the extremity of gusts, thunder, rain, storms, and ill weather we called Limbo. Repairing our sail with our shirts, we set sail for the main and fell with a pretty convenient river on the east called Kuskarawaok [Nanticoke].”

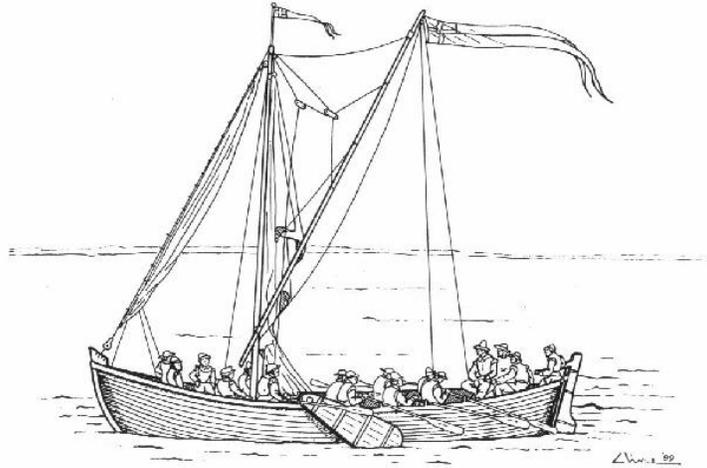
“The people ran as amazed in troops from place to place and diverse got into the tops of trees. They were not sparing of their arrows, nor [of] the greatest passion they could express of their anger. Long they shot, we still riding at an anchor without their reach, making all the signs of friendship we could.”

“The next day they came unarmed with everyone a basket, dancing in a ring to draw us on shore. But seeing there was nothing in them but villainy, we discharged a volley of muskets charged with pistol shot; whereat they all lay tumbling on the ground, creeping some one way, some another into a great cluster of reeds hard by, where their companies lay in ambuscado.”

“Towards the evening we weighed [anchor] and approaching the shore, discharging five or six shot among the reeds, we landed where there lay a many of baskets and much blood, but saw not a savage. A smoke appearing on the other side of the river, we rowed thither, where we found two or three little houses, in each a fire. There we left some pieces of copper, beads, bells, and looking glasses, and then went into the Bay; but when it was dark we came back again.”

Captain John Smith's 1608 Voyage on the Nanticoke

“ . . two or three thousand men, women, and children came clustering about us.”



THE SHALLOP, WHICH THE PILGRIMS BROUGHT WITH THEM ON THE MAYFLOWER.

“Early in the morning four savages came to us in their canoe, whom we used with such courtesy. [They] not knowing what we were nor had done, having been in the Bay a fishing, bade us stay and ere long they would return, which they did and some twenty more with them; with whom after a little conference, two or three thousand men, women, and children came clustering about us, everyone presenting us with something, which a little bead would so well requite that we became such friends they would contend who should fetch us water, stay with us for hostage, conduct our men any whither, and give us the best content.”

- Captain John Smith's 1608 Voyage on the Nanticoke River, from *The Generall Historie of Virginia, New England & the Summer Isles* (1624)

The illustration is of a shallop, from the history of New England. It is a type of vessel similar to the undecked barge used by John Smith and his men to explore the Nanticoke River.

CAPTAIN JOHN SMITH'S MAP OF 1612 - NANTAQUACK



John Smith, *A Map of Virginia*, 1612
The Library at The Mariners' Museum

A Map of Virginia: With a Description of the Countrey, The Commodities, People, Government and Religion... was published in 1612 by Captain John Smith, four years after he and his men explored the Nanticoke River in 1608. On his map, Captain Smith inserted three place names related to the Indian people he had met: “Nause”, “Nantaquack” and “KUSKARAWAOK”, the latter seeming to be both a specific place name and a general name for the people and the river. He described the Nanticokes as “the best merchants of all” among the Native Americans whom he encountered. The broad river at Vienna’s doorstep subsequently took the name “Nanticoke”, as did “Nanticoke Manor”, a 6,000-acre land patent issued in 1664 to Lord Baltimore at this location. On the map, the name “Nantaquack” appears to be placed next to the Vienna meander.



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“Early in the morning four savages came to us in their canoe, whom we used with such courtesy. [They] not knowing what we were nor had done, having been in the Bay a fishing, bade us stay and ere long they would return, which they did and some twenty more with them; with whom after a little conference, two or three thousand men, women, and children came clustering about us, everyone presenting us with something, which a little bead would so well requite that we became such friends they would contend who should fetch us water, stay with us for hostage, conduct our men any whither, and give us the best content.”

The writers of the party then say of the Nanticoke River they have seen:

“Here doth inhabit the people of Sarapinagh, Nause, Arseek, and Nantaquak, the best marchants of all other savages. They much extolled a great nation called Massawomekes, in search of whom we returned by Limbo.”

Colonial History

We know that the broad river which is at Vienna’s doorstep then took the name “Nanticoke”. On April 6, 1664, a 6,000-acre tract called “Nanticoke Manor” was surveyed and patented to Lord Baltimore.

Regarding the Town’s early colonial history, the Dorchester County historian Elias Jones wrote that:

“Vienna is a town on the site of a place of greatness of its own in names applied to it for distinguished purposes centuries ago. When the early colonists explored the Nanticoke River, looking for attractive locations to plant the white man’s settlements, they found that tribes of Red Men called it Emperor’s Landing in their language. Then who the Emperor was is not sure; but in 1668, after Col. Vincent Lowe had concentrated the Colonial militia to invade the Nanticoke Indian territory, a great Indian named Vinnacokisimmon, King of the Mattawoman and Chaptico tribes, and Emperor of the Nanticoques, made overtures to the Lord Proprietary to negotiate a treaty of peace somewhere about the site of Vienna.”

- From History of Dorchester County, by Elias Jones
Rev. Edition, 1925

In 1668 the land records of Dorchester County refer to Vienna’s site as “the towne on the Nanticoke River”.

Of the outcome of early conflicts with the Nanticoques, Jones writes that:

“Nanticoke Mannor”



“ . . . in a river called Nanticoke on the north side of said River beginning for a breadth at a marked oak and running up the said River north northeast for a length of 1500 perches to a Creek in the said river called Chicone Creek bounded on the west with a line drawn from the said Creek for the length of 640 perches bounded on the south with a line drawn south southwest from the end of the west line the length of 1500 perches bounded on the east with a line drawn from the end of the said line east the length of 640 perches till it intercepts with a parallel from the first bounded tree on the north with the said River.”

- ❑ “Nanticoke Manor” – Patented To Lord Baltimore for 6,000 acres, Surveyed April 6, 1664 (Patent I7 F444)

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“Terms were agreed upon without war, and a treaty concluded between the Lord Proprietary and Vinnacokasimmon, Emperor of the Nanticokes, on May 1, 1668. Of this treaty a paragraph of its peculiar language is here given: ‘It is agreed upon, that, from this day forward there shall be an inviolable peace and amity between the Right Honorable, the Lord Proprietary of this Province and the Emperor of the Nanticoke upon the Articles hereafter in this treaty to be agreed upon, to the world’s end to endure’ . . .”

- From History of Dorchester County, by Elias Jones Rev. Edition, 1925

In 1668 and in 1678, Maryland’s Lord Proprietor acknowledged several Eastern Shore Indian towns, including Chicone. In 1683, the Assembly passed an Act for the Advancement of Trade which specified that 100 acres be acquired for each of several towns and ports to be developed for the advancement of trade. An open square would be reserved for public buildings. The rest of the 100 acres would be divided into 100 equal lots. Each lot was to be developed with a house of at least 400 square feet. A Commission was named for each county. By the next year, the Proprietary was impatient that nothing had been done.

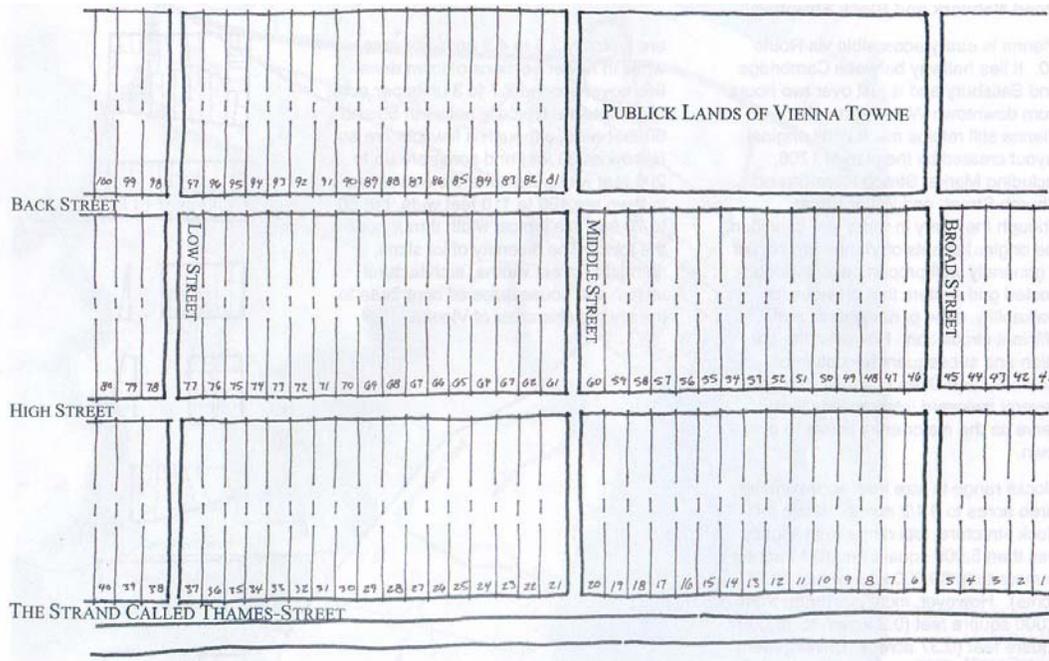
In 1671, Dorchester County requested that ferry service be inaugurated between Vienna and “Ferry Point”, on the outskirts of today’s Mardela Springs.

On October 3, 1704, the General Assembly set aside the land bounded by Chicone Creek, the Nanticoke River, Marshyhope Creek and a boundary roughly along today’s Route 14 as a reservation for the Nanticoke Indians.

On April 19, 1706, the Assembly passed “An act for the advancement of trade and erecting Ports & Towns in the Province of Maryland”. Numerous “Towns, Ports and Places” were established, including one in Dorchester County “. . .at the Emperor’s Landing in Nanticoke River”. The port towns were to be 100 acres in size.

The Commission to Lay Out Ports and Towns in Dorchester County met at the site of Vienna on July 11, 1706. It designated a site for the Town “. . . beginning at the mouth of a small creek on the north side of the Nanticoke about twenty perches (note: a perch equals 16 ½ feet; twenty perches, therefore, equals 330 feet) above Emperor’s Landing then down the Nanticoke one hundred and sixty perches, hence westerly one hundred perches, thence north one hundred sixty perches, thence easterly one hundred perches; area containing one hundred acres”. The 100 acres were part of Nanticoke Manor. 45 lots were sold in the first few days.

“the towne on the River”



THE MAPPE OF VIENNA TOWNE ON NANTICOKE RIVER: 1706
 SOURCE: JOHN REPS, THE MAKING OF URBAN AMERICA
 AND THE VIENNA COMMUNITY VISION PLAN BY THE
 CONSERVATION FUND

“Dorchester County - July the 12th 1706 These are to certify that I Thomas Ennalls Surveyor Regis of Dor County have according to Direction of the Dor Commissioners and Empowered for laying out Ports and Townes in the Dor County have Surveyed and laid out the Town of Vienna Situate and being on the North Side of Nanticoke River in the Sd County, Viz, Beginning at the mouth of A Small Creeke Issuing out of the Sd River, being about twenty perches above a Landing called Emperors Landing and running from the mouth of the aforesd Creeke South forty Degrees Westerly down the Sd River of Nanticoke bounded therewith the length of one hundred and Sixty perches to A small gutt in a marsh and from there north fiftie Degrees westerly with the Sd. Marsh into the woods one hundred perches and from thence north fortie Degrees Easterly one hundred and Sixty perches unto the head of the first specified Small Creeke and from thence South fiftie degrees Easterly down Said Creeke bounded therewith one hundred perches to the first beginning containing and laid out for one hundred Acres and Apportioned into One hundred Equall lotts, Streets, Lanes with a reserve of fifteen Acres for publick uses as by a Platt hereunto Annexed doth demonstrate and clearly appear - Thomas Ennalls, Surveyor ”

- ☐ From the July 12, 1706 Certificate of Survey for Vienna Towne prepared by Colonel Thomas Ennalls, from the Maryland Archives

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Jacob Loockerman, member and clerk of the Commission, proposed that the Town be called Vienna. The choice of “Vienna” as the Town’s name is thought to have been taken from the name of Vinnacokisimmon, the Nanticoke Indian emperor, the Austrian capital on the Danube or a favorite Loockerman family name.

The strikingly simple colonial town plan for the new settlement on the Nanticoke is included in John Repts’ book The Making of Urban America – A History of City Planning in the United States. Repts describes the town plan as follows:

“Three streets run parallel to the Nanticoke River, providing access to the long, narrow lots, two tiers of which have double frontage. At right angles to these are three narrower streets leading to the river. In one corner, occupying one large block and another smaller one, appears the legend, ‘Public Lands of Vienna Towne. . . The only other interesting feature of the plan is that ‘The Strand called Thames Street’ along the river insured that the waterfront would not be obstructed by private buildings”.

The History of Vienna written by local businessman and civic leader James Higgins contains a good description:

"Annocokoossimmon, Emperor to the Nanticoke Indians, lived about 1677 at Chiccacone, an ancient Indian town, north of this point. The Indian reservation was laid out by act of Assembly 1698, containing 5166 1/4 acres. Vienna, a part of this acreage and known as Emperor's Landing. Commission appointed by act of Assembly to lay out ports and towns in Dorchester County, met in Cambridge, ye second day of July, in the fifth year of the reign of our Sovereign Lady Anne of England, Anne Dom 1706. Present Mr. Hugh Eccleston, Walt Campbell, John Rawlings, Francis Hayward, Joseph Ennals, John Kirk, Tobias Pollard, Thomas Hicks, Jacob Lockerman, clerk. The christening of Vienna, then know as the Town on the Nanticoke River, up to July 11, 1706. At this meeting all commissioners present agreed on motion of Mr. Lockerman that the said town be named Vienna, and the name cut in a board and nailed to a post. After this proceeding on July 22, 1706, and by virtue of the act referred to, Col. Thomas Ennalls, the surveyor, laid out about 100 acres, including a resurvey about 20 acres for Vienna Town - square form, with five streets, one in center, and lots, each street about 1,000 feet long. The period mentioned, 1706, was, of course, when all the lands were under control and disposition of the Lord Proprietary, Charles Calvert. The entire 100 acres bought by Mr. Anderson for 5,000 pounds of tobacco then equivalent to ten shillings, approximately \$1.45, amounting to the enormous sum of \$72.50.”

A “Chapel of Ease” was built for public worship in 1709 at the junction of the old rights-of-way of Indiantown and Chapel of Ease Roads, adjacent to today’s Vienna Power Plant. Why the Chapel was built on this outlying site is a little unclear, but the decision led to much complaining until the Chapel was moved to Race Street in the village.

Vienna in the Nineteenth Century – 1877



Vienna in 1877, From the Dorchester County Atlas of That Year

In 1877, the Town of Vienna was a thriving hub of industry and commerce, with at least sixteen business establishments, including the shipbuilding of Chesapeake Bay schooners on the waterfront, mills, canneries, a blacksmith, carriage and harness factory, agricultural processing and three doctors, plus an active ferry across the Nanticoke.

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18th Century

Vienna grew rapidly in the 18th century, serving as a harbor for the transshipment of timber and tobacco. The Maryland Assembly designated it as an official customs port in 1762, and a tobacco warehouse was built in that year. In 1768, the office of the Customs Collector was moved to the town from the Old Green Hill town site on the Wicomico River. By then, Bay schooners and other ships were being built on stays along Water Street.

“As Vienna became a center of trade and shipping, the inhabitants turned their attention to shipbuilding. They established the first shipyard on the Nanticoke, and one of the first on the Eastern Shore. Some of the ships built here were used in the West Indian trade, while others plied the waters of the Chesapeake and its tributaries.”

- From the Souvenir Book of the Dorchester Tercentenary Bay Country Festival, 1669-1969, Dorchester County, Maryland, July 18-26, 1969, Thomas A. Flowers, Editor

By the time of the American Revolution, Vienna was thriving. The British attacked the town in 1776 and again in 1781, then destroying a ship under construction on the riverfront. The Vienna Customs House at the corner of Water and Church Street, now restored, was built in 1791.

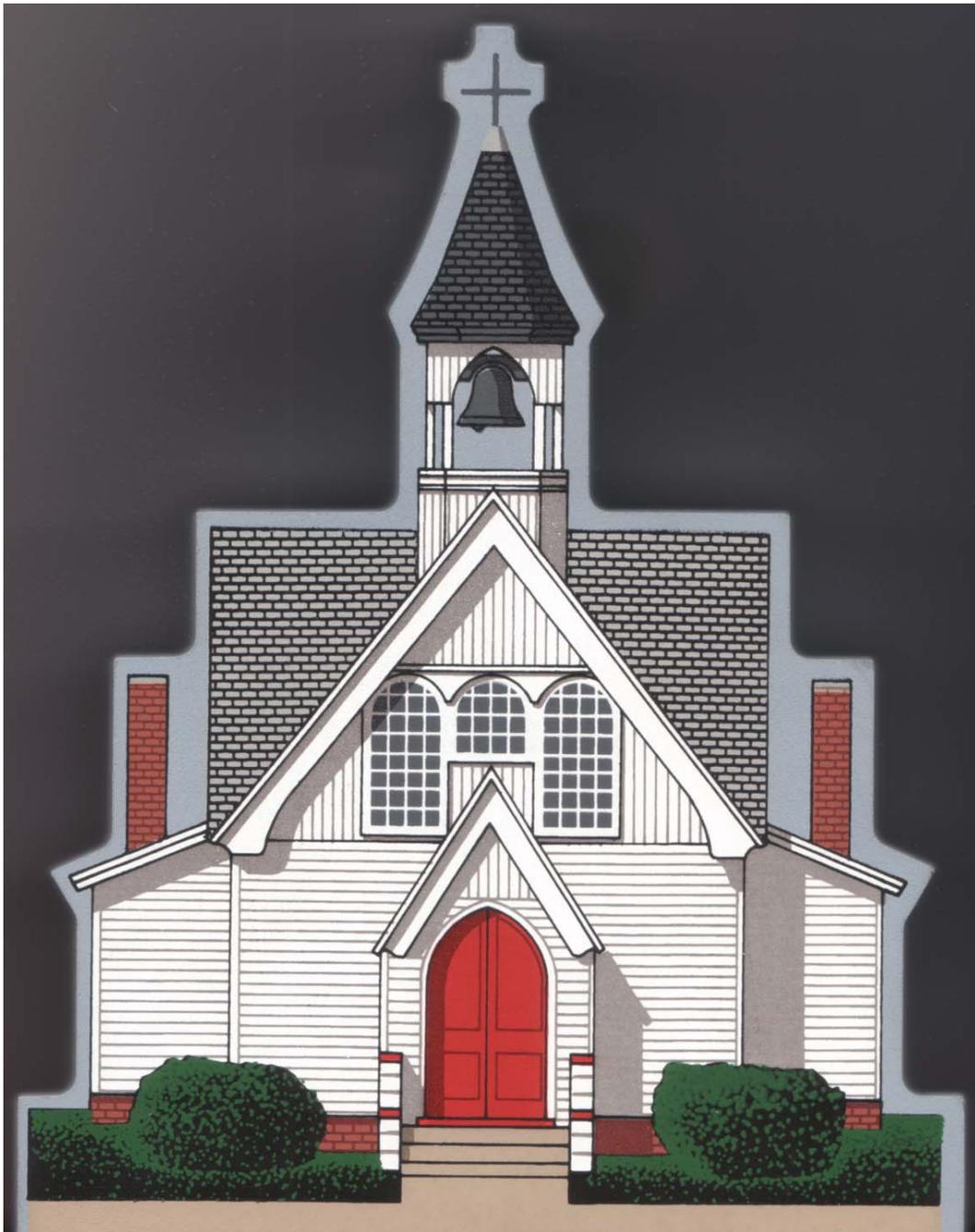
19th Century

The Town gained its first Post Office in 1792. In the War of 1812, British patrols were again active along the Nanticoke, and Vienna prepared to defend itself again, building breastworks at the sawmill wharf, which is apparently where the Nanticoke Manor house is located today.

Trade continued to thrive between the wars with Britain and the Civil War, and Vienna prospered accordingly. The town's good fortunes are reflected in the Federal style houses built on Water and other streets during this period. Impressive houses from this era include the Hurley, Percy LeCompte, Houston-Jones, The Tavern House, Governor Hicks and Webb-Bratten houses.

In 1828, a two-section drawbridge was constructed across the river, but was found to be a danger to navigation, and was demolished and replaced by ferry service in 1860. In 1833 the Town was officially incorporated as a municipality. According to Elias, Thomas Holiday Hicks procured a charter for the town which led to the opening of new streets

VIENNA'S PLACES OF WORSHIP



Vienna is a community of many churches. Worship began with the religious ceremonies of the Nanticoke Indians who occupied the site of Vienna and nearby areas. The first European church was the Anglican Chapel of Ease built in 1709 on Chapel of Ease Road. Today, in addition to St. Paul's Episcopal Church (1892), pictured above, Vienna's six churches in 2003 include: Monument of Love Church, New Testament Church, Pathway of Christ Church, United Methodist Church and Wesley United Methodist Church.

Image Courtesy of The Vienna Heritage Museum and My Home Town Inc.

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and repair of old ones. The steamer “George Washington” visited Vienna for the Forth of July in 1840 as part of a large Whig Rally for Harrison in Mardela Springs (named Barren Creek at that time). Steamers traveling between Norfolk and Seaford stopped regularly after 1856.

Like all other American places, Vienna experienced tension during the Civil War period. Thomas Holiday Hicks, who had resided on Water Street, ran as a Whig and was elected Maryland’s war governor, played a major role in keeping peace in the state. The Souvenir Book of the Dorchester Tercentenary Bay Country Festival describes the Civil War period in Vienna as follows:

“The Civil War opened community wounds with family members being pitted against each other in fighting for their ideas about slavery. Governor Thomas Holliday Hicks, Civil War Governor, who had lived in Vienna from 1830 to 1840 in the Town of Vienna, was urged to allow Maryland to secede, but he stood firm and thus saved the state from becoming a battleground. Some young men with strong feelings for the Southern rights decided to enter the Confederate army; other young sympathizers smuggled drugs and supplies to vessels lying near Lewis’ Wharf, just below Vienna, preparing to run the blockade to the South.”

- From the Souvenir Book of the Dorchester Tercentenary Bay Country Festival, 1669-1969, Dorchester County, Maryland, July 18-26, 1969, Thomas A. Flowers, Editor

The Vienna-to-Mardela Springs ferry connected with a mile-long causeway at Ferry Point on the Wicomico County side of the river. The tiny Ferry Toll House on Race Street next to Community Hall, which housed the ferry ticket seller, seems to date from about 1860, and to have remained in use until the next bridge was built in 1931.

The County Atlas map of Vienna in 1877 lists Town residents and businesses, including the sawmill and store of Thomas Higgins & Son on Race Street between Middle and Water Streets. By 1890, the population of the Town had risen to 424 persons and the Town had at least 16 businesses. The Baltimore and Eastern Shore Railroad, connecting Claiborne and Ocean City, was built in 1892, with a railroad station behind today’s Nanticoke Inn and a railroad bridge across the Nanticoke just north of Old Ocean Gateway.

West Vienna, a historically African-American neighborhood along Old Ocean Gateway, Old Route 50 and Vienna Back Street, developed in the Nineteenth century on the western edge of the Town. The Methodist Protestant Church was built after 1850 on



Chesapeake Bay Schooner Rams and other Bay vessels were built on Vienna's waterfront during the late 19th Century.

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Church Street and was later sold and moved to West Vienna. It is now the front portion of Wesley United Methodist Church on Old Route 50. West Vienna grew, apparently slowly at first, in the antebellum period of the 1830's, 1840's and 1850's, at first as a settlement of free blacks seeking new places to live.

Since it's beginning, West Vienna has been a property ownership area, where people take pride in owning their homes and land. Agriculture was practiced extensively in the neighborhood. The Vienna Elementary School on Old Ocean Gateway was built in 1957, originally as an all black school. Today West Vienna is home to about 125 people and has three churches, Wesley United Methodist, New Testament and Pathway of Christ. The neighborhood has a low density of development. Approximately 50 houses are located on approximately 200 acres of land, which is a density of approximately one house every 4 acres. The cemetery on Vienna Back Street is a very historic place of rest. It has 19th century gravestones and concrete burial vaults because the water table is high.

20th Century

During the late 19th and early 20th centuries, numerous mills and processing plants took root along Water Street, some eight or nine in all. And by the turn of the century, Vienna was a bustling transportation hub. Its historic role as the main Nanticoke River crossing of the Eastern Shore now had a three-way expression – steamboat, railroad and automobile, including trucks.

By 1902, Elias Jones said of Vienna that:

“ . . . this town by the “Nanticoke”. . .has modern improvements, large prosperity, select societies, first class schools, fine churches and every convenience for pleasure and comfort in which any community may feel local pride. Visitors who call will see vastly more of its enterprise and attraction than the writer can tell.”

In 1896, the Baltimore, Chesapeake and Atlantic (BC&A) Railway (also a Steamboat Company) was completed between Claiborne and Ocean City. Trains on the line, which was dubbed “Black Coal and Ashes”, roared through Vienna. The trains stopped at the little Victorian station behind today's Nanticoke Inn restaurant, picking up people as well as fruits and vegetables. At other times trains like the Baltimore Flyer, hell bent for the beach, just dropped its mail arm as it whistled into the big curve onto the river trestle to Mardela Springs. The same company's steamboats plied the river. In those days the steamboats stopped at every hamlet from Nanticoke to Seaford. Auto traffic, brand new, came in a distant third. But it was coming.

BC&A's brochure offered descriptions of summer fun:

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“Between Baltimore, Md., and Seaford, Del., a steamer runs three times a week during the summer months, traversing the Chesapeake Bay and the Nanticoke River. For a pleasant little voyage that’s just a little different, this is recommended. The sailings in former years have been on Mondays, Wednesdays, and Fridays of each week, but to verify the day of sailing, reserve staterooms, etc., communicate with the office of the General Passenger Agent, Pier 1, Pratt St., Baltimore.”

- Baltimore, Chesapeake And Atlantic Railway Co., Willard Thomson, Vice President and T. Murdoch, General Passenger Agent, Pier 1, Pratt Street Wharf, Baltimore, Md., 1915

The Eastern Shore Trust Company opened Vienna’s first bank building in 1906. In 1912 the Commissioners of Vienna ordered the streets and sidewalks paved with oyster shells, to be crushed into a smooth pavement by the weight of traffic. As Thomas Flowers put it, “. . .in days not long past, frogs had croaked in the puddles in Market Street”.

In 1917 and again in 1922, disastrous fires destroyed homes, businesses, the interior of the bank and the Vienna Opera House. In the conflagration of 1922 “. . . every house on Water Street was ablaze”.

In 1927, Vienna’s business captains put together a major, and successful, development campaign to convince the Eastern Shore Gas and Electric Company to locate it new Power Plant on Vienna’s waterfront. The Plant brought an infusion of new, well-paying jobs to the community, especially as employees were required by the company to live in the town. The Plant was rebuilt from coal to oil after the Second World War. During the 1980’s and 1990’s, the Power Company gave serious consideration to building new Power Plant facilities on land to the northwest, but these plans did not materialize.

In 1939 the citizens organized the Vienna Public Library Association. It shortly garnered 300 subscribers and an annual circulation of 3,000 books, working from a room in the back of Vienna’s schoolhouse of the time. A Mrs. Webb ably performed the duties of Town librarian.

When movies came, Vienna people went to see them in Hurlock. This gave a good chance to put the new automobiles to use, and to speed up the closing of the distance between the two closely linked towns.

The Vienna Academy served into the fifties. Graduates remember looking out its windows at the Phillips Farmhouse across Market Street. As noted elsewhere, the new brick Vienna Elementary School was first built as a school for the black community. Desegregation came in the 1960’s. The schools, and just about everything else, got bigger and more consolidated, serving larger service areas and exerting an outward pull on Vienna.

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Calamity called in Vienna just like everywhere else. It came as Influenza, Depression, World Wars, Polio and just plain accidents, agricultural and otherwise. Vienna has at least five cemeteries, all of them graceful, quiet and beautiful places. The Chapel of Ease cemetery, founded in 1709, is worth noting because, by the time of Vienna's 300th Anniversary in 2006, it will have spanned the same long life that the village has seen.

Other prominent cemeteries include the interesting Hughes, or Hews, family burial site on Middle Street, across from the Town Hall. This now-restored cemetery is the resting place of the Hughes and intermarried families, leading black citizens of Vienna. Of Aaron Hughes, who seems to have been the patriarch of this family, Jones says that he was a blacksmith who was killed in the collapse of his shop.

Three different U.S. Route 50 routes are traced into Vienna's street pattern: the first followed today's "Old Route 50" and Race Streets leading to the ferry landing or old bridge (Vienna switched between ferry and bridge at least twice) off Water Street, the second was today's Old Ocean Gateway leading to the second river bridge built after 1931, and the third and current U.S. Route 50 in the form of today's by-pass and bridge, completed in 1991. In this Town of 3 Route 50's, millions of people have passed through, most, but not all, determined to reach the beach.

In October of 1979, the town organized a Heritage Day Committee and published a Vienna On The Nanticoke Heritage Cookbook. The opening words of the cookbook are: "On the site of what is now Vienna, the Nanticoke Indians had a settlement, of more than 5000 acres, which they called Emperors Landing". The recipes are organized by the historical streets of Vienna. It includes "Recipes from Race Street", "Recipes from Water Street" through to "Recipes from Elliotts Island Road and Steeles Neck Road". Each section has sketches of well-known houses, stores and public buildings.

Recipes gathered from these town and country streets included Christmas Bells, Mabel's Easy Punch, Chocolate Turtles, Huffs 'n Puffs, Cheesy Moon Bread, Louise's Potato Salad, Syllabub, Baked Muskrats, Hummingbird Cake, Blackberry Flummery, Baked Marsh Rabbit and Poor Man's Steak.

Municipal water treatment and sewer facilities were first built with federal aid in the Depression Era. The first water treatment facility was built in the 1930's on what is now the parking lot for Community Hall on Race Street. The well for the plant was artesian. The present Vienna water treatment plant was constructed in 1982 off the Henry's Crossroads-Elliott Island Road. By the 1990's, facilities were outmoded and a moratorium was placed on new development. Upgrades to the water and sewer systems, with capacity for future growth, as well as service to West Vienna, came on line in 1998.

During the past several decades, Vienna has given increased attention to revitalizing its housing stock, adding neighborhood, playground and park improvements, refurbishing its

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town streets, preserving historic homes built by earlier generations, commercial revitalization along Old Ocean Gateway and conservation of surrounding farmlands. In several of these areas, Vienna is in the forefront, remarkable for so small a community.

In the final years of the 1990's, after several decades of gradually decreasing population and business activity, Vienna began to grow again. The Waterfront Park project transformed the old industrial waterfront, historic homes attracted new interest, new homes were built on the western edge of the Town and buildings were renovated for new or expanded businesses. The Town owns the now-vacant former DNR building in Waterfront Park, as well as the former, and historic, warehouse building near the Old Customs House.

Simultaneously, Dorchester County, The Nature Conservancy and The Conservation Fund worked in a new partnership with Vienna and the State of Maryland to purchase conservation easements on surrounding farmland and natural areas.

Vienna today is the product of this rich heritage and is a charming and unique river port, a historical town, by stages hunting, farming and fishing place, harbor and customs port, ferry landing, rail crossing and highway bridgehead. The community lays aside the mighty, broad and deep Nanticoke River, one of Maryland's most unspoiled rivers, at the center of a large natural watershed which reaches north to Harrington in Delaware.

During the Fall of 2002, the people of Vienna worked with The Conservation Fund to prepare a Vienna Community Vision Plan that saw Vienna as a model Chesapeake Bay Community for the 21st Century. Today, Vienna is well prepared to engage in the kind of planning and public-private partnership and regional thinking necessary to grow and prosper while still maintaining its heritage as a small Eastern Shore town.

This Comprehensive Plan seeks to build on the strengths of Vienna's unique character and history. This history includes a "working landscape" of productive farms, forests and waterways, a diverse and promising housing stock, a splendid waterfront, excellent regional mobility, many vital community institutions and nearness to special places like the Blackwater National Wildlife Refuge, Elliott Island, Bucktown and Indiantown Road.

If history is the taproot of character, and character the unique essence of good quality which a creature or an institution may have, then Vienna's "character" is rich, diverse and vital. In the tending and nurturing ("planning") of communities, scholars say that "character" means the mix of uses (activities) which makes one community differ from another.

