TOWN OF
VIENNA
since 1890

Comprehensive Plan 2026

PLANNING COMMISSION DRAFT 02.25.26

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INTRODUCTION

What is a comprehensive plan?

The Town of Vienna's comprehensive plan provides the Town's adopted long-range policies regarding a wide range of topics related to the Town's development and character. Key policy areas include land use, transportation, parks and recreation, community facilities, economic development, and the environment. The plan includes data, maps, images, and graphs that illustrate the past and present of the jurisdiction and help to undergird the plan's policies.

Most importantly, comprehensive plans are living documents. An effective comprehensive plan should capture community members' vision for the future; guide the preparation of implementation steps, which include both regulations and capital investments; and provide a pathway for how the jurisdiction should grow and evolve into the future. Vienna should regularly revisit its comprehensive plan to ensure it meets these aims, amending the document as necessary to capture actions and decisions guiding the jurisdiction's vision and development as well as any regional changes or trends that may impact the jurisdiction or its comprehensive plan.

Virginia State Code Requirements

The Code of Virginia (§15.2-2223 through §15.2-2232) requires every locality to adopt a comprehensive plan to guide its physical development, and to review the plan at least once every five years. The plan must be general in nature and created with the purpose of coordinating and promoting the health, safety, welfare, convenience, and prosperity of all residents, including older adults and individuals with disabilities.

The Code outlines several required and recommended elements that must be addressed in a comprehensive plan:

Mandatory elements:

Land Use: The plan must identify existing and future land uses, and may designate areas for public facilities, redevelopment, mixed-use development, historical and cultural resources, and environmentally sensitive features. It must also include policies for housing, including affordable and manufactured housing options.

Transportation: The plan must include a transportation element that identifies existing and future infrastructure needs. This includes streets, sidewalks, bicycle and pedestrian routes, transit networks, and other modes of transportation. The transportation plan must be submitted to the Virginia Department of Transportation (VDOT) for review and must align with VDOT's Statewide Transportation Plan and the Six-Year Improvement Program.

Affordable Housing: The plan must include policies that promote housing affordability, both through new construction and the preservation of existing housing stock, so that Vienna remains inclusive for households of varied income levels. *(covered in Land Use)*

Broadband Infrastructure: The plan must consider the current and future needs for broadband infrastructure to support connectivity and economic competitiveness. *(covered in Community Facilities and Infrastructure)*

Recommended elements:

Environmental Resilience and Sustainability: Localities are encouraged to consider strategies to enhance resilience to natural hazards such as flooding and severe weather, and to support sustainable development practices.

Transit-Oriented and Walkable Development: While not required for a town of Vienna's size (required for cities over 20,000 people and counties over 100,000 people), the plan may also consider policies that support walkability, reduced car dependency, and sustainable development patterns, to encourage reduced greenhouse gas emissions.

Urban Development Areas (if designated): If the locality designates a Urban Development Areas (UDAs), an area intended to support higher-density, mixed-use, and walkable development consistent with the community's character and scale, it must also include specific policies, design standards, and maps for that area. These elements must be updated at least once every five years.

Resilience: The plan is encouraged to consider strategies to address resilience. As used in this subsection, "resilience" means the capability to anticipate, prepare for, respond to, and recover from significant multi-hazard threats with minimum damage to social well-being, health, the economy, and the environment.

To ensure transparency and community input, the Code also requires public engagement throughout the planning process. The Planning Commission must advertise and hold a public hearing before recommending a draft plan to the governing body. Afterward, the governing body must also advertise and hold a public hearing before adopting the final plan. The Town of Vienna always exceeds these requirements, to ensure that the community's vision is reflected in the plan.

Vienna's Comprehensive Plan and Community Engagement

The Town of Vienna adopted its first comprehensive plan in 1957. It has been revisited and rewritten several times since then, with the most recent version adopted in May 2016 and subsequently amended in February and October 2020.

In 2020, staff from the Department of Planning and Zoning (DPZ) and the Planning Commission began reassessing the 2016 Comprehensive Plan, in collaboration with staff from other key Town departments. While this effort was partially driven by the state requirement that the plan be reviewed every five years, it was also prompted by two major changes with significant impacts to the plan and its implementation: the suspension and repeal of the Maple Avenue Commercial (MAC) overlay zone and the launch of the zoning ordinance update, in a project entitled "Code Create Vienna." (The updated zoning code was adopted in October 2023 and became effective January 1, 2024.)

The Planning Commission began the process by conducting an internal review of the plan, in collaboration with staff. Once it was determined that changes were needed, the next step was to engage community members and the Town's boards and commissions. Staff held a kickoff event to get community input and visited various Town events. Online input was also solicited. Staff and Planning Commissioners also solicited feedback from the relevant boards and commissions to get their input and for their ideas on what updates are needed to the plan's goals, objectives, and strategies. After the Planning Commission and staff reviewed this feedback, the Commission directed staff to develop drafts of each chapter, which were then reviewed and edited by the Planning Commission.

Contents of Vienna's Comprehensive Plan

This comprehensive plan includes nine chapters focusing on specific elements of the Town's existing and future development. These chapters provide an overview of current conditions and relevant history, as well as identifying the Town's goals, policies, and strategies as they relate to that topic. While these elements all stand alone, they are also interconnected; strategies may be similar or shared between elements and call for interdepartmental coordination. The following summarizes the content of each of the plan's chapters:

Chapter 1: Introduction	Provides an overview of the plan's organization and statutory requirements.
Chapter 2: Community Profile	Provides a history of the settlement and development of the Town, in addition to information about demographics and trends which have or will affect the Town's development or character.
Chapter 3: Land Use	Provides information regarding the existing land uses within the Town and introduces the Future Land Use Map, which provides a vision for the Town and guides development decision-making.
Chapter 4: Economic Development	Provides background on non-residential development and commerce in the Town and provides guidance for additional actions the Town may take to encourage economic development.
Chapter 5: Transportation	Provides an overview of the existing conditions and recommendations for the Town's network of streets, sidewalks, and bike paths; parking; transit; and modes of transportation that are relevant to the Town's residents, visitors, and businesses.
Chapter 6: Community Facilities and Infrastructure	Focuses on non-park properties owned by the Town, Fairfax County, and utility infrastructure that serve Town residents, visitors, and businesses.
Chapter 7: Parks and Recreation	Provides information and guidance regarding the many parks, recreational opportunities, and community facilities within the Town.
Chapter 8: Environment and Sustainability	Describes the key environmental assets and challenges affecting the Town, as well as key resiliency and sustainability measures the Town has enacted and should address into the future.
Chapter 9: Implementation	Provides an overview of the implementation guide, which is a separate document that consolidates the goals, policies, and strategies identified as key for plan implementation in chapters 3-8 and includes prioritization and phasing guidance. The implementation guide is intended to be revisited on a regular basis to ensure progress is being made towards executing the comprehensive plan.
Appendix	Supporting text including a glossary and other resources.

The Land Use, Economic Development, Transportation, Community Facilities and Infrastructure, Parks and Recreation, and Environment and Sustainability chapters include the goals, policies, and strategies necessary to implement the plan. Goals are meant to be general and describe a desired future condition or status. Policies are more specific and describe how the goals will be achieved. Strategies are detailed actions that outline how the plan's policies will be enacted.

COMMUNITY PROFILE

History

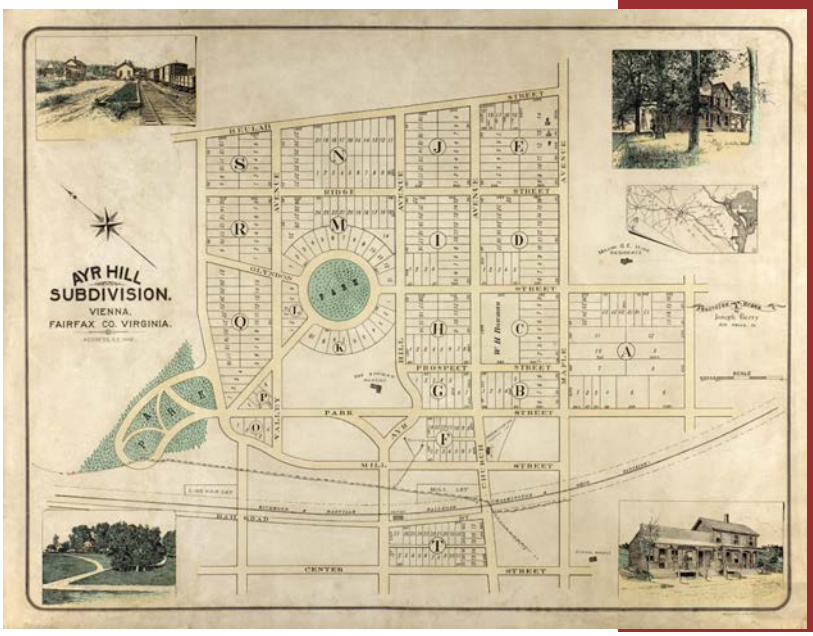
Early Beginnings

Originally inhabited by the Algonquian-speaking Tauxenent tribe, the Vienna area was initially established by Europeans as large farming estates. In 1767, Vienna's first house of record was built. The area was named Ayr Hill after the owner's native Scottish County of Ayr and retained the name for nearly a hundred years. Growth was slow, with no more than eight houses in the village at the turn of the 19th century.

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

In 1842, Keziah Carter, a free Black and indigenous Tauxenent and Pamunkey woman, purchased 50 acres of land from what had been the original Wolf Trap plantation. This land, known as both Cartersville and Freedom Hill, became home to generations of Carters, many of whom are buried in the Carter Family Cemetery, just north of Town limits. Keziah's son, Robert Jr., purchased an additional ten acres of land in 1859 that would ultimately become part of the Town of Vienna. Descendants of the Carter family still reside in the Town, and a ceremony honoring the Carter family and unveiling historical signage recognizing their contributions to history occurred in Freedom Hill Park in July 2021. Upon completion of the renovations at the Patrick Henry Library, it will be renamed the Vienna-Carter Library in honor of both the family as a whole and William and Lillian Carter, who worked to ensure the Patrick Henry Library opened as an integrated library.