Vienna's character, for the purposes of this 2003 Greater Vienna Comprehensive Plan, is a mix of being of and "on the Nanticoke", river crossing, gateway to the Nanticoke between distinct regions of the Shore, Eastern Shore village, Chesapeake Bay community, characterful streets and streetscapes, countryside and farming fields at the

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ends of streets, a great Heritage Museum, boats on the water, a variety of houses, Vienna and West Vienna, a good school, bountiful churches and serene cemeteries, and a powerful image within a beautiful setting.

Three years into the new century, we know that things are looking up in Vienna, with many local improvements and a fine vision for the future.

The goal is to build on this history and the vision expressed by the citizens of Vienna to create a Comprehensive Plan of value for the community. Holding to the uniqueness of Vienna is a foremost goal.

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IV. INVENTORY OF EXISTING CONDITIONS

A. Vienna's Natural Environment

The map depicting Vienna's Natural Resources, which is a portion of the 1982 USGS (United States Coastal and Geodetic Survey) Mardela Springs Quadrangle, illustrates the town's relationship to the Nanticoke River and its surrounding countryside. Although U.S. Route 50 has been relocated its new by-pass location, the USGS map continues to be the best depiction of the natural splendor of Vienna.

John Page Williams points out that Vienna is "built on the outside of a sweeping curve called a meander". Here the Nanticoke is 1,200 feet wide and generally between 26 and 30 feet deep, with a steep bank on the Vienna shore, the "outside" of what he calls "the big meander". Opposite the Town, the "inside" of the river's meander on Wicomico County's Ferry Point teems with the plant and animal life of a marsh:

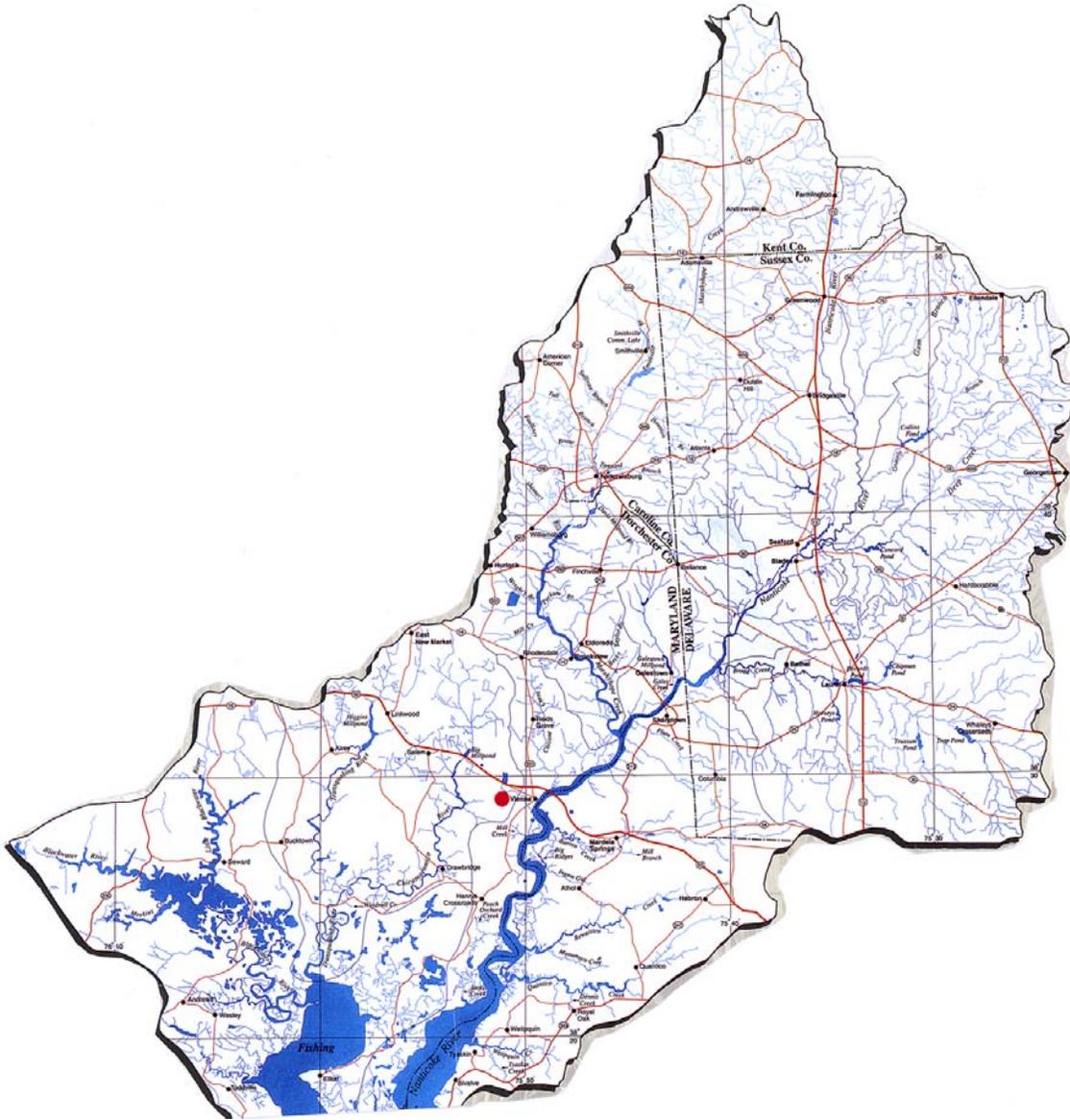
"The big marsh opposite Vienna is full of muskrats, juvenile and forage fish, herons, grass shrimp, and a host of other creatures. The river there has been an important nursery area for young rockfish, and it has its share of big rock as well. Eagles fish it, and a shrewd angler can find a good meal of perch and catfish. Detritus from the marsh fuels much of the lower river's food web. At this season of the year, its harvest of seed-producing plants like wild rice and smartweed is measured in tons, and its value to waterfowl arriving for the winter would be difficult to calculate. Shipways, striped bass, marsh hibiscus, and wild rice have all owed their existence at Vienna to the big meander."

□ Chesapeake Almanac, by John Page Williams, Jr., Tidewater Publishers, 1993

Vienna, West Vienna and the farmlands to their west and south are located on the lower eastern division of the flat coastal plain. These lands were first developed for agriculture on a large scale in the 17th century. The farm fields are punctuated with woodlands and wetlands. The area is low-lying, with a maximum elevation of 15-20 feet above the river, the bay and the sea. There is a high water table, resulting in surface drainage conditions which are challenging. The area overlies Meistocene and Pleistocene aquifers from which Vienna draws its water.

The topography is barely perceptible to the eye. The 15 foot high sand bar, Vienna's natural and historical reason for being, is approximately 4,000 feet long. It runs from the Nanticoke River Bridge crossing of U.S. Route 50 on the north to Trunken Creek, which is not named on maps, on the south. It lies at a NNE-SSW angle, forming a wall against

The Nanticoke Watershed



Courtesy of The Nanticoke Watershed Alliance

“Bald eagles, osprey, and great blue heron are common in the skies above the Nanticoke, while the waters below thrive with a profusion of fish, shellfish and crabs. Flocks of migrating waterfowl, including black ducks, canvasbacks, mallards, and teals, use the Nanticoke as a resting point and wintering area. Otters, owls, and muskrats also call the Nanticoke their home. Some of the northernmost stands of bald cypress on the Atlantic Coast are found within the Nanticoke watershed.”

- **From [A User’s Guide to the Nanticoke Watershed – Understanding and Appreciating the River and Watershed](#), published by the Nanticoke Watershed Alliance (NWA)**

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the here southwestward rushing river. The force of the river is considerable because the channel narrows and the river accelerates as it enters the Vienna meander. Waterfront Park provides a natural buffer between the River and the higher land along Water Street. During Hurricane Isabel, the river rose to approximately Elevation 7 feet, approximately the 100-year Flood elevation.

West of the natural river wall, the ridge levels off at Vienna's high point, the corner of Race and Market Streets, and falls again to the west. There are slight rises between Church Street and the Calamus Patch and between Race Street and Old Ocean Gateway.

In the study area, surface water is attempting to drain south to Trunken Creek through man-made ditches which do not necessarily form a well-engineered system and which require constant maintenance, especially as much of the western area consists of hydric soils.

According to the 1998 Soil Survey of Dorchester County prepared by the Natural Resources Conservation Service, the predominant soil classifications within the study area are Hambrook Loam (the Power Plant site and the area west of the Vienna Elementary School), Woodstown Sandy Loam (90% of the Town area and the northeastern area of the Phillips Farm), Matapeake Silt Loam (the area along the northeast edge of Trunken Creek), Fallsington Sandy Loam (90% of West Vienna), and Pone Mucky Loam and Mucky Sandy Loam (areas along Webster Creek on the Power Plant site and west of the Vienna Elementary School).

The Hambrook, Woodstown and Matapeake soils, which tend to lie in the eastern portions, are well or moderately well drained, while the Fallsington, Pone and Elkton soils, which tend to be in the western and southwestern areas, are poorly or very poorly drained.

The Fallsington Sandy Loam, Pone Sandy Loam and Mucky Sandy Loam and Elkton Loam and Silt Loam soils are hydric soils. Hydric soils are defined as soils which are saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions in their upper reaches.

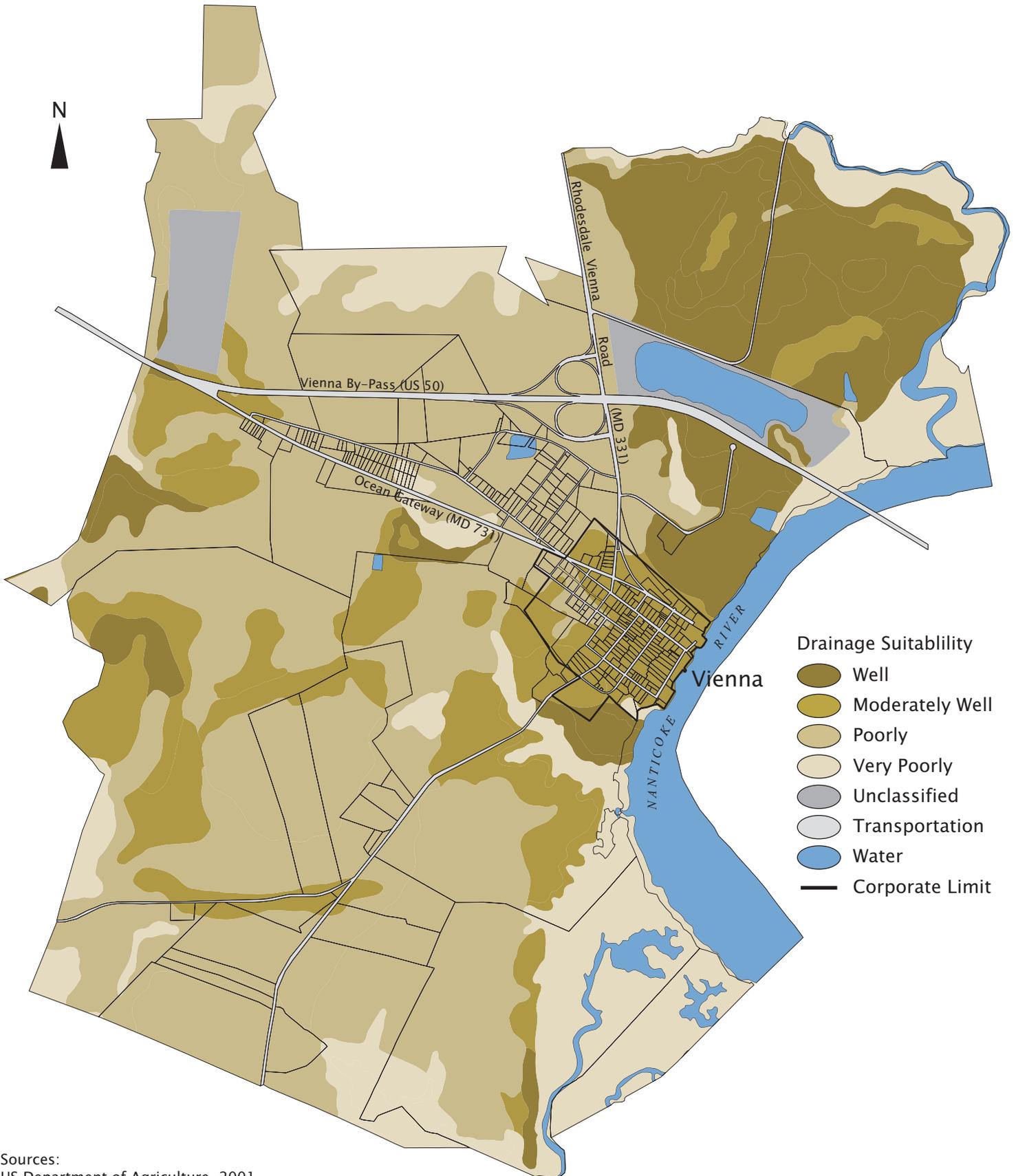
There are 0 to 2 percent slopes for most of the area, with somewhat greater slopes along the sand ridge along the west bank of the Nanticoke. The Greater Vienna Area Soils exhibit shows soils by drainage suitability throughout the study area. Generally, the soils along the riverfront and within the eastern sections of the town area are those which can be readily managed for most land uses while those in the western sections are difficult to drain and to manage.



1984 USGS MAP

GREATER VIENNA AREA: SOILS

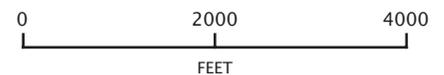
Greater Vienna Area Comprehensive Plan, 2003



Sources:
US Department of Agriculture, 2001
Maryland Department of Planning, 2002
U.S. Geological Survey, 1989

Prepared for the Town of Vienna, Maryland and the Vienna Planning and Zoning Commission by Nutter Associates and the Mapping Science Group at Salisbury University, May 2003.

1" = 1,972 feet



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B. Community Growth Profile

Vienna's population history, Year 2000 profile and recent development and planning activity present a picture of a resilient community preparing for the future.

Demographics

Table 1 below presents U.S. Census Bureau data for the population growth of the Town of Vienna from 1890 to the year 2000. The two high points of population are 1890 and 1960. It is also clear that Vienna was a sizable town long before these census enumerations were made.

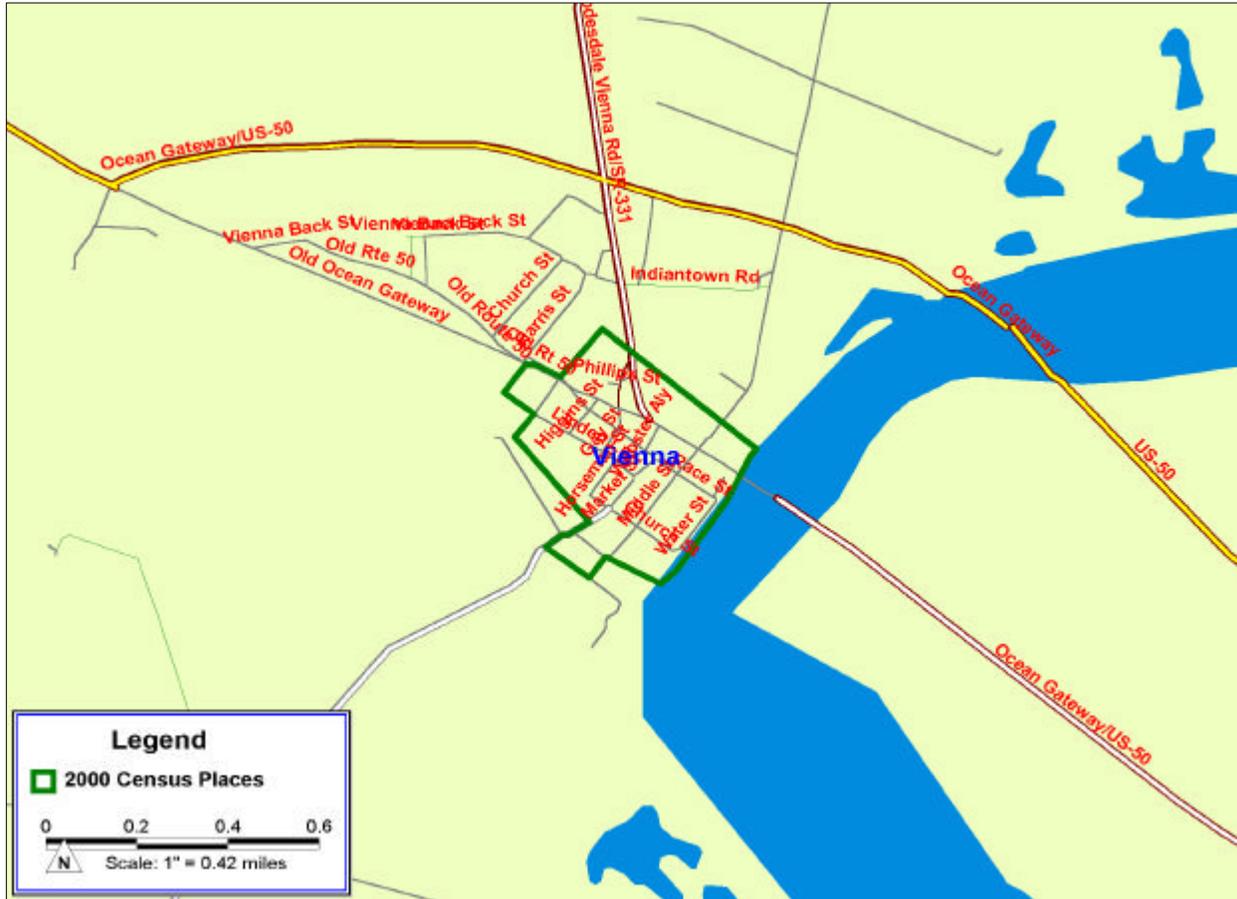
Table 1
2003 Greater Vienna Comprehensive Plan
Town of Vienna, Maryland
Population, 1890-2000

<u>Year</u>	<u>Population</u>
1890	424
1900	NA
1910	332
1920	257
1930	311
1940	385
1950	414
1960	420
1970	358
1980	300
1990	264
2000	280

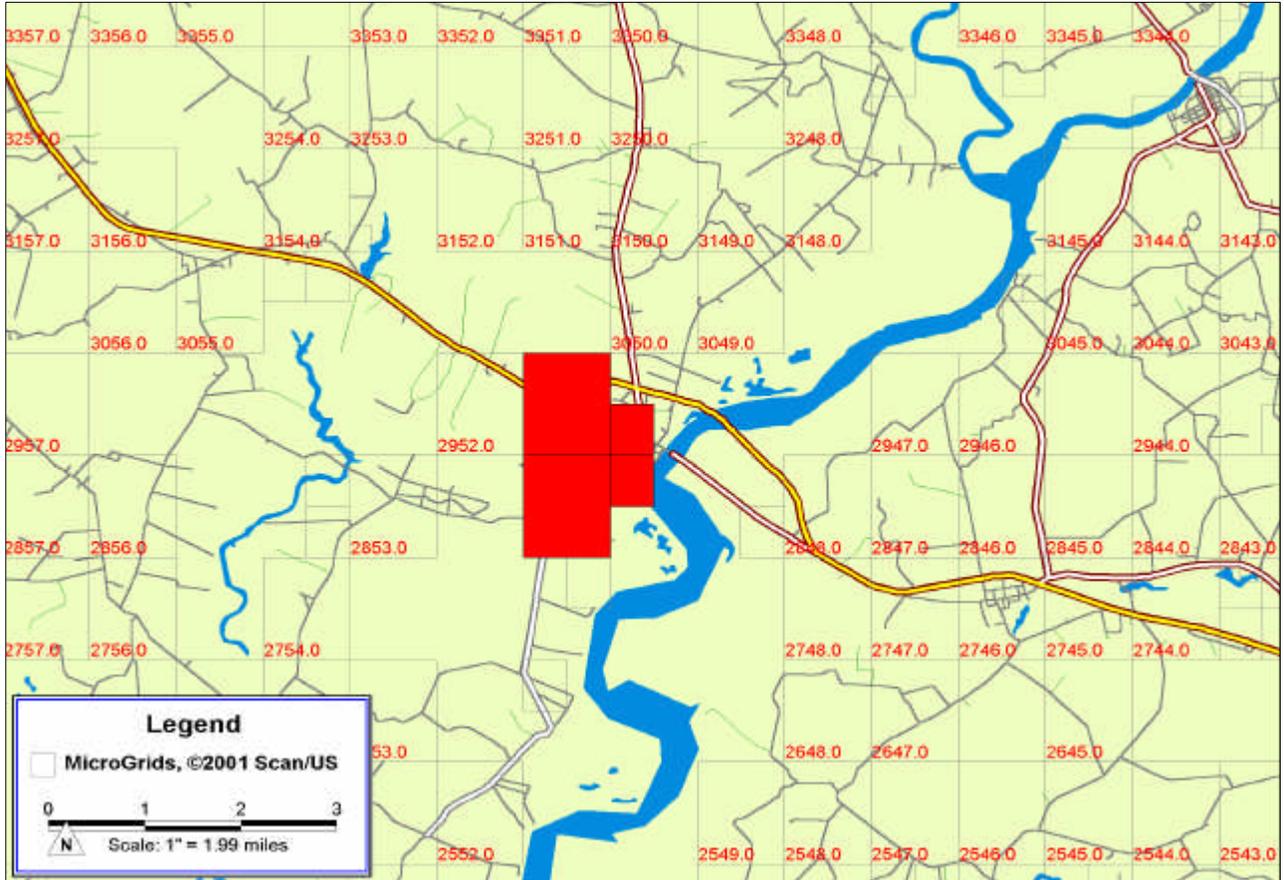
Source: US Census Bureau

The Town of Vienna's population in April of 2000, the time of enumeration for the Year 2000 Census, was 280 persons, an increase of 6% from its population of 264 at the time of the 1990 Census. The Town reached its highest post-war population in 1960, with 420 persons.

In the following decades a number of industries closed or left the Town, household sizes grew smaller, changes were felt in the industrialization of agriculture and schools were regionalized to serve larger areas. By 1990 the Town's population had reached 264, 30 percent less than in 1960. By the year 2000, however, the Town had begun to revitalize and rebound, in spite of the fact that a building moratorium had been in place for much of the decade.



Total Population	280		Race:	White	170	60.7%
In Households	280	100.0%		Black	106	37.9%
In Families	241	86.1%		American Indian	0	0.0%
In Non-Families	39	13.9%		Asian/PI	2	0.7%
				Other	2	0.7%
In Group Quarters	0	0.0%	Total Households		120	
Institutional	0	0.0%	With Kids		38	31.7%
Non-Institutional	0	0.0%	Families		82	68.3%
Age:			With Kids		37	30.8%
< 18 Years	64	22.9%	Married Couples		60	50.0%
18 - 64 Years	157	56.1%	With Kids		23	19.2%
65 + Years	59	21.1%	Single Person		33	27.5%
Males	128	45.7%	Non-Families		38	31.7%
< 18 Years	32	11.4%	Average HH Size		2.3	
18 - 64 Years	72	25.7%	Average Fam Size		2.9	
65 + Years	24	8.6%	Average Non-Fam Size		1.0	
Females	152	54.3%	Housing Units		139	
< 18 Years	32	11.4%	Occupied		120	86.3%
18 - 64 Years	85	30.4%	Owner		101	72.7%
65 + Years	35	12.5%	Renter		19	13.7%
Median Age	42.4		Vacant		19	13.7%
Hispanic Population	2	0.7%				



Total Population	399		Race:	White	262	65.7%
In Households	399	100.0%		Black	125	31.3%
In Families	334	83.7%		American Indian	1	0.3%
In Non-Families	65	16.3%		Asian/PI	5	1.3%
				Other	6	1.5%
In Group Quarters	0	0.0%	Total Households		167	
Institutional	0	0.0%	With Kids		53	31.7%
Non-Institutional	0	0.0%	Families		115	68.9%
Age:			With Kids		53	31.7%
< 18 Years	90	22.6%	Married Couples		79	47.3%
18 - 64 Years	216	54.1%	With Kids		28	16.8%
65 + Years	90	22.6%	Single Person		48	28.7%
Males	175	43.9%	Non-Families		52	31.1%
< 18 Years	45	11.3%	Average HH Size		2.4	
18 - 64 Years	95	23.8%	Average Fam Size		2.9	
65 + Years	33	8.3%	Average Non-Fam Size		1.3	
Females	224	56.1%	Housing Units		194	
< 18 Years	45	11.3%	Occupied		167	86.1%
18 - 64 Years	121	30.3%	Owner		145	74.7%
65 + Years	57	14.3%	Renter		22	11.3%
Median Age	42.7		Vacant		27	13.9%
Hispanic Population	2	0.5%				

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Table 2 compares Vienna’s population growth with that of Dorchester County, the State of Maryland, the United States and the World for the same period.

Table 2
2003 Greater Vienna Comprehensive Plan
Town of Vienna 1990-2000 Population Change
By Comparison with Dorchester County, State of Maryland, United States and World Population Change

Year	Town of Vienna	Dorchester County	State of Maryland	United States of America	World Population
1990 Pop.	264	30,236	4,781,322	248,709,873	5.2 billion
2000 Pop.	280	30,674	5,296,486	281,421,906	6 billion
10-Year Growth	16	438	515,164	32,712,033	790 million
1990-2000 Average Annual Growth	.61 %	.14 %	1.08 %	1.32 %	1.52 %

Source: US Census Bureau, United Nations and Nutter Associates

In the time period between 1990 and 2000, the Town grew at an average rate of .61% per year, reversing five previous decades of population decrease. By comparison Dorchester County’s population increased at an average annual rate of .14%. For perspective, the average annual rates of population growth for the State of Maryland, the United States and the entire World were 1.08%, 1.32% and 1.52% respectively.

Population for the total study area in 2000 is estimated to be approximately 430 persons. The West Vienna neighborhood, within the area bounded by U.S. Route 50, MD Route 331 and Old Ocean Gateway, includes 9 census blocks and portions of two others, and has a Census 2000 population which we estimate to be 125 persons. Dorchester County estimated the population of West Vienna to be 255 in 1980. It is estimated that the remainder of the unincorporated portions of the study area had an estimated Census 2000 population of 25 persons living at scattered individual homes and farms.

By contrast to population change in the Vienna area, Dorchester County has remained relatively steady, in the 28,000-31,000 range, during the post-war period. Its population is now beginning to rise.

Median age is 42.5 in the Town of Vienna, as compared with 40.7 for Dorchester County and 36.0 for the State of Maryland. This is reflected in the Town’s high percentage of people over 65: at 22.9 percent, it is more than twice that of the State (11.4%).

The Town of Vienna has a relatively high level of education, with high school graduation rates of 86.4 percent, higher than either the County (74.2%) or the State (83.8%). The

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rate of persons with graduate or professional degrees or greater is also high: at 11.2 percent it approaches that of the State (13.4%) and is more than double that of the County (5.2%).

Even with its greater population of people over 65, the Town has a higher labor force participation rate (68.0%) than the County (62.2%) or the State (67.8%). A considerably higher proportion of people in Vienna are self-employed in their own businesses (18.7%), than in the County (9.5%) or the State (5.4%).

Per capita income in the Town (\$18,062) is similar to that of the County (\$18,929) and almost 30 percent lower than that of the State (\$25,614). Reflecting the Town's high labor force participation rate, however, it has far fewer families in poverty (4.7%) than the County (10.1%) or the State (6.1%).

The Town had 120 households in 2000. Reflecting its higher median age, the Town's household size was 2.33, lower than both the County (2.36) and the State (2.61).

Housing Units

Housing vacancy is relatively high in both Vienna and West Vienna. In 2000, when the State's vacancy rate was 7.7 percent, the Town's 138 housing units were 13 percent vacant and West Vienna's 50 units were 16.1 percent vacant. In the three years since 2000, the Town has seen a dramatic upturn in values and occupancy, and this has changed markedly for the better. Five new homes have been added since 2000. Owner occupancy is quite high: with the State's owner occupancy at 67.7 percent, Vienna has 85 percent owner occupancy and West Vienna had 91.5 percent.

88.7 percent of all units were built before 1960. People also have longevity in Vienna: 45.6 percent moved into their home before 1980, more than twice those in the State (19.5%).

Housing is very affordable in Vienna, with the median value of occupied units at \$74,600, almost half that of the State (\$146,000) and 80 percent that of the County (\$92,300). The Town's rate of owner occupants without mortgages, 48 percent, is more than twice that of the State's 22.3 percent.

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Table 3
Town of Vienna, Maryland
Population Trends

	1950	1960	1970	1980	1990	2000
Vienna Town	414	420	358	300	264	280
West Vienna	NA	NA	NA	255 ¹	155	125

Source: US Census and 1980 Dorchester County Survey 1

¹ Source: Dorchester County survey, as reported in the 1981 Vienna Area Comprehensive Plan.

Table 4
Town of Vienna, Maryland
Age Distribution 2000
Comparison with Dorchester County and the State of Maryland

	19 & Under	20-64	65+	Median Age
Vienna Town	24.7%	52.4%	22.9%	42.5
Dorchester County	25.5%	56.7%	17.8%	40.7
Maryland	28.2%	60.4%	11.4%	36.0

Source: US Census

Table 5
Town of Vienna, Maryland
Education 2000
Comparison with Dorchester County and the State of Maryland

	% HS Grad or Higher	% Bachelor's or Higher	% Graduate/Prof. or Higher
Vienna Town	86.4	17.3	11.2
Dorchester County	74.2	12.0	5.2
Maryland	83.8	31.4	13.4

Source: U.S. Census

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Table 6
Town of Vienna, Maryland
Selected Economic Characteristics 2000
Comparison with Dorchester County and the State of Maryland

	Pop. Over 16 in Labor Force	Mean Travel Time to Work	Self Employed/ Own Uninc. Business	Med. Household Income (1999)	Families in Poverty (1999)
Vienna Town	68.0%	25.6 min.	18.7%	\$34,886	4.7%
Dorchester Co.	62.2%	25.2 min.	9.5%	\$34,077	10.1%
Maryland	67.8%	31.2 min.	5.4%	\$52,868	6.1%

Source: US Census

Data from the Maryland Department of Housing and Community Development indicates that the Town of Vienna's low-to-moderate income ratio declined from 56.4% in 1990 to 43.1 % in 2000. According to Census 2000, 4.5 % of the Town's population is below the poverty line.

Table 7
Town of Vienna, Maryland
Households 2000
Comparison with Dorchester County and the State of Maryland

	No. Households	Av. Household Size
Vienna Town	120	2.33
Dorchester County	12,706	2.36
Maryland	1,980,859	2.61

Source: U.S. Census

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Table 8
Town of Vienna, Maryland
Housing Units 2000
Comparison with Dorchester County and the State of Maryland

	No. Hsg. Units	% Occ.	% Vacant	Occ. Units: % Owner Occ.	Occ. Units: % Renter Occ.	% Built Before 1960	% Moved in before 1980	Median Value Occ. Units	% Owner Occ. Not Mortgaged
Vienna Town	138	87.0	13.0	85.0	15.0	88.7	45.6	\$74,600	48.0
Dorchester County	14,681	86.5	13.5	70.1	29.9	48.2	29.0	\$92,300	41.6
Maryland	2,145,283	92.3	7.7	67.7	32.3	33.8	19.5	146,000	22.3

Source: U.S. Census

Table 9
Town of Vienna, Maryland
School Enrollment and Educational Attainment
Census 2000

Subject	Number	Percent
SCHOOL ENROLLMENT		
Population 3 years and over enrolled in school	63	100.0
Nursery school, preschool	1	1.6
Kindergarten	8	12.7
Elementary school (grades 1-8)	37	58.7
High school (grades 9-12)	12	19.0
College or graduate school	5	7.9
EDUCATIONAL ATTAINMENT		
Population 25 years and over	214	100.0
Less than 9th grade	9	4.2
9th to 12th grade, no diploma	20	9.3
High school graduate (includes equivalency)	92	43.0
Some college, no degree	43	20.1
Associate degree	13	6.1
Bachelor's degree	13	6.1
Graduate or professional degree	24	11.2
Percent high school graduate or higher	86.4	(X)
Percent bachelor's degree or higher	17.3	(X)

Source: U.S. Census

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Table 10
Town of Vienna, Maryland
Housing Stock Characteristics
Census 2000

YEAR STRUCTURE BUILT		
1999 to March 2000	0	0.0
1995 to 1998	0	0.0
1990 to 1994	3	2.1
1980 to 1989	2	1.4
1970 to 1979	7	5.0
1960 to 1969	4	2.8
1940 to 1959	42	29.8
1939 or earlier	83	58.9
Households with individuals under 18 years	36	30.0
Households with individuals 65 years and over	49	40.8
Average household size	2.33	(X)
Average family size	2.85	(X)
HOUSING OCCUPANCY		
Total housing units	138	100.0
Occupied housing units	120	87.0
Vacant housing units	18	13.0
For seasonal, recreational, or occasional use	2	1.4
Homeowner vacancy rate (percent)	8.1	(X)
Rental vacancy rate (percent)	10.0	(X)
HOUSING TENURE		
Occupied housing units	120	100.0
Owner-occupied housing units	102	85.0
Renter-occupied housing units	18	15.0
Average household size of owner-occupied unit	2.30	(X)
Average household size of renter-occupied unit	2.50	(X)

Source: US Census

Recent Building Activity

The Town instituted a building moratorium during the past decade in order to make needed improvements to its water and sewer facilities. The water and sewer system improvements were completed in 1998. During the past 4-5 years, there has been an increase in development activity. Five new houses have been built, two on Race Street, one on Market Street and two on Gay Street. Some 9 older homes either have been or are being refurbished, including 4 on Market Street, 2 on Church Street, 1 on Race Street and 2 on Middle Street. New houses have sold for prices in the \$110,000-150,000 range. Several homes are being restored in West Vienna, and there is new investment in several

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churches. The Old Ocean Gateway building now occupied by Megan's Hair Design was extensively reconstructed in 2002.

The Vienna Heritage Museum was completed in 2002. A new laundromat was completed on Old Ocean Gateway in 2002. The Webb Building on Market Street and its neighboring building at 107 Market were renovated. 107 Market has reportedly now been sold and will have both residential and home business use. The architecturally handsome Webb Building (see photograph), once Vienna's premier office building, is being marketed for business and office use. Two deteriorated buildings were demolished. Four new garages were built and two existing ones renovated. Three building additions have been completed. Extensive improvements were made to recreational facilities in Town Park.

In partnership with the Maryland Department of Natural Resources, the Town is now in the second year of a three-year Riverwalk Park improvement program to install a new boardwalk, bulkhead, town dock and transient boating slips in Waterfront Park. Millie's Road House Bar and Grill is undertaking a major development program at its location on Old Ocean Gateway, including relocating a house from the right-of-way of the new Market Street Extension and purchasing and reopening the existing Nanticoke Inn as an upscale restaurant for Vienna.

Major Committed Projects in Planning

The Town is implementing two committed public works projects, including:

- (1) The Extension of Market Street from Race to Old Ocean Gateway, including the installation of Conectiv-approved decorative "Granville" street lighting fixtures along Market Street and
- (2) The installation of new transient floating docks on the Waterfront Park boardwalk.

Both projects are funded and will be completed in 2003.

Three major projects which began serious planning in 2003 include:

- (1) The Nanticoke Discovery Center project for the waterfront end of Old Ocean Gateway. This regional center for science, environmental education, exploration and introduction to the Nanticoke River Watershed, is being undertaken by a partnership which includes the Town, The Conservation Fund and numerous community, national and regional organizations. The Discovery Center project is described in Appendix A.
- (2) The Phillips Farm/Larmore Residential Development project which would develop the northern portion of the Phillips Farm property with new homes and open space

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designed to fit into the tradition of Vienna. The Conservation Fund is working with an innovative local developer to prepare a preliminary design for this project. The Town will carefully review each stage of the project.

- (3) The proposed North Dorchester Scenic Railway which is seeking to acquire and own the existing railroad tracks and right-of-way presently owned by Conectiv between Vienna and Hurlock, recreate a railroad station alongside the Nanticoke Inn and operate scenic tours between Vienna and Hurlock.

C. Existing Land Use

Existing land Use patterns within the plan area are shown on the two exhibits entitled Existing Land Use: Town of Vienna and Existing Land Use: Greater Vienna Area.

The existing land use maps show the following land use categories:

Agricultural/Natural Resource – Farmlands, undeveloped natural resource areas of open land, forests and waterways and land in agricultural use.

Residential/Agricultural – Buildings and land areas predominantly in agricultural use but occupied by residential dwelling units as well.

Residential/Institutional – Buildings used for predominantly residential use owned by institutions, such as the Monument of Love church and apartment building at Market and Race Streets.

Residential – Buildings used primarily as dwelling units for residential living.

Commercial – Convenience, specialty or general merchandise retail, service or office uses.

Commercial/Recreation – Privately owned lands and buildings used for recreational purposes.

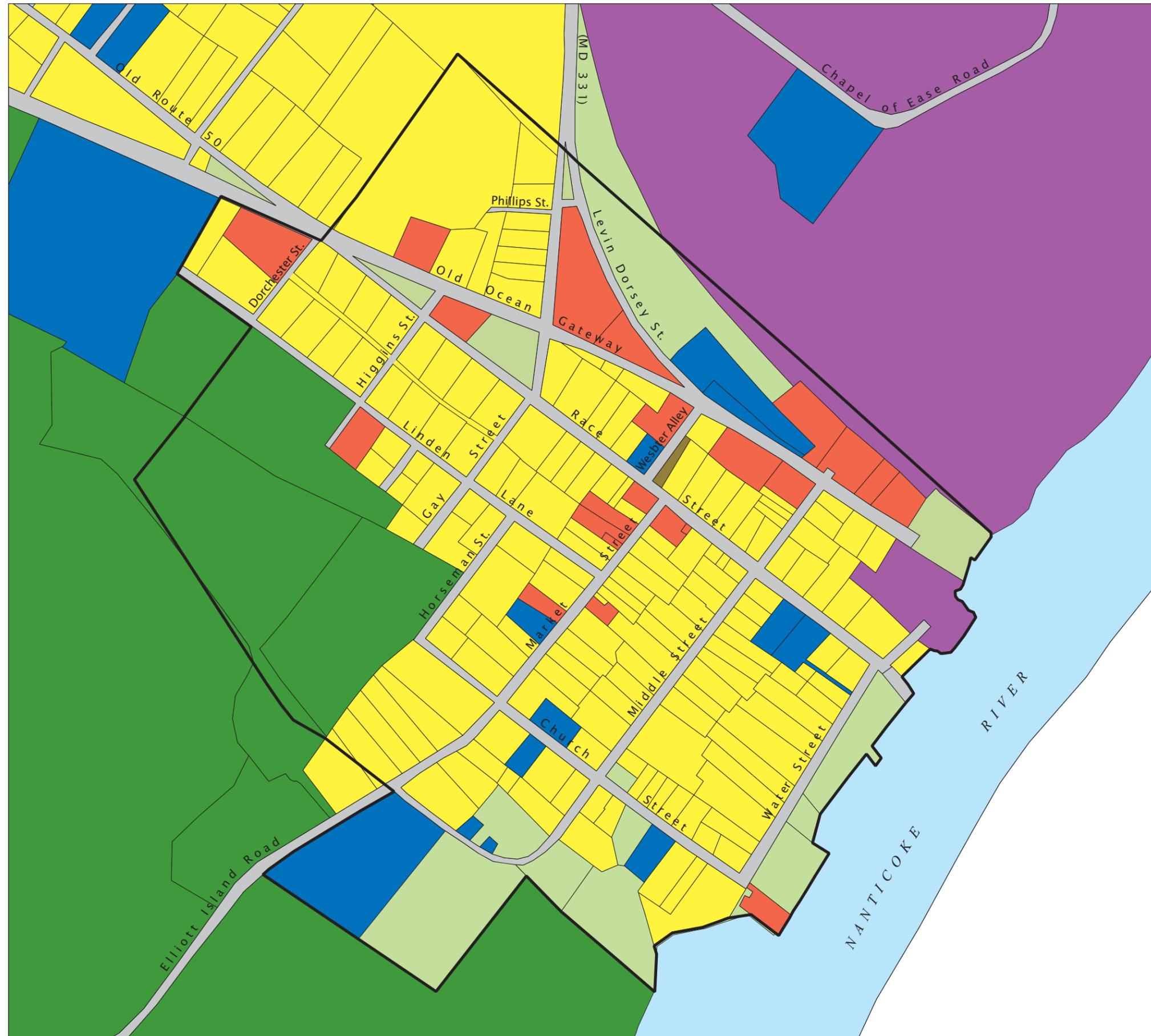
Institutional/Civic/Public – Lands and buildings owned by non-profit institutions or by government, including municipal facilities, churches and rectories, and used for public or civic purposes.

Industrial – Land and buildings used for manufacturing, assembly, distribution and power generation.

Open Space – Open space used for public recreational activities, including parks, playgrounds and natural areas reserved as open space.

TOWN OF VIENNA: EXISTING LAND USE Within Corporate Limits

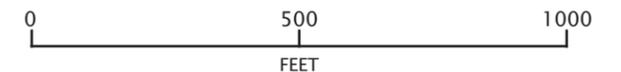
2003 Greater Vienna Area
Comprehensive Plan



- Agriculture/Natural Resource
- Residential
- Residential/Institutional
- Commercial
- Institutional/Civic/Public
- Industrial
- Open Space
- Transportation
- Water
- Corporate Limit



1" = 340 feet



Sources:
Maryland Department of Planning, 2002
U.S. Geological Survey, 1989

Prepared for the Town of Vienna, Maryland and
the Vienna Planning and Zoning Commission by
Nutter Associates and the Mapping Science Group
at Salisbury University, May 2003.

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Transportation – Land used for highways, streets and roads; highway interchanges, and open landscaped areas at street or road intersections.

Water – Areas of natural water bodies.

The Town of Vienna is almost entirely developed with a mixture of residential, commercial, civic, industrial and institutional uses. Two parcels of agricultural land remain in on Linden Lane and Horseman Street. The predominant use is residential, accounting for over 50% of the total Town land area of 128 acres.

The West Vienna neighborhood area is predominantly residential in land use. In additions, there are two churches and their associated rectories, the Vienna Elementary School on Old Ocean Gateway and land used for agricultural use.

The Vienna Power Plant site is developed with a mixture of power generating facilities, oil tanks, substations, transmission lines, a barge off-loading facility, parking areas, an office building, a fish pond, cooling towers, maintenance facilities, open space and natural habitat areas, roadways, the historic Chapel of Ease Cemetery and land used for tenant agriculture.

The major existing land use areas in the Town of Vienna are:

The Water Street/Waterfront Park Area

The Town's Waterfront Park and its frame of largely historic houses along Water Street are Vienna's face along the Nanticoke River. Water Street was formerly both a residential and an industrial waterfront street, with some 8 factory uses lined up along the water's edge. The street has a popular bed and breakfast facing the water, and two other properties have been used or considered for this use.

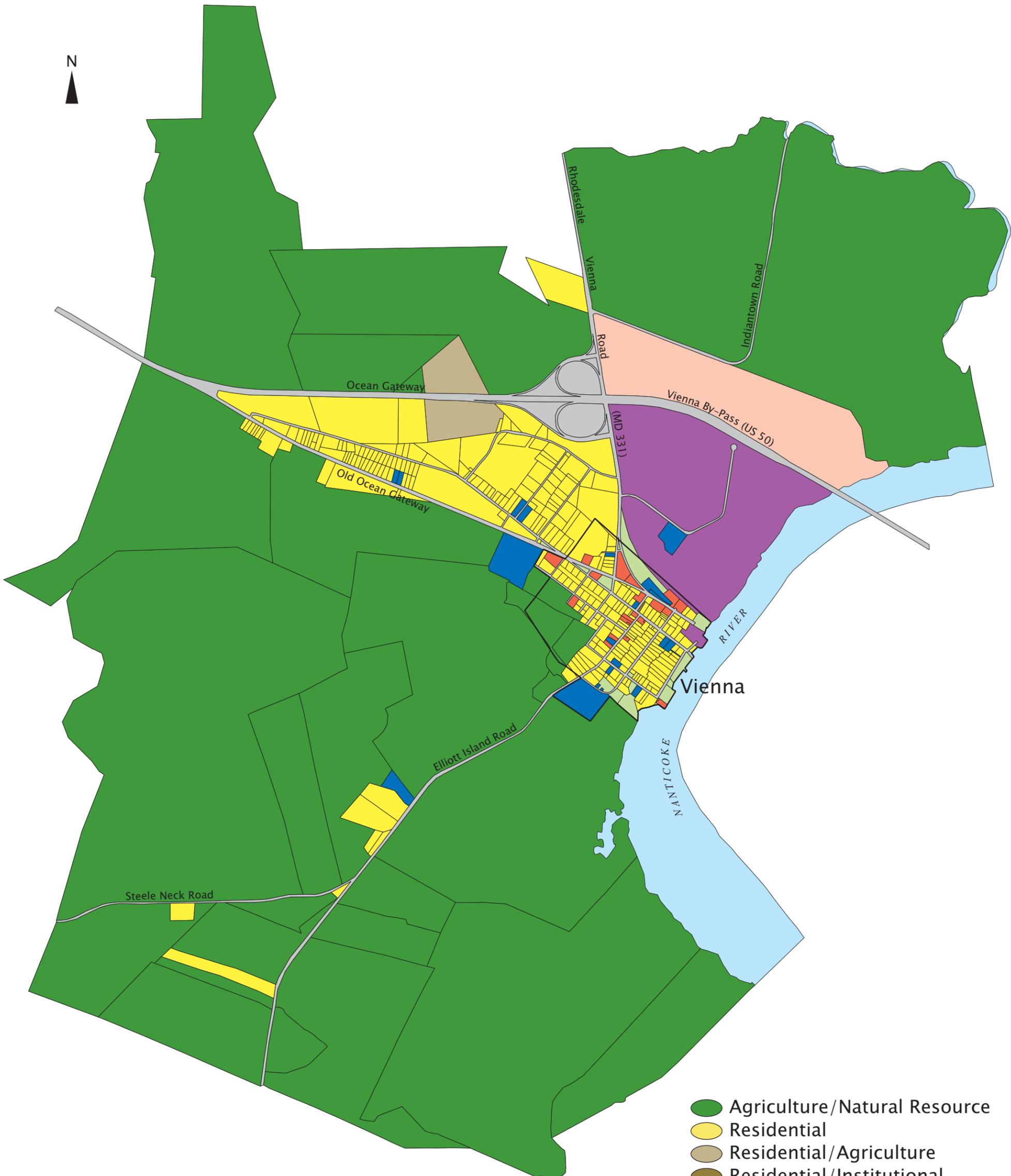
A Dorchester County Boat Ramp is located at the end of Race Street. The former waterfront industrial area has now been transformed into the Town's Waterfront Park, site of the annual Nanticoke River Shad Festival and many other events. The town-owned historic warehouse at the south end of the park has potential for adaptive reuse for a kayak and canoe outfitter or similar use.

A site of major importance is the waterfront end of Old Ocean Gateway. The north half of this area, once the site of the Town's Sewage Treatment Plant, has been sold to an area developer interested in innovative projects and is now vacant. It is used in the summertime for a crab fest sponsored by Millie's Roadhouse and the Nanticoke Inn. It is the proposed site for the Nanticoke Discovery Center. The south half of the area is occupied by Trego Marine Construction Company and is used as a storage yard for the company's marine construction equipment and spare parts.

GREATER VIENNA: EXISTING LAND USE

Greater Vienna Area

2003 Greater Vienna Area Comprehensive Plan

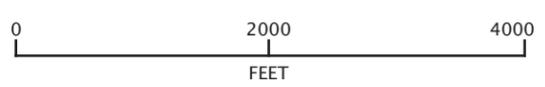


- Agriculture/Natural Resource
- Residential
- Residential/Agriculture
- Residential/Institutional
- Commercial
- Commercial/Recreation
- Institutional/Civic/Public
- Industrial
- Open Space
- Transportation
- Water
- Corporate Limit

Sources:
 Maryland Department of Planning, 2002
 U.S. Geological Survey, 1989

Prepared for the Town of Vienna, Maryland and
 the Vienna Planning and Zoning Commission by
 Nutter Associates and the Mapping Science Group
 at Salisbury University, May 2003.

1" = 1,430 feet



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The Vienna Volunteer Fire Company Fire Hall on Race Street was transformed into Vienna's Community Hall when the Fire Company moved to its new headquarters on Route 331. The Water Street/Waterfront Area in many ways defines the visual image of Vienna as a harbor town.

Old Ocean Gateway

In the next block to the north of Waterfront Park, Old Ocean Gateway, formerly U.S. Route 50, now terminates at the water's edge. On the north side of the end of the roadway is the site of the town's former sewage treatment plant; on the south side is an active maritime waterfront use, Trego Marine.

Old Ocean Gateway from the western town limit to these waterfront sites is the principal street of existing commercial uses in Vienna, consisting of the Nanticoke Inn and Millie's Road House Bar & Grill restaurant buildings, residential uses, a laundromat, an automobile service station and convenience store, volunteer fire department, the sewage treatment plant, a car repair and service facility, a beauty parlor and two vacant former service stations.

Market Street

Market Street between Race and Church Streets was in earlier times the bustling Main Street of Vienna, with Race and Market as the main corner. The corner is anchored today by the Hebron Savings Bank, The Vienna Heritage Museum and other uses. The Post Office is located on Market. Numerous buildings along the street once housed commercial uses and some have the potential to be used for business again.

The former hardware store at Race and Market reopened as a collectibles shop during the 2003 Nanticoke River Shad Festival. It is now open regularly. The town has received a major grant to extend Market Street one block further north, from Race Street to Old Ocean Gateway, which will simplify truck and car turning movements on Maryland Route 331, and also introduce new business potentials for this area. Two buildings on Market south of Race have been rehabilitated and are seeking occupants.

Vienna Power Plant

In May 1928, after a major economic development campaign by Vienna's business community, the Vienna Power Plant began operating a two-unit 12,000-kilowatt (kW) steam turbine plant on the present Power Plant site. It was the most powerful generating plant on Delmarva at that time. Several new generating units were added over the years.

In 1990-1991, the original units were demolished, making way for new units and a new one-story office and repair shop addition on the north side of the building complex. Today's nine-storey Power Plant is a major feature of Vienna's skyline, especially as

2003 GREATER VIENNA COMPREHENSIVE PLAN

seen from the Nanticoke River Bridge. The site of the Plant is partially within and partially outside the Town. It's Unit 8 generator has a 150,000 kW generating capacity and supplies surges of electricity to the Northeast power grid when needed. Its Pratt & Whitney jet engine-fired V-10 Unit has a 17,000 kW generating capacity and supplies electricity for the Town of Vienna. The Power Plant currently has 26 jobs, many of which are skilled.

The Plant has an established reputation for positive and innovative actions for the community and the natural environment. It has been a central point for restoring Rockfish. It also performs valuable environmental stewardship functions. From 1985-1997 it released over 200,000 rockfish into the Nanticoke River; from 1998-2002 it released 150,870 hickory shad and 25,050 American shad. It has relocated Osprey nests to new platforms, installed wood duck nesting boxes, established bluebird trails, managed marsh areas through removing phragmites and managed transmission line right-of-way to provide food for wild fowl and small game.

In 1991, the Plant was cited for its good environmental stewardship, especially its effective rockfish protection measures. The Wildlife Management Council commended the Vienna Power Plant in 1991 for its rockfish program and declared it to be a "Designated Wildlife Habitat area".

The NRG-owned site includes the undeveloped land dedicated to Wildlife Habitat and agricultural use south of Route 50 and east of MD 331. NRG also owns the undeveloped land along the east edge of MD 331 as far south as the Vienna Wastewater Treatment Plant. Generally, it appears that the company does not wish to seek active development of these perimeter lands, partly to protect the security of The Power Plant and partly to avoid possible friction with close-in neighbors.

The NRG-owned site includes the undeveloped land dedicated to Wildlife Habitat and agricultural use south of Route 50 and east of MD 331. NRG also owns the undeveloped land along the east edge of MD 331 as far south as the Vienna Wastewater Treatment Plant. Generally, it appears that the company does not wish to seek active development of these perimeter lands, partly to protect the security of The Power Plant and partly to avoid having close-in neighbors who might then complain about Power Plant operation.

In 1998-99, the original builder of the Plant, Delmarva Power and Light (DP&L) merged with Atlantic Electric and became Conectiv.

In 2000, Conectiv chose to leave the business of base-level power generation and to concentrate on supplying surge power to the Northeast Grid. Conectiv then sold The Vienna Power Plant and its Indian River counterpart to NRG Energy. NRG presently owns the buildings and land. It sells electric power from the Plant to an Independent Service Operator (ISO) named PJM (for Pennsylvania-Maryland-Jersey) which in turns sells it to Conectiv and other electricity providers. At the present time the Plant is owned

2003 GREATER VIENNA COMPREHENSIVE PLAN

and operated by the NRG Group and is in receivership. Both the Town and County wish to work closely with the Power Plant.

Town Residential Areas

The remainder of the town area is devoted to residential use, with the oldest houses closest to the river and those of more recent construction located to the west in the Higgins Tract along Linden Lane reaching west to the Vienna Elementary School. The block bounded by Dorchester Street, Old Ocean Gateway, Linden Lane and the town boundary was annexed into the town in the late 1990's.

Greater Vienna Area

The largest land use concentrations outside of the town boundaries, within the unincorporated area of Dorchester County, are the large residential neighborhood of West Vienna, surrounding agricultural lands which form a greenbelt around Vienna and the Vienna Power Plant. The large tract of land along the north edge of U.S. Route 50 east of MD 331, which was used as a borrow pit during the construction of the new Route 50/Ocean Gateway bypass, has been transformed into a recreational pond for water skiing and is owned by a private association. There are vacant lots within West Vienna which could be used for housing infill development desired by the neighborhood.

D. Prior Plans and Proposals

Several important plans and proposals previously prepared for new uses or programs within the study area have been considered in the Comprehensive Plan process. These include:

Waterfront Plan, Vienna, Maryland, prepared by Kenneth Creveling Associates, Fairfax, Virginia, May 1983

The Waterfront Park has a long history of planning reaching back to a 1983 Vienna Waterfront Plan study prepared by Kenneth Creveling Associates. The park as it is developing is consistent with the plan, although the plan includes more extensive boardwalk/promenade and walking trail features as well as a proposed restaurant and parking area at the north end of the park. The 1983 plan also recommended moving the Ferry Tender's Office from its present location on Race Street next to Community Hall to a location alongside the Race Street Boat Ramp.

Vienna Comprehensive Plan, Vienna Planning Commission, 1995.

The Vienna Planning Commission prepared a new and thorough Comprehensive Plan for Vienna which was adopted by The Commissioners of Vienna in July 1995. Many of the proposals of the plan have been implemented in the 8 years since its adoption, but others, as is typical of comprehensive plans, have not yet been completed. Recommendations

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included the proposed rezoning of land from industrial to commercial along Route 331 and Old Ocean Gateway, the development of residential/commercial recreational use and zoning on the waterfront, establishment of a designated historic district, creation of an extended Riverwalk, nature walk and boat slips along the waterfront, creation of signed tourism routes connecting Vienna with Elliott Island, Indiantown Road and the Blackwater Wildlife Refuge and work to streamline the implementation of the Critical Areas and Forest Conservation Programs. The Maryland State Highway Administration will install heritage signing from Vienna to Blackwater and Elliot Island during the summer of this year.

Chapter 3 Zoning – Section 8 Design Guidelines, Town of Vienna, Maryland, prepared by Principia Group, Cambridge, Maryland, February 1998.

In 1998, The Principia Group of Cambridge, Maryland prepared an extensive design study, which recommended design guidelines for five districts in the Town, including an “Old Town Vienna” district along Water and Church Streets. The districts were intended to establish a visual character for the various sections of the Town. The proposed districts were thoroughly debated at that time and were not adopted. It is believed that the opposition may have been primarily directed to the idea of designating the entire town as a series of five historic districts.

Marketing Audit and Economic Development Analysis for The Town of Vienna, Prepared by The Project Management Group, Franklin P. Perdue School of Business, Salisbury State University, February 28, 2000

In February 2000, The Project Management Group (now BEACON) of Salisbury University’s Perdue School of Business prepared an analysis of economic development potentials for Vienna. The study recommended:

- Creation of a Town Economic Development Team to pursue potentials
- Improvement of parking areas and walkways to further develop the waterfront area
- Development of a tax incentive program for new residential and commercial projects
- Revise and streamline the Town’s zoning ordinance
- Attract a higher density planned residential development project which can attract commuters, professionals and retirees
- Develop a “Shared use Commercial Facility” to accommodate multiple retail and service tenants
- Achieve broadband Internet service for Vienna.

The Heart of the Chesapeake Heritage Area Tourism Management Plan – Vienna Proposals, prepared for Dorchester County by LDR International June 2002.

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The Tourism Management Plan is a regional heritage area plan which is certified by the State of Maryland and serves as a guide for tourism development in Dorchester County. For Vienna, the plan identifies a “Target Investment Zone” (TIZ) for public and private heritage tourism investment.

Maryland’s Heritage Preservation Tax Credit program is available for private investment within state-certified heritage area target investment zones. The Vienna TIZ includes all properties along Race and Water Streets. Other Dorchester County Heritage Area TIZ’s linked to Vienna are Cambridge and Bucktown. Within the Vienna TIZ area, the following projects are proposed for implementation during the next 5-10 years:

- Expansion of the Vienna Heritage Museum with new exhibits
- New streetscape and landscaping improvements along Race, Market and Water Streets
- Extension of the Riverwalk boardwalk promenade, installation of new floating docks and services for transient boaters and development of a Nanticoke Discovery Center at the north end of the waterfront, on Old Ocean Gateway at the water’s edge
- Installation of interpretive signage illustrating Vienna’s history
- Additional restaurant development in the Old Ocean Gateway/waterfront area
- Designation of Market Street as a “historic American Main Street” as part of the Maryland Main Street Program.

Town of Vienna and West Vienna Citizen Opinion Surveys, prepared by PACE – The Institute for Public Affairs and Civic Engagement, Community Outreach Center, Salisbury University, November 2002

Parallel with The Vienna Community Vision Plan project by The Conservation Fund, The PACE Institute of Salisbury University designed and carried out citizen opinion surveys for both the Town of Vienna and West Vienna.

The Town survey interviewed 110 Town of Vienna residents and concluded that:

- Town residents took pride in the Vienna Elementary School, Waterfront Park, surrounding farmlands and natural areas and the town playground
- Town services
- The Town’s small-town charm

Town Residents felt there is a need for:

- Additional moderately priced housing and elderly housing
- More job opportunities
- Improved sidewalks and streets
- Rehabilitation or removal of old buildings
- Conservation of farmland and open space

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Low ratings were given by Town Residents to:

- The appearance of vacant lots
- The Old Ocean Gateway entrance to town and town streets in general
- The quality of drinking water, street repairs, animal control, street sweeping and the recycling collection center

In the area of planning, zoning and future growth directions, the Town Residents felt that:

- The zoning and buildings codes were too strict
- “Low to Moderate Growth” was the best approach to future growth

The West Vienna survey was able to interview 27 residents out of a target figure of 100.

Based on this small sample, it concluded that:

- Residents liked the “nice, quiet neighborhood” feeling of West Vienna
- They liked the Vienna Elementary School and the North Dorchester High School
- They showed a mixed response to the Town water and sewer services that they now receive and their willingness to pay taxes for additional town services like street maintenance or garbage collection

West Vienna Residents felt there is a need for:

- Additional moderately priced housing and elderly housing in particular
- More job opportunities, tourism attraction and economic development effort by the town
- Improvements for streets and sidewalks
- Removal of old buildings

Low ratings were given by West Vienna Residents to:

- The idea of retaining Vienna’s small town charm

In the area of planning, zoning and future growth directions, the West Vienna Residents felt that:

- “Moderate to High Growth” was the best approach to future growth

Vienna Community Vision Plan, prepared by The Conservation Fund, January 2003.

In an intensive six-month process during the summer and fall of 2002, The Conservation Fund worked closely with the Mayor and Commissioners of Vienna, the citizenry of the Town and West Vienna and property owners in the surrounding region (farmers) to prepare a Community Vision Plan for Vienna. TCF evaluated the historic evolution of Vienna, road and development features, hydrology and land cover, community facilities, zoning and other regulations, land conservation programs and visual quality. They developed four vision alternatives, considered community input, formulated goals and objectives and developed a final vision plan which presents a striking picture of the community as a future “Model Chesapeake Community”.

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The Conservation Fund is now developing design guidelines and a conceptual framework for the envisioned Nanticoke Discovery Center on the riverfront, and is also assisting a community developer in planning a first phase residential development on the Phillips Farm site.

2002/2003 National Park Service Chesapeake Bay Study

At the time of completing the Comprehensive Plan, the National Park Study is nearing completion of a study of designating all or portions of the Chesapeake Bay area as part of the National Park system. The National Park Service is expected to make a formal recommendation to Congress in late 2003 or 2004.

The study has examined 3 options:

1. preserving an existing village with an agricultural and watermen's way of life;
2. enhancing the network of Chesapeake Bay Network 'gateway' access points to the bay; and,
3. establishing an 'ecological and cultural reserve' on one pristine river, from its headwaters to its confluence with the bay.

Vienna and the Nanticoke would appear to score highly on these options. The National Park Service will report its findings and recommendations to Congress in late 2003 or 2004.

Regardless of which alternative is chosen, the Park Service has indicated that it will create a Chesapeake Bay water trail linking the network of Bay gateway sites.

Mr. Patrick F. Noonan, Chairman Emeritus of The Conservation Fund, has proposed that Congress establish a "Captain John Smith National Water Trail" to commemorate Captain Smith's 1608 exploration of the Bay and its rivers. The water trail would invite kayakers, canoeists and sail boaters to explore the Bay's historic waterways, with special interpretation and amenities.

E. Economic Development

A goal of the Comprehensive Plan is to facilitate the creation and retention of jobs. It is estimated that there are approximately 150 full- and part-time jobs in Vienna in 2003. The two largest employers are NRG's Vienna Power Plant with 26 full-time jobs and the Dorchester School Board's Vienna Elementary School with 24 full- and part-time jobs. Other job providers in the Greater Vienna study area include: Millie's Road House Bar & Grill, The Nanticoke Inn, The Nanticoke Country Market & Shell Service Station, Nanticoke Homes, Spear's Hardware Store, Bunky's Service Center, The Tavern House Bed and Breakfast, Megan's Hair Design, The United States Post Office, the Hebron Savings Bank, the Town of Vienna Town Hall, Clean Spot Coin Laundry, the Vienna

2003 GREATER VIENNA COMPREHENSIVE PLAN

Volunteer Fire Company, area churches and farms, watermen and foresters, the State of Maryland, as well as many Home Occupation Businesses located in homes in Vienna.

Vienna is a part of the economic development programs of Dorchester County and the State of Maryland. The Town has participated actively in securing grant and loan funds and has experience in the use of tax exemption programs as economic development incentives. In July 2003, Dorchester's County's unemployment rate was 10.2%. Vienna's workforce is well educated and has a high work ethic. Its high school graduation rate is 86.4 percent.

11.2 percent of the Town workforce holds graduate or professional degrees, compared with 13.4% for Maryland as a whole and 5.2% for the County. Vienna's labor force participation rate is 68.0%. A high proportion of people in Vienna are self-employed, owning and operating their own businesses (18.7%). The size of the Town of Vienna labor force, as measured by Census 2000, is 155 persons. The size of the West Vienna labor force is estimated to be 55 persons. Many residents commute to employment in Easton, Cambridge, Salisbury and the Hurlock-Federsburg-Seaford industrial triangle.

The following Census 2000 Table presents the occupational and industry characteristics for the Town of Vienna work force of 155 persons.

Table 11
Town of Vienna, Maryland
Work Force by Occupation and Industry
Census 2000

Employed civilian population 16 years and over	155	100.0
OCCUPATION		
Management, professional, and related occupations	47	30.3
Service occupations	36	23.2
Sales and office occupations	29	18.7
Farming, fishing, and forestry occupations	4	2.6
Construction, extraction, and maintenance occupations	10	6.5
Production, transportation, and material moving occupations	29	18.7
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	15	9.7
Construction	2	1.3
Manufacturing	30	19.4
Wholesale trade	0	0.0
Retail trade	11	7.1
Transportation and warehousing, and utilities	14	9.0
Information	3	1.9
Finance, insurance, real estate, and rental and leasing	4	2.6
Professional, scientific, management, administrative, and waste management services	7	4.5
Educational, health and social services	44	28.4
Arts, entertainment, recreation, accommodation and food services	6	3.9
Other services (except public administration)	12	7.7
Public administration	7	4.5

Source: US Census

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Table 12 presents the 1999 income characteristics of the 125 households in the Town of Vienna.

Table 12
Town of Vienna, Maryland
Household Income
Census 2000

INCOME IN 1999		
Households	125	100.0
Less than \$10,000	1	0.8
\$10,000 to \$14,999	23	18.4
\$15,000 to \$24,999	14	11.2
\$25,000 to \$34,999	25	20.0
\$35,000 to \$49,999	23	18.4
\$50,000 to \$74,999	31	24.8
\$75,000 to \$99,999	2	1.6
\$100,000 to \$149,999	6	4.8
\$150,000 to \$199,999	0	0.0
\$200,000 or more	0	0.0
Median household income (dollars)	34,886	(X)

Source: US Census

Vienna's Internet Access

With regard to the availability of Broadband Internet service in Vienna, there are several services now under active development. Dorchester County is rapidly developing a network called DOCOGONet, which will interconnect public agencies in the County. This service will offer state-of-the-art Internet service to agencies like the Town of Vienna government, the Vienna Elementary School and the Vienna Volunteer Fire Company. The Vienna Elementary School is viewed as a logical central point of connection for DOCOGONet in Vienna. DOCOGONet service to public entities in Vienna is expected to be complete in three years, according to Dorchester County's Telecommunications Office.

Internet service to private businesses in Vienna is presently available through cable modem connections offered by BAYLAND, of East New Market, Vienna's cable service provider, or through VERIZON, utilizing T-1 Frame Relay connections. Users have to pay for installation for the VERIZON service and it is expensive. VERIZON has installed fiber optic cable along the entire U.S. Route 50 corridor and has a "CO" ("Central Office" – an unmanned switching station) automatic switching facility on Linden Lane immediately east of the Vienna Elementary School.