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



Source: historicvienna.org

Civil War, Reconstruction, and Gaining Town Status

Due to its proximity to the Nation's capital, control of Vienna was strongly contested during the Civil War, causing many residents to leave for the duration of the conflict. On June 17, 1861, the fifth skirmish of the war, part of the First Battle of Manassas, took place near the Park Street railroad crossing (now the site of the Town's Community Center). This skirmish marked the first tactical use of a railroad in battle.

Mural in Bear Branch Tavern by artist David Barr

In the years following the war, Vienna experienced a growth in permanent residency, including both White and Black settlers. Among the new residents were Major Orrin T. Hine and Harmon L. Salsbury. A Freedmen's Bureau agent and farmer, Hine settled in Vienna in 1866 and by 1885 had amassed almost 6,500 acres of land. Major Hine was elected the Town's first mayor when Vienna was incorporated in 1890. Salsbury, a Union Captain in the 26th Regiment of Colored Infantry, welcomed settlers to his estate, making housing available to newly freed slaves by providing easy credit and long mortgages.

Thomas West, Daniel West, George M. Brown, and Edmond Harris, freed slaves and landowners, established Vienna's first public school for Black students in approximately 1866. In 1867, Major Hine and his wife Alma sold the four men the land that would ultimately become the First Baptist Church of Vienna and the Vienna Colored School. The school moved to a building at the intersection of Malcolm Road and Lawyers Road in the late 1890s, and it would ultimately move to a building at 324 Nutley Street NW in 1939 and renamed the Louise Archer School. Fairfax County Public Schools were integrated in 1966, and the Louise Archer School became the only school for Black students that remained open after integration.

Unveiling of the historic marker at Louise Archer Elementary School in September 2025. Source: Fairfax County Government

The Town's first public school for White students followed in 1872, built on Park Street between Church Street and Maple Avenue. A second school for White children was built in 1890 in what is now known as the Bowman House, with its replacement, now known as Vienna Elementary School, constructed in 1915. A boiler explosion during the 1919-1920 school year temporarily relocated the school back to the Bowman House, and the new Vienna Elementary School opened in 1923. This section of the school is still in use, giving Vienna Elementary the distinction of being the oldest continually operating building in the Fairfax County public school system.

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

As Vienna grew, so too did the need for it to govern itself. In 1890, Vienna received its charter and officially received Town status. Three hundred residents strong, it elected Major Hine as its first mayor, serving until his death in 1899.

Early 20th Century

The Vienna Volunteer Fire Department, organized in 1903 by Mr. Leon Freeman and chartered in 1929, is Fairfax County's oldest volunteer fire department. In 1904 Freeman heralded the advent of Vienna's motorized age with ownership of the Town's first automobile, spurring the first speed limit, 12 miles per hour. Transportation improvements continued with the construction of a trolley line connecting Vienna with Washington, D.C., via Falls Church, as well as the dedication of land for Maple Avenue in 1910.

The 1920s saw the establishment of the first Town Hall, bank, citizens' association, drug store, chain grocery store (Piggly Wiggly), and fire cisterns. After electricity was brought to Vienna in 1922, its first streetlights soon followed.

Vienna Station 1950

Post-World War II

In 1940, Vienna was still a small town with a population of 1,237. However, the end of World War II brought suburban pressure and further development, especially upon the Servicemen's Readjustment Act of 1944, commonly known as the G.I. Bill, being signed into law. The Town's population grew by 10,000 people during the decade, and the business core shifted from Church Street to Maple Avenue.

The first of many modern shopping centers was built in 1954 along the newly widened Maple Avenue. In 1957, a part of the surrounding area of Vienna's original boundaries was annexed and the Town grew from 2.25 square miles to roughly 3.8 square miles in size.

In 1958, the maple trees that gave the avenue its name were removed for transportation improvements. Transportation, shopping, and residential demands continued to grow with the increasing population of Vienna and Fairfax County. Notable regional developments included the construction of Dulles International Airport in 1962, Fairfax Hospital in 1962, Tysons Corner Center in 1968, and the Vienna-Fairfax/GMU Metrorail Station in 1986.

During the 1980s Vienna had a front row seat to witness the rise of a new social phenomenon, the "Edge City," a term popularized by Joel Garreau. Tysons Corner (now simply known as Tysons) transformed from a suburban retail center into an employment and business center that rivaled the area's traditional urban core of Washington, D.C. in office space and jobs. The traditional pattern of suburb-to-city commuting changed, as the area saw the growth of the suburb-to-suburb commute. In turn, families looking for affordable housing filled in previously undeveloped land in nearby Fairfax County—and Vienna—and pushed development further west and south.

The 1990s brought another wave of change to Vienna, Fairfax County, and the greater Washington, D.C. area. The explosive growth of information technology and Internet-related companies in the area fueled an economic boom for the region. Northern Virginia emerged as a preeminent location for high-technology firms. In 1993, a boundary adjustment agreement with Fairfax County increased the size of the Town to 4.4 square miles.

Modern-Day Vienna

Significant development continues in the portions of Fairfax County near the Town, especially in Tysons and Merrifield. These development projects have included greater density and intensity, and particularly in Tysons, the potential for increased impacts to the Town's transportation network and public facilities.

Within the Town, the demolition of existing single-family detached homes and their replacement with new larger dwellings continues, though this has somewhat slowed in the past couple of years. As new, large homes with modern conveniences remain desirable, the brick one-story ramblers that once predominated the Town's landscape are becoming increasingly rare, reflecting both changing lifestyle trends and the evolving physical landscapes of Vienna's neighborhoods.

In July 1999, the Vienna Town Council adopted an ordinance to enhance the appearance and economic vitality of businesses in the historic Church Street commercial corridor. The plan introduced an incentive-based development program called the Church Street Vision Plan to preserve the unique character of what was once Vienna's main street. Under the plan, eligible Church Street property owners are encouraged to renovate and develop properties in accordance with adopted guidelines that reflect the main street urban architecture reminiscent of late 19th century, small-town America streetscapes. In exchange, owners may receive additional building square footage, reduction in parking requirements and an expedited review process. Following the adoption of the Church Street Vision, it has seen resurgence, including several new buildings, renovation projects, and beloved commercial establishments. The pedestrian-friendly corridor continues to attract residents and visitors as Vienna's traditional "main street."

Encouraged by the success of the Church Street Vision, the Town adopted the Maple Avenue Commercial (MAC) Ordinance in October 2014. This voluntary incentive program aimed to revitalize Maple Avenue by encouraging compact, pedestrian-oriented, mixed-use development. It offered reduced parking requirements and increased building heights to reinforce Maple Avenue's role as the Town's main street. However, despite these intentions, the MAC Ordinance was suspended in September 2018 and ultimately repealed in June 2020.

In September 2020, the Town's Planning and Zoning Department staff launched an ambitious zoning ordinance update, called "Code Create Vienna," that would be the Town's most significant zoning code change since 1969. Guided by five core land use goals —Vienna as a complete community, encouraging housing for residents of all age groups, maintaining and strengthening the Central Business District within its existing boundaries, creating a more walkable Vienna, and ensuring that Vienna retains its unique single-family residential character and quality of life—Town staff worked closely with consultants to develop a new zoning ordinance aligned with these priorities. The update process included extensive collaboration with the Town Council, Planning Commission, various boards and commissions, Town residents, and Town businesses to shape and refine the code. After several years of community engagement and careful review, the Town Council adopted the new zoning ordinance on October 23, 2023, with an effective date of January 1, 2024.

Meanwhile, the onset of the COVID-19 pandemic in March 2020 brought significant changes to the lives of not just Vienna residents, but people all around the world. In a matter of days, people had to adapt to major changes impacting work, school, shopping, and participation in one's community to limit the spread of the COVID-19 virus. In and near Vienna, the emergency meant a large increase in remote telework for individuals whose jobs could accommodate this approach; schools shifting from the traditional in-person model to virtual learning; and community businesses, public amenities, places of worship, and other similar establishments limiting the number of people who may be inside at one time or even changing their business models altogether (such as restaurants shifting to all-takeout models). While pandemic restrictions have since lifted, they also led to more longer-term changes in our behaviors, such as the sustained increase in teleworking and a dramatic increase in online shopping. Some businesses have fully returned to in-person work while others remain more telework-friendly. There is significant uncertainty about the long-term impact on land uses, traffic and transportation patterns, and the local economy moving forward.

Given the changes occurring both within and outside the Town, Vienna's citizens and leadership remain dedicated to promoting a stable community with a small-town feel. At the same time, the Town continues to pursue policies which maintain or enhance Vienna's attractiveness as a place to live while providing the facilities and services necessary for a successful community.

Demographics

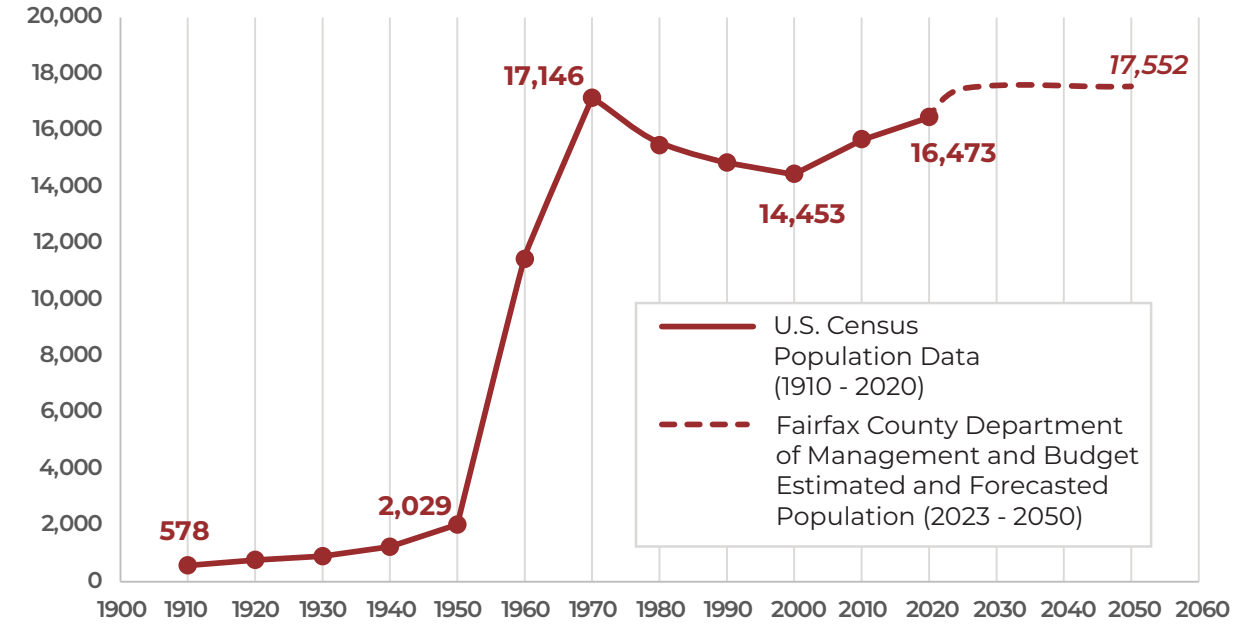
Demographic statistics and trends provide an important background for evaluating land use, transportation needs, and infrastructure requirements. The following is a profile of the Town's population compared, where appropriate, to the total population of Fairfax County. Data sources include the U.S. Census Bureau, as well as data collected by Fairfax County and the Town of Vienna.