The next higher level of Broadband service which can presently be provided by VERIZON is DS3 service, which is a bundling of T-1 Frame Relays, although this type of connection is expensive. The VERIZON CO facility is within 500 feet of the business park proposed at MD 331 and Old Ocean Gateway. This is advantageous because cost is based on distance. It is expected that economical connections for Broadband Internet

2003 GREATER VIENNA COMPREHENSIVE PLAN

access at these higher levels of service will be available to businesses within Vienna in the next five years.

Economic Development Assets

In addition to a strong work ethic, the Town's economic development assets include:

- A strong image as an attractive Chesapeake Bay waterfront community
- A regional reputation as a committed conservation leader in the Chesapeake Bay region
- A 300-year tradition as an economic development community, port and customs house location
- Proximity to higher education institutions including Chesapeake College's satellite campus on Race Street in downtown Cambridge, the University of Maryland Eastern Shore campus in Princess Anne, Salisbury University, Washington College, Delaware Tech and Sussex Tech in southern Delaware and Wor-Wic Community College
- An excellent location with good transportation by land (U.S. Route 50 and MD 331) and water (the Nanticoke River)
- Proximity to both the Dorchester County airport in Cambridge and the Salisbury/Wicomico airport in Salisbury
- Easy access to places throughout the Northeast and Southeast via air and U.S. Routes 50 and 13
- Economic development leadership by Town, County and State officials
- Closeness to industrial use concentrations in the Hurlock-Federalsburg- Seaford industrial triangle
- Updated municipal water and sewer systems with adequate capacity for growth.
- Location within Dorchester County, which is fully qualified under the Maryland Department of Business and Economic Development's "One Maryland" Program
- Closeness to the premiere Hyatt-Regency Chesapeake Bay Resort Hotel and Conference Center in Cambridge.
- Strong public and private efforts to bring broadband Internet access to communities along the U.S. Route 50 corridor. It is expected that Vienna will enjoy high-speed Internet access within five years.

F. Zoning & Other Ordinances

Current zoning within the plan area is shown on the two exhibits entitled Town of Vienna: Current Zoning and Greater Vienna Area: Current Zoning. Chapter 16 of the Town of Vienna ordinances regulates zoning in the Town. Outside the Town boundaries, the Dorchester County Zoning Ordinance regulates zoning. Both the town and county have well thought out and high quality zoning ordinances. Each ordinance includes floodplain management, critical area law, and Forest Conservation Law regulations.

2003 GREATER VIENNA COMPREHENSIVE PLAN

Town of Vienna Zoning Ordinance

Within the incorporated Town portions of the study area, the Town of Vienna regulates permitted uses and densities through the Town of Vienna Zoning Ordinance.

As shown on the exhibit entitled Town of Vienna: Current Zoning, the 128 acre area of the Town is zoned to include the following zoning districts: R1 –Residential Limited, R2 –Residential General, B1 –Business General, B2 –Business Neighborhood and M1 – Industrial General.

After completion of its 1995 Comprehensive Plan, the Town amended its zoning text to reflect the recommendations of the plan. These included adding a special district called Floating Commercial/Recreation District, with the intention of applying this classification to the commercial property on the waterfront at the end of Church Street. However, the zoning map has not been amended to show the recommended map changes. Other zoning map changes recommended included: changing the area between Maryland Route 331 and the former railroad alignment from M1 to B2 and changing the waterfront end of Old Ocean Gateway from M1 to R2.

The Town zoning ordinance also includes overlay zones for special regulations, including a CA - Critical Area Overlay District, to implement the Critical Areas Law and a FP - Flood Plain Overlay District, to apply the standards of the National Flood Insurance Program.

R1 - Residential District

The R1 – Limited Residential zoning district includes the majority of the Town’s residential areas. It is intended to encourage single-family detached housing at a lower-density of development while allowing for public and semi-public uses which are supportive of this density of development.

The R1 District permits the following principal uses: single-family dwellings, agriculture, not including the keeping of livestock or fowl, public parks, drainage structures and other flood control works, as well as customary accessory uses and signs subject to the provisions of the ordinance. The district allows for the following as special permit uses which require approval of the Board of Appeals: home occupations, churches and schools, public and quasi-public uses, buildings and structures determined by the Board to be of a public service, recreational, conservation or cultural nature, accessory apartments, and boarding and lodging houses. The required minimum lot size in the R1 District is 5,000 square feet. Over 50% of the Town’s 128 acre area is zoned R1.

TOWN OF VIENNA: CURRENT ZONING WITHIN CORPORATE LIMIT

Greater Vienna Area
Comprehensive Plan, 2003

Zoning Districts

- Residential, Limited (R1)
- Residential, General (R2)
- Business, General (B1)
- Business, Neighborhood (B2)
- Industrial, General (M1)
- Water
- Transportation
- Corporate Limit
- Critical Area Boundary

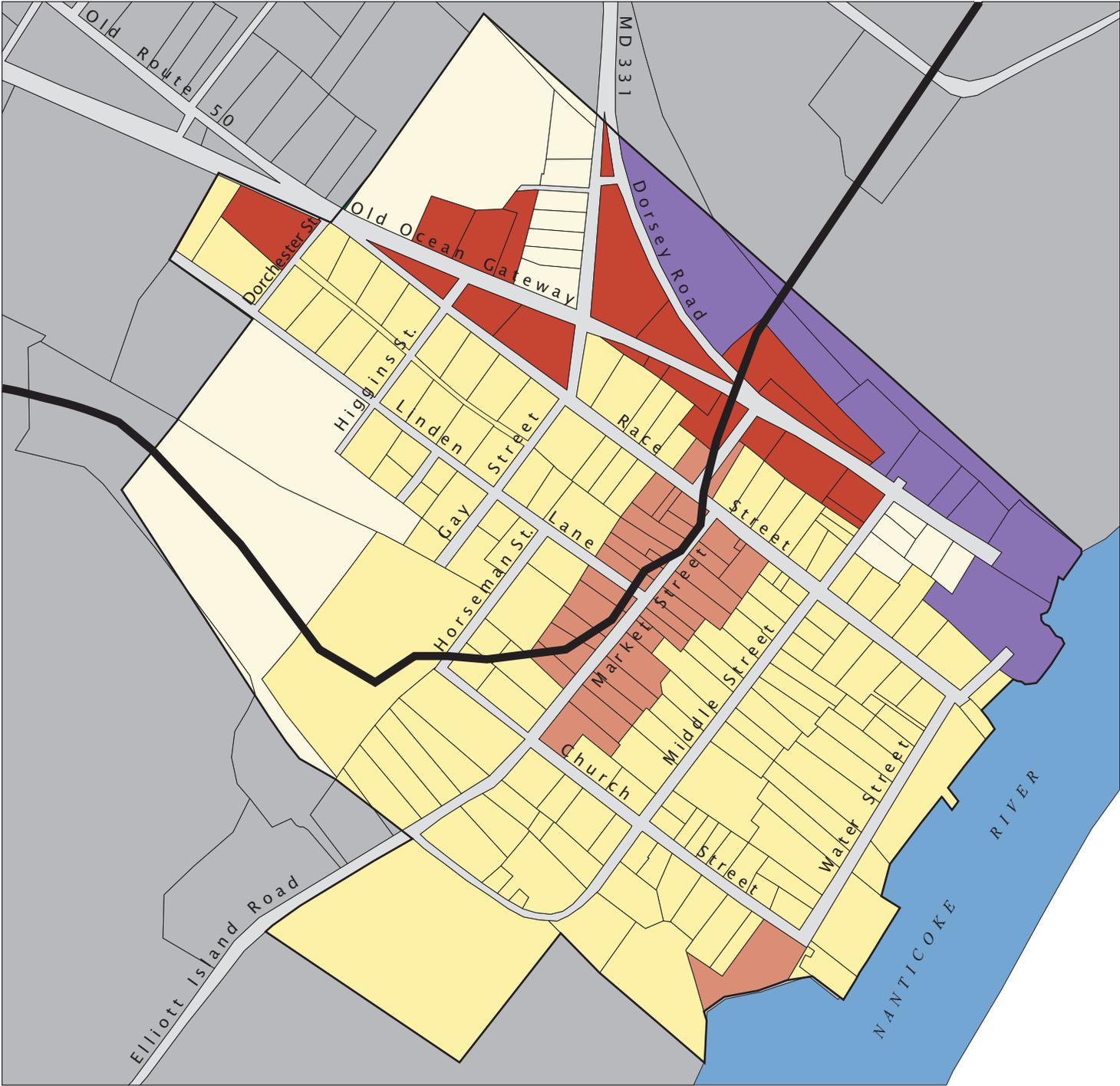


1" = 426 feet



Sources:
Dorchester County Planning and Zoning, 2003
Maryland Department of Planning, 2002
U.S. Geological Survey, 1989

Prepared for the Town of Vienna, Maryland and
the Vienna Planning and Zoning Commission by
Nutter Associates and the Mapping Science Group
at Salisbury University, May 2003.



2003 GREATER VIENNA COMPREHENSIVE PLAN

R2 - Residential District, General

The R2 district is intended to encourage medium and higher density residential development and a full range of housing types where there are adequate supporting services. The southwestern and northwestern corners of the Town, which include large areas of undeveloped land, are zoned R-2, as is the southeast corner of Middle Street and Old Ocean Gateway.

The R2 District permits the following principal uses: single-family dwellings, agriculture, public parks and drainage structures and other flood control works, as well as customary accessory uses and signs subject to the provisions of the ordinance. The district allows for the following as special permit uses which require approval of the Board of Appeals: duplexes, multi-family dwellings, including condominiums, boarding and lodging houses, home occupations, churches and schools, public and quasi-public uses, uses of a public service, recreational, conservation or cultural nature, utility structures and accessory apartments. The required minimum lot size in the R2 District is 5,000 square feet for a single-family dwelling and 3,500 square feet of land per unit for two-family, multi-family and attached single-family dwellings. R2 zoning currently exists at the east end of Old Ocean Gateway and in the northwest and southwest corners of the Town.

B1 - Business District, General

The B1 – General Business district is intended for general business uses requiring direct and frequent access by the public, but without constant heavy trucking, including highway-dependent service businesses as well as restaurants, retail stores and marine services. Old Ocean Gateway from the west Town line to the Nanticoke Inn property is zoned B-1.

The B1 District permits the following principal uses: retail stores, not including the sale of liquor, personal service businesses, including shoe repair, beauty parlor, barbers, dry cleaners, and laundries, banks and other financial institutions, business and professional offices, automobile service uses, including the sale of gasoline, home appliance service centers and signs, restaurants and other eating establishments (not including sale of liquor for consumption on the premises), public and private marinas, including commercial boat building, repair and storage facilities, sale of agricultural and seafood products, sale of building materials and equipment, sale of automobiles and recreational vehicles, equipment and service, funeral homes, drainage structures or other flood control works, accessory uses and structures, including signs, and single family dwellings and other uses permitted in an R-2 district.

The B-1 district allows for the following as special permit uses which require approval of the Board of Appeals: commercial recreation centers, retail stores for sale of liquors, restaurants, bars, cocktail lounges selling liquor for consumption on the premises, including dancing and entertainment, warehousing and distribution of finished products,

2003 GREATER VIENNA COMPREHENSIVE PLAN

processing of agricultural and seafood products, vehicle body repair shops, public and quasi-public uses, buildings and structures determined by the Board to be of a public service, recreational, conservation or cultural nature, utility structures and off-site billboards and signs.

B2 - Business District, Neighborhood

The area along Market Street is currently zoned B-2, Neighborhood Business, as is the Nanticoke Manor property at Church and Water Streets. The most desirable use for the striking Nanticoke Manor structure appears to be reactivation as a Bed and Breakfast and possible restaurant location. The B2 district is intended to allow mixed residential and business development at a neighborhood scale. Business activities in this district include those which serve day-to-day needs of the neighborhood by selling or providing convenience goods and services, such as banks, professional offices, personal service businesses, restaurants and marine services.

Principal permitted uses include: single family dwellings and other uses permitted in a R-2 district, retail stores such as hardware, grocery, drug and variety stores, personal service businesses, restaurants and other eating establishments not including sale of liquor for consumption on the premises, banks and other financial institutions, business and professional offices, customary accessory uses and structures, including signs.

The following special exception uses are permitted in a B2 district: accessory apartments, duplexes, multi-family dwellings, including condominiums, boarding or lodging houses, home occupations, except in multi-family dwellings, churches, public and quasi-public uses, buildings and structures determined by the Board to be of a public service, recreational, conservation or cultural nature, and utility structures.

The 1995 Comprehensive Plan recommended rezoning the west edge of Route 331 from the north Town line to the waterfront from M-1 area to B-2.

M-1 - Industrial District, General

The area along 331 and the former railroad line from the north Town line to the Nanticoke River is currently zoned M-1. This district is intended to encourage industrial uses and ensure their compatibility with neighboring commercial or residential uses. It permits the following principal uses: agriculture, drainage structures and other flood control works, on-site billboards and signs and uses allowed in the R-1, R-2, B-1, and B-2 districts.

Industrial uses allowed as special exception uses with approval by the Board of Appeals are: warehousing and distribution of previously prepared materials, assembly or light manufacturing, processing of agricultural and seafood products, public and private marinas, including commercial boat building, repair and storage facilities, trucking

2003 GREATER VIENNA COMPREHENSIVE PLAN

terminals, contractors yards, building materials sales and lumber yards, establishments for the sale, repair, and storage of automobiles, mobile homes, trailers, boats and farm machinery, implements and supplies, manufacturing, compounding, procession, packaging and storage of cosmetics, pharmaceuticals, electrical devices, scientific instruments or appliances , utility structures, and off-site billboards and signs.

The 1995 Town of Vienna Comprehensive Plan proposed that the zoning of the current M-1 area be changed to B-2, with the exception of the marine repair and storage yard property on the south side of Old Ocean Gateway, which was proposed as R-2.

FCR - Floating Commercial Recreational

The 1995 Comprehensive Plan proposed adding a new FCR – Floating Commercial Recreational District to the Zoning Ordinance which could be applied anywhere in the Town of Vienna.

The FCR District would allow commercial and recreational uses which attract tourism and trade while maintaining the overall character of the town. The proposed district was intended to “float” in that its boundaries are not predetermined but instead float over the entire town until an individual property owner applies for the zone. Site plan review must demonstrate that a FCR proposal is consistent with the Comprehensive Plan.

Potential uses may include boat rentals; bicycle rentals; gift, raft and antique shops; concessions; restaurants; or limited term residences, hotels, and bed and breakfast establishments.

The site plan review process may require the applicant to provide information about building size, floor plans, location and orientation, setbacks, materials, parking, landscaping and other details. More than one use may be permitted on any one site if all requirements of the ordinance are met and the proposal is demonstrated to be consistent with the comprehensive plan.

The “Nanticoke Manor” property at Church and Water Streets was considered for rezoning from B-2 to FCR at that time. To the best of our knowledge, this was not done and that property remains B-2.

FP - Flood Plain Overlay District

The FP – Flood Plain Overlay District overlays the 100-year floodplain as determined by the Federal Emergency Management Agency (FEMA), which is between Elevations 5 and 6 feet, on the waterfront sections of the Zoning Map and supports the National Flood Insurance Program, Corps of Engineer regulations, Maryland’s Tidal and Non-tidal Wetlands Permit Programs and the State’s Coastal Zone Management Program.

2003 GREATER VIENNA COMPREHENSIVE PLAN

The purpose and benefit of the Flood Plain regulation is to alert property owners and prospective purchasers and developers to the need to build above the Flood Plain level and to investigate the requirements of the National Flood Insurance Program. The ultimate purpose of these measures is to minimize property damage and risks to public safety in periodic storms such as Hurricane Isabel.

As stated in Chapter 16 – Zoning of the Town of Vienna Town Code, the purpose of the FP District is:

“ . . . to provide special regulatory protection of human life and to minimize damage that might result from development of property within areas subject to flooding. This section supports the National Flood Insurance Program (44 CRF 59-79); U.S. Army Corps of Engineer's Section 10 and 404 permit programs: Maryland's Tidal and Nontidal Wetlands Permit Programs; and the State's Coastal Zone Management Programs. The district consists of those lands located within Zone A of the Flood Hazard Boundary Map H-01, community no. 240127A, prepared by the Department of Housing and Urban Development Federal Insurance Administration. Boundaries of this district establish the approximate area subject to inundation by the 100-year flood and may not be revised without Federal Insurance Administration approval. Copies of this map are held in the town office.”

Forest Conservation Program

The Town zoning ordinance recognizes the value of forested land for its water quality benefits and habitat protection while accommodating the utilization of forest resources. The following goals are stated for forest conservation where applicable:

- (1) Maintain and increase forested vegetation in the Critical Area;
- (2) Conserve forests and developed woodlands and provide for expansion of forested areas;
- (3) Provide that the removal of trees associated with development activities shall be minimized and, where appropriate, shall be mitigated through replacement;
- (4) Recognize that forests are a protective land use and should be managed in such a manner so that maximum values for wildlife, water quality, timber, recreation, and other resources can be maintained, even when they appear to be mutually exclusive; and,
- (5) Encourage programs for the enhancement of biological resources within the Town for their positive effects on water quality and urban wildlife habitat. These programs may include urban forestry, landscaping, gardens, and wetland and aquatic habitat restoration.

The Town has identified and mapped forests and woodlands habitat protection areas within the Critical Area. More detailed evaluation of forest resources on specific sites

2003 GREATER VIENNA COMPREHENSIVE PLAN

shall be accomplished as part of the environmental analysis required prior to site plan and/or subdivision approval.

The Town shall require the protection of forest or developed woodland habitat through implementation of the following measures:

- (1) Vegetation shall be maintained in its natural condition along all streams to provide wildlife corridors.
- (2) A minimum 100-foot Buffer shall be established landward from the mean high water line of tidal waters, tributary streams, and tidal wetlands. This area is to be conserved for wildlife protection. Within the Critical Area, the Buffer shall be expanded in accordance with the provisions set forth in Section 16-10-4 of this ordinance.
- (3) Forest areas utilized as breeding areas by forest interior dwelling birds and other wildlife species (for example, relatively mature forested areas of 100 acres or more, or forest connected with these areas) shall be conserved.
- (4) Existing riparian forests (for example, those relatively mature forests of at least 300 feet in width which occur adjacent to streams, wetlands, or the shoreline, and which are documented breeding areas) shall be conserved as specified in (5) below.
- (5) For riparian forests and forests utilized as breeding areas for forest interior dwelling birds and other species, the Department of Natural Resources will make specific recommendations based on an evaluation of the site and the proposed development. In general, the following measures are recommended:
 - a. Minimize forest and woodland disturbance from May through August of each year;
 - b. Focus all development on the periphery of the forests or woodlands;
 - c. Retain the forest canopy as well as shrub understory;
 - d. Retain snag and mature seed trees as dens for woodpeckers and as nests for bald eagles;
 - e. Discourage the creation of small clearings and expansion of forest edge habitats; and,
 - f. Encourage re-establishment of nature forests and woodlands.

Dorchester County cooperates with the Town of Vienna in the implementation of the Forest Conservation requirements. Currently, the Maryland department of Planning is working with the Town to consolidate and streamline its Forest Conservation and Critical Area regulations.

Critical Area Overlay District

The Town's Zoning Ordinance includes regulations for managing conservation and development within the designated 1,000' Critical Area Boundary and its 100' Buffer

2003 GREATER VIENNA COMPREHENSIVE PLAN

Area. Land within the Critical Area District of Vienna is divided into three land management classifications:

1. Intensely Developed Areas (IDA's)
2. Limited Development Areas (LDA's)
3. Resource Conservation Areas (RCA's)

Residential density within Intensely Developed Areas (IDA's) and Limited Development Areas (LDA's) are determined by the underlying zoning district. Growth allocation is a method of allocating additional density to a site within RCA or LDA areas.

Determination of density is based on gross site area, excluding state-designated tidal wetlands. The Critical Area Program also regulates the amount of impervious surface allowed on a given site.

The Maryland Department of Planning is currently assisting Vienna in coordinating, consolidating and streamlining its Critical Area and Forest Conservation regulations. The Department is also investigating a possible Critical Area amendment to place the southeast side of Middle Street and Water Street in the IDA zone, since these areas have been developed for centuries.

Growth Allocation (Ga)

Growth Allocation provides a means by which areas within the Critical Area which are classified as Resource Conservation Areas (RCA) and/or Limited Development Areas (LDA) may have their land management classification changed. Only specific development projects, site plans or preliminary subdivision plats for which has been approved by the Town Commissioners, shall be approved for the GA Growth Allocation District classification and thereby receive Critical Area Growth Allocation.

Dorchester County Zoning Ordinance

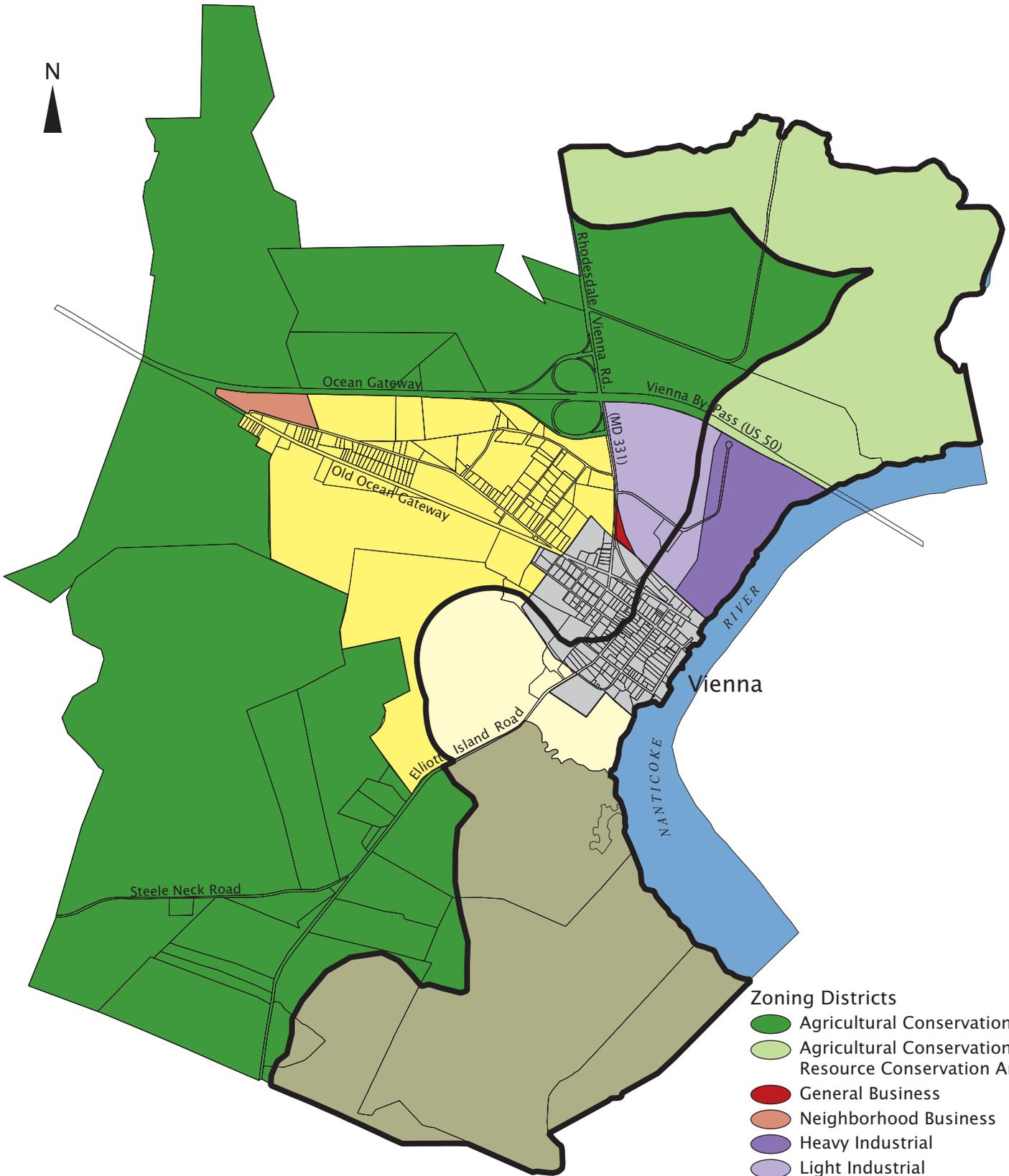
Zoning for lands within the plan area which are outside of the Town boundaries are regulated by the Dorchester County zoning ordinance. County zoning is, in combination with the Rural Legacy and other conservation programs, a major element in preserving economically strong farming surrounding Vienna. The following county zoning districts are used to regulate permitted uses and densities in the "greenbelt" of farming land around Vienna:

AC-Agricultural Conservation District

The majority of the land in the greenbelt is zoned AC - Agricultural Conservation in the Dorchester County zoning ordinance. The purpose of this district is to conserve farmland and encourage agricultural activity as a long-term, viable economic activity within the county. Agricultural uses are the preferred uses in the AC district, and are protected from development that might adversely affect them.

GREATER VIENNA AREA: CURRENT ZONING

Greater Vienna Area Comprehensive Plan, 2003



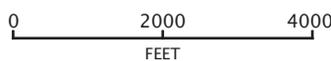
Zoning Districts

-  Agricultural Conservation
-  Agricultural Conservation-Resource Conservation Area
-  General Business
-  Neighborhood Business
-  Heavy Industrial
-  Light Industrial
-  Suburban Residential District
-  Suburban Residential-Resource Conservation Area
-  Resource Conservation
-  Town of Vienna
-  Water
-  Critical Area Boundary

Sources:
 Dorchester County Planning and Zoning, 2003
 Maryland Department of Planning, 2002
 U.S. Geological Survey, 1989

Prepared for the Town of Vienna, Maryland and the Vienna Planning and Zoning Commission by Nutter Associates and the Mapping Science Group at Salisbury University, May 2003.

1" = 2,522 feet



2003 GREATER VIENNA COMPREHENSIVE PLAN

A wide range of uses related to agriculture is permitted, including agriculture-related commercial and industrial uses. The latter are permitted as special exception uses. Low-density residential development is permitted in the AC district at a density of one unit per 40,000 square feet. The greenbelt of lands enclosing West Vienna and the Town on the west is zoned AC.

AC-RCA Agricultural Conservation - Resource Conservation Area District

The lands between Chicone Creek and Route 50 are zoned AC-RCA. This district applies to agricultural conservation lands located within the 1,000' foot Critical Area Boundary. In the AC-RCA district residential development is permitted at a low density, one unit per twenty acres and only where it is designed to minimize impacts on natural and agricultural environments.

RC-Resource Conservation District

Lands along the Nanticoke River south of Vienna, with many wetlands and marshes, are zoned RC - Resource Conservation. The district is entirely within the Critical Area. It is bounded by the river on the east and the Critical Area boundary on the west. Its purpose is to conserve maritime areas, wetlands and forests and to encourage resource development activities, such as agriculture, forestry and fisheries, helping resource development to continue as a long-term, viable land use and economic activity. Residential development at a very low density of one unit per twenty acres is permitted in the RC district where can be sited to respect the natural landscape.

SR-Suburban Residential District

The West Vienna neighborhood is included in a SR - Suburban Residential district, which is intended to encourage and concentrate medium to high-density residential development near existing towns, where public services can be efficiently provided, and also where annexation may be desirable. All areas within the SR district either are or may ultimately be served by public community water and sewer systems. Residential development is permitted at a density of one unit per 10,000 square feet with water and sewer service.

SR-RCA-Suburban Residential - Resource Conservation Area District

The area to the southwest of Vienna along both sides of Elliott Island Road is zoned SR-RCA Suburban Residential - Resource Conservation Area. This district is established to recognize those portions of Suburban Residential districts that are within the critical area. In the SR-RCA district residential development is permitted at a very low density of one unit per twenty acres and only where it is located and designed to minimize impacts on the natural environment. The lands given SR-RCA district designation were pre-designated for growth allocation under the Dorchester County Zoning Ordinance, which

2003 GREATER VIENNA COMPREHENSIVE PLAN

can result in densities greater than 1/20. The area south of the Town along both sides of Elliott Island Road is zoned SR-RCA as far west as the Critical Area boundary.

B-1-Neighborhood Business District

The parcel of land at the southeast corner of U.S. Route 50 and Old Ocean Gateway is zoned B-1 Neighborhood Business district. This district is intended to provide areas for low intensity business, commercial and personal service uses serving primarily local and neighborhood needs. Major highway uses are not permitted. Open space designed to serve as part of a major landscaped gateway to Vienna would be a more appropriate use for this site. If developed in keeping with the B-1 district, the site requires special design guidelines for landscaping, street trees, façade treatments and parking relationships along its three prominently exposed frontages.

B-2-General Business District

The parcel of land along the east side of MD Route 331 just north of the Town boundary is zoned B-2. The 331 parcel is Vienna's most prominent gateway entry, including the Vienna-on-the-Nanticoke welcome sign as well as a historic marker. The parcel is in public ownership and should remain a gateway entrance.

I-1-Light Industrial District

The undeveloped portions of the Power Plant site, along 331, are zoned I-1 Light Industrial, a district which allows a limited range of business, manufacturing, processing and storage uses which are compatible with adjoining uses. The undeveloped land is partially in agricultural use and is most likely not to be developed due to the security needs of the Power Company. It should be considered as an opportunity for tree planting and landscaping and be kept in long-term open space use.

I-2-Heavy Industrial District

The Power Plant building complex on the riverfront is zoned I-2 Heavy Industrial, a district which allows a broad range of business, manufacturing, processing and storage uses that need separation from other uses because of their intensity.

Recommendations

The parcels designated B-1 and B-2 within the study area should be restudied to determine if they can be maintained as open gateway areas. The remaining Dorchester County zoning designations within the study area are appropriate for the implementation of the greenbelt, agricultural and natural resource conservation goals of the Comprehensive Plan.

2003 GREATER VIENNA COMPREHENSIVE PLAN

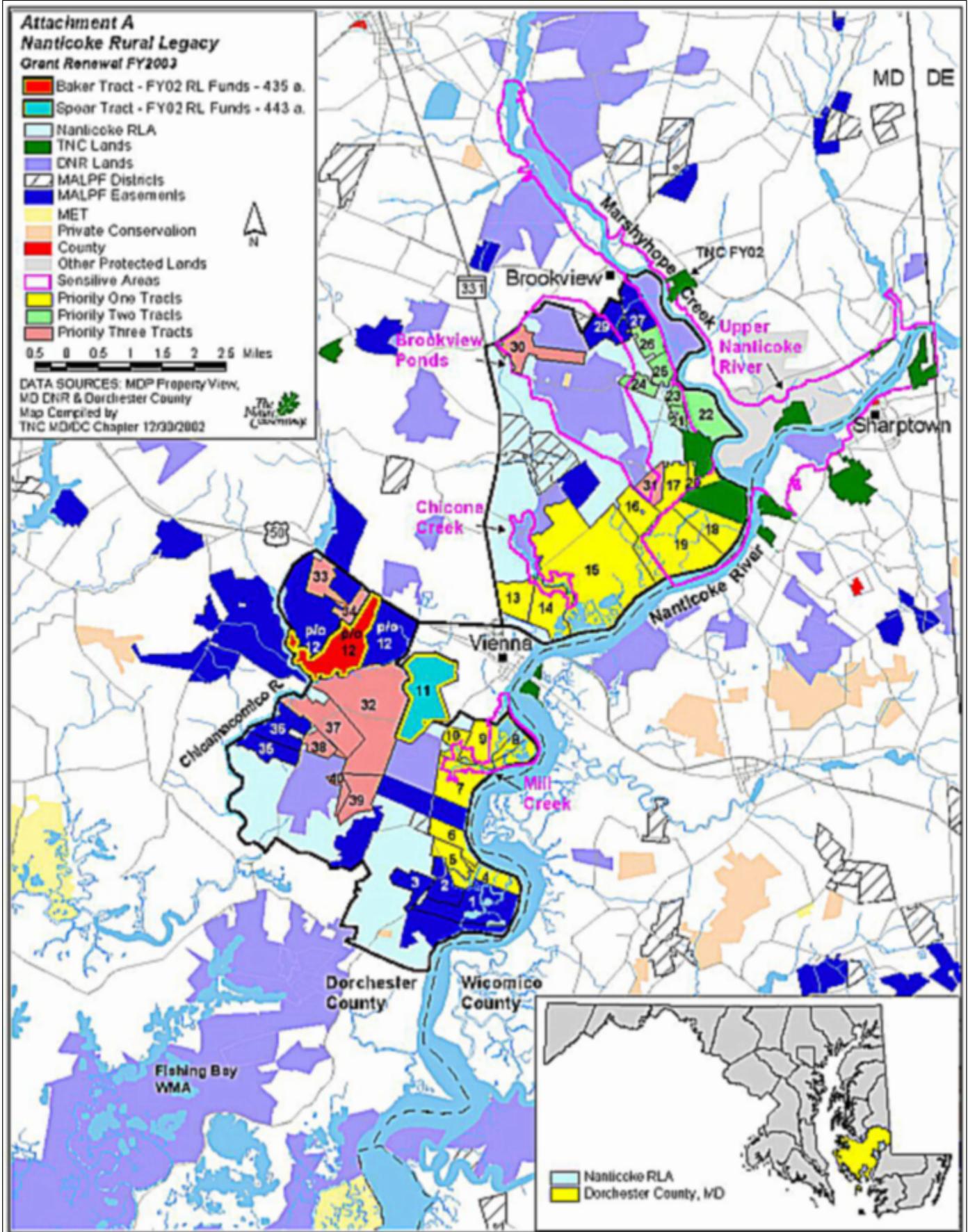
G. Land Conservation

The Greater Vienna area enjoys the benefit of an extraordinary and unique regional partnership for land conservation. This active stewardship of the community's prime farmland, rich forests and pristine Chesapeake Bay tributaries involves many Town, County, State, Federal and Foundation entities. The Nature Conservancy, The Conservation Fund and Dorchester County are implementing a very strong land conservation program around Vienna. The overall program involves the Rural Legacy Program, the Maryland Agricultural Land Preservation Foundation (MALPF) program, special acquisition agreements, Maryland's GreenPrint program, the federal Delmarva Conservation Corridor, and federal Conservation Resource Enhancement Program (CREP).

A major component is the Nanticoke Rural Legacy Area (RLA) Plan, which was funded by the State in 2002. It consists of 21,000 acres of land targeted for conservation efforts to the north, west and south of Vienna. The 5-year goal of the Rural Legacy Plan is to ensure permanent protection of 13,650 acres or 65% of the RLA. As the exhibit entitled Nanticoke Rural Legacy Program illustrates, the entire planning area is included within the designated Rural Legacy Area. The program establishes an effective Town Growth Boundary (TGB) around Vienna by purchasing conservation easements on a greenbelt of farms, working forests and natural resource areas. Within the Legacy Area, 7608 acres are now permanently protected under conservation easements or other mechanisms including fee-simple ownership of conservation organizations and the State of Maryland. This is a total of 36% of the designated RLA.

The mission of the Rural Legacy program is to protect state and nationally significant farms, forests and plant and wildlife habitat areas. In the Greater Vienna area, these include the LeCompte Wildlife Management Area, three Natural Heritage Areas and a designated Nontidal Wetland of State Concern (which provides habitat for 24 rare species). This area is characterized by high quality brackish freshwater wetlands, Atlantic white cedar swamps, ancient dunes, Delmarva Fox Squirrel habitats, Bald Eagle nest habitats and numerous rare plant species. The RLA also represents a crucial link in a 45-mile riparian corridor from Fishing Bay and Blackwater on the south, the Chesapeake Bay on the west, the Maryland Nanticoke Wildlife Area on the east and the companion Marshyhope RLA on the north.

Over 875 acres on 2 farms were protected with Fiscal Year 2002 RLA funds. These included 100 acres of CREP easements, 500 acres of cropland and 300 acres of forest habitat for several rare species. Over 2,952 acres have been protected within the RLA with Maryland Agricultural Land Preservation Foundation and Maryland Green Print funds. The State of Maryland owns approximately 3000 acres within the RLA and The Nature Conservancy has 450 acres preserved. Over 2,000 acres on 2 parcels are to be protected with 2003 RLA funds, including the largest family farm in Dorchester County (1,600 acres) and a large block of working forests with rare Delmarva Bay wetlands (450



NANTICOKE RURAL LEGACY PROGRAM

2003 GREATER VIENNA COMPREHENSIVE PLAN

acres). By the end of 2003, it is expected that over 45% of the RLA, some 9,600 acres of land, will be protected by various programs.

The RLA Team, which includes a variety of public and non-profit sponsors working closely with the Town of Vienna, has organized planned acquisitions according to 3 levels of priority. The first priority includes Nanticoke River waterfront parcels or parcels which form part of the Town Growth Boundary for Vienna. The second priority is waterfront land on Marshyhope Creek. The third priority is inland parcels which link other already protected lands. The RLA has received approval for an Easement Valuation System based on a Master Appraisal.

With this foundation for a strong conservation program implemented by a multi-faceted partnership, it is believed that the protection of the rural landscape around Vienna will be successful for many years to come.

Delmarva Conservation Corridor

The Greater Vienna Area should participate actively in the new Delmarva Conservation Corridor program which U.S. Representative Wayne T. Gilchrest (R-Maryland-1st) has championed. The program was successfully included in the Farm Bill of 2002. Its implementation program is now under active review by the U.S. Department of Agriculture. Its aim is to broadly support agriculture on the Delmarva Peninsula. It emphasizes the need to preserve agricultural land. Action would include: developing alternative crops, new technologies and new forms of agricultural businesses. Also included would be forest buffers along waterways, new forms of agricultural marketing and upgrades for municipal wastewater treatment plants. When implemented, it will add new resources to the Rural Legacy Program, Wetland reserve Program and Maryland Agricultural Land Protection Fund. All of the latter are essential to developing a permanent working greenbelt for Greater Vienna.

H. Transportation

Vienna's transportation facilities include town, county and state streets, roads and highways; bicycling and hiking routes and trails and water transportation along the Nanticoke River.

Town, County and State – Streets, Roads and Highways

U.S. Route 50 is the major east-west artery affecting and serving Vienna. The north-south roadway serving Vienna is the combination of Maryland Route 331, the Vienna-Rhodesdale-Hurlock Road which begins at Old Ocean Gateway, and to the south of Route 331, Market Street and the Vienna-Henry's Crossing-Elliott Island Road reaching toward Blackwater, Bucktown and Elliott Island. There is significant grain and timber trucking along this north-south route.

VIENNA'S TRANSPORTATION SYSTEM



Mag 14.00
Wed Jul 30 06:05 2003

Scale 1:31,250 (at center)
2000 Feet

Local Road

Major Connector

2003 GREATER VIENNA COMPREHENSIVE PLAN

The Maryland Department of Transportation has indicated that it intends to maintain access controls on the Vienna Bypass portion of U.S. Route 50 and to gradually upgrade controls on the uncontrolled sections both east and west of the Town.

Vienna history has been shaped by what is now U.S. Route 50, and its section of this limited access regional highway was rebuilt in 1991 as part of Maryland's "Reach the Beach" initiative. The highest traffic intersection serving Vienna is the two-level divided intersection of U.S. Route 50 and Maryland Route 331. At this intersection, U.S. Route 50 has an average annual daily traffic (AADT) count of nearly 20,000 vehicles per day, with a capacity exceeding 50,000 vehicles per day.

There is currently some confusion over the correct street names for the roadways known in the community as "Route 331" and "Route 731" under the old Route 50 configuration. This issue of street names should be resolved by the Town and the County.

MD 331 – Rhodesdale-Vienna Road

Maryland Route 331 is classified as a minor arterial between U.S. Route 50 and the Caroline County Line. At its intersection with U.S. Route 50, MD 331 carries 2,525 vehicles in AADT traffic. Ownership of MD 331 has been transferred to the County from the eastbound U.S. Route 50 ramp to the northern boundary of the Town. Within the Town boundary, ownership has been transferred to the Town of Vienna. South of its intersection with Old Ocean Gateway, this roadway transitions into Race and then Market Street and the Vienna-Henry's Crossroads-Elliott Island Road.

MD 731 - Old Ocean Gateway

Ownership of MD 731 has been transferred to the County from U.S. Route 50 to the western boundary of the Town. Within the Town, ownership of this roadway has been transferred to the Town. The intersection of U.S. Route 50 and Old Ocean Gateway is a gateway entrance to Vienna of major importance. The visual quality of this gateway is a major determinant of the image of Vienna.

Bicycle Route from Hurlock to Blackwater

The Dorchester County 1998 Comprehensive Plan identifies a bicycle route from Hurlock to Blackwater beginning on MD 331 and continuing on local roads.

Bicycling is very popular on the country roads connecting Vienna with Blackwater, Elliott Island, Bucktown, Indiantown Road to Brookview and the Fishing Bay and LeCompte Wildlife Management Areas. Bicycling is feasible on the wide marked shoulders of Old Ocean Gateway/Route 731.

2003 GREATER VIENNA COMPREHENSIVE PLAN

The 1998 County plan described a then-proposed new western truck bypass around Vienna. This would have diverted truck traffic away from Vienna's Town Center by connecting the Henry's Crossroads-Elliott Island Road with U.S. Route 50 near the Old Ocean Gateway/Route 50 intersection. It has been decided, however, not to pursue this bypass project, but rather to solve the problem of unsafe truck movements at Race and Market by extending Market Street to Old Ocean Gateway. This two-lane Market Street extension project has been funded by the Maryland Community Legacy Program and is now proceeding. It has the potential to not only make traffic flow much safer in the center of Vienna, but also to facilitate economic development and revitalization in the Race/Market and Old Ocean Gateway center of town.

Off-street parking. There are town-owned lots at Town Hall and Community Hall, at roughly either end of the Riverwalk Route once it is extended. There are boat trailer spaces available at Community Hall. There are also a parking lot at the Post Office on Market Street. Old Ocean Gateway has numerous off-street parking areas. Should the need arise for a large temporary lot for future special events like Vienna's 300th Anniversary Celebration in 2006, it can be filled by using the "Vienna Crescent" sites north of the Wastewater Treatment Plant.

MD State Highway Administration - Heritage Area Signage

The State Highway Administration has agreed to implement a heritage area-signing program in accordance with the Heart of the Chesapeake Heritage Area Plan for Dorchester County. The signs are being installed in July of 2003 and will give visitors direction to the Blackwater National Wildlife Area and the Fishing Bay waterfront community of Elliot Island.

Potential Streetscape Projects: Middle Street, Race Street, Church Street, Old Ocean Gateway (known as "Route 731") and Gay Street (known as "Route 331").

As part of the Market Street Extension project, the Town will install new period lighting fixtures on Market Street. For future years, the Town is considering streetscape and street improvement projects for a variety of local streets, including portions of Middle Street, Race Street, Old Ocean Gateway, Town-owned portions of the Route 331 roadway and possibly Linden Lane. A major challenge is improving Old Ocean Gateway from the U.S. Route 50 intersection to the Nanticoke River site for the Nanticoke Discovery Center. Old Ocean Gateway has wide shoulders which can be used for the addition of street trees and other landscaping and special lighting fixtures. Along Old Ocean Gateway, walking paths to make it safer for children to walk to the Vienna Elementary School from east and west would be a desirable improvement.

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Transit Service

Transit service is provided to Vienna by three non-profit organizations which work together: Delmarva Community Transit (DCT, D.D.U.S.T.) provides on-call van service for senior citizens wishing to visit Cambridge and Maryland Upper Shore Transit (MUST) and SHORE Transit offer regular fixed route service between Cambridge and Salisbury. Shore Transit's Route 20E and 20W buses make a total of ten stops, five in each direction, daily Monday through Friday at Spear's Shell Station. Vienna is 30 minutes by transit from both downtown Salisbury and the Cambridge Hospital. Shore Transit's ridership is growing.

Boating on the Nanticoke

One of the striking riverine features of the Nanticoke is its great depth and width, its strong currents, and the wetlands which line its banks. The river is up to 35' deep in many areas, as it is in Vienna. The west bank of the Nanticoke is dominated by wetlands and marshes. The single exception to this is the approximately 15' high sand ridge which runs across the waterfront of Vienna.

Throughout its history, Vienna has served as a port at the mid-point of the Nanticoke. It served British merchant ships in the 17th and 18th centuries, steamboats in the nineteenth and early twentieth centuries and serves tugboat, barge and recreational boaters today. Vienna's boat facilities are the municipal pier in Waterfront Park, the Race Street boat ramp and The Vienna Power Plant's dock for barges delivering oil.

For boating traffic, the Nanticoke River is navigable up to the City of Seaford and Town of Blades in western Sussex County, Delaware. Navigation extends several miles upriver from the Market Street bridge between Seaford and its smaller sister town, Blades. The State of Delaware has built a new marina, the Nanticoke River Marine Park, in Blades. The Blades marina has an important bearing on increased boating on the Nanticoke, and therefore on boating in the river at Vienna.

Blades is 39 miles from Tangier Sound at the mouth of the Chesapeake Bay. Vienna is located at the midpoint of this 39-mile boating trip, 20 miles from the Bay. There is significant opportunity for Vienna to serve as a mid-river stopover place for boaters. Other marinas on the river include Wicomico County's Nanticoke Harbor and Cedar Hill Park in Bivalve, Elliott Island's fishing boat docks in Fishing Bay and Walker's Marine downstream from Seaford. Walker's has fuel; the other three areas do not. Walker's, Bivalve and Nanticoke have limited depths, with 5' at Mean Low Water. Depth at Vienna's town wharf is 10' at Mean Low Water. Boats may be placed in the river, or removed from it, at the Cherry Beach boat ramp in Sharptown.

The Blades Marina consists of an 87-slip marina, fuelling station, pump-out, oil disposal area, large boat ramp, Nanticoke River Yacht Club building, an open picnic pavilion, a

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new Dockmaster's Building (with 2nd floor space for the Blades Economic Development Corporation and first floor space for restrooms, showers, lockers, a laundromat, a small Ship's Chandlery and Dockmaster's office), plus substantial apron space for ancillary activities and parking. The dockside fuelling station fulfills a need for waterside fuelling, since there are no other waterside fuel facilities on the Nanticoke River. It should be noted that there is currently no fueling station on the river south of Seaford.

Of the 87 annual slips at Blades, 85 have been leased for between \$600-1,000 per year based on boat length. Yearly fees include water, year round wet or dry storage and unlimited use of the boat ramp. Electric service is billed separately based on metered use. For transient users, the marine makes use of annual slips which are unoccupied while the users are away on longer boating trips. The pattern is that the annual users are people from throughout Delmarva and the Eastern Seaboard, including Maine, Pennsylvania, New Jersey and Florida. They like to make river length trips to Cambridge and Crisfield.

The Blades Economic Development Corporation estimates that there are approximately 5,000 pleasure boating trips per year on the Nanticoke River, and 100,000 on the Chesapeake Bay as a whole. It is estimated that Blades Marina users make 100-200 river length trips per year.

The Nanticoke River Yacht Club has a newly appointed Cruise Committee which organizes cruise trips in which everyone takes their own boat. In 2003, there will be a rendezvous/cruise to Somers Cove in Crisfield and a cruise to Solomon's Island. It might be advantageous for the Town to coordinate with the Blades Marina from time to time.

There are several types of boating activity on the Nanticoke. They include:

Tugboat and Barge Traffic - Barges with tugboats use the river to transport oil, fuel and bulk goods between the Chesapeake Bay, the Vienna Power Plant and Seaford's terminals. Delmarva Water Transport of Salisbury forecasts that approximately 900,000 tons of bulk cargo – grain, gasoline, oil and crushed stone – will be barged on the Nanticoke in 2003, involving some 293 tugboat trips.

Recreational Boaters – Recreational boat traffic on the Nanticoke takes several forms. There are larger diesel-powered boats make long “cruise-in” trips along the entire length of the river, often traveling from Blades to Crisfield and beyond. Smaller gasoline-powered boats make shorter trips. Sailboats appear on the river at Vienna periodically, but the U.S. Route 50 Bridge is not high enough for them to get under. A recent count at the Vienna waterfront indicates that some 8-10 recreational boats per day pass Waterfront Park.

Small Boats - Fishermen in small fishing boats, kayakers, canoeists and small sail boaters make frequent use of the river. Rockfish fishing is a major activity. The wild and

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heavily wooded course of Barren Creek between the Nanticoke and Mardela Springs is seen as one of Delmarva's best canoe and kayaking routes. The 7-mile run between Bridge Street in Mardela Springs and Vienna's Race Street boat ramp generally takes 3 1/2 hours. At present, there are no group tour or dinner boats on the Nanticoke, but interest has been expressed by the Salisbury-based Bay Star (capacity 80). There may be potential for smaller boats making occasional cruises between Vienna and Sharptown.

The Town of Vienna will build 10-12 transient boater slips and a pump-out facility on the boardwalk in Waterfront Park. Vienna is a natural mid-cruise stop for recreational boaters on the 39-mile length of the river. It has an excellent Heritage Museum, a restaurant within walking distance of the waterfront and an interesting waterfront history and character. The economic benefits of further development of boating facilities would be significant.

I. Community Facilities and Services

Vienna offers the following community facilities and services. Town government supplies general government and administrative services, town planning, zoning and community development service, parks and recreation, water and wastewater service, garbage and debris collection, weed control, mosquito control, highway and street repair and street lighting. The Town of Vienna has an active Planning and Zoning Commission and Board of Appeals. It has a staff consisting of a Circuit Rider/Town Manager, Town Clerk, Public Works Director and Zoning Inspector.

Vienna Waterfront Park

The Waterfront Park on Water Street is a long-range project to achieve the highest potential of this magnificent Nanticoke River park. The park is now being upgraded in a three-year improvement program funded by the Maryland Department of Natural Resources. 2003 has been the second year of the upgrading program. The historic Customs House has been renovated. The former Coast Guard building was used by DNR and as a Marine Laboratory operated by the State of Maryland. It is now vacant and town-owned.

The Town acquired the former industrial properties along the water during the past few years. Dilapidated structures were demolished and a new Riverwalk, low profile stone revetment and marsh creation project have been implemented. Dorchester County rebuilt the boat ramp at the foot of Race Street with Maryland Department of Natural Resource funding in 1995. Waterfront Park is evolving as one of the most attractive public spaces on the Eastern Shore. A Bayscapes landscaping event held at the park on June 1st added a landscaped garden using native regional plants. Future phases will include extension of the Riverwalk, construction of 10-12 transient floating docks and landscaping and building improvements. The transient docks will be installed during 2003.

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Vienna Town Hall, Baseball Park and Playground

Town Hall is located at the south edge of town, where Market Street becomes Elliott Island Road. Town Hall, which was formerly a classroom building associated with the old Vienna High School on Market Street, is a one-story building with approximately 1,000 square feet of space. It does not appear to be adequate for future town government needs, which will grow with the size of the Town. A new Town Hall is being considered as part of a first phase Town residential development in the Gay Street/Horseman Street area.

A new adventure playground, a softball field, tennis courts and a park focused on the cupola from the former High School are part of this recreation complex. The Town has recently invested in the new adventure playground equipment, reseeding the ball field, constructing a new fence and pavilion and restroom. A feasibility study will be needed in the future to determine whether the Town should consider renovating and perhaps expanding the existing Town Hall or building a new one.

Vienna Volunteer Fire Company

Fire protection service, as well as ambulance and rescue service, is provided to the Town and surrounding area by the Vienna Volunteer Fire Company. In addition to fire and ambulance equipment, the company operates a rescue boat for use on the Nanticoke. A new fire hall located on the northbound arm leading to MD Route 331 was completed in 1994. A helicopter pad is part of the new fire hall complex. The building is well located with respect to traffic and access and has a sizable parking lot.

Vienna Community Hall

The former Vienna Volunteer Fire Company fire hall and headquarters on Race Street near Water Street is used by the town as a Community Hall. The hall is approximately 3,000 square feet in size with a large meeting area, kitchen and restrooms. It is well located as a general meeting place for civic meetings and indoor events. The Town in partnership with the Chicone Ruritan Club recently installed a new HVAC system. Future improvements to Community Hall include adding new signage and repaving and landscaping the parking lot. The parking lot is well located for use by visitors to Waterfront Park.

In future years, this attractive community facility will undoubtedly see growing use for meetings, indoor events and sales, speakers and cultural events. Community Hall appears to have potential to serve as a site for local or even regional conferences, exhibitions, theatrical performances or even occasional concerts, much as the former Vienna Opera House did. Community Hall was built and is owned by the Vienna Volunteer Fire Company, which graciously allows the Town to use it. It may be that in future years

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some income can be received from use of the Hall for sponsored events, and that this income could be of public benefit to the Fire Company and the Town.

Vienna Heritage Museum

The Town and the Vienna Heritage Foundation have transformed a 1930's former gas station on Race Street into the Vienna Heritage Museum, which traces the rich history of the Greater Vienna community through the centuries. A highlight of the museum is a working exhibit of button-making equipment from the former Martinek Button Factory in Elliott's Island, which produced buttons from mother-of-pearl for Barbie Doll dresses. The museum is an unqualified success.

It is planned to expand the Museum with a new addition housing Vienna's historic fire engine, a historic preservation and archaeology exhibit and a model railroad and Power Plant exhibit. The archaeology could span from pre-Contact Nanticoke Indian times to modern times. An exhibit should also be considered about the interesting fact that Vienna was the "town of 3 50's", with U.S. Route 50 passing through town on Old Route 50 Road and Race Street, then along Old Ocean Gateway and now on the modern by-pass. The Town has also purchased three tractor-pulled trams from Ocean City and is using them for Museum-sponsored tours of Vienna. An important goal for the future will be to have regular hours for the Museum.

Dorchester County Public Schools

Vienna Elementary School

Vienna has an elementary school of award-winning excellence that truly reflects the tradition and people of its community. The school serves Pre K through Grade 5 students. It was designated a Blue Ribbon School for academic excellence in the 1998-9 school year. The school children of Vienna first attend the Vienna Elementary School on Old Ocean Gateway and subsequently attend the Dorchester Middle and High Schools near Hurlock.

The Vienna Elementary School has 11 classrooms. It had a June 2003 year enrollment of 200 students, versus a rated capacity of 167 students. This overcrowding is made up by two temporary classrooms located south of the school building. The school building was built in 1957, including 4 classrooms, a kitchen and a cafeteria. It was expanded in 1973-75, when a library, gym and two large rooms were added. The portable classrooms were installed by the State of Maryland during the 1996-97 school years.

It serves a district which is bounded by the Nanticoke River, the Chesapeake Bay, Austin Road and Galestown. The school cafeteria is used for assembly, as a polling place and for general community meetings. There are currently no plans to substitute permanent space for the temporary structures. Work is currently being done on replacement of

2003 GREATER VIENNA COMPREHENSIVE PLAN

windows and doors and there is a desire for future HVAC upgrading. More space is desirable for kindergarten classes. More classroom space would be needed for any significant rise in the school age population.

An attractive habitat area for public use and enjoyment has been designed and built on the east side of the school campus, with access from both Old Ocean Gateway and Linden Lane. The area contains an osprey tower, stream and pond, and nature study areas. It is used for student classes and by the general public.

Vienna students attend middle school at North Dorchester Middle School near Hurlock, and North Dorchester High School, also near Hurlock. The Middle School has enrollment of 467 and capacity for 522. The High School has an enrollment of 555 and a capacity of 705.

Official enrollment projections by the Maryland Planning Department indicate declining enrollment during the next ten years, although these projections do not consider immigration of new families or future planned residential development within the town. Dorchester County Public Schools is currently preparing a strategic plan for its school system, and is examining data for each facility. There appears to be an opportunity to begin long-term planning for an appropriate expansion of the permanent school building.

United State Post Office

The Vienna Post Office is a one-story brick building located on Market Street, where residents come daily to pick up mail from their us post boxes. The Post Office also distributes Vienna Walking Tour brochures and, in effect, serves as a Welcome Center on Market Street for visitors first discovering Vienna and its Market Street.

Wastewater Treatment

The Town of Vienna's new Wastewater Treatment Plant on Route 331 was opened for operation in September 1997. The new treatment plant uses a Biolac extended activated sludge treatment system. As part of this upgrade, sewer lines initially installed beginning in the 1930's were substantially upgraded in the Town and new lines were extended to serve West Vienna. The rated capacity of the sewer system is now 137,500 gallons per day, while current use averages 42,000 gallons per day. This leaves substantial capacity to serve any new development within either the Town or West Vienna, or elsewhere within the Comprehensive Plan area through new sewer line extensions.

There have been Infiltration and Inflow (I and I) problems within the system as a result of rainwater infiltrating sewer pipes through broken or uncovered house connections. The Town Public Works Department is now conducting inspections to cure and prevent these infiltrations. Assuming that a new housing unit consumes system capacity at a rate of 100 gallons per day per person, and an average household size of 2.5 persons per unit,

GREATER VIENNA AREA: WATER LINES

Greater Vienna Area Comprehensive Plan, 2003



2003 GREATER VIENNA COMPREHENSIVE PLAN

this indicates sufficient capacity to serve an additional 375 units (375 units X 100 gallons per day X 2.5 persons per household = 75,000 gallons per day). Although most pipes are new, there are still a number of uncapped pipe and cracked laterals which Public Works is now repairing.

Water Supply

The Vienna Water Treatment Plant is located adjacent to a Town well on Elliott Island Road. The filtering system at the treatment plant was installed in 1984. \$150,000 was invested in recent years to replace valves and pumps. The Town's water system upgrade was completed in 1998, including renovation and upgrading of the water tower adjacent to Town Hall. The Town has two wells.

Vienna's water has had an irony taste as is common in the area. The Public Works Department is presently adding chemicals and backwashing the system to eliminate this problem. Future improvements may include looping the system to eliminate dead ends.

Service was extended to West Vienna as part of a 1998 upgrade of Vienna's water system. The West Vienna area is not in a Sanitary District. In a Memorandum of Understanding with the Town, Dorchester County has guaranteed to reimburse the Town for any losses that may result from non-payment of service bills in West Vienna.

The Town presently has two wells drilled to a depth of 65 feet in the Manokin aquifer. Each well produces 125 gpm and has high iron content. The water treatment plant was reconditioned in 1998. It uses two manganese greensand filters to remove iron. Because of the high concentration, bleed through of iron sometimes occurs. Although this is not a public health problem, there are occasional complaints from consumers about red discoloration caused by the water. The Town is interested in finding an aquifer with less iron. There are potentially four deeper aquifers ranging in depth from 250 to 500 feet. The deepest of these is the Piney Point aquifer, which is known to contain high chloride in the Vienna area. Two or three test wells are needed to investigate the yield and water quality of the intermediate aquifers. In order of depth the possibilities are the Frederica (Choptank), the Federalsburg, and the Cheswold aquifers. If the results of the test wells are positive, the Town would seek funding to drill one or two new wells.

While the existing distribution system consists mostly of six (6) inch pipe, it does have ten (10) inch mains along Market Street, between Market Street and Gay Street, and along Route 331 to Vienna Back Street. There is also an elevated 150,000-gallon storage tank and two 125-gpm wells. The treatment plant was rebuilt in 1998 and has a capacity of 125 gpm. There are 249 customers including Vienna Elementary School and the Power Plant.

Current use of water is 38,000 gallons per day with a capacity of 80,000 before a back flush is required. The treatment includes chlorination and filtration to remove iron and

GREATER VIENNA AREA: SEWER LINES

Greater Vienna Area Comprehensive Plan, 2003



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manganese. The system requires the plant to feed potassium, permanganate, and chlorine to remove the insoluble precipitates in the water through filtration. Fluoride is also added to the water.

Dorchester County Comprehensive Water and Sewer Plan Amendment

Based on the completed water and sewer system improvements, the Town and Dorchester County are now amending the Dorchester County Comprehensive Water and Sewer Plan to reflect the upgraded status of Vienna's utility systems as well as future growth plans. Both the water and sewer components include provision to provide service to the southwestern perimeter of the Town within the next two years.

Other Facilities and Services

Electrical service is supplied by Conectiv from a special sub-station located on the grounds of the Vienna Power Plant. The sub-station utilizes two Pratt & Whitney jet engines as generators. Library service is provided by the Dorchester County Public Library via the Dorchester County Bookmobile which stops bi-weekly at Race and Market Streets, alongside Hebron Savings Bank. Residents travel to Dorchester General Hospital in Cambridge and Peninsula Regional Medical Center in Salisbury for health care services.

Police protection is provided by the Dorchester County Sheriff's Office. Solid waste from Vienna is disposed of at the Dorchester County Land Fill. Recycling service is provided by the County at a recycling station located on the Vienna Back Road near Route 331. The recycling station is very unattractive in its present form. Many citizens have expressed the desire that the County either relocate the recycling station or provide landscaping and screening at the site.

J. Marketing, Promotion and Special Events

Vienna has an impressive calendar of annual special events. These include:

Table 13
The Town of Vienna Annual Events Calendar

March	Ruritan Club Steak Dinner
Late April	Nanticoke River Shad Festival
Early May	Vienna Fire Company Fish Fry
July 4	Fire Company and Heritage Foundation Parade
October 31	Annual Halloween Party
Late December	Heritage Foundation Luminaries and Open Houses

2003 GREATER VIENNA COMPREHENSIVE PLAN

December 31

Vienna Fire Company Covered Dish Dinner

The Town, the Vienna Fire Company, the Chicone Ruritan Club and numerous participating organizations sponsor several highly successful festivals and events each year. These include a Ruritan Club Steak Dinner in March, the Nanticoke River Shad Festival held in Waterfront Park in late April, the Vienna Volunteer Fire Company Fish Fry in May, a Heritage Foundation Vienna Old Towne Yard Sale in June, the Vienna Volunteer Fire Company and Heritage Foundation Parade on July 4th, an Annual Halloween Party in October and a Heritage Foundation Christmas Luminaries and Open Houses Event and Vienna Volunteer Fire Company Covered Dish Dinner in December.

The Nanticoke River Shad Festival attracts over 1,000 people each year and is Vienna's largest event. In 2003, the Festival included a canoe and kayak race, children's activities, boast rides, a raffle, a fish toss competition, fish painting, a Civil War re-enactment and arts and crafts. It has become a major annual event for the entire Nanticoke River area.

Vienna plans to celebrate the 300th anniversary of its 1706 founding in 2006. 2007 will be the 400th anniversary of Virginia's Jamestown settlement, including the opening of a new Museum. Since the 1608 voyage of Captain John Smith provides a strong connection between the 17th century histories of Jamestown and Vienna, the conjunction of these events represents a major opportunity for Vienna. It is recommended that an archaeological dig on Vienna's waterfront be planned for that time period.

Vienna is now preparing a new Walking Tour Brochure which will guide visitors to its 16 listed historic houses and sites. The Town is also preparing a new version of its briefing book for State and Federal officials and private investors. The briefing book, entitled "The Town of Vienna – The Undiscovered Pearl on the Nanticoke", is being updated to include information about The Vienna Community Vision Plan prepared by The Conservation Fund, Citizen Opinion Surveys prepared by PACE Institute at Salisbury University and material from the 2003 Comprehensive Plan.

Jamestown-Yorktown Foundation – 400th Anniversary of the Founding of Jamestown

The Jamestown-Yorktown Foundation is planning extensive activities for the 2007 celebration of the 400th anniversary of the 1607 founding of Jamestown as America's first permanent European settlement. As a major part of this, the Foundation will commission the construction of two new replicas of the galleons God Speed and Discovery. The new replicas will travel the Chesapeake Bay and Inland waterway during 2006, calling at waterside cities to spread the word of the 2007 celebration. This seems an important opportunity for Vienna, given its connection with Jamestown history.

2003 GREATER VIENNA COMPREHENSIVE PLAN

K. Growth and Annexation

According to The Maryland Archives, The Town of Vienna was officially established as a municipal corporation in 1833, but there was a formal town long before that. When first organized by the colonial Port Commissioners in 1706, the Town had a land area of 100 acres, laid out in the five original streets we know today. This was the ideal size of a town as identified by the Commission to Lay Out Ports and Towns in Dorchester County.

Since then, there have been two annexations which have added 28 acres to the Town's size. The first was the Higgins Tract annexation, between Old Ocean Gateway and Linden Lane, with approximately twenty-two acres. The Higgins Tract was annexed in the 1930's. The second annexation was the block on the western edge of Town where Megan's Hair Design is located. This block, bounded by Old Ocean Gateway, Dorchester Street (created at the time of the annexation), Linden Lane and the western Town limit, is approximately 6 acres in size. Annexation is an effective tool to direct and control municipal growth, and to ensure that zoning, capital improvement and adequate public facilities objectives are met. Annexation also guarantees a high degree of local representation to the citizens involved. The Plan identifies as priority areas for discussion with citizens and property owners West Vienna and the Phillips Farm/Larmore Residential Development Area.