Population Growth

Like most places in Fairfax County, the largest period of growth in Vienna occurred between 1950 and 1970 as the area experienced a post-World War II population and housing boom. However, given Vienna's relatively small size and limited land zoned for multifamily housing compared to many other parts of Fairfax County, the Town's population has remained modest and stable, gradually increasing over the past 25 years from the high 14,000s to the low 17,000s.

Per the Fairfax County Department of Management and Budget, Vienna's population grew from 15,687 to 17,004 between 2010 and 2020, a total increase of 1,317 residents or 8.4%. Fairfax County's Department of Management and Budget estimates the Town's population at 17,279 in 2023, an increase of 275 residents or 1.6% from 2020.

FIGURE 2.1: VIENNA'S POPULATION



Source: U.S. Census Bureau and Fairfax County Department of Management and Budget

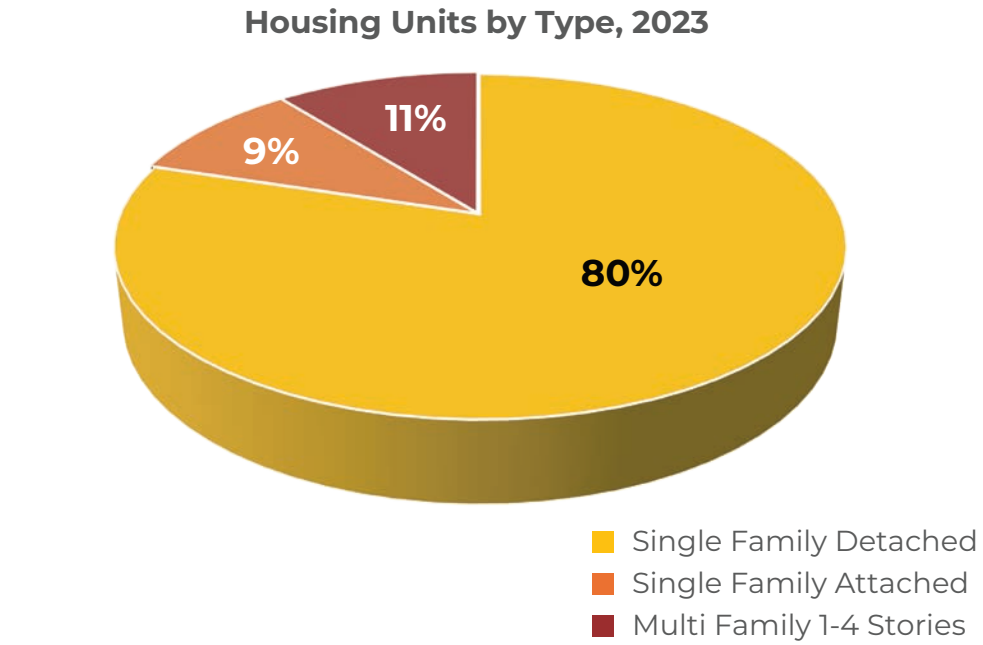
Most of the current residential development in Vienna consists of demolition and rebuilds of existing single-family detached homes, though applications for rebuilds have been slowing. Further, there is both limited vacant land available for new single-family detached dwellings and few remaining properties that can be subdivided. If there are no significant changes in land development trends, Fairfax County's Department of Management and Budget estimates that Vienna's population will peak at 17,552 in 2035 and remain constant through at least 2050.

Housing and Households

Fairfax County's Department of Management and Budget estimates that there were 5,804 housing units in the Town in 2023. The vast majority of these—80%—are single-family detached housing units, with the remainder split between single-family attached (9%) and multifamily units (11%).

Like projected population growth, Fairfax County estimates housing unit growth will soon taper off, given historic land development trends. By 2030, the Town is estimated to peak at 5,899 units, remaining constant through at least 2050 (assuming consistency over time in policies related to land use and development).

FIGURE 2.2: VIENNA'S HOUSING UNITS



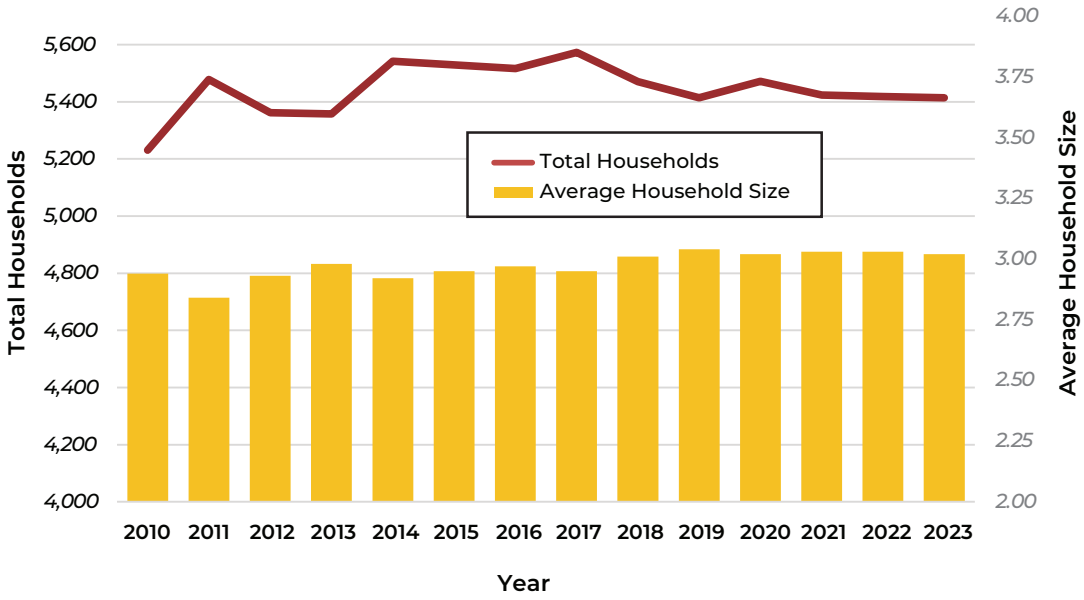
Estimated and Forecasted Housing Units, 2023-2050

2023	2025	2030	2035	2040	2045	2050
5,804	5,866	5,899	5,899	5,899	5,899	5,899

Source: Fairfax County Department of Management and Budget

FIGURE 2.3: HOUSEHOLD TRENDS IN VIENNA, 2010-2023

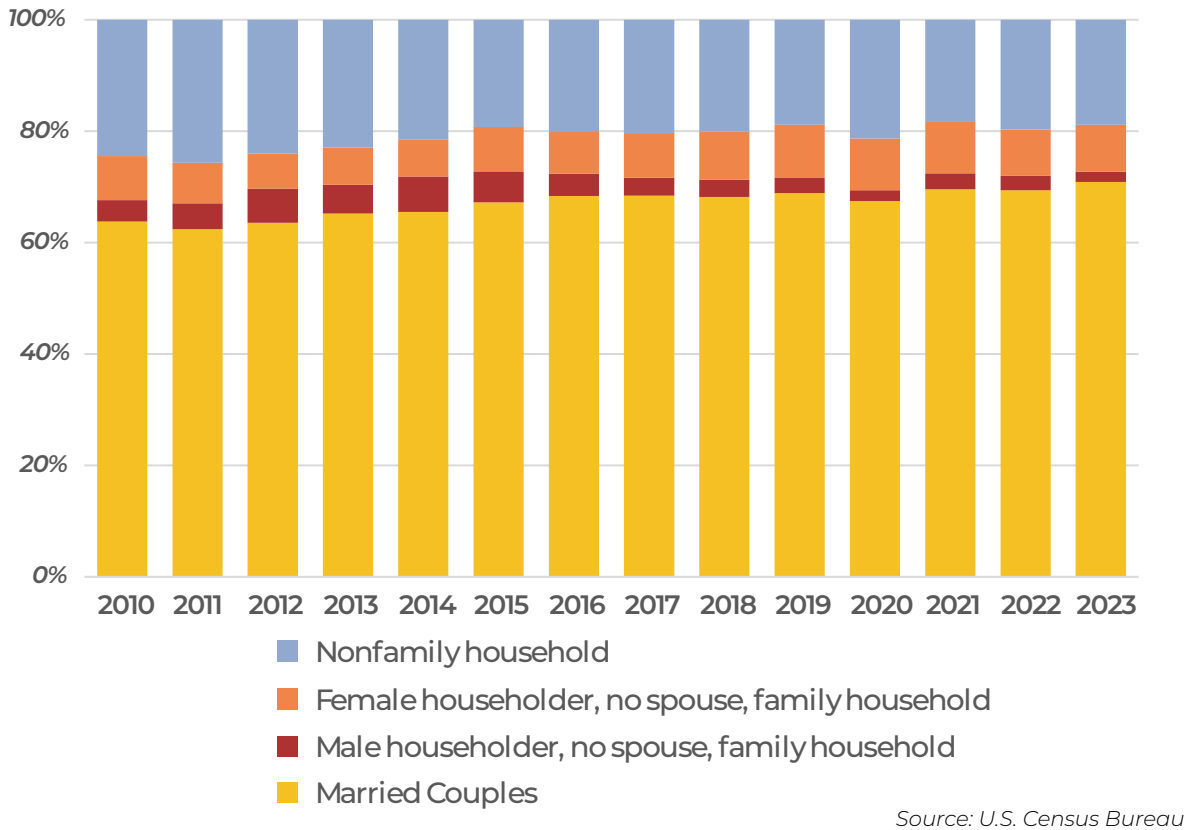
The average household size in 2020 was 2.9 persons, which is slightly higher than the 2.8 persons per household in 2010. The household size has largely stayed the same since 1990. This trend is true of Fairfax County and the United States, as well.



Source: U.S. Census Bureau

As in previous years, the majority of households in Vienna are occupied by married couples , comprising 70.9% of all households in 2023. Non-family households—those who contain one or more people living in the same household who are not related to the householder by either birth, marriage, or adoption—account for 18.8% of all households, while the remaining 10.3% are either female or male householders with no spouse present.

FIGURE 2.4: VIENNA HOUSEHOLD COMPOSITION, 2010–2023

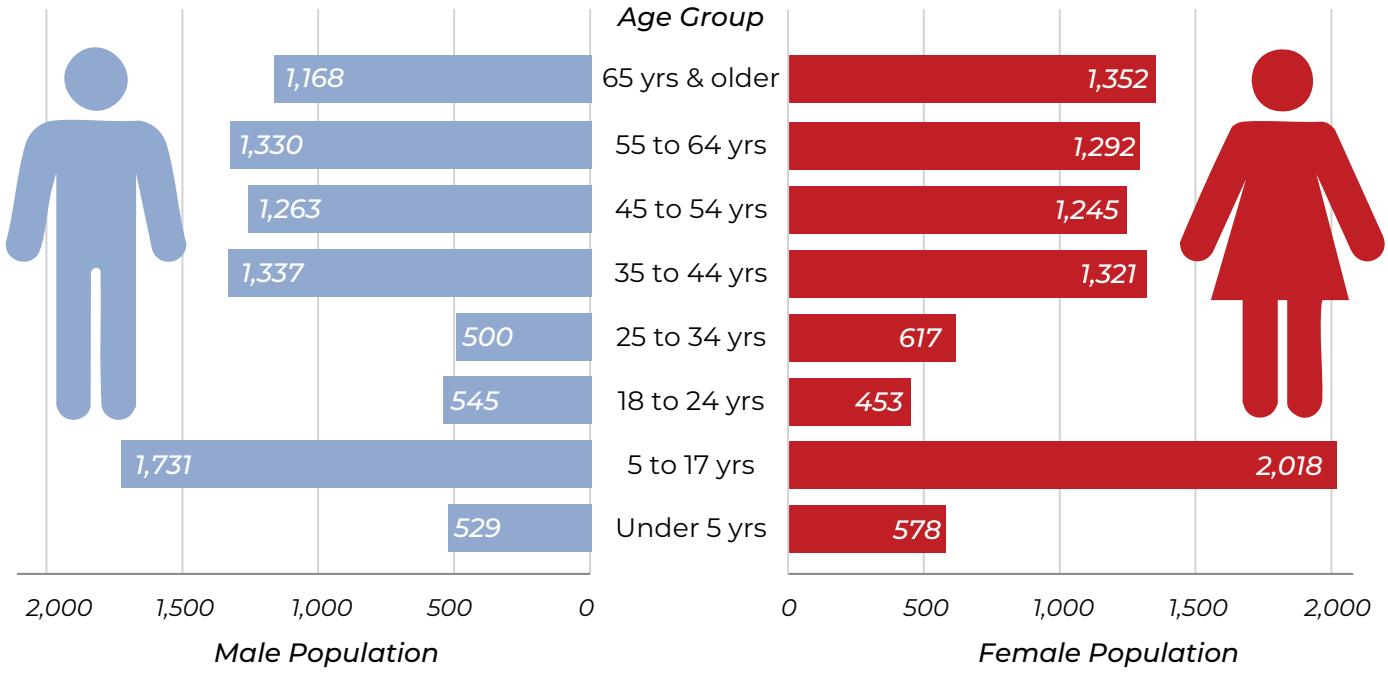


Source: U.S. Census Bureau

Age and Gender Distribution

In 2023, the Town had a population of 17,279 residents: 8,876 women (51.4%) and 8,403 men (48.6%). As shown in Figure 2.5, the largest age group for both genders was 5 to 17 years, representing over one-fifth of the total population (21.7%). The lower numbers of young adults (18 to 34 years of age) likely reflects college-age migration and the Town's limited affordable housing or apartment options for young adults.

FIGURE 2.5: VIENNA'S AGE AND GENDER DISTRIBUTION, 2023



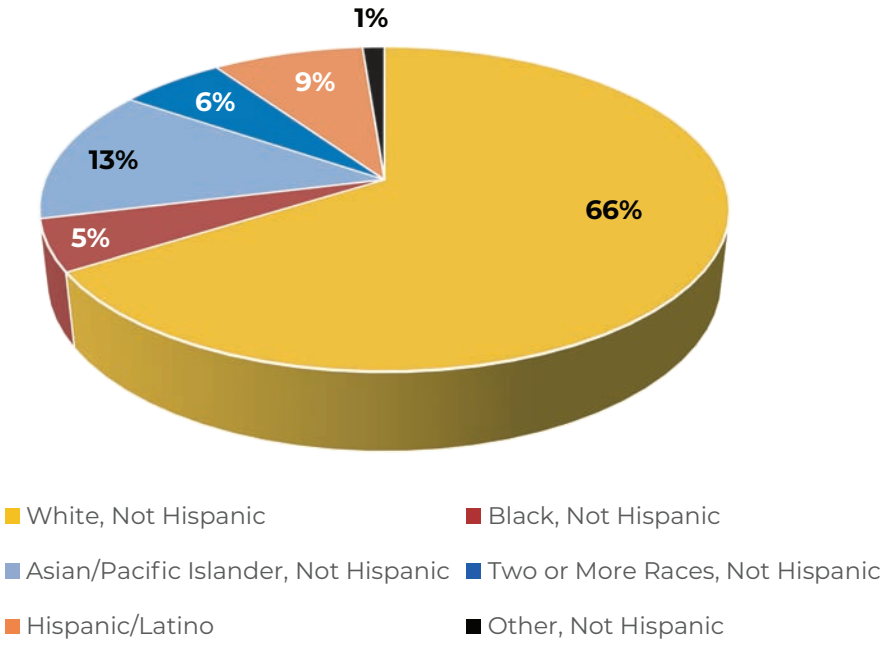
Source: Fairfax County Department of Management and Budget

Race and Ethnicity

Vienna's 2023 population estimate is majority White, with the "White, not Hispanic" population comprising approximately 66% of the total population. The "Asian/ Pacific Islander, not Hispanic" population is the second most populous with 13% of the total population; followed by "Hispanic/Latino" at 9%; "Two or More Races, not Hispanic" at 6%; "Black, not Hispanic" at 5%; and "Other, not Hispanic" at 1%.

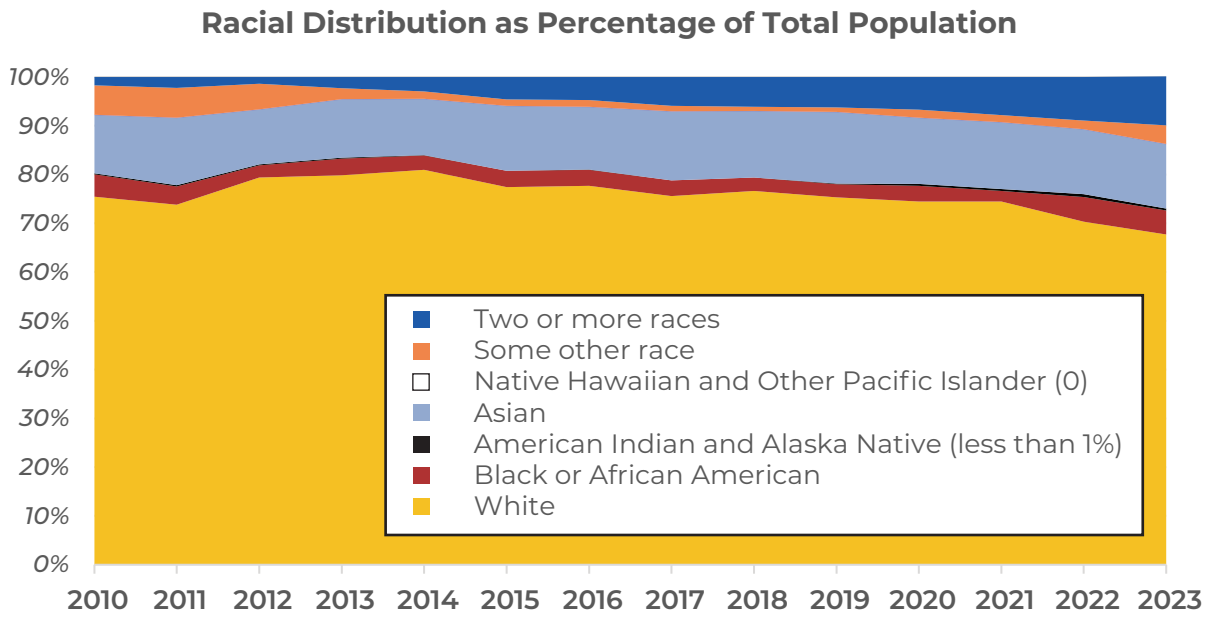
The percentage of Town residents who classify themselves as White has decreased from approximately 75.5% in 2010 to 67.7% in 2023. Those classifying themselves as some other race has decreased from 6.1% in 2010 to 3.8% in 2023, while the percentage of those classifying themselves as two or more races has increased from 1.6% in 2010 to 10.0% in 2023. The percentage of Town residents classifying themselves as Black or African American, American Indian and Alaska Native, Asian, and Native Hawaiian and Other Pacific Islander has remained largely consistent between 2010 and 2023.