Priority Funding Area (PFA)

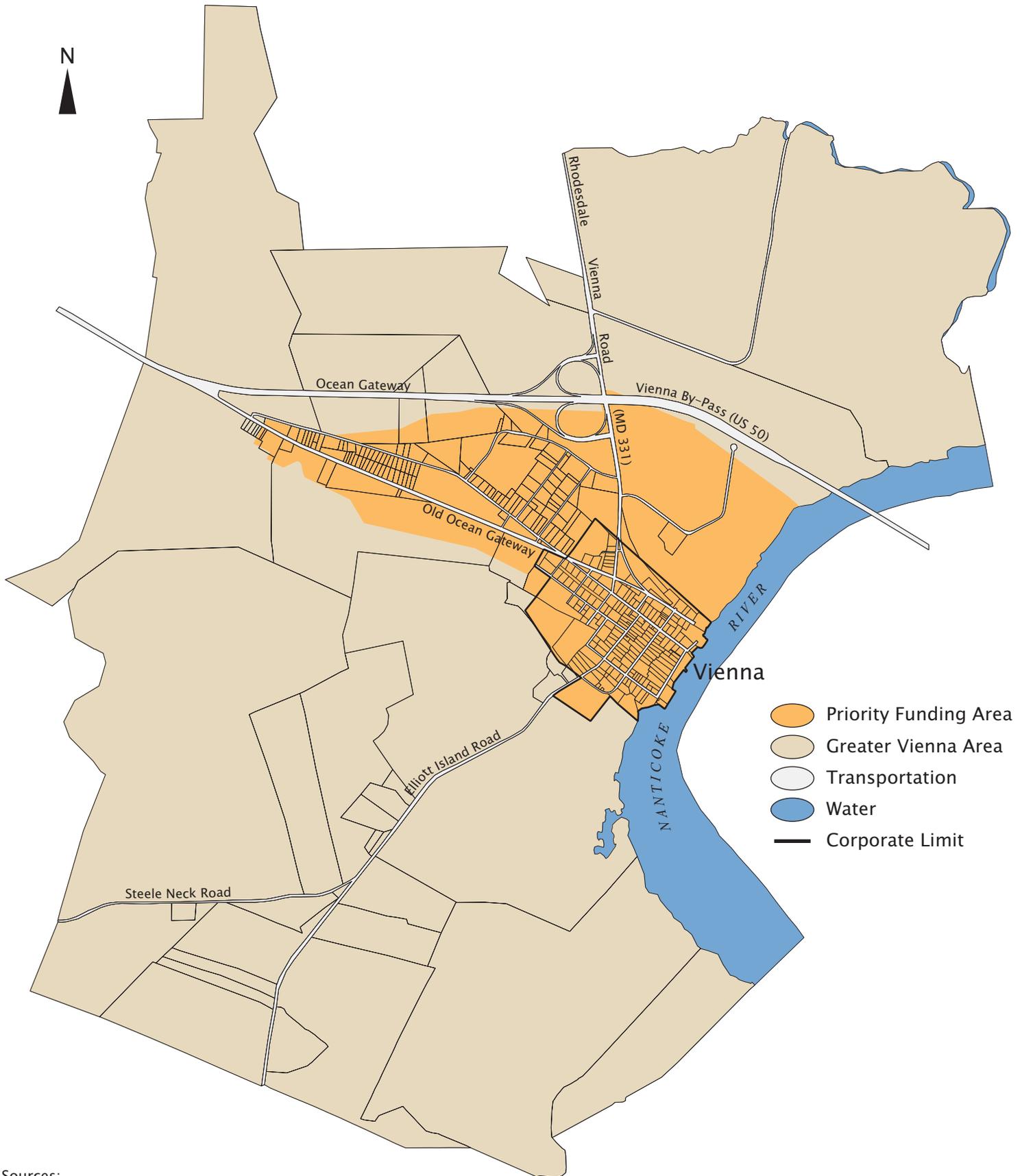
Exhibit L illustrates the approved Priority Funding Area for the Greater Vienna Area. It includes the Town of Vienna, the Power Plant site and West Vienna. The Vienna Priority Funding Area is an area which has been approved by both the State of Maryland and Dorchester County for growth-related projects where State funding is sought. It does not apply to privately funded projects.

The "Smart Growth" areas Act of 1997, Chapter 759 of the Laws of Maryland, requires the State to target funding for "growth-related" projects to Priority Funding Areas (PFAs). Growth-related projects are defined as State programs which encourage or support growth and development such as highways, sewer and water construction, economic development assistance, and State lease and construction of new office facilities. If non-Town portions of the Phillips Farm are annexed, the PFA will need to be expanded in accordance with Town, County and State policy.

The Governor has recently announced a new "Priority Places" strategy for Maryland, which is intended to direct new development to designated Priority Funding Areas.

GREATER VIENNA AREA: PRIORITY FUNDING AREA

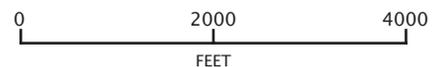
Greater Vienna Area Comprehensive Plan, 2003



Sources:
Maryland Department of Planning, 2002
U.S. Geological Survey, 1989

Prepared for the Town of Vienna, Maryland and the Vienna Planning and Zoning Commission by Nutter Associates and the Mapping Science Group at Salisbury University, May 2003.

1" = 1,970 feet



2003 GREATER VIENNA COMPREHENSIVE PLAN

V. THE COMPREHENSIVE PLAN: GOALS, OBJECTIVES AND POLICIES

A. Vision and Goals ⁽¹⁾

The overall vision adopted for the Greater Vienna Comprehensive Plan is that of the Vienna Community Vision Plan:

Vienna is envisioned as a gateway to the Nanticoke River and Watershed and a model Chesapeake Bay community which is conservation-oriented and respects its heritage and natural environment while planning progressively for the future.

We will achieve this Vision for our community by carrying out the goals and objectives of the Community Vision Plan and the goals, objectives, policies and recommended implementation actions of the 2003 Greater Vienna Comprehensive Plan.

The goals and objectives of the Community Vision Plan are:

GOAL #1: *To accommodate moderate and appropriate future growth and economic development while sustaining the small town character, special natural environment, working rural landscapes and historical character of Vienna*

Objectives:

1. *Attract appropriate commercial and light manufacturing uses and ensure their location and siting in appropriate areas*
 - ❑ *Concentrate new commercial development between Route 331 and Old Ocean Gateway*
 - ❑ *Identify potential sites for commercial infill along Market Street*
 - ❑ *Locate light manufacturing in a small, planned business park on the west side of Route 331 north of Old Ocean Gateway*
 - ❑ *Locate tourism and eco-tourism-oriented businesses, such as restaurants or gift shops, on Old Ocean Gateway near the Nanticoke River*

2. *Encourage investment in historic neighborhoods and development of new residential neighborhood extensions which are carefully integrated with existing streets, streetscapes, services and community open spaces*
 - ❑ *Create new residential development districts west and southwest of the town*

(1) Includes material from The Vienna Community Vision Plan, January 2003, prepared with the Vienna community by The Conservation Fund.

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- ❑ *Seek the annexation of both new residential areas and older areas that would benefit from services*
 - ❑ *Assist in attracting new home-owner residential investment in West Vienna*
 - ❑ *Encourage residential development that includes open space and is integrated into the existing town fabric*
 - ❑ *Encourage development of elderly housing and rental housing that is affordable*
3. *Expand and improve Vienna's infrastructure systems*
- ❑ *Modify and extend existing streets, such as Gay Street and Church Street, to link to new development*
 - ❑ *Make improvements to storm water management system, especially in the western and southern portions of the study area*
 - ❑ *Implement streetscape projects which include sidewalks, streetlights, street trees and other appropriate amenities*
 - ❑ *Create new streets to integrate areas west and south of Vienna into the existing community*
- GOAL #2:** *Enhance the Vienna community's quality of life by providing community amenities for residents, businesses and visitors*
- Objectives:*
4. *Create a new Town center*
- ❑ *Locate new buildings such as a Town Hall, Library, and/or a Day Care around a new Town Green*
 - ❑ *Create appropriate streetscape on streets adjacent to the Town Green*
5. *Improve "Gateways"*
- ❑ *Enhance intersections at entrances to Town (planting, signage, etc.)*
 - ❑ *Improve the streetscapes of streets leading into Town*
 - ❑ *Create signage to direct visitors to downtown and waterfront*
6. *Expand recreational opportunities for residents and visitors*
- ❑ *Develop a new open space trail network, including land, water and railroad trails*
 - ❑ *Develop a new recreation center near the Vienna Elementary School and Town Green with ball field, basketball and tennis courts*
 - ❑ *Open seasonal outdoor outfitter on the waterfront*

2003 GREATER VIENNA COMPREHENSIVE PLAN

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GOAL #3: *Enhance and protect the significant cultural and natural resources within Vienna and the surrounding area*

Objectives:

7. *Protect and interpret the historic Market Street area*

- *Study the feasibility of establishing a Water Street historic district*
- *Prepare a new town walking tour brochure and develop historic building tours and area heritage tours*
- *Place plaques on historic buildings*

8. *Make the waterfront a destination for residents and visitors*

- *Animate the waterfront park with picnic tables, benches, improved planting areas and signage, considering either new adaptive reuse or demolition of remaining structures in the Park*
- *Develop a Nanticoke Discovery Center focusing on local history, Nanticoke River watershed water quality and restoration techniques. Interpret the heritage of the working waterfront through signage, landscape installations, and historic and archaeological exhibits*
- *Provide dock facilities and services for transient boaters and fishermen*

9. *Improve, restore and interpret the natural environment*

- *Encourage the ecological restoration and recreation of wetlands*
- *Extend the Riverwalk to wetland and other natural areas*
- *Retrofit existing storm drain systems & install BMP's*

GOAL #4: *Maintain the rural legacy of the Vienna area by protecting significant scenic vistas, farms and forests surrounding the Town*

Objectives:

10. *Protect Important scenic lands surrounding the Town*

- *Pursue conservation easement protections for the priority protection areas identified under Maryland's Rural Legacy Program*
- *Expand area for protection through easements, management agreements, design standards, etc.*
- *Encourage landowners to find conservation-based development alternatives for accommodating growth while protecting resources*

2003 GREATER VIENNA COMPREHENSIVE PLAN

11. *Protect and enhance nearby farmlands and forests*

- ❑ *Encourage and support Vienna's heritage of working landscapes - farms, woodlands, and waterways.*
- ❑ *Encourage the use of sustainable forestry techniques*
- ❑ *Encourage wildlife habitat enhancements in woodlands and around farm fields*

The 2003 Greater Vienna Comprehensive Plan includes the eight visions identified in § 3.05 of Article 66B, Maryland's planning law:

The Eight Visions

Maryland's 1992 Economic Development, Resource Protection and Planning Act, 1997 Smart Growth Act and subsequent amendments to Article 66B identify eight visions applicable to planning throughout Maryland. Interpreted for the 2003 Greater Vienna Comprehensive Plan, the eight visions are:

1. **Development Is Concentrated In Suitable Areas.**

The 2003 Greater Vienna Comprehensive Plan will enable the Town of Vienna and Dorchester County to concentrate development within suitable areas of the Greater Vienna area. Suitable areas are those contiguous with the historic town and neighborhoods of the study area, provision, now or in the short-term future, of municipal utilities and adequate services, and provision of design guidelines to guide appropriate development.

The Town will coordinate its planning activities with Dorchester County and conservation organizations to establish a Town Growth Boundary (TGB), as identified in the Plan. The Town Growth Boundary will take the form of a greenbelt of open space, natural boundaries and walking trails. It will encompass and delineate areas of future growth and distinguish them from areas which are protected from development through land use and conservation measures.

2. **Sensitive Areas Are Protected.**

Sensitive Areas within the Comprehensive Plan area, including the 100 year-floodplain, habitats of rare and endangered species, forests, nontidal wetlands and the Chesapeake Bay Critical Areas, will be protected by local and state law from the adverse impacts of development or the inappropriate treatment of resource lands.

The TGB will avoid sensitive areas or protect them by designating public open spaces or through innovative and flexible development regulations respecting their

2003 GREATER VIENNA COMPREHENSIVE PLAN

special nature. Landscaping, vegetative buffers, wetlands protection, habitat protection, care in the design and improvement of water and sewer systems, and, where appropriate, recreation and forest conservation will be emphasized.

Vienna wishes to be a model Chesapeake Bay community in the protection and enhancement of the sensitive environmental areas which have always been part of its way of life.

3. **In Rural Areas, Growth Is Directed To Existing Population Centers And Resource Areas Are Protected.**

The Town will work to conserve land in cooperation with Dorchester County and committed non-profit organizations, including The Nature Conservancy, The Conservation Fund and the Maryland Agricultural Land Preservation Foundation. The Partnership will protect natural resources and farmland beyond the Town Growth Boundary.

Conversely the Town and its partners will work to direct appropriate and sustainable development to existing population centers. Growth will be directed to existing population areas.

4. **Stewardship Of The Chesapeake Bay And The Land Is A Universal Ethic.**

As a community which owes its origins and economy to the Nanticoke River and Chesapeake Bay, the Town of Vienna commits itself to promote an active stewardship of the Chesapeake Bay and the land and water which are part of its landscape. The Town will encourage a universal stewardship ethic toward this precious resource. It will guide the actions of both the public and private sectors. It will work in partnership with regional organizations.

The stewardship ethic will also guide the preparation of land use regulations. It will be promoted through incentives, partnerships and community volunteerism. The Town will make itself available to counsel and assist private and public groups toward this end. It will also participate in educational programs and training for its leaders and personnel.

5. **Conservation Of Resources, Including A Reduction In Resource Consumption, Is Practiced**

The Town will conserve its land, water and other natural and environmental resources through programs and policies which reduce consumption by both the public and private sector. Walkable, pedestrian-oriented and efficient land use and infrastructure patterns, energy-saving measures for residences, institutions and businesses and recycling will be promoted and implemented.

2003 GREATER VIENNA COMPREHENSIVE PLAN

6. To Assure The Achievement Of Items (1) Through (5) Of This Section, Economic Growth Is Encouraged And Regulatory Mechanisms Are Streamlined.

In order to achieve Visions One through Five, as described above, the Town will encourage positive and sustainable economic growth through the policies and recommendations of the Comprehensive Plan. It will also practice innovation, flexibility and streamlining in its regulations.

7. Adequate facilities are planned or available where growth is to occur

The Town will work actively with Dorchester County, the State of Maryland and the Federal Government to ensure that adequate public facilities and infrastructure, under the control of the municipality, county or state, are available or are planned in areas where growth is to occur in accordance with the policies and recommendations of the Comprehensive Plan.

8. Funding Mechanisms Are Addressed To Achieve These Visions.

Funding mechanisms which achieve these Visions are addressed in the implementation section of the Comprehensive Plan. The Town will pursue funding through innovative public-private partnerships for conservation and sustainable economic development. It will consistently address sound budgeting and fiscal measures, seek appropriate grant and loans funds, develop its tax base and seek to proactively attract investment capital.

Partnerships will be implemented with private sector developers, non-profit conservation foundations, volunteer associations, State and federal governments and Dorchester County. Town capital projects will be carefully designed to ensure consistency with the Comprehensive Plan. The Town will encourage State and County capital projects which support the Plan.

Vienna's Vision

The Town of Vienna is “the pearl of the Nanticoke”, a unique and attractive river port facing the powerful Nanticoke River. It is a community with true historical tradition dating from pre-colonial times. It has attractive riverfront architecture and beautiful waterfront open space and deep water. It has a setting in which the town, in the manner of a jewel, occupies the center of a large scene of broad colorful marshes, farms and wetlands. Among the towns of the Chesapeake region, Vienna is among the most special in scale, setting and location. Its unique assets include:

2003 GREATER VIENNA COMPREHENSIVE PLAN

- ❑ A river crossing and port active since ancient times. It was once a Nanticoke Indian Emperor's Landing. It has seen three centuries of activity as a ferry and railroad and highway crossing of the Nanticoke River. Literally, millions of Americans have passed through Vienna.
- ❑ A special quality of life because of its Chesapeake Bay tradition, small size, special location at the mid-point of navigation on the Nanticoke, diversity of people and pristine rural setting.
- ❑ A varied housing stock, including historic architecture which is becoming increasingly appreciated.
- ❑ A center for activity for its North Dorchester County hinterland, with a historic "Market Street" and potentials for expanded service, retail, government, office, and distribution uses.
- ❑ A river harbor with unparalleled access, panoramic views, a new waterfront park, boardwalk and Riverwalk. It has growing potential for boating traffic visiting from the Bay and from Seaford and Blades upriver.
- ❑ A surrounding environment rich in waterways and tributaries, large and small farms and interesting history and architecture.
- ❑ A tradition of strong community leadership, institutions and associations.
- ❑ A regional location making it a natural Gateway to the Nanticoke watershed. It is a natural milestone between urban areas to the north and west and the Atlantic beaches.
- ❑ Strong farming, forestry and watermen communities.
- ❑ Attractive country roads connecting the Town through the marshes to the Elliott Island watermen's village, the Blackwater National Wildlife Refuge, Bucktown historic sites, and along Indiantown Road to the Marshyhope and El dorado.
- ❑ Strong potential for a visually stunning community park, open space, greenway and trails system uniting the town center, the river, farmlands, marshes and new neighborhoods.
- ❑ A strategic location between the important commercial centers of Easton, Cambridge and Salisbury and closeness to the "industrial triangle" and jobs center of Hurlock-Federalsburg-Seaford
- ❑ Location between Cambridge and Ocean City on Maryland's "Reach the Beach" U.S. Route 50 corridor, with a major intersection at MD 331. Vienna is well positioned as a stopover point for beach traffic.
- ❑ A center for attractive development in scale with the Bay tradition, and not spoiled by sprawl or over-development.
- ❑ A long history of accomplishment as a community, reaching back over centuries.

In carrying forward the vision and goals of the community, the Plan will implement the objectives, policies and action projects described below for each Plan element. In each of the following sections, a general objective is stated, followed by a set of recommended policies and implementation actions to accomplish the objective.

2003 GREATER VIENNA COMPREHENSIVE PLAN

B. Land use

The overall land use objective is to achieve a scale and balance of historic, waterfront, new residential, commercial, business, light industrial, civic, farming, forestry and open space uses which are consistent with the Vienna Community Vision and with Vienna's way of life and economic needs.

Future Land Use

Future land use is depicted on the drawings entitled Future Land Use: Town of Vienna and Future Land Use – Greater Vienna Area. In addition to the existing land use categories described in Section III.C. - Existing Land Use, the Future Land Use drawings show the following additional land use categories:

Residential/Commercial Infill – The portion of Market Street from the U.S. Post Office to Spear's Hardware and Hebron Savings Bank at Market and Race Streets is an area which was once largely commercial. There are approximately ten buildings which are or were once used for retail, office or service purposes, or for a mix of residential and commercial use. These include Spear's Hardware, the Webb Building, the U.S. Post Office, the Laundromat building and several buildings on the east side of the street. The Plan recommends that a Town Center district be designed within the Town of Vienna Zoning Ordinance. This district would encourage a mix of residential and commercial uses in this historic Main Street area. It is seen as basically residential but with commercial infill.

Business Park – A small planned Business Park for commercial, service, research, office and carefully designed light industrial uses is proposed west of Route 331 and north of Old Ocean Gateway. This is an economic development project for Vienna.

Tourism Center – The planned Nanticoke Discovery Center on the Nanticoke River at the end of Old Ocean Gateway is proposed as the centerpiece of an educational and tourism center. The center would contain a variety of visitor uses. It would be oriented to ecotourism, public education, marine and environmental research, boating, supporting commercial, service and office uses and parking areas.

Trego Marine Construction

The Trego Marine Construction site, used for marine construction equipment and parts storage, is currently zoned Industrial (M-1). The waterfront historic and residential area is immediately to the south of this site. Immediately north of it is the site of the proposed Nanticoke Discovery Center. Adjacent on the west is higher density residential use. The Trego Marine Construction site is now part of the "working waterfront" of Vienna. This approximately one-acre site appears to occupy the highest point of topography on the riverbank, with prominent river views.

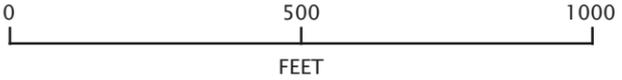
TOWN OF VIENNA: FUTURE LAND USE PLAN

2003 Greater Vienna Area
Comprehensive Plan

-  Agriculture/Natural Resource/
Open Space
-  Residential
-  Residential/Institutional
-  Residential/Infill Commercial
-  Commercial
-  Industrial
-  Light Industrial
-  Institutional/Civic/Public
-  Tourism Center
-  Business Park
-  Transportation
-  Water
-  Future Roads
-  Corporate Limit

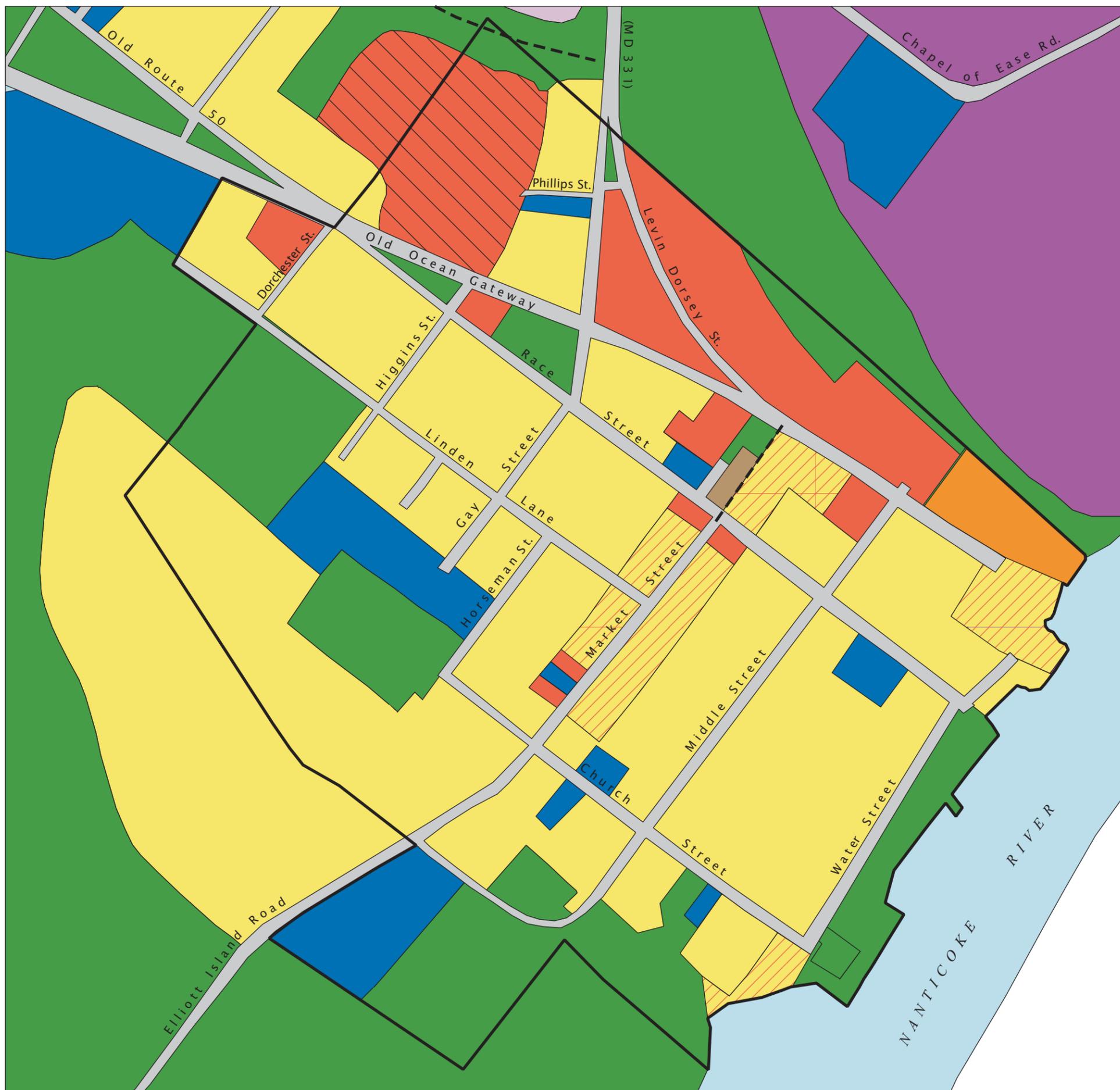


1" = 309 feet



Sources:
The Conservation Fund:
Vienna Community Vision Plan, 2002
Maryland Department of Planning, 2002
U.S. Geological Survey, 1989

Prepared for the Town of Vienna, Maryland and
the Vienna Planning and Zoning Commission by
Nutter Associates and the Mapping Science Group
at Salisbury University, May 2003.



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The Town and the property owner should work cooperatively to assess the best development strategy and reuse potential of this site. Reuse potentials would appear to include a park area, higher density residential use (perhaps townhouses), marine uses, tourism center use or commercial use. Also, it would be good if the various parties evaluated the possibility that there may well be a connection between this site, or some portion of it, and the historical events related to the 1608 Captain John Smith Nanticoke River expedition. If so, this might have a bearing on future use. And if it is the case, the best ultimate use of the site would be as a prominent riverfront park on the Nanticoke.

The highest and best use of the site may be a mix of two or more of these uses because of the strategic importance of this location. The Future Land Use Plan shows the Trego site as mixed use -- residential/commercial infill, allowing for open space.

Parks And Recreation – This category includes public parks, playgrounds, trails and natural areas for passive use.

Agriculture/Natural Resource/Open Space – On the Greater Vienna Area Future Land Use Plan, open space is grouped with agriculture and natural resource uses to present a coherent picture of the network of green space in and around Vienna.

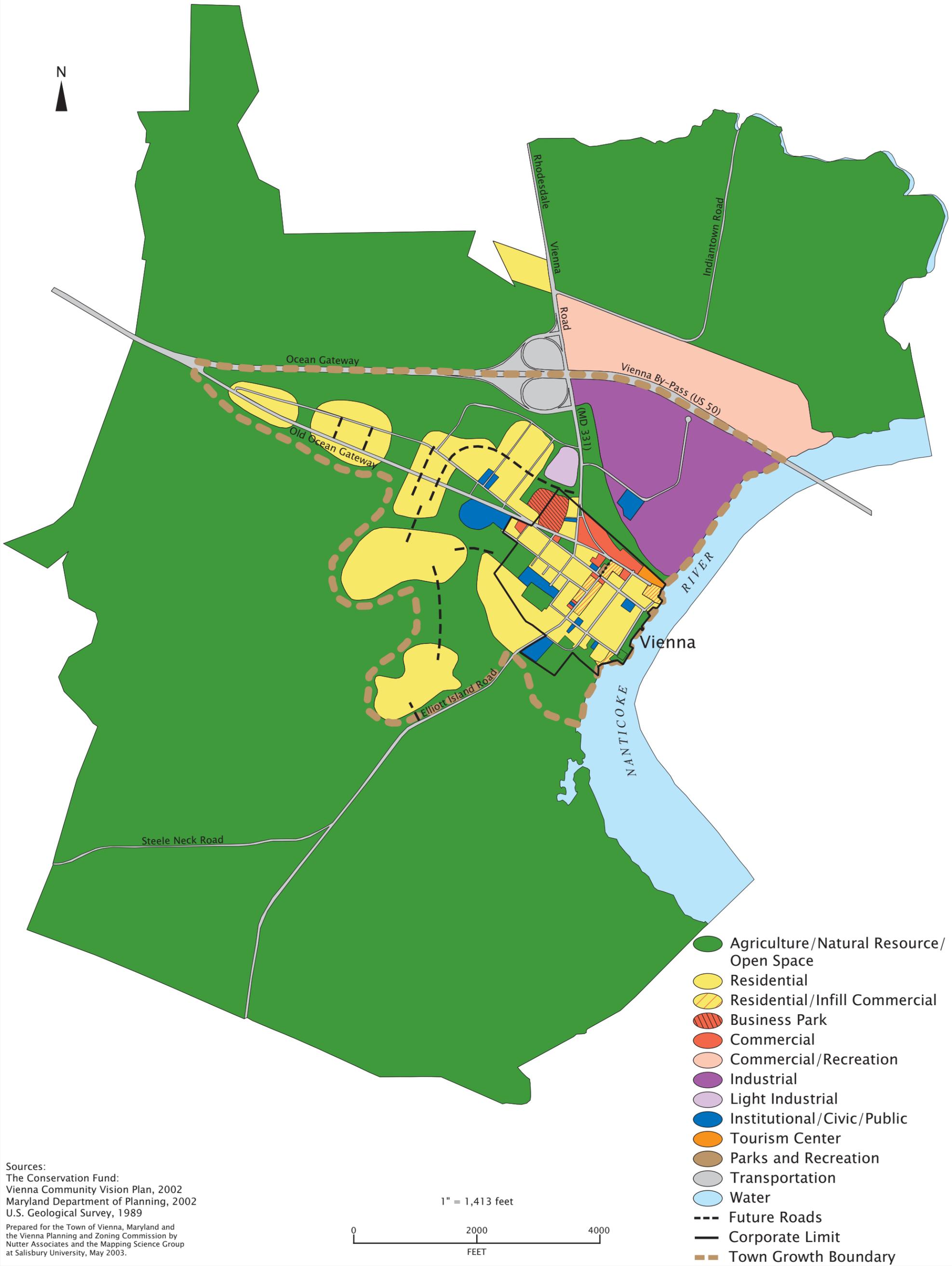
Land Use and Zoning Policies

- ❑ The Comprehensive Plan's Future Land Use element will serve as Vienna's official policy guide for land use, development and conservation. It shall be used to guide comprehensive revision of the Town of Vienna Zoning Ordinance and related codes. It shall be used to assist Dorchester County in future land use and zoning revisions for the study area. It shall serve as a guide for establishing the desired Town Growth Boundary in cooperation with Dorchester County.
- ❑ The Comprehensive Plan shall serve as a policy guide for land subdivision, rezoning, special exception uses, design standards, variances and capital expenditures.
- ❑ It will guide changes or additions in water and sewer service, transportation improvements, planning for community facilities and the pace and timing of new development.
- ❑ Land use and community development planning shall consider both the incorporated and unincorporated portions of the Greater Vienna Area.
- ❑ Land use decisions will recognize the vision and goals expressed by the Vienna Community Vision Plan and the Comprehensive Plan, which are seen as inherent to Vienna's time, place and form as a historic village alongside the watery expanses of the Nanticoke.
- ❑ The Town will enter into agreements with Dorchester County regarding the phasing and funding of growth and infrastructure investments, consistent with the Plan and the proposed Town Growth Boundary (TGB).

GREATER VIENNA AREA: FUTURE LAND USE PLAN

Town of Vienna and Vienna Area

Greater Vienna Area Comprehensive Plan, 2003



Sources:
 The Conservation Fund:
 Vienna Community Vision Plan, 2002
 Maryland Department of Planning, 2002
 U.S. Geological Survey, 1989
 Prepared for the Town of Vienna, Maryland and
 the Vienna Planning and Zoning Commission by
 Nutter Associates and the Mapping Science Group
 at Salisbury University, May 2003.

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- ❑ The Town will comprehensively revise its Zoning Ordinance and will consider the rezoning of land along the east edge of 331 from M-1 to commercial use, to implement or revise the FCR – Floating Commercial Recreational zone, to provide design standards for a new Town Center mixed residential and commercial district and to review and revise regulations for clustering, design, landscaping, signage, minimum and maximum lot size and other density regulations.
- ❑ The Town will work with Dorchester County as the county updates its Comprehensive Plan, and subsequently its Dorchester County Zoning Ordinance.
- ❑ The Town will consider creating a special use district in support of the project to create a Nanticoke Discovery Center and supporting uses at the waterfront end of Old Ocean Gateway.
- ❑ The Town will consider creating a waterfront historic district as a zoning overlay for Water Street and nearby portions of Race and Church Streets. This will help the Vienna Planning and Zoning Commission consider historic preservation values in reviewing projects in this area.

C. Development

The overall objective for development is to implement partnerships which can accomplish the goals of the Community Vision and Comprehensive Plan. Having cooperative partnerships with strong standards will protect the natural and historic environment, accomplish sustainable residential, commercial and civic development and achieve the design objectives of the Plan. The Town commits itself to directing development to existing close-in areas with adequate public facilities and services. The purpose in doing so is to ensure harmonious development, minimize cost and avoid unnecessary taxes.

Development Policies

- ❑ Create new residential neighborhoods in the west and southwest areas of the town and adjacent lands that can be annexed. This would include possible new residential infill development for home ownership on vacant sites in West Vienna.
- ❑ Encourage the innovative design and development of a new residential subdivision in the southwest perimeter of the Town, on the Larmore/Phillips Tract. Water and sewer service is planned within the next two years in this area. Ensure that the development includes well-designed streets, connecting sidewalks, landscaping, street lighting, varied setbacks and façade treatments and a variety of lot sizes.
- ❑ New development adjacent to built-up portions of the Town shall be connected with continuous streets and sidewalks. The design of new areas shall be compatible with the design of existing neighborhoods and streets in terms of sidewalks and streets, façade treatments, setbacks and landscaping.
- ❑ Create a new Town Center within the residential development area proposed for the southwest edge of Town, including new buildings such as a new Town Hall, Library and/or Day Care Center and a new Town Green open space.