FIGURE 2.6: RACIAL AND ETHNIC DIVERSITY IN VIENNA, 2023



Source: Fairfax County Department of Management and Budget

FIGURE 2.7: VIENNA RACIAL COMPOSITION, 2010 - 2023

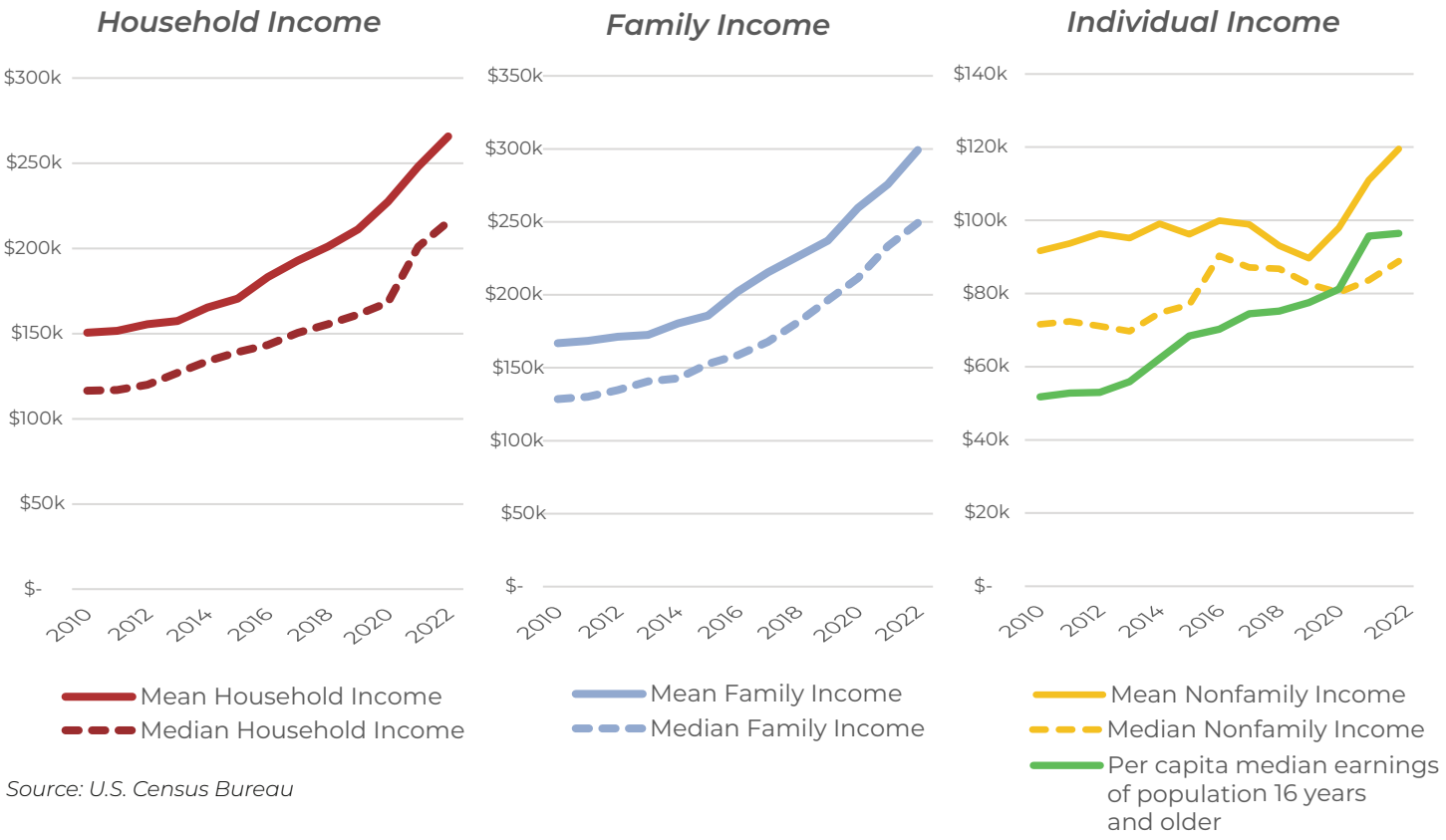


Source: U.S. Census Bureau

Income

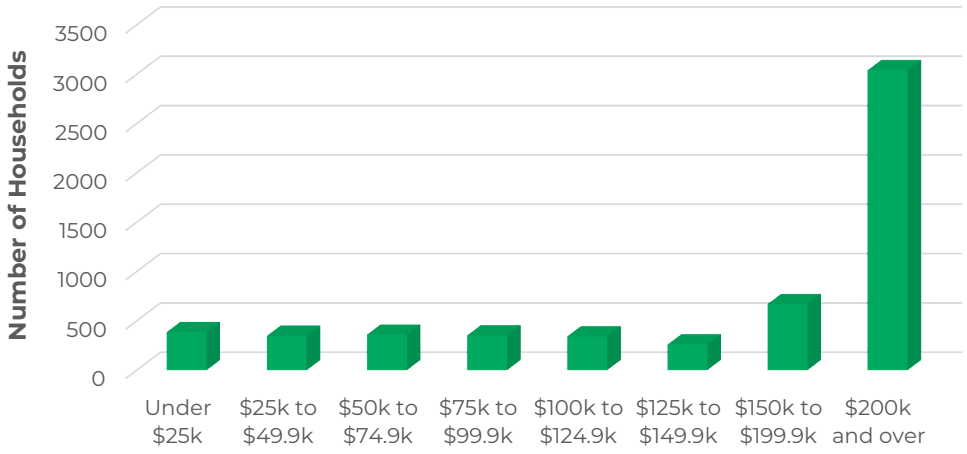
Vienna's median household income in 2022 was $215,556, a 43% real increase over the Town's inflation-adjusted median household income of $151,118 in 2010 (the 2010 nominal median household income was $116,470). Vienna's 2022 median household income was 48.5% higher than Fairfax County's 2022 median household income of $145,165. As of 2023, 52.7% of the Town's households had a median household income of $200,000 or more. While incomes for Town households and families have always been considerably higher than Fairfax County as a whole, their rates of increase since 2013 have been especially significant. Individual income for Town residents fluctuates more but has also risen at a particularly rapid rate since 2019.

FIGURE 2.8: INCOME TRENDS IN VIENNA, 2010–2022



Source: U.S. Census Bureau

FIGURE 2.9: HOUSEHOLD INCOME DISTRIBUTION IN VIENNA, 2023

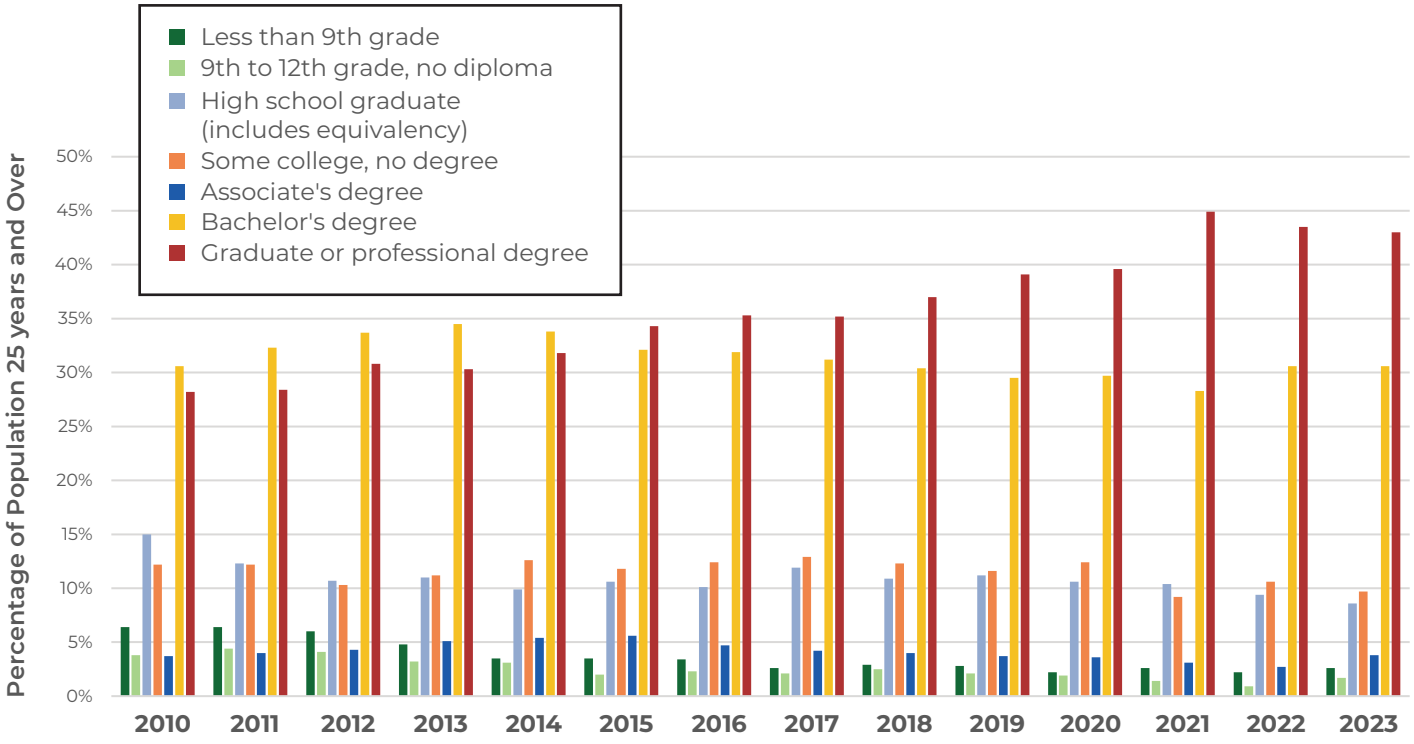


Source: Fairfax County Department of Management and Budget

Educational Attainment

The Town has consistently had a well-educated populace. Prior to 2015, the most common education attainment for residents 25 and over was a bachelor's degree. However, in 2025, the most common education attainment became a graduate or professional degree. In 2023, 43.% of Town residents over 25 had a graduate or professional degree while 30.6% had a bachelor's degree; these were 28.2% and 30.6%, respectively, in 2010. The percentage of residents over 25 with a high school diploma or less decreased dramatically from 25.2% in 2010 to 12.9% in 2023. Those attending some college with no degree dropped from 12.2% in 2010 to 9.7% in 2023.

FIGURE 2.10: EDUCATIONAL ATTAINMENT IN VIENNA, 2010 - 2023



Source: U.S. Census Bureau

Chapter 3

LAND USE

Vision

Maintain and strengthen Vienna's traditional community feel and its connection to the broader region, characterized by healthy neighborhoods; a mix of commercial- and community-serving uses, including schools, churches, and public facilities; and a variety of parks and green spaces. As regional growth continues, manage change in a way that preserves Vienna's unique identity and reinforces its sense of place.

Goals

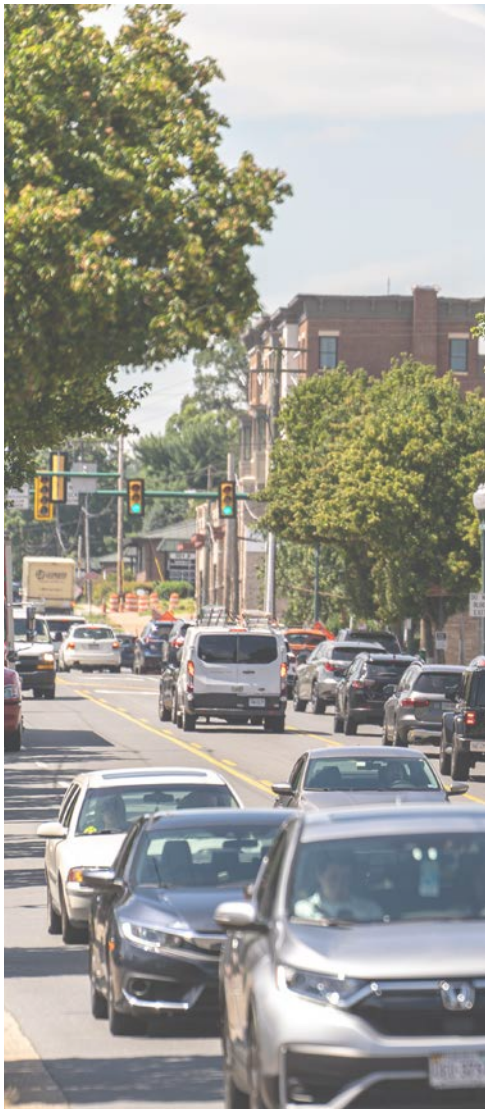
1. Strengthen Vienna's core single-family residential neighborhoods, while allowing for other neighborhood-compatible uses that enhance community life.
2. Provide opportunities for diverse housing options.
3. Promote and strengthen Vienna's commercial and corporate areas to provide goods, services, and employment opportunities.
4. Retain and support industrial/flex spaces that meet Vienna's diverse needs.
5. Ensure that governmental and institutional uses, including educational facilities, have places in Vienna to serve the community.
6. Protect and preserve Vienna's green space and the natural resources land that supports environmental sustainability and resilience.
7. Promote key locations in Vienna as special planning areas, deploying tools and policies from all portions of the Comprehensive Plan.
8. Enforce and regularly adopt updates to zoning and other regulations to align with community goals and evolving needs.

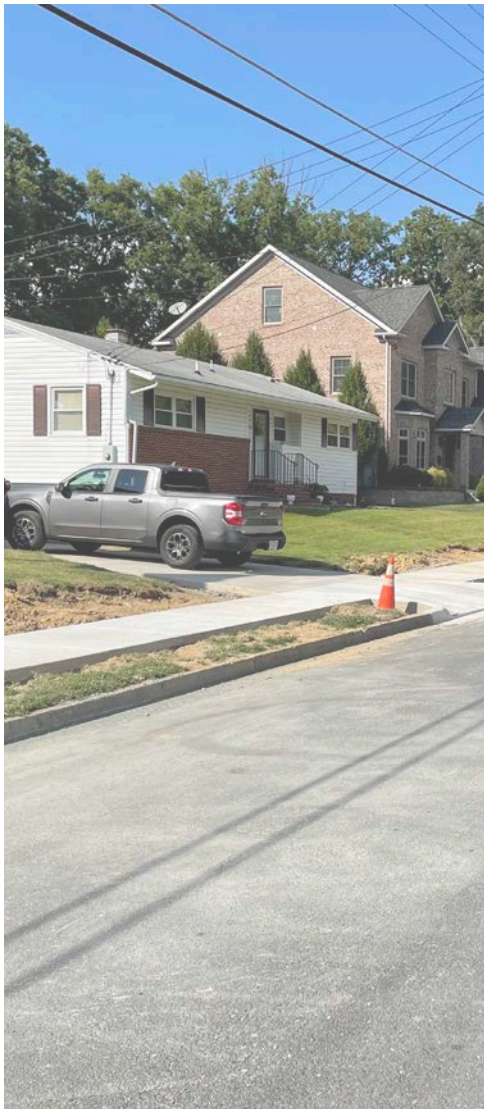
Introduction

The Land Use chapter is the core of any Comprehensive Plan. This chapter describes the Town's vision, goals and policies for the types of development and uses that should occur in all properties that are not right-of-way. The chapter also provides descriptions and trends of the types of uses that are found in Vienna.

Community input, both for this plan and through surveys, has reinforced the Town's desire to preserve its suburban character and high quality of life, while also supporting a locally focused and economically vibrant business environment. Residents value the mix of residential, commercial, institutional, and recreational uses that contribute to the Town's identity. This Plan seeks to preserve what makes Vienna distinctive, while also encouraging thoughtful land use decisions that accommodate a changing region and ensure long-term fiscal and community health.

Since the adoption of the last Comprehensive Plan in 2016, Vienna and the surrounding region have continued to evolve. This Plan acknowledges that change is inevitable and, when thoughtfully guided, can enhance the community. Land use changes are supported when they are consistent with the Town's vision and maintain the character, scale, and livability that residents value.





Development Trends

Vienna

For more than 70 years, Vienna has guided land use and zoning decisions to preserve and enhance its traditional community character as a predominantly single-family detached residential town. At the same time, the Town has supported a mix of housing options, a strong local business environment that ensures adequate retail and services, and dedicated areas for larger employers and light-industrial uses that serve residents and diversify the local economy.

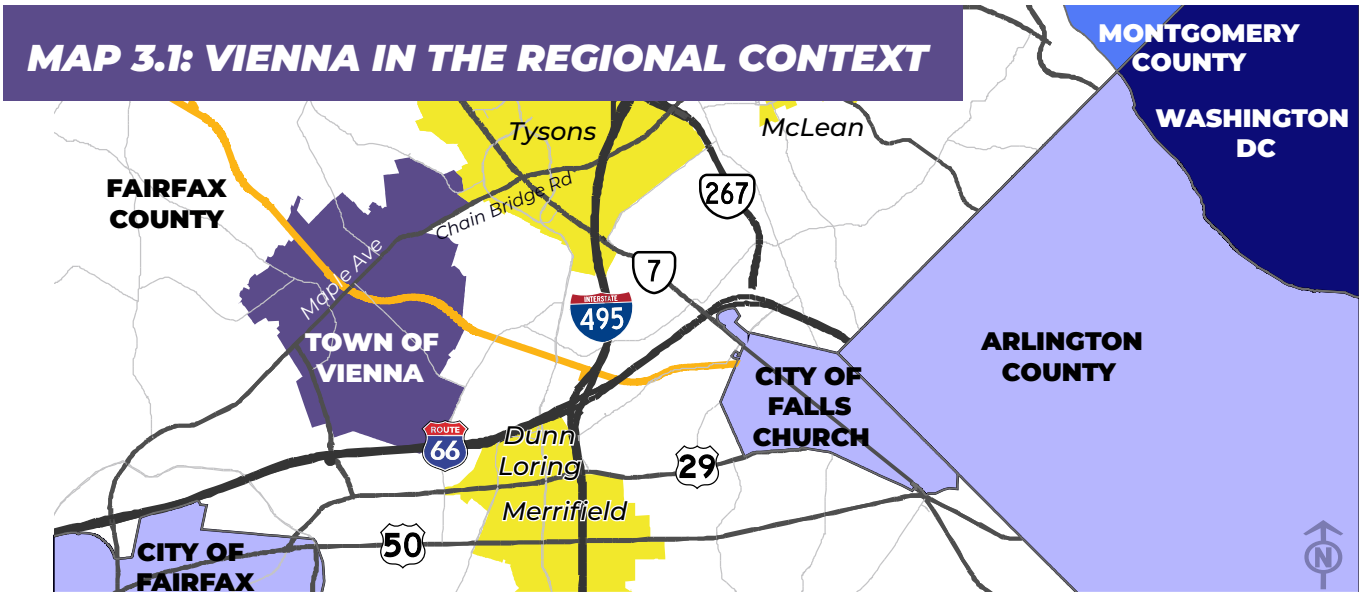
Vienna has managed these land use priorities in the context of intense growth in Fairfax County, Northern Virginia, and the entire Washington, DC metro area. In these past 70 years, the growth of the region's residential development and employment centers into Loudoun County and beyond has rendered Vienna as more of an inner suburb than as its previous position as an edge location. Key impacts have been higher demand for housing, rapid escalation in house prices, and additional traffic sourced from surrounding development.

Nearby Fairfax County

Significant development continues in portions of Fairfax County that are near the Town, including Tysons and Merrifield. Though the Town has large-scale retailers, including national and regional brands along Maple Avenue and Cedar Lane, nearby development of additional large-scale office and retail space provides Vienna residents with shopping and employment opportunities that may not be feasible within the Town because of smaller parcel sizes and more-restrictive zoning. Housing options, especially in large multifamily developments that are more accessible to Metrorail stations, are also available for those who desire them. Residents of those housing developments are also customers or employees of Vienna businesses.