2003 GREATER VIENNA COMPREHENSIVE PLAN

- ❑ Participate actively in a partnership with The Conservation Fund and other public and private organizations to fund, design and build the Nanticoke Discovery Center. The Discovery Center will focus on the history, environment, water quality and restoration of the Nanticoke Watershed. The Comprehensive Plan assumes that the Discovery Center would be implemented in a series of stages over the time period of the plan. The stages of implementation can basically be seen as the normal stages of design and construction, with partial or interim construction at each stage.
- ❑ Recognize that the extension of Market Street from Race Street to Old Ocean Gateway creates a new land use, development and revitalization impetus for Vienna's Town Center, in effect creating a new "100% corner" for new and revitalized business and residential uses. This includes the potential of the vacant land area along the eastern "crescent" leading north to the MD 331/U.S. Route 50 interchange. It would appear that the "331 Crescent" site has significant commercial development potential for Vienna. This might include small outlet, service or convenience shopping establishments which could serve the Greater Vienna area as well as visitor traffic coming from U.S. Route 50. The Traffic Circle concept advanced by the Vienna Community Vision Plan is viewed as a long-term concept which might involve selective landscaping and traffic modifications in future years.
- ❑ Encourage the redevelopment and adaptive reuse of vacant and underutilized buildings, especially the small buildings along Market Street which once housed commercial uses. Encourage a mix of uses, including both residential and commercial.
- ❑ As part of a comprehensive update and revision of the Town's Zoning Ordinance, create a new Town Center use district to include all or major portions of both the current B-1 and B-2 districts. The combination of the extension of Market Street to Old Ocean Gateway and the establishment of a new Town Center zone, along with the marketing planned for Vienna, should create new business and visitor potentials for Vienna's "downtown"
- ❑ Build the 10-12 new transient boating docks at the Waterfront Park. This is part of the second-year phase of a multi-phase waterfront development program. Future improvements will add a docking facility further north at the waterfront end of Old Ocean Gateway and implement special waterfront zoning, bringing new private boat rental and related uses to the Town's waterfront
- ❑ Continue to use best conservation management practices for the countryside. Work with conservation organizations to preserve farms, forests and waterways. By so doing, contribute to the preservation of Maryland's greatest resource, the Chesapeake Bay
- ❑ Extend the Riverwalk north and south of Waterfront Park by using portions of existing Race, Middle and Church Streets as pedestrian ways. Add new trails connecting with the Calamus Patch, possibly the railroad right-of-way north of Old Ocean Gateway and a greenbelt of walking paths connecting with development areas within the Town Growth Boundary

2003 GREATER VIENNA COMPREHENSIVE PLAN

- ❑ Undertake an economic development program to bring small but vital numbers of jobs, investment in commercial and other facilities and activity to the historic Town Center and Old Ocean Gateway sites. Find new uses for older vacant buildings in the process.
- ❑ View the Comprehensive Plan as the connection between the Vienna Community Vision Plan and proposed developments, implementation measures and forms of public/private partnership.
- ❑ Use best management practices to avoid designated Sensitive Areas. Minimize adverse effects on surface drainage and water quality. Be constantly aware of the unique and sensitive hydrology of Vienna's setting
- ❑ Tap into new tourism market potentials for Dorchester County and Chesapeake Bay eco-tourism, Nanticoke River boating and U.S. Route 50 tourism traffic.

Economic Development Objective

Vienna's economic development objective is to retain and create jobs, attract new investment and stimulate business activity. The Town will market Vienna as "an economic development location" on U.S. Route 50 and the Nanticoke River. It will seek businesses appropriate for its location. It will assist in securing grants and loans from a variety of sources. The objective is to attract small businesses in the range of 3,000-10,000 square feet with 5-15 employees. Targeted business types include technical environmental services, personal and business services, small back office operations, small light industrial, assembly, distribution and marketing, businesses which are vendors to nearby Dorchester or Wicomico County firms or institutions (like the Hyatt-Regency in Cambridge or Peninsula Regional Medical Center in Salisbury), agriculture and natural resource-related businesses and flex-space.

Economic Development Plan

Four economic development projects form the Economic Development Element of the Comprehensive Plan:

(1) A Town Center District. The creation of a "Town Center" district in the Town of Vienna zoning ordinance, which would emphasize small shops or businesses combined with residences on Market Street as well new commercial development on sites adjacent to the new Market Street/Old Ocean Gateway intersection. Millie's Road House Bar & Grill and the reopened Nanticoke Inn (also owned by Millie's) have 220 restaurant seats which attract some 35,000 customers a year. The Town Zoning Ordinance would be revised to create the Town Center district and to define permitted uses and design guidelines for the district.

(3) A Small, Well-Designed Business Park at MD 331 and Old Ocean Gateway. The Community Vision Plan identifies a small business park with access to both MD Route 331 and Old Ocean Gateway. The site includes a former service station from the old

2003 GREATER VIENNA COMPREHENSIVE PLAN

Route 50 era with potential for adaptive reuse. The site includes approximately 15 acres of land area. It is very close to the MD Route 331/U.S. Route 50 interchange and within walking distance of Vienna's town center and transit stop. A dimensioned, illustrative site plan should be prepared for the business park. It would need to be treated as a special area in the Town Zoning Ordinance. Design covenants would have to be developed for the sites within the park.

(4) The Nanticoke Discovery Center. The Nanticoke Discovery Center is a scientific exploration, economic development and eco-tourism center for Vienna. It builds on the community's heritage and environmental legacy. The Center will be located on the river's edge on Old Ocean Gateway, bringing significant tourism and economic potentials to this area. The Town and The Conservation Fund are developing the concept for the Center with county, state and federal representatives. It has a strong relationship with other potentials along Old Ocean Gateway. The Riverwalk would be extended to the south to the Calumus Patch and Town Park and to the north, via Race and Middle Streets, to Old Ocean Gateway, Vienna's restaurant area and the site of the Nanticoke Discovery Center.

(5) Continued Improvement and Enhancement of Waterfront Park. The continued, carefully-designed, phased improvement and enhancement of Waterfront Park is a vital economic development project for Vienna. It has benefits for all residents of Greater Vienna, visitors and businesses and other economic development efforts. Of special importance to the economic development of Vienna is Waterfront Park's potential for attracting additional recreational boater and eco- and heritage-tourism to Vienna.

Marketing the Economic Development Plan

Marketing will include working with the Dorchester County Department of Economic Development, the Maryland Department of Business and Economic Development (DBED), the U.S. Department of Agriculture and other agencies to pursue leads for new businesses. The Dorchester County Economic Development and Maryland DBED World Wide Web sites would be used to assist in marketing to a regional and national audience.

Implementation of the Economic Development Plan

- Implementation of the Town Center district would be through revision of the Town's Zoning Ordinance, part of implementing the Comprehensive Plan.
- The Town should seek to partner with a private developer/contractor to implement the business park project. Implementation of the project would include application to the Maryland Department of Business and Economic Development's to become a part of the "One Maryland Program". This would bring the ability to use tax credits and other financing incentives for the project.

2003 GREATER VIENNA COMPREHENSIVE PLAN

- ❑ Implementation of the Nanticoke Discovery Center plan is through the existing special partnership including The Conservation Fund and diverse town, county, state and federal entities.

Heritage Tourism and Eco-Tourism

Heritage and Eco-tourism are important parts of economic development for Vienna. The objective for heritage and eco-tourism should be to promote and develop several interesting forms of special “educational” and ecological tourism.

- ❑ Work with the Vienna Heritage Foundation and Dorchester County Tourism to implement the “Heart of the Chesapeake” Heritage Area Management Plan, including expansion of the Heritage Museum, development of tours and promotion of the North Dorchester Scenic Railway project
- ❑ View the Nanticoke Discovery Center as a new regional center for eco-tourism focusing on the Nanticoke River and Watershed, marshes and wetlands and the Chesapeake Bay as an ecosystem.
- ❑ Develop tours which combine heritage and eco-tourism interests, using the Heritage Museum and Discovery Center as a headquarters, and traveling to the Blackwater National Wildlife Refuge, the Elliot Island watermen’s community, and Indiantown Road.
- ❑ Develop interpretive programs and tours which include the interesting “Ferry Point” area leading to Mardela Springs on the Wicomico County side of the river. The Ferry Point area is now owned and managed by The Nature Conservancy. It is rich with the flora and fauna of a large marsh. It was also a ferry terminal and highway along the old Route 50 corridor, one traveled by millions of Americans over many generations. It leads to the historical village of Mardela Springs. Tours could include stops at Barren Creek Springs, the Adkins Historical Complex, the Westside Historical Society Museum and the historical Barren Creek Presbyterian Church in Mardela Springs.
- ❑ Work with the Heritage Foundation, the Town of Hurlock and others to implement the proposed Hurlock-to-Vienna North Dorchester Scenic Railway plan. This would include provision for a recreated railroad station adjacent to the Nanticoke Inn and the Discovery Center.
- ❑ The Greater Vienna area should advocate for the creation of the proposed “Captain John Smith National Water Trail”. The Nanticoke Discovery Center could be a major orientation and logistics center on this trail.
- ❑ Vienna should invite the Jamestown-Yorktown Foundation to include Vienna on the list of ports which the new replicas of the God Speed and the Discovery will visit on their planned cities tour in 2006. A visit by the God Speed or Discovery could nicely coincide with Vienna’s 300th year anniversary that year.

WAYS FOR VIENNA TO COMMEMORATE CAPTAIN JOHN SMITH AND THE NANTICOKES



The History of the 1608 Captain John Smith Expedition and Vienna's Planning

Vienna should consider and decide on ways to commemorate the Captain John Smith Nanticoke River Voyage of 1608 and the expedition's meeting with the Nanticokes. As noted in the history section of the plan, we believe that this meeting may have occurred at or near the present-day site of Vienna. Possibilities to celebrate this important nationally-significant event might include:

- ❑ Undertaking historical, archaeological and cartographic research to further explore the 1608 experience of contact between John Smith's men and the Nanticokes at or near the Vienna site.
- ❑ Designing and building a new memorial open space or monument, which could be within or adjacent to the Town's Waterfront Park.
- ❑ Developing an exhibit on John Smith and the Nanticokes for either the planned Nanticoke Discovery Center or existing Vienna Heritage Museum, or both.
- ❑ Including a new historical theme in the Town's festivals and special events, and designing a guided tour around this theme.
- ❑ Developing a working relationship with Jamestown to coordinate research and interest.

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Potential for a Small Farmers' Market in Vienna

From research and discussion, it appears that there is potential in Vienna for a small Farmers' Market. The market could have one or two vendors, operating on Saturdays and/or during special events. It needs to work from a good location, like Waterfront Park, the corner of Race and Market Streets or somewhere on Old Ocean Gateway between the river and Spears Shell Station. Finding a farmer or two interested and willing to try it for a long term is the challenge. Since Vienna has no grocery store within a long distance, it could offer convenience to local residents. It could offer an incentive to awaken more commercial life in the Town Center. It could also add incentive for more people to visit the waterfront and Museum. It could fit in with the agricultural tradition of Vienna and its hinterland.

D. Transportation

The overall objective of the Transportation element is to provide for the safe and efficient movement of people and goods in the Plan area, have better signage to identify Vienna heritage attractions and businesses from U.S. Route 50 and MD Route 331, stimulate greater boating access and traffic to the Town from the Nanticoke River, and develop other potential pedestrian, bicycling, transit and boating means of movement.

- ❑ Build the extension of Market Street in order to facilitate a safer movement of trucks and other vehicles from the Henry's Crossroads-Elliott Island Road through Vienna's Town Center to MD Route 331 to the north. This improvement will bring new development potential to the intersection of Market Street and Old Ocean Gateway. The new roadway and intersection should be planted with street trees. Webster Alley should be downgraded in status to an alley for the convenience of adjacent uses. The northern portion of the Webster Alley right-of-way will be closed to traffic and designed as a public landscaped area. This may offer an excellent site for a farmer's market vendor. Methods of encouraging the fix-up and rehabilitation of buildings adjacent to the new street should be developed and discussed with property owners.
- ❑ Plan for similar extensions of Church and Gay Streets into the planned new residential subdivision area on the southwest edge of the Town. Develop an internal street system for this development which reflects the traditional street grid of Vienna's town plan, avoiding cul de sacs and stressing street continuity.
- ❑ Build the waterfront transient docks, noted above, to attract a stronger volume of transient boaters using the Nanticoke.
- ❑ Generally evaluate traffic flows, intersection issues and streetscape design, using the Market Street extension project experience as a guide and model for future projects. These are likely to include portions or all of Race Street, Middle Street and Gay Street.
- ❑ Work with the State Highway Administration as it installs new heritage signs guiding visitors from U.S. Route 50 and MD Route 331 to Elliott Island and the

2003 GREATER VIENNA COMPREHENSIVE PLAN

Blackwater National Wildlife Center. Advocate for the installation of signage that would lead visitors to the Vienna Heritage Museum and other civic attractions such as Waterfront Park

- ❑ Identify streetscape improvements such as street tree plantings that can be made to Old Ocean Gateway/Route 731 to transform it into an attractive gateway to the community.
- ❑ An important objective is to make Vienna more of a welcome stop for long-distance travelers on U.S. Route 50. If only .25% of the 20,000 average annual daily traffic on 50 stopped – to visit heritage sites, explore the village and its waterfront or purchase goods and services – that would be an average of 50 daily visits spending perhaps \$10 per visit times 365 days or \$182,500 per year in new expenditures in Vienna. This objective can be helped by the addition of heritage and commercial signage at appropriate locations. This relates also to the objective of marketing the land on the 331 crescent sites for commercial uses which would be very close to the 331/50 interchange.
- ❑ Work with the Maryland Department of Transportation and State Highway Administration on issues of access management along U.S. Route 50 and its major intersections, in keeping with the Community Vision. In order to implement the vision, it is desirable to avoid sprawl development on U.S. Route 50.
- ❑ Maintain and upgrade Town streets as necessary, integrating streetscape elements in roadway improvement projects.
- ❑ Work with Dorchester County and Mid and Lower Shore transit agencies to enhance the new transit services to Vienna as these systems develop, including additional publicity about these services within the community.
- ❑ Work with the Vienna Heritage Foundation and Dorchester County Tourism to develop heritage-oriented, guided or self-guided auto or van tours connecting Vienna's heritage sites to Elliott Island, the Blackwater National Wildlife Refuge, Bucktown, Indiantown Road and Cambridge. Work with the State, County and National Park Service on related heritage marketing efforts regarding the Chesapeake Bay and the Underground Railroad.

E. Community Facilities and Services

The objective with regard to Community Facilities is to guide growth toward areas with existing infrastructure, to ensure adequate provision of public facilities and services and to plan for public facility expansion where necessary.

- ❑ Development will be encouraged on sites adjacent to existing development and services.
- ❑ Advocate for planning for the addition of classroom space at the Vienna Elementary School. This would replace the two temporary classrooms. It would also prepare for future growth.

2003 GREATER VIENNA COMPREHENSIVE PLAN

- Conduct feasibility studies to examine alternative possibilities for renovating and expanding the existing Town Hall or building a new Town Hall in the area of the new southwest subdivision.
- Add signage to the Community Hall building and repave its parking lot.
- As in many communities, parish membership in some of Vienna's churches is declining. Should any of the churches close, its church building could be considered for adaptive reuse as a community facility like a library or day care center.
- If the Town increases in population, it should appoint a full-time Town Manager.

F. Residential Areas

The objective for Residential Areas is to ensure an adequate supply and diversity of good housing for both present and future residents. Historic housing in Vienna and West Vienna should be rehabilitated and preserved.

- Develop an active housing fix-up and rehabilitation effort to refurbish deteriorated homes within the Town and West Vienna.
- In West Vienna, work with community representatives to achieve five identified priority needs. These are: (1) rehabilitate existing and develop new home ownership units, (2) improve surface drainage through regular maintenance of ditches, (3) Work with Dorchester County to haul away vacant and dilapidated trailers and demolish vacant and dilapidated houses, (4) plant street trees to beautify Old Ocean Gateway and provide a walking path connecting with the Vienna Elementary School and (5) discuss the annexation of West Vienna into the Town of Vienna, a step which would bring new benefits and services to West Vienna residents.
- In new residential development, achieve a density of 3.5-4.0 dwelling units per gross acre of site area.
- Use the design principles of neotraditional development and clustering in new residential development.
- Encourage elderly, affordable and home ownership housing within the framework of the Plan.
- Design new residential units as home ownership single-family homes matched to local needs and preferences.
- Ensure that new residential projects reinforce the character of Vienna.
- Provide planning support for innovative and streamlined use of Town and County Zoning Ordinances, Subdivision Regulations, Critical Area and Forestation Laws, Building and Maintenance Codes and related Housing Programs.
- Institute a Streetscape Program for the maintenance and rebuilding of deteriorated street sections in residential areas, including provision for planting trees.
- Promote new residential development with housing designs harmonious with Vienna's Eastern Shore character.

2003 GREATER VIENNA COMPREHENSIVE PLAN

- Identify market potentials for housing investment based on Vienna's location relative to Talbot, Queen Anne's, Dorchester and Wicomico counties, Delmarva as a whole and the U.S Route 50 corridor to the Atlantic beaches.

G. Town and Business Center

The objective for the Town and Business Center is to retain and expand the historic vitality of the Town Center. It is also to encourage adaptive reuse of buildings and sites. Finally, it is to create a small planned park of business, light industrial and commercial uses at the intersection of 331 and Old Ocean Gateway.

- View the town and business center of Vienna as the combination of Market Street and the Old Ocean Gateway/331 area (including the waterfront edge of Ocean Gateway). This is an area with a variety of different business potentials which vary by specific location.
- Bring additional business investment and people activity to Vienna's Town and Business Center by:
 - Encouragement of visiting, restaurant dining, shopping, tourism and related development.
 - Redevelop town center, residential and waterfront sites in a coordinated manner.
 - Develop at least one active retail shop on Market Street.
 - Add amenities such as street trees, landscaping and street furniture to Market Street and Old Ocean Gateway
- Attract small units of service, office and other commercial/light industrial businesses, including technology-oriented units and businesses which could have relationships with the Hyatt Regency Resort in Cambridge or Salisbury University or the Hospital in Salisbury.
- Install landscaping and street trees along Old Ocean Gateway.
- Work to attract new industries to a small Business Park at Old Ocean Gateway and Route 331. The Business Park site is screened from MD 331 by the houses located along that street, and would be screened from the houses by new landscaping and tree planting. It is seen as an ideal site for a well-designed, small Business Park serving the business development needs of a small town.
- Encourage clean up and reuse of deteriorated buildings and sites, especially the two former gas stations on Old Ocean Gateway.
- Seek to convert an appropriate larger building within the Town Center area to a multi-user service/business building.

H. Parks, Recreation and Open Space

The objective for Parks, Recreation and Open Space is to build on past accomplishments and forge together a network of attractive, interconnected recreational facilities for present and future residents.

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- ❑ Maintain and improve the Town's parks and open spaces.
- ❑ The Riverwalk should be extended to the south to the Calumus Patch and Town Park. To the north, it should be extended via Race and Middle Streets to Old Ocean Gateway, where Vienna's restaurants and the planned Nanticoke Discovery Center are located. Both Race and Middle Streets are appropriate links in the Riverwalk. Race Street was the precursor of today's U.S. Route 50. It was the road to the ferry crossing. It is a travelway with roots to Colonial times and probably before. Middle Street is the "High Street" of the 1706 "Mappe of Vienna Towne on Nanticoke River". It connected the village with Indiantown Road leading to the old Chapel of Ease site on the grounds of The Power Plant. It also led to the 17th century Indian Town at Chicone. Interpretive historical markers could be placed on these two streets with references to the Vienna ferry crossing (Race Street), 17th century Nanticoke history and the 18th century Chapel of Ease (Middle Street).
- ❑ Implement a trail loop which connects the Riverwalk with a greenbelt along the perimeter of planned new development areas. The trail loop should interconnect with other existing and planned community green spaces, such as Town Park, the Town Green proposed as part of the Phase I Larmore/Phillips development, the Vienna Elementary School habitat area and planned recreational facility, green spaces within the West Vienna neighborhood, including Pickle Pond, and the Route 331 entry into Vienna on the east side. Consideration should also be given to a hiking path along Old Ocean Gateway.
- ❑ Preserve and enhance the green aspects of the Town of Vienna, including its gateways.
 - ❑ Waterfront Park, Vienna's water gateway, will be improved with the new transient docks mentioned above, new picnic tables, seating, improved plantings and signage. Reuse alternatives need to be examined for the three remaining structures in the park, the commercial structure at the south end, the town-owned warehouse to the north of the commercial structure and the now-vacant, town-owned former Coast Guard Building. It is recommended that the Town acquire the commercial structure and demolish it, allowing the land at this important corner to be added to the park's greenspace. The town-owned warehouse appears to have historic significance and a future waterfront role as an outfitter's station or similar eco-tourism-related reuse. The former Coast Guard Building may have potential as a pavilion for public use with some services for boaters and visitors.
 - ❑ The U.S. Route 50/Old Ocean Gateway from the west should be improved with tree and floral plantings as well as signage.
 - ❑ The Community Park at the intersection of Gay Street and Old Ocean Gateway, by adding a fountain and sitting area to this space.
 - ❑ The intersection of MD Route 331 and Old Ocean Gateway, where all of Vienna's principal roads converge, which should be treated with extensive new plantings and decorative signage in accordance with its significance.

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- ❑ The Nanticoke River end of Old Ocean Gateway is Vienna's second and as yet undeveloped water gateway. It will be improved as part of the Nanticoke Discovery Center, and will be equipped with new waterfront services.
- ❑ Develop a new open space trail network which connects Waterfront Park, Vienna's centerpiece, with a greenbelt along the edges of new residential development areas to the southwest and west of Town.
- ❑ Develop a new recreation center near the Vienna Elementary School with ball field, basketball and tennis courts.
- ❑ Seek to develop space for a seasonal outdoor outfitter on the waterfront.
- ❑ Make improvements to Community Park on Old Ocean Gateway at Gay Street. The improvements should include a fountain, a small parking area and a new kiosk to announce town events.

I. Land Conservation

Land conservation is a vital component of preserving Vienna's farming, forestry and waterman economy. It is a tool for fairly preserving the working landscapes of farms, forests and waterways that make this economy possible. The objective for land conservation is to continue the very productive partnership established between the Town, The Nature Conservancy, The Conservation Fund, the Maryland Agricultural Land Foundation, the Nanticoke Watershed Alliance and other groups dedicated to conservation. Land conservation shall be a primary tool to implement the vision of stewardship for the Chesapeake Bay. The primary tools of conservation have been acquired and donated conservation easements on "working" lands.

- ❑ Preserve, protect and restore habitat and environmental areas including wetlands, floodplains, wooded areas, tributary creeks and connections to the Nanticoke River.
- ❑ Use "Best Management Practices" for creating stream buffers, for restoration and for use of pervious surfacing materials to allow water to enter the soil.
- ❑ Work with conservation and volunteer groups to create new trails connecting outlying areas to the Riverwalk
- ❑ Continue to work with The Nature Conservancy, Dorchester County and Maryland Agricultural Land Preservation Foundation to purchase conservation easements on farm properties which desire to do so, including those located at points north and south of the Town which touch on the Nanticoke River.
- ❑ Work with Dorchester County as it updates its Comprehensive Plan and revises its Zoning Ordinance to ensure compatible land use development in the unincorporated areas adjacent to the Town.
- ❑ Create a Town Growth Boundary which includes the Town of Vienna, The Power Plant site, West Vienna and new residential areas as envisioned by the Community Vision Plan. Focus conservation efforts on the creation of a greenbelt encircling the growth area and on ensuring the preservation of green space outside of it.

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- Greater Vienna should participate actively in the new Delmarva Conservation Corridor Program which was authorized by the Farm Bill of 2002. The Program is designed to broadly support agriculture on the peninsula. Its implementation program is now under active review by the U.S. Department of Agriculture.

J. Vacant Buildings and Land

The overall objective for Vacant Buildings and Land is to view them as opportunities for reuse to ensure community vitality.

- Evaluate the highest and best use conservation or development potentials of the Town's Vacant Buildings and Land, consistent with environmental quality and the protection of surrounding land uses.
- Encourage new uses which increase Vienna's tax base, taking into account the needs of surrounding land uses.
- View well-located Vacant Buildings and Land for their job creating potential
- Recognize the value of vacant land in the open space system.

K. Institutional Uses

Institutional uses and voluntary associations are seen as key to the vitality of community life and pride. The objective is to support existing institutions and seek to create new ones as community growth occurs.

- Support Town institutions and voluntary associations, like the Vienna Volunteer Fire Company, the Chicone Ruritan Club and the Vienna Heritage Foundation in their roles of providing valuable service to Town, residents and visitors.
- Work closely with the Vienna Elementary School Association to help in its role as a center of academic excellence and community involvement, and to involve students in exciting Town projects that might interest them.
- Support cooperative efforts among institutions.

L. Cultural and Historic Resources

As a special historic waterfront community, Vienna benefits from its heritage, making historic preservation a leading component of economic development because it establishes image and attracts people and investment.

- The Town will actively support and participate in all phases of implementing The Heart of the Chesapeake Heritage Area Management Plan and its program for heritage tourism in Dorchester County.
- Work to preserve and to promote the Town's historic residential and commercial architecture, including adaptive reuse of historic structures along Market Street.

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- ❑ Develop an exhibit on historic preservation in Vienna for the Vienna Heritage Museum.
- ❑ As part of the Zoning Ordinance revisions, designate a historic district as an overlay-zoning district, which should include Water Street and connected portions of Race and Church Streets. Establishment of a local historic district zoning ordinance and designation of a local historic district would protect the historic character and integrity of the Town's historic structures. Such designation would also provide additional eligibility for Heritage Preservation Tax Credits.
- ❑ Develop a new walking tour brochure to guide visitors to dwellings and other sites listed in the Maryland Historical Trust's 1976 Inventory of Vienna Historical Sites, as well as other homes over 100 years of age.
- ❑ Develop a Heritage Signage program for Vienna's historical and cultural attractions.
- ❑ Advocate for and help organize an archaeological dig in Waterfront Park. The Maryland Historical Trust and its underwater archeological unit have expressed interest in doing this. This archaeological exploration would have regional and national significance, given the Native American, Jamestown expedition of 1608, Period of Contact and early Colonial Era importance of the site. The dig could be timed to coincide with the 300th Anniversary of Vienna in 2006 and the 400th Anniversary of Jamestown in 2007.
- ❑ Vienna should advocate for a project which would subject the Captain John Smith Map and the 1706 Vienna plat to close analysis using GIS vectorized mapping technology. Salisbury University is considering doing this for the Vienna area section of the map as an intern project. The vectorized map could be overlain on the modern USGS map or aerial photo of the Town with a high degree of probability that conclusions can be reached regarding exact locations. This is especially true at Vienna, where the River and Trunken Creek have a unique configuration.

M. Utility Infrastructure

The objective for infrastructure is to achieve development in areas now or soon to be served by water and sewer and which are feasible for annexation. We wish to give consideration to other public utilities and to Broadband Internet Service as well.

- ❑ Develop approaches to alleviate the serious surface drainage and pooling problems which affect the western portions of the Town and adjacent West Vienna.
- ❑ Work to correct the "I and I" (infiltration and inflow) problems between the storm water runoff system and the Town's sewage lines.
- ❑ Address infrastructure opportunities in the areas of electricity, telephone, fiber-optic and Broadband Internet service, cable access and natural gas.
- ❑ Seek inclusion of Vienna's upgraded Water and Wastewater systems in Dorchester County's Comprehensive Water and Sewer Plan.

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N. Growth and Annexation

Growth Objective

It is the objective of the Town of Vienna, and of the larger Greater Vienna area of which it is a part, to grow at a measured and moderate pace in keeping with its traditional character as a small Eastern Shore community. Moderate growth will assure quality and compatibility in design between existing and new development. It will also help sustain the natural environment, preserve community history and enhance Vienna's economic base for the benefit of future generations.

Future Population Projection

As noted in Section III.B. above, the current population of the Greater Vienna study area is estimated to be 430, including 280 persons in the Town of Vienna, 125 in the West Vienna neighborhood and 25 in surrounding farms and individual houses in the countryside. Between 1990 and 2000, the Town of Vienna grew from 264 to 280 persons, a 16 person or 6% increase. It is estimated that growth, primarily through new subdivision development in annexed areas, will occur at a rate of 5-10 units, or 10-25 additional persons, per year. This assumes that the new Larmore/Phillips residential development which the Town is working on will be implemented. Assuming an average growth rate of 18 persons per year applicable to the Greater Vienna area as a whole, based on new development, there would be growth of 180 persons, with a maximum total study area population of 605 persons in 2010, and 785 in 2020.

Growth Policies

To this end, the following policies are expressed:

- To carefully monitor building permits, zoning approvals and annexations on an annual basis with the intent of achieving a steady and moderate average annual growth.
- To review the Greater Vienna Comprehensive Plan on a six year cycle with the intent of limiting growth over the twenty-year time period of the plan.
- To conduct periodic assessments of the community's inventory of cultural and historic resources, environmental quality of its natural resources and fiscal and economic strength.

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Growth Recommendations

The Plan recognizes that growth will be concentrated in areas which have adequate public facilities, available land and contiguity with existing neighborhoods and commercial areas.

Areas identified as appropriate for growth are:

- ❑ Market Street from Race Street on the north to the U.S. Post Office on the South, an area which is the historic “Main Street” of Vienna and is well suited for a mix of residential and small infill commercial uses.
- ❑ The larger commercial sites and properties located north of the new Market Street/Old Ocean Gateway intersection, including several new sites along the east edge of MD Route 331.
- ❑ The planned Business Park at the intersection of Old Ocean Gateway and MD Route 331, which is suitable for growth which can occupy existing small buildings or build new small structures of 10,000 square feet or less in a high; landscaped, carefully designed “business park” setting.
- ❑ Areas for new residential growth within and adjacent to the Town of Vienna, especially the Phillips Farm on the south edge of Town.

The Growth and Annexation objective is for the Town to grow in accordance with the Comprehensive Plan and its Town Growth Boundary (TGB). Annexation is viewed as the most satisfactory approach to community growth. Annexation allocates costs and benefits in proportion to services provided.

- ❑ View the annexation of planned development areas along the south and west edges of the Town as a positive direction for Town growth. Annexation decisions should be measured by the prospect for successful development of new housing, rehabilitation of existing housing, increases in investment and tax and economic base, job creation and retention, new people activity and attractive development.
- ❑ The Town should adopt and use a reliable cost/benefit model to estimate the municipal revenues and costs associated with each proposed annexation. The City of Dover, Delaware is currently finalizing such a model and intends to make it available to other communities.
- ❑ Recognize that, ideally, all areas of unincorporated land proposed for development should be annexed into the municipality, and that water and sewer extensions should be limited to annexed areas.
- ❑ Establish and implement a Town Growth Boundary (TGB) as shown on the Future Land use Plan. View the TGB as the potential annexation area for the Town of Vienna.

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- ❑ Consider appropriate incentives for annexation, similar to those which the City of Salisbury offers.
- ❑ Include improvements to the gateways to Vienna from Routes 50, 331, the Henry's Crossroads – Elliott Island Road and Old Ocean Gateway/Route 731 as part of future annexations in these areas.

O. Sensitive Areas Element

The Greater Vienna Area within the context of the Nanticoke River Watershed is an extraordinary natural environment. It has many environmentally sensitive areas, including wetlands, critical areas, areas within the 100-year floodplain, streams and buffers and habitat areas.

The objective for these sensitive areas is to safeguard their environmental integrity, healthfulness and sustainable future through good planning and growth management.

Protection is required in order to prevent disturbance to each of the following types of sensitive areas:

- (1) The 100-year floodplain, as established by the Federal Emergency Management Agency (FEMA), which provides the basis for the National Flood Insurance Program,
- (2) Rivers, streams and their buffer areas,
- (3) Habitats of threatened and endangered species, and
- (4) Steep slopes of 15% incline or greater, if such slopes are present in the community.
- (5) Nontidal wetlands,
- (6) Forest Conservation Areas, and
- (7) The 1,000' boundary and 100' buffer areas required by Maryland's Chesapeake Bay and Coastal Bays Critical Areas law.

The steepest slopes in the Greater Vienna Area are those along the river. These are generally less than 7%. Within the Town, the 100-year floodplain extends inland in the northern (Race Street) and southern (Church Street to Calamus Patch) portions of the Waterfront Park area. The eastern third of the study area is within the 1,000' Chesapeake Bay Critical Area boundary.

The Nanticoke River and Trunken Creek are the two principal waterways in the study area. The Nanticoke River is a major habitat for shad, bass, rockfish, catfish and perch. Delmarva squirrels are to be found in the western portions of the study area. The area is also a habitat for shellfish, crabs, bald eagles, osprey, great blue heron, black ducks, canvasbacks, mallards, teals, otters, owls and muskrats.

The Town will protect its waterfront land in Waterfront Park through direct ownership of properties. The Town ownership area stretches from Race Street on the north to the Old

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Customs House on the south. It also includes the wooded parcel known as the Calamus Patch south of the Customs House. The former Town Sewage Treatment Plant site on the Nanticoke River at Old Ocean Gateway was acquired by the Town and subsequently awarded to a private developer. This site is part of a public-private partnership to develop a Nanticoke Discovery Center on this important waterfront site.

Development shall be discouraged in any of the sensitive areas by advising developers to seek feasible alternative locations. Where development is permitted it shall be strictly regulated in accordance with the applicable laws described below. Full mitigation measures will be required to protect the environment.

Sensitive Areas elements are shown on the maps entitled Vienna Habitat Protection Area Map and Vienna Critical Area Map, prepared by the Maryland Department of Natural Resources in December 2002.

The Critical Area Map shows the delineation of the Town Critical Area into Limited Development Areas (LDA's), Intensely Developed Areas (IDA's), and historically developed Buffer Exemption Areas (BEA's). Most of the Town's 128-acre area is located within the 1,000' foot Critical Area Boundary.

The Vienna Habitat Protection Area Map shows the Nanticoke River as a Habitat Protection Area for waterfowl. It shows the shoreline and river, Town boundary, 1,000' Critical Area Boundary, 100' Critical Area Buffer, open water, property lines and tidal and non-tidal wetlands.

The following goal and policies are established for protecting Vienna's sensitive areas:

Water quality and wildlife habitat in the Nanticoke Watershed Area within and adjacent to Vienna will be protected and improved through the application of planning regulations sensitive to the natural environment.