Negative impacts sometimes also occur from this development. Vienna retail, restaurants, and services may be in competition with their counterparts just outside of Vienna, for example in the Mosaic District. Also, the large-scale development may adversely affect traffic and overburden public service facilities within Vienna. As a result, the Town continues to monitor and inform Fairfax County government of the effects of such development on residents of Vienna and the surrounding areas of Fairfax County. Of particular concern is the proposed gaming/gambling development in Tysons, which the Town has resisted and which has also faced opposition from Fairfax County residents, community associations, and civic organizations.

MAP 3.1: VIENNA IN THE REGIONAL CONTEXT



Current Zoning and Land Uses

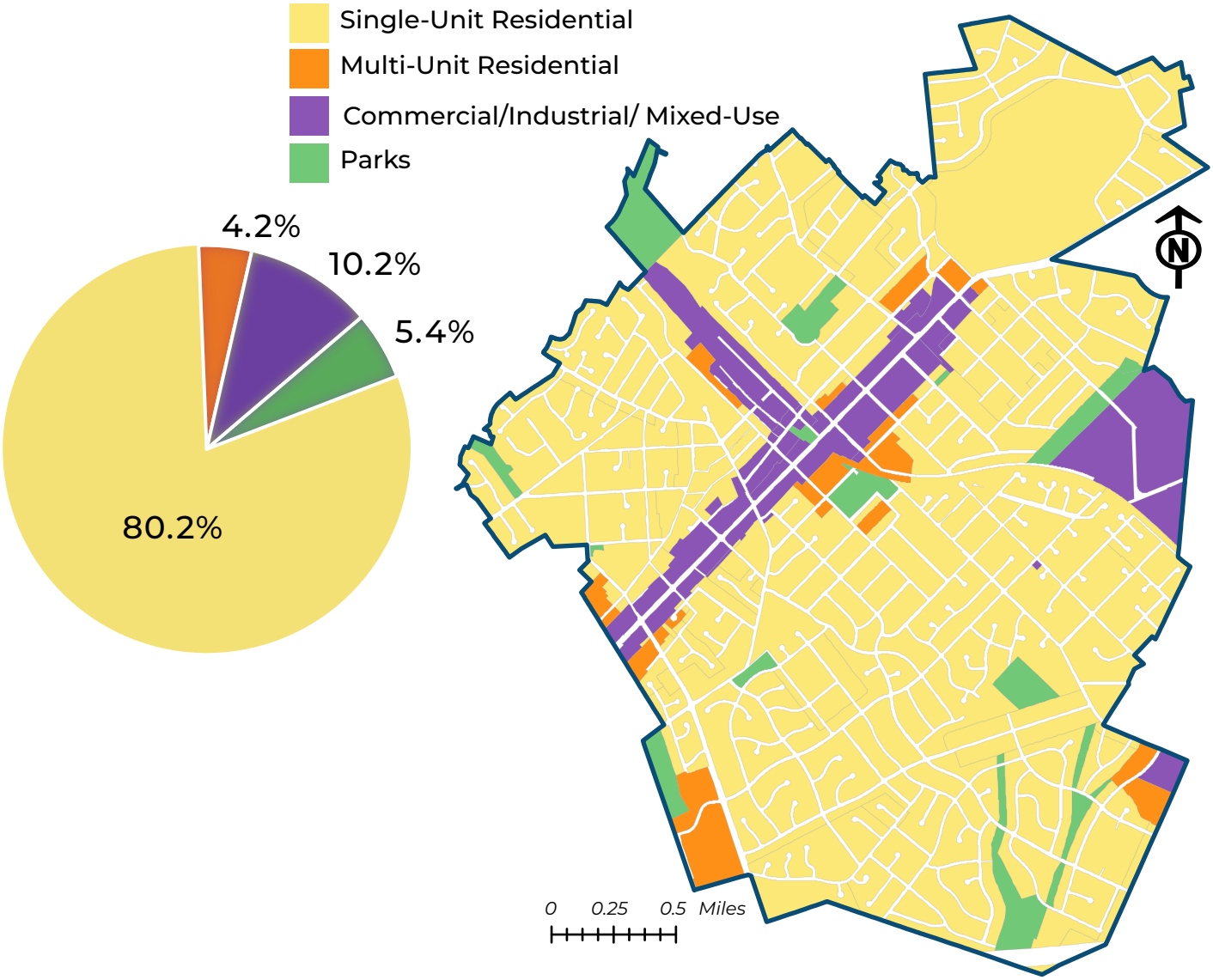
The Town of Vienna consists of 2,212.5 acres (excluding rights-of-way) within its corporate limits. Of that total, the zoning is distributed as shown in Figure 3.1 and Map 3.2.

Existing land uses are different than zoning districts. Zoning reflects authorized uses and is a key regulatory tool to achieve the land use goals of the comprehensive plan. Existing land uses depicts what is actually "on the ground," whether permitted by right, as a conditional use, or because of vested rights.

In most cases, current land use is consistent with the zoning, with uses that are permitted by right or through the approval of a Conditional Use Permit. Exceptions are when developments are in place from approvals and construction prior to the zoning having changed ("vested" or "grandfathered" uses).

The majority of the rest of this chapter is a discussion of each key land use in Vienna, by category.

FIGURE 3.1 & MAP 3.2: CURRENT ZONING AREAS BY TYPE



Residential Land Use

The Town of Vienna will continue to be characterized by strong single-unit detached neighborhoods but will also continue this past decade's actions in finding ways to accommodate some additional housing diversity at prices that are more affordable to the full range of the Vienna community. Home-based businesses and community-serving institutions are appropriate and encouraged in residential areas, as long as there are minimal negative impacts on the neighborhood.

Existing Residential Uses

Fairfax County's Department of Management and Budget estimates that there were 5,804 housing units in the Town in 2023. Of these, 80% are single-unit detached housing units; 9% are single-family attached; and 11% are multifamily, either as apartments or condominium units. Vienna has one major apartment complex, the 300-unit Vienna Park Apartments that is next to the Cedar Park Shopping Center at the northwest corner of Park Street SE and Cedar Lane SE. Most of the remaining multi-family units are clustered in the center of the Town along Locust Street SE, between Park and Glyndon Streets, and on Church Street. An approved but as yet unbuilt project is located at the site of the former Wolf Trap Hotel on the 400 block of Maple Avenue West. If it is built to plan, there will be 151 additional multifamily units (plus 20,000 square feet of retail). This project has yet to break ground but remains approved.

Townhomes, duplexes, and small-scale multi-family residences are in various locations, with many being within two blocks of, but not facing, Maple Avenue. A townhome development was completed with retail space below, in the block between Maple Avenue West and Church Street NW. A senior housing facility, Sunrise Assisted Living, opened in 2023 on Maple Avenue West. Neighborhoods with single-unit detached housing remains the dominant land use in the Town of Vienna. Such properties are zoned RS-10, RS-12.5, and RS-16, which reflect, respectively, minimum lot sizes of 10,000 square feet, 12,500 square feet and 16,000 square feet.

There is very little land available for additional development, other than small-scale subdivisions of larger individual lots. There is, however, a significant amount of RS-zoned property that has been approved for conditional use permits for institutional or governmental uses. Uses include churches, schools, a large country club, local government (i.e., the Town of Vienna), and others. Were any of those uses to leave or close, as has happened in Vienna, the property would revert to the underlying

RS zoning and be available for development of single-unit detached homes. The property owner would also have the option to pursue a new conditional use permit.

Even where single-unit detached housing is the existing use, there has been a large amount of construction activity throughout Vienna since the last Comprehensive Plan was adopted in 2016, and even earlier. In the past fifteen years, more than 1,000 single-unit detached homes have been demolished and replaced by new and larger single-unit detached homes. At the peak of such construction, approximately 100 projects of this sort were occurring per year, though the rate has slowed in recent years to approximately 60-80. Whether this trend continues at a high pace will depend on many market factors, though it is expected that at least some additional redevelopment will take place for the foreseeable future. The financial result has been, on average, higher property values, which in turn has provided higher revenues from property taxes for both the Town and County.

Some residents have expressed concern about the change occurring in the look and feel of some neighborhoods. The Town's zoning regulations for single-unit detached lots, including those related to lot coverage and building heights, provide some assurance that the high-aesthetic quality of Vienna's neighborhoods will be preserved; and this plan supports appropriate and effective regulations. Small adjustments may be made without being in conflict with the policies of this plan.

Housing in Commercial Areas

While the Maple Avenue corridor is mostly commercial in nature, some residences have been built. This plan endorses Maple Avenue remaining available for additional residential development that is compatible with and supports, rather than displaces, commercial activity along Maple Avenue.

Multi-unit housing may be built on upper stories. For all developments that face Maple Avenue, non-residential uses are required on the ground level. In some cases, for example when a site is large and a rear portion of that site directly abuts residences or other non-commercial uses (e.g., a park), housing on the ground floor may also be considered. Such housing must not have adverse impacts on the abutting residential uses and must not preclude the remaining portion of the site, including the entire frontage on Maple Avenue, for commercial uses. The Future Land Use Map (Figure 3.7) identifies areas within the corridor where residential use may be considered on the ground floor.

In the Church Street historic overlay district, housing should be permitted on upper stories but prohibited on the ground level because of the goals for street-level commercial activity of this portion of the Church Street corridor.

Other portions of the Church Street corridor are more appropriately considered as moderate density, retail-adjacent areas, as discussed in the following section.

Housing in Intermediate Areas

Intermediate areas in the Town are the properties between single-family residential neighborhoods the Maple Avenue corridor and the single-family detached residential neighborhood zones on both sides of Maple Avenue. A significant portion of these areas have traditionally been reserved for service-oriented and professional offices and are zoned Transitional. Some of these areas also include some retail, single-unit attached homes, single-unit detached homes, and apartments/ condominiums.