Development will avoid sensitive areas. Within the Town, sensitive areas will be protected by requiring compliance with the Town's Floodplain Overlay District Ordinance (#16-11), Critical Area Overlay District Ordinance (#16-10) and Zoning Ordinance in general (Chapter 16). All of these measures are incorporated within Vienna's Zoning Ordinance. Within the portions of the plan area which lie outside the town limits, sensitive areas will be protected by requiring compliance with the Floodplain, Critical Area and Forestation requirements of the Dorchester County Zoning Ordinance.

Any disturbance within existing Buffer Exemption Areas will be mitigated with new natural vegetation except at identified sites where water access is needed for water dependent uses which are part of the Plan. Wherever possible pervious materials will be used to avoid increasing the amount of impervious surface within the Nanticoke

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Watershed Area. Best Management Practices (BMP's) for watershed protection will be used to protect sensitive areas.

The Critical Area regulations of the Town and County will also assist in protecting streams and their buffers. The farmland and forested area on the western edge of the plan area is a habitat for Delmarva fox squirrels (*Sciurus niger cinereus*), which have been listed by the federal government as an endangered species since 1967. This habitat area is being protected through the purchase of a conservation easement through the Nanticoke Rural Legacy Program. Purchase of easements is also helping to protect other habitats through conservation of forest and natural areas. The minimum stream buffer required for streams outside of the Critical Area is 50 feet from the bank of the stream or its nontidal wetlands, whichever is greater.

The Town and the Maryland Department of Planning are working together to streamline the Town's Critical Area and regulations under the Forest Conservation Act. It is desired to amend the critical area designations to change the area between Water and Middle Streets from Limited Development Area (LDA) to Intensely Developed Area (IDA).

P. Mineral Resources

The Town of Vienna recognizes that a Mineral Resources Element is required under Article 66B, however, there is no mining activity, nor any known commercial mineral resources present in the Greater Vienna area.

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VI. IMPLEMENTATION OF THE COMPREHENSIVE PLAN

The implementation objective of the Plan is to revise, streamline and upgrade Town ordinances, develop incentive programs utilizing local, State and federal resources, continue Vienna's innovative partnerships with national conservation organizations and work creatively with private property owners and developers to realize the vision, goals and objectives of the Plan.

Implementation shall involve the following policies and projects:

A. Interjurisdictional and Public/Private Cooperation

The Town will:

- Work closely with the State of Maryland in developing action projects and implementation strategies.
- Continue the Town's partnerships with The Conservation Fund and The Nature Conservancy.
- Establish a continuing forum for cooperation with surrounding people, property owners and towns and Dorchester County.
- Explore service consolidation and sharing arrangements with other units and levels of government.
- Work with regional entities such as Dorchester County, area universities and other entities on new approaches to regional cooperation.
- View the Comprehensive Plan as an implementation of the Vienna Community Vision Plan, and use the Plan and Vision as a joint policy guide for projects.
- Identify a series of action projects to be completed over a series of short (1-5 years), mid (6-10 years) and long-term (11-20 years and beyond) time frames, to implement the Comprehensive Plan.
- Continue its strong loans and grants procurement program.
- Identify types of partnership agreements which can be instrumental in implementing the Community Vision and Comprehensive Plan.
- Work closely with the Dorchester County Department of Economic Development as well as area professional real estate companies to implement the economic development components of the plan.
- Promote the Town, its houses, history and waterfront and implement the projects included in the Dorchester County "Heart of the Chesapeake" Heritage Area Management Plan.
- Develop, adopt, annually update and implement a 5-year Town of Vienna Capital Improvements Program.

Many programs of the State of Maryland, Dorchester County, the United States government, the Nature Conservancy and other agencies can be of benefit to the Town of

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Vienna. The town should continue to work with these agencies. It should keep them informed of town needs and take advantage of funding opportunities as they arise.

The town should work with Dorchester County's Planning and Zoning Commission to coordinate the implementation of the Town of Vienna Comprehensive Plan with the updating the *Dorchester County Comprehensive Plan*, especially in matters of land use and zoning coordination, referrals and information sharing on a continuous basis.

The Town's development review process for building permits, code enforcement, stormwater management, sediment and erosion control, Critical Area reviews, and Forest Conservation reviews should be streamlined.

The tools possessed by the Town for the implementation of the Comprehensive Plan include zoning and other ordinances, annexation, utility extensions, capital improvement programming, coordination with other agencies, marketing, promotion and special events, and periodic up-dating of the comprehensive plan. The use of each tool is discussed below.

B. Zoning And Other Ordinances

The Town should undertake a comprehensive revision of its zoning ordinance and work closely with the county on updating relevant portions of the Dorchester County Comprehensive Plan and Zoning Ordinance.

Town zoning revisions and actions should include:

- ❑ Delineation of a Town Center (TC) zoning district that will apply to residential and commercial uses in the Town Center. The Town Center district would include all or major portions of both the current B-1 and B-2 districts. It would consider appropriate zoning based on the new extension of Market Street from Race Street to Old Ocean Gateway. It would also consider the role of Home Businesses in the Town Center. Permitted uses should be established which are consistent with the scale and character of the buildings on Market Street and parcels throughout the area.
- ❑ Neotraditional design standards will be developed for new residential subdivisions proposed for Vienna. The standards will address varied housing types, lot sizes, setbacks from streetlines, façade designs and landscaping to achieve compatibility in scale and character with Vienna's existing streetscapes.
- ❑ Consider creating a new Historic District overlay-zoning district for the Waterfront Historic Area consisting of Water Street and portions of Race and Church Streets. Focus the district around the 16 properties listed in the Maryland Historic Trust's inventory of Vienna properties. The Historic District would be an overlay zoning district in which the Planning and Zoning Commission would give consideration to historic features of properties in its reviews. The Historic

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- District Overlay would be developed as a basic approach to historic preservation, not one which becomes involved in every detail of construction or renovation.
- ❑ Apply appropriate town zoning classifications to new areas to be annexed in future years, as described in the Annexation element.
 - ❑ Rezone all or portions of the existing M-1 District along Route 331 to appropriate commercial zoning districts.
 - ❑ Creation of new Business Park Use District west of MD 331 and north of Old Ocean Gateway, and relate the park to application to become part of the One Maryland program of DBED.
 - ❑ Update as necessary and strictly enforce the town's zoning, subdivision, building, housing, rental licensing and other codes.
 - ❑ Strengthen the clustering provisions of the Town's subdivision regulations.
 - ❑ Develop design standards for use in Planning and Zoning Commission site plan review of proposed projects in accordance with Comprehensive Plan policies.
 - ❑ The Town is proposing to consolidate its Forest Conservation Act requirements with its Critical Area forestry requirements in order to have one standardized set of forestry requirements for the Town.
 - ❑ Revise and add Design standards for Landscaping, Lot Size, Clustering, Streetscape, Height and Setbacks in Residential Use Districts
 - ❑ Consider creating a new R-3 Use District for higher density residential development
 - ❑ Create a new digitized GIS Zoning Map, delineating the new use districts indicated above.
 - ❑ Review and update other design standards (landscaping, parking, signage, etc) throughout the Zoning Ordinance
 - ❑ Go through entire code and update as required (for instance, change "Planning Commission" to "Planning and Zoning Commission", develop a clear rezoning procedure for use in annexations, examine roof height and pitch requirements, etc.)
 - ❑ Review other codes, such as the Subdivision Regulations, Housing and Maintenance codes and the Building Code to identify needed parallel changes

C. Growth & Annexation

Annexation is an important tool through which to coordinate planned growth, development of Vienna's economic and tax base, zoning and extensions of the town's roadway, street lighting, water and sewer systems. The policies of both the State of Maryland and Dorchester County emphasize that new development should be coordinated with existing incorporated places like Vienna and with their developed infrastructure systems. Where appropriate, annexation is viewed as an important tool.

The Town should actively discuss annexation with the owners and developers of sites within the Plan area that are contiguous with Town boundaries. Where there is interest on the part of one or more property owners for annexation, the Town should implement its

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procedure for asking the Town of Vienna Planning and Zoning Commission to study the proposal to determine whether it is advantageous to all parties. In the study, which should include consultation with Town engineering consultants and others as appropriate, the Commission should determine:

1. Whether the use proposed for the property under consideration is compatible with nearby uses within the present town limits and with the provisions of the Comprehensive Plan and Zoning Ordinance, and what zoning classification the Town would apply to the property once annexed;
2. Whether it is feasible to extend existing or planned Town services and/or roads, street lighting, water and sewer lines, or other municipal facilities, to the property and to do so at a reasonable cost which can be repaid over a reasonable period of time.
3. Whether from a fiscal impact point of view the development will be able to pay the Town annual property taxes and/or service fees sufficient to cover the costs of municipal services and/or facilities which the Town may be required to provide.

Once it has made these findings, the Commission would make a written report to the Mayor and Commissioners. Before annexation can proceed, the Town must refer the proposed annexation to Dorchester County and the Maryland Planning Department for review.

Annexation Objective

The Town of Vienna shall grow beyond its present corporate limits in accordance with the policies of the Comprehensive Plan, particularly with regard to implementation of the Town Growth Boundary (TGB) and specific voluntary plans for municipal annexation. The purpose of growth through annexation is to provide municipal services throughout the area, to achieve new development and rehabilitation consistent with the scale and character of the Town and to incorporate the new development within Town limits.

Annexation Policies

The Future Land use Plan, and the Town Growth Boundary which is shown on the plan, shall serve as a guide for the location, land uses and timing of properties to be annexed. (See the Exhibit entitled Future Land Use Plan – Greater Vienna Comprehensive Plan).

Land considered for annexation shall be served by Town's water and sewer system extensions initiated within 2 years, as designated S-1 and W-1 on the Dorchester County Water and Sewer Master Plan.

If land to be annexed is proposed to be developed with new uses, the character, scale and density of the new development shall be consistent with the Comprehensive Plan and compatible with the Town.

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The Town shall carefully study the costs and benefits of annexation in each case proposed, shall ensure that water, sewer and other municipal services are adequate to supply the needs of the proposed area for annexation, and shall ensure that the benefits of the annexation to the Town shall equal or exceed the costs of service provision.

The Town shall carefully work with Dorchester County and with applicants for annexation to ensure that land uses within the annexed area are consistent with the intent of the County's Comprehensive Plan and to ensure that Town zoning and subdivision ordinances are properly applied to the new area.

Annexation Recommendations

The Plan recognizes that the area identified within the Town Growth Boundary (TGB) identified by the Plan is suitable for consideration for annexation, and that certain areas within the TGB are suitable for early consideration for annexation.

The following two areas have been identified as priority areas for annexation consideration and discussions should be held between the Town and the parties involved.

West Vienna

The community and Town government should give serious consideration to annexing the West Vienna neighborhood into the Town of Vienna. West Vienna extends approximately $\frac{3}{4}$ of a mile west of the existing Town limits. It is bounded by U.S. Route 50 on the north, the existing western Town limit on the east, a line including one property in depth south of Old Ocean Gateway on the south and the U.S. Route 50/Old Ocean Gateway intersection on the west. It includes approximately 200 acres of land. It is contiguous with the Town, with no physical or natural boundaries separating them. It was provided with comprehensive water and sewer service as part of the 1998 upgrades to the Town's water and sewer systems.

Through annexation, West Vienna citizens would receive the following new services: general municipal administrative services, town planning, zoning and community development service, parks and recreation, water and wastewater service, garbage and debris collection, weed control, mosquito control, highway and street repair and street lighting. The Town of Vienna has an active Planning and Zoning Commission and Board of Appeals. It has a staff consisting of a Circuit Rider/Town Manager, Town Clerk, Public Works Director and Zoning Inspector.

In addition to receiving the benefit of revenue for the new services provided, the Town would receive broader community benefits for all citizens because it would then be able to play a significant role in housing and infrastructure revitalization in West Vienna. This would include the ability to reconstruct, landscape and beautify major West Vienna

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streets like Old Ocean Gateway, Old Route 50 and Vienna Back Road. Old Ocean Gateway in particular is a major entrance to Vienna and its waterfront area from the west.

The Larmore/Phillips Area South And Southwest Of The Town

The Town should continue discussions toward annexation of the land proposed for phase I residential development on the Larmore/Phillips Area. The principal reason for seeking this annexation is to have this new housing development occur within the Town limits, to enable the provision of essential public services and to achieve a standard of design and construction which is compatible with Vienna.

The Larmore/Phillips development is intended to be developed as a model Chesapeake Bay Smart Growth community. It will be based on traditional neighborhood design principles.

A multi-phase program of innovative residential development is planned for this well-located property, with an initial phase which will probably include some 10-15 units. The first phase of development is planned to occur within the site bounded by the current Town limit on the north, Horsemann Lane and Market Street on the east, Trunken Creek on the south and a line approximately extending Higgins Street on the west.

The Larmore/Phillips Area is adjacent to the southern Town boundary. There are no man-made or natural barriers dividing the farm property from the built environment of the Town. The area is categorized as S-1 and W-1 on the amended Dorchester County Water and Sewer Master Plan. These utility services are planned to be in place within 2 years. Other areas of the Larmore/Phillips Area are in areas designated as S-2, S-3, W-2 and W-3, for later phase utility extensions, and may be considered for annexation at a future date, depending on environmental and development feasibility findings.

Through annexation, the proposed first phase the Larmore/Phillips development would be made subject to the Town's zoning code and enforcement. The provision of Town services, including water and sewer, will enable a density of development commensurate with traditional densities, design and streetscapes within the Town. The development, if annexed, would receive the same services listed above. The Town's policy is that the developer would pay for utility extensions to serve the project.

In addition to receiving the benefit of revenue for the new services provided, the Town would receive broader community benefits for all citizens because it would be able to play a significant role in the design and pace of new housing for Vienna. This would include such design matters as building heights, setbacks, minimum and maximum lot sizes, clustering, open space and coverage. The Town by virtue of annexation may also be able to add dedicated sites for new public facilities and recreational areas which add to its inventory of community amenities.

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The project will create a new pedestrian-oriented neighborhood with community amenities and diverse home ownership opportunities envisioned for the 178-acre Phillips Farm site. Although still conceptual, the development plan for the property is based on a careful evaluation of Vienna's street network, lot and block patterns, existing neighborhood density and the original 1706 plan of Vienna. The Phillips Farm project would respect and build upon the best aspects of Vienna to create a new neighborhood that enhances the town's unique character.

The architecture and site plan for the new neighborhood would be consistent with traditional Eastern Shore patterns of development, and would blend seamlessly into the existing town by connecting old streets to new. The neighborhood would include character-enhancing features such as houses with front porches, alley loaded garages, private courtyards, sidewalks, street trees and community open space. A mixture of single family homes, two family homes, carriage houses and townhouses would accommodate families, single people, working couples and retirees, and ensure a sustainable and diverse neighborhood that blends into the historic town. All homes would be of consistent high quality, with great attention paid to architectural details.

Amenities accessible to the entire town would be built as part of the development. They would include a trail system that connects to the Waterfront Park and the school; a new town green that will form the civic heart of Vienna, providing a place for neighbors to meet; and protected open space, including wetlands and fields.

In addition to creating a wonderful place to live, the Phillips Farm project would also conserve and in some cases restore the significant natural features of the site. The goal is that by developing the new neighborhood in the same compact pattern and at a similar density to that of historic Vienna (between four and five units per acre), 50-60% of the land will be developed, while the remaining 40-50% will be protected as open space.

Other Areas

A third area which appears suitable for potential annexation, and which is located within the Town Growth Boundary, is the Vienna Power Plant. The Power Plant presently uses its own private water system. The Town should conduct a preliminary discussion with the Power Plant about possible mutual benefits of annexation.

D. Capital Improvement Program

The Town should prepare a Five-Year Capital Improvements Program (C.I.P.) which includes planned capital improvements such as street extensions, streetscape and road improvement projects, street lighting, repaving and other municipal improvements of a capital nature. Examples of the latter could be waterfront amenities such as transient docks, building renovations, and trail or park and recreation improvements.

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E. Grants And Loans

The policies and projects of the Comprehensive Plan may also be implemented with the help of grants and loans from federal and state agencies or non-profit foundations. These grants and loans are available from time to time for public purpose projects in the areas of conservation of the natural environment, farmland preservation, housing, urban revitalization, historic preservation, tourism, public infrastructure, transportation, and conservation of the natural environment.

Potential sources of grant and loan funding include:

- ❑ The National Park Service Chesapeake Bay Gateway Network Program, especially as decisions are made regarding the National Park Service designation of the Chesapeake Bay as a national park or heritage area
- ❑ U.S. Department of Transportation ISTEA/NEXTEA Program Funds for Transportation-Related Community Initiatives
- ❑ Maryland Rural Legacy Program and Maryland Environmental Trust Funds for the Purchase of Conservation Easements
- ❑ U.S. Department of Housing and Urban Development (HUD) Program Funds - Community Development Block Grants for Economic Development
- ❑ Maryland Department of Housing and Community Development – Maryland’s Community Legacy Program, Community Development Block Grant (CDBG) Programs, Neighborhood Business Development Program (NBDP)
- ❑ Main Street Maryland Program - Main Street Improvement Program
- ❑ Maryland Special Loan Programs for Housing Rehabilitation, including the Maryland Housing Rehabilitation Program (MHRP)
- ❑ Maryland Department of Business and Economic Development (DBED) Programs, especially the One Maryland Program
- ❑ United States Department of Agriculture - Rural Development Programs - Rural Housing Preservation Grants, Rural Business Opportunity Grants, Community Services Block Grant Program
- ❑ Maryland Program Open Space Funding
- ❑ Federal Low-Income Housing Tax Credit Program
- ❑ Federal or State Historic Preservation Loan Programs
- ❑ Federal or State Historic Rehabilitation Tax Credits, especially Maryland’s Heritage Preservation Tax Credit Program. This program has been vital to Baltimore and other Maryland municipalities. It can be a key ingredient in Vienna’s on-going revitalization. As Vienna, like Bucktown, is a designated Targeted Investment Zone within the Maryland-certified Heart of the Chesapeake Heritage Area, it already qualifies for the use of these tax credits for heritage-tourism use based projects. For more extensive use of the credits, Vienna would have to proceed with the creation of a Historic District. The credits can amount to 20% of eligible preservation costs. They can be sold to private investors and they can be used by non-profit organizations. The Governor has appointed a Task

2003 GREATER VIENNA COMPREHENSIVE PLAN

- Force to study the future of this program, which is believed to be bright. Vienna is an ideal small-town candidate for its use.
- ❑ Maryland Department of Transportation/State Highway Administration Funding for Transportation Projects
 - ❑ Funding Raised Privately as Developer's Equity
 - ❑ Foundation Funding Through The Conservation Fund, The Nature Conservancy or Other Non-Profit Conservation Organizations
 - ❑ University of Maryland Eastern Shore Rural Development Corporation U.S. Economic Development Administration Program Funds

F. Periodic Review Of The Comprehensive Plan

Once the draft plan has been printed, it is recommended that a summary (Chapter VII) be broadly distributed in the community. A community meeting and public hearing will be scheduled to invite citizen review and comment. Twelve copies of the Plan will also be submitted to the Maryland Department of Planning and State Clearinghouse for state agency comment. Once all comments have been considered and responded to, the Planning and Zoning Commission should adopt the plan by resolution and forward it to the Mayor and Commissioners for their adoption of it, also by resolution. The Plan will then become the official policy of the Town and will serve as justification for project implementation, including zoning revisions and other projects recommended by the Plan.

The Comprehensive Plan should be updated every six years in accordance with Maryland law. Elements of it may warrant review on a shorter schedule, depending on the pace of land use and development change. Updating will involve identification of changes in use or density on large parcels; discussion of land use and development issues which have arisen since the adoption of the plan and/or more detailed planning which might be needed in specific areas in response to changed conditions. The Planning and Zoning Commission will file an annual report on planning and zoning activity with the Maryland Department of Planning.

G. Project Review Requirements

All proposed development and building projects will be thoroughly reviewed by the Town of Vienna Planning and Zoning Commission. Each project shall be reviewed to ensure compliance with the 2003 Greater Vienna Comprehensive Plan, the Town of Vienna Zoning Ordinance, State of Maryland Critical Area Law provisions and Vienna Volunteer Fire Department standards to ensure that fire safety and emergency service requirements are met.

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H. Action Projects To Begin The Implementation Of The Comprehensive Plan

The following Action Projects are identified to begin the implementation of the Comprehensive Plan.

- Encourage the accelerated implementation of a first phase of the Larmore/Phillips residential development, street and utility extension and annexation project while the housing market is strong;
- Pursue the purchase of conservation easements for the farm properties which touch on the Nanticoke River north and south of the Town;
- Accelerate the Nanticoke Discovery Center project in order to find a feasible implementation strategy which can fit state and national priorities, including working with The Conservation Fund, the Dorchester County Department of Tourism and the Vienna Heritage Foundation to prepare and submit an application to make Vienna part of the Chesapeake Bay Gateways Network and Water Trails program;
- Advocate and pursue the historical and archaeological research identified by the Plan, and do so in coordination with the 2006 Vienna and 2007 Jamestown celebrations.
- Search for a feasible manner in which to redevelop the Trego property as part of the Nanticoke Discovery Center project, including discussions with the property owner and effort to preserve the waterside portions of the property as a public park;
- Give high priority to a comprehensive revision of the Town of Vienna Zoning Ordinance;
- Include new planned unit development zoning for the Larmore/Phillips residential development and annexation in the zoning revisions;
- Include measures to form and protect the planned Town Growth Boundary (TGB) as part of the zoning revisions and work with Dorchester County Planning and Zoning to revise the Dorchester County Zoning Ordinance to create the County portions of the TGB;
- Implement the planned Vienna Business Park at Old Ocean Gateway and 331 by applying for inclusion in the One Maryland program administered by the Maryland Department of Business and Economic Development;
- Continue with planned steps to consider and welcome the annexation of the Larmore/Phillips site and West Vienna;
- Work with the Maryland Historic Trust to implement creation of the proposed Water Street Historic District; and,
- Utilize Maryland's Heritage Preservation Tax Credit Program in revitalization projects for Vienna, capitalizing on the fact that the waterfront district is now a recognized Target Investment Zone in the state-certified Heart of the Chesapeake Heritage Area.

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VII. TABLE OF IMPLEMENTATION PROJECTS BY PHASE

The following Table of Implementation Projects By Phase identifies the project recommendations of the Plan by three implementation time phases: short-term (1-5 years), mid-term (6-10 years) and long-term (11-20 years).

Section VII
TOWN OF VIENNA, MARYLAND
2003 GREATER VIENNA COMPREHENSIVE PLAN
TABLE OF IMPLEMENTATION PROJECTS BY PHASES

PROJECT	LEAD AGENCY	SUPPORT GROUPS	PHASE
Town of Vienna Zoning Ordinance Comprehensive Revisions	Mayor & Commissioners	Planning & Zoning Commission Zoning Inspector, Dorchester County P&Z, MD Dept. of Planning	Short-term
Prepare New Vienna Historic Area Walking Tour Brochure	Planning & Zoning Commission	Vienna Heritage Foundation Dorchester County Tourism, State of Maryland	Short-term
Construct New Floating Docks for Transient Boaters	Mayor & Commissioners	Planning & Zoning Commission Town Manager, MD agencies.	Short-term
Water & Sewer Improvements	Mayor & Commissioners	Consulting Engineer Town DPW	On-going
Construct Market Street Extension to Old Ocean Gateway	Mayor & Commissioners	Planning & Zoning Commission Town Manager, MD agencies.	Short-term
Install Decorative Period Lighting on Market Street	Mayor & Commissioners	Planning & Zoning Commission Town Manager, MD agencies.	Short-term
Finalize & Develop Phase I Nanticoke River Gateway Discovery Center (NRGDC)	Mayor & Commissioners	Planning & Zoning Commission The Conservation Fund NRGDC Partnership	Short-term
Finalize & Develop Phase I Phillips Residential Development	Private/Non-Profit Developers	Planning & Zoning Commission The Conservation Fund Development Partnership	Short-term
Vienna Business Park Phase I Development	Private/Non-Profit Developers	Planning & Zoning Commission Dorchester County Economic Development MD DBED	Short-term
Improve Community Park	Mayor & Commissioners	Planning & Zoning Commission	Short-term
Finalize & Develop Phase I Vienna-Hurlock Scenic Railway - Planning	Mayor & Commissioners	Planning & Zoning Commission Dorchester County Tourism Town of Hurlock, V-H Scenic Railway Partnership	Short-term

Short-term 1-5 Years
Mid-term 5-10 Years
Long-term 11-20 Years
On-going

Participants: Mayor & Commissioners
 Planning & Zoning Commission
 Circuit Rider/Town Manager
 DPW/Consulting Engineer
 Others As Indicated

Section VII (continued)
TOWN OF VIENNA, MARYLAND
2003 GREATER VIENNA COMPREHENSIVE PLAN
TABLE OF IMPLEMENTATION PROJECTS BY PHASES

PROJECT	LEAD AGENCY	SUPPORT GROUPS	PHASE
Finalize & Develop Phase II Phillips Residential Development	Private/Non-Profit Developers	Planning & Zoning Commission The Conservation Fund Development Partnership	Mid-term
Expand Vienna Heritage Museum	Mayor & Commissioners	Heritage Foundation Planning & Zoning Commission Dorchester County Tourism	Mid-term
Finalize & Develop Phase II Vienna-Hurlock Scenic Railway	Mayor & Commissioners	Planning & Zoning Commission Dorchester County Town of Hurlock, V-H Scenic Railway Partnership	Mid-term
Extend Riverwalk & Trails	Mayor & Commissioners	Planning & Zoning Commission Town Dept. of Public Works Dorchester County Conservation Organizations	Mid-term
Develop Phase I Town Facilities & Phase II Streetscape Projects	Mayor & Commissioners	Planning & Zoning Commission	Mid-term
Vienna Business Park Phase II Development	Private/Non-Profit Developers	Planning & Zoning Commission Dorchester County Economic Development MD DBED	Mid- Term
Improve Town Community Park	Mayor & Commissioners	Planning & Zoning Commission	Mid-term
Town Hall Renovation or Replacement	Mayor & Commissioners	Planning & Zoning Commission	Mid-term
Town Street Tree Program	Mayor & Commissioners	Planning & Zoning Commission	Mid-term
Finalize & Develop Phase II Nanticoke River Gateway Discovery Center	Mayor & Commissioners	Planning & Zoning Commission The Conservation Fund NRGDC Partnership	Mid-term
Streetscape Projects	Mayor & Commissioners	Planning & Zoning Commission, Town Dept. of Public Works	Mid-term

Short-term 1-5 Years
Mid-term 5-10 Years
Long-term 11-20 Years
On-going

Participants: Mayor & Commissioners
Planning & Zoning Commission
Circuit Rider/Town Manager
DPW/Consulting Engineer
Others As Indicated

Section VII (continued)
TOWN OF VIENNA, MARYLAND
2003 GREATER VIENNA COMPREHENSIVE PLAN
TABLE OF IMPLEMENTATION PROJECTS BY PHASES

PROJECT	LEAD AGENCY	SUPPORT GROUPS	PHASE
Traffic Circle Feasibility Study & Implementation & Related Traffic Improvements	Mayor & Commissioners	Planning & Zoning Commission Town Dept. of Public Works	Long-term
Vienna Crescent Comm. Development	Mayor & Commissioners	Planning & Zoning Commission Dorchester County ED	Long-term
Finalize & Develop Phase III Nanticoke River Gateway Discovery Center	Mayor & Commissioners	Planning & Zoning Commission The Conservation Fund NRGDC Partnership	Long-term
Finalize & Develop Phase III Vienna-Hurlock Scenic Railway	Mayor & Commissioners	Dorchester County Tourism Town of Hurlock V-H Railway Partnership	Mid-term
Public Transit Improvements	Shore Transit.	Planning & Zoning Commission	Long-term
Finalize & Develop Phase III Phillips Residential Development	Private/Non-Profit Developers	Planning & Zoning Commission The Conservation Fund Development Partnership	Long-term
Vienna Business Park Phase III Dev.	Private/Non-Profit Developers	Planning & Zoning Commission Dorchester County Economic Development MD DBED	Long-term
Develop Phase II Town Facilities & Phase II Streetscape Projects	Mayor & Commissioners	Planning & Zoning Commission	Long-term

Short-term 1-5 Years
Mid-term 5-10 Years
Long-term 11-20 Years
On-going

Participants: Mayor & Commissioners
Planning & Zoning Commission
Circuit Rider/Town Manager
DPW/Consulting Engineer
Others As Indicated

2003 GREATER VIENNA COMPREHENSIVE PLAN

ADDENDA
DECEMBER 22, 2003
APPROVAL OF THE 2003 GREATER VIENNA COMPREHENSIVE PLAN
BY RESOLUTION
OF THE COMMISSIONERS OF VIENNA

In its December 22, 2003 final approval by resolution of the 2003 Greater Vienna Comprehensive Plan, the Commissioners of Vienna made the following addenda:

- (1) In the pictorial exhibit labeled “The Towne on the Nanticoke River – 1706”, the map will be accompanied by original language from the 1706 creation of the Town.
- (2) On page 59, under “FCR – Floating Zone Commercial”, the Commissioners and staff will further confirm by research that in fact the FCR Zone, while established as a Use District in the text of the Town of Vienna Zoning Ordinance, was never mapped for any specific parcels.
- (3) In the language describing the proposed Business Park, and also in the language describing the Vienna Crescent (Levin Dorsey Road) sites for proposed commercial development, language will be added or modified to stress the goal that these developments will be small in scale, environmentally-conscious and highly landscaped in order to maintain the small-town character of Vienna. It is the intention of the Comprehensive Plan that these principles will be stressed in the forthcoming comprehensive zoning revisions for Vienna.
- (4) Under the description of the S-2 and W-2 designations in the Dorchester County Water and Sewer Master Plan amendments, the phrase “accomplished within two years” will be changed to “initiated within two years”.
- (5) It will be clarified that the Planning and Zoning Commission will file an annual report on planning and zoning activity with the Maryland Department of Planning.
- (6) The text should be amended to state that the choice of “Vienna” as the Town’s name in 1706 is thought to have been taken from the name of Vinnacokisimmon, the Nanticoke Indian emperor, the Austrian capital on the Danube or a favorite Loockerman family name.
- (7) As a result of these addenda, the following pages have changed: pages 26, 59, 86, 90 and 109. Page 117 is hereby added. The pictorial exhibit labeled “The Towne on the Nanticoke River – 1706” is changed to include original language from 1706.

2003 GREATER VIENNA COMPREHENSIVE PLAN

APPENDIX B

Vienna Businesses in 2003

The Nanticoke Country Market & Spear's Shell Service Station

Owner: Gene Spear and Marynan Spear
Old Ocean Gateway, Vienna, MD 21869
Hours: 7am-8pm

Cold Subs, Sandwiches, Gas, Maryland Lottery, and Cold Drinks
Tel 1- 410-376-3175

Millie's Road House Bar & Grill

Owner: Millie Dukes and Greg Zurick
Old Ocean Gateway, Vienna, MD 21869

Open Daily
Hot and Cold Subs, Beer, Pizza
Take-in or Carry-out
Tel 1- 410-376-3130

Nanticoke Inn

Owner: Millie Dukes and Greg Zurick
Old Ocean Gateway, Vienna, MD 21869

Open Daily
Restaurant Dining
Tel 1- 410-376-3006

Megan's Hair Design

Owner: Megan Murphy
Old Ocean Gateway, Vienna, MD 21869

Hairdressing
Tel 1- 410-376-3553

Spear's Hardware Store

Owner: Gene Spear and Marynan Spear
101 Market Street, Vienna, MD 21869
Collectibles, Antiques & Decorating Finds
Tel 1- 410-376-3175

Bunky's Service Center

Owner: Bunky Bell
Old Ocean Gateway, Vienna, MD 21869
Open Monday-Saturday
Maryland State Inspection Certified
Tel 1- 410-376-3553

Tavern House Bed and Breakfast

Owner: Harvey and Elise Altergott
111 Water Street, Vienna, MD 21869
Bed and Breakfast Overlooking the Beautiful Nanticoke River
Tel 1- 410-376-3347

Trego Marine Construction

Owner: William Trego
Old Ocean Gateway at the Nanticoke River
Marine Construction Company
Tel 1-410-228-4926

The Vienna Power Plant

Owner: NRG Energy, Inc.
Chapel of Ease Road, P.O. Box 128, Vienna, MD 21869-0128
Electrical Power Generation for the NE Power Grid
Tel. 1-410-376-2022

Hebron Savings Bank

Race and Market Streets, Vienna, MD 21869
Banking Services
Manager: Debby Lowe
Tel. 1-410-376-3186

Vienna, Maryland U.S. Post Office

Market Street, Vienna, MD 21869
Postmaster: John Groton
Tel. 1-410-376-3589

Vienna Volunteer Fire Company

Old Ocean Gateway, Vienna. MD 21869
Fire And Emergency Services
Fire Chief: Reginald Sellars, Jr.
Tel. 1-410-376-3319

Clean Spot Coin Laundry

Old Ocean Gateway and Webster Alley, Vienna, MD 21869
Laundromat
Owner: Mr. David Owens
Tel. 1-410-376-3620