In the past 20 years, housing that is higher density than single-unit detached has been developed in certain former office locations, including in cases when the Town Council has approved rezonings along with conditions of approval offered by the property owner (proffers). These new units, which have all been either duplexes or townhomes in various formats, have proven to be in high demand and have provided housing that would otherwise not be available in Vienna.

The context for this evolution has included: 1) the long-term increased demand for housing options other than single-family detached; 2) the obsolescence of some of the older office complexes relative to what office users desire; and 3) an overall weakening of the office market in the region, especially in locations that are not visible from major corridors.

The Town is confronted with two goals that sometimes are mutually supporting and sometimes competing for the same properties: increasing housing diversity and keeping office uses in Vienna. If there were a robust market for office redevelopment in these locations, the Town would be in a strong position to retain these locations exclusively for office uses. However, real estate market conditions, in recent years and for the foreseeable future, are unlikely to create demand for new office space in these low-visibility locations. As such, it can be anticipated that additional requests for changes from office use to residential use will be presented during the time frame of this plan. There may also be proposals to

add residential density to properties where there are existing low-density residences and where the Future Land Use Map identifies a property as Low-Density Residential, in these intermediate areas.

In determining whether to approve rezonings for higher-density residential development, factors to take into account should include: the appropriateness of the proposed new land use and housing in the specific location proposed, relative to the existing use; the expected impacts of the proposed new housing on the adjacent and nearby commercial and residential uses; and the anticipated viability of the existing permitted uses at the specific site.

The Future Land Use Map of this plan introduces a new possibility for diverse housing types in portions of the Maple Avenue Corridor that do not face directly onto Maple Avenue. For years in Vienna, the corridor has been designated as Mixed Use on the land use map. That designation was defined as permitting a mix of commercial, institutional, and residential uses; however, it did not permit residential uses to be placed on the ground floor in Mixed Use areas. The zoning that was applied implemented this Land Use policy. With this Plan's Future Land Use Map, locations have been delineated in the Mixed Use policy area where residential use would be permitted on the ground floor and where diverse housing types could potentially be developed.

This plan encourages exploration of a variety of housing types, beyond simply single-family detached, townhomes and multifamily apartment/condominium buildings. Creative approaches have been successful in Vienna (e.g., cottage housing, duplexes in different alignments), though the Town always desires to ensure that new development is compatible with Vienna's existing community in terms of design aesthetics and impacts.

Neighborhood Mixed Use

A development that is unique in Vienna is a mixed-use project in the middle of a single-unit detached neighborhood. The development, completed in 2018, is located on the corner of Tapawingo Road SE and Glyndon Street SE. This project has low-impact commercial activity on the ground floor and condominiums on the second and third floors. In the 2023 update to the zoning code, a new zone was introduced to address this type of project so that it could be conforming to the zone in which it lies.

The new zone allows retail uses that would not have negative impacts on the surrounding residences and multi-unit residences. This plan does not propose rezoning any properties to Neighborhood Mixed Use. However, property owners are permitted to apply for a rezoning. Approval of any such proposal must demonstrate that it is compatible with its neighbors and context. Important guidelines to follow include that any proposed rezoning where the adjacent and nearby neighboring properties are residentially zoned be able to show that impacts on the community are minimal with respect to parking, traffic, noise, and other criteria that are relevant to the specific site proposed.

Housing Affordability and Diversity

The Code of Virginia (Sec. 15.2-2223.D) requires that Comprehensive Plans include the "designation of areas and implementation of measures for the construction, rehabilitation and maintenance of affordable housing, which is sufficient to meet the current and future needs of residents of all levels of income in the locality while considering the current and future needs of the planning district within which the locality is situated."

Virginia's Department of Housing and Community Development, consistent with the U.S. Department of Housing and Urban Development and as outlined in the HB854 Statewide Housing Study (**Virginia Housing and Virginia DHCD, January 2022**), defines affordable housing as follows: "If someone is paying more than 30 percent of gross household income on housing costs, then the household is cost-burdened. If an owner or renter spends more than 50 percent of gross income on housing, the household is severely cost-burdened."

The US Census Bureau estimated Vienna's household income during 2019-2023 at $223,571. In the same period, the median value of an owner-occupied housing unit was $961,100. Multiple sources, including Redfin and Zillow, have estimated median sales prices of homes in February 2025 at $1.0 million – $1.3 million. Based on these totals, the median income is approximately 20-25% of the cost of a median for-sale home in Vienna, which would be considered affordable to that household (though referencing Redfin and Zillow data does not constitute robust research in home prices).

It is important to understand, however, that the definition of "median income" means that 50% of households have incomes that are higher than the median, and 50% have incomes that are lower. Similarly, 50% of home sales were more expensive than the median sales price, and 50% were lower. A detailed analysis has not been conducted to understand how many households are cost-burdened or severely cost-burdened. This plan supports conducting such an analysis so that a more refined strategy may be developed to address affordability challenges. Such analysis should include an inventory and analysis of the supply and cost of existing housing units, including those that are affordable to those with incomes below the area median.

Nonetheless, it is very likely that there are households and individuals who are unable to afford high-quality housing in Vienna. The US Census Bureau estimates the poverty rate to be 5.4% (in 2019-2023). Furthermore, for a variety of reasons, many households face challenges with housing costs even if they do not technically qualify as being in poverty according to federal standards.

In 2024, the Town Council adopted Housing Diversity as one of its priorities for discussion and action. After multiple work sessions to begin to characterize the challenges and goals, the Town Council worked with staff to develop and then adopt an ordinance that allows Accessory Living Units (ALUs) to be established on properties zoned for single-unit detached homes. This provision allows for a new lower-cost residential option in Vienna. The ordinance was adopted at the end of 2024, so the impact is not yet fully understood.

In the past three years, Vienna has also seen the completion of two new developments of duplexes, following the Town Council's approval of rezoning applications, as well as a new senior assisted living project. Developers are also considering other developments that would bring additional diversity and more affordability relative to current median home values.

In addition, zoning changes were made, during the Code Create Vienna process, which offer the possibility of making investment in mixed-use projects more practical. Two important changes included:

- Raising the maximum building height in the Avenue Center zone in the Maple Avenue corridor to 42 feet, making three-story mixed-use (residential over commercial) projects more viable,
- Removing the requirement that all projects with commercial and residential components would need to have more than 50% of the square footage as commercial space. As a result of the new added flexibility, developments with ground-floor commercial and one or two stories of residential above will be far more possible than was previously the case.

The result of both changes will potentially be additional housing diversity, almost certainly at prices lower than existing medians.

There is no easy solution to housing affordability. Vienna is a small community within a high-growth region where land prices and incomes are relatively high and there is relatively little unbuilt land. As such, the private development market is unlikely to produce new for-sale housing affordable to those whose incomes are lower than the median incomes of the Town, County, or region; and the amount of land available for developing lower-cost rental units is limited. Furthermore, the Town is small, making the establishment of affordable-housing programs institutionally difficult.

Additional housing challenges exist for seniors who wish to age in their communities and for those with disabilities. The development of the Sunrise Assisted Living facility addressed some of the need and is a welcome addition to Vienna. The number of units does not, however, address the entire community need and the product is not affordable to many who need such services.

Nonetheless, the Town has made progress on housing diversity and the policy of this plan is for the Town to continue to seek such opportunities. The Future Land Use Map identifies areas where density higher than single-family detached housing may be developed. Those areas offer the highest possibility of the development of new affordable housing. A key area of potential action is to partner with Fairfax County, which has a large suite of housing programs designed to assist with affordability. Tools are also available through the Commonwealth of Virginia.

Manufactured Housing

The Code of Virginia (Sec. 15.2-2223.5) states that, during an amendment to the Comprehensive Plan after July 1, 2021, the "locality shall incorporate into its comprehensive plan strategies to promote manufactured housing as a source of affordable housing." There is nothing in the Vienna code or plan that prohibits the use of manufactured housing on the Town's residentially zoned properties, or within mixed-use areas. Manufactured housing usually refers to housing that is built off-site, either in its entirely or in parts, and then assembled on site. This approach is increasingly part of development of all kinds, as it may sometimes save costs and provide more consistency in product. In Vienna, as in all other localities, construction frequently includes components that are manufactured off site.

As a tool for affordability, the major advantage comes from the potentially lower construction costs. However, Vienna's high cost of land is likely to be a significant obstacle to the economic viability of housing defined by the State and Federal governments as affordable. As such, the Town has seen no instances and received no inquiries regarding this type of development in recent years. Since the advent of manufactured housing, it has usually been more relevant in areas where land costs are relatively low (e.g., rural areas) and where the combination of lower construction and lower land costs can combine to offer an affordable option.

Vienna remains open to the use of manufactured housing to provide affordable housing units, subject to each development meeting the Town's aesthetic criteria. The strategies would be similar to those listed in the section on Housing Affordability and Diversity, which are potentially to work with programs offered by Fairfax County and Commonwealth of Virginia.

Commercial Office and Retail Uses

Vienna has over 4.4 million square feet of commercial and industrial/flex uses. Roughly 48% is used for professional/office space, and about 42% is used for retail sales. The remainder of the floor area is light industrial/flex. With the exception of the Corporate Park area, all office and retail spaces exist in a context where there is a mix of uses permitted and in existence.

Office buildings are located along and adjacent to the Maple Avenue corridor, with a greater concentration in Maple Avenue's western portion; in the Corporate Park zoning district along Follin Lane and Electric Avenue; on Dominion Road and Mill Street; and along Church Street in various locations. In the Corporate Park area are two large employers, which will be discussed below.

Retail uses in the Town are concentrated along the Maple Avenue corridor, a portion of Church Street, at Cedar Park Shopping Center, and in some buildings on Dominion Road and Mill Street NE. There is a wide variety of establishments, with restaurants, coffee shops, grocery stores, pharmacies, and retail goods. Large-scale retailers (other than grocery stores) are found in Tysons and other outside-Vienna shopping districts within short drives for Vienna residents.

This plan supports regulations and initiatives that encourage the retention of existing and development of new office and retail space in Vienna. A significant portion of the existing office space in Town is small-scale, providing medical/health, financial, and other services. As a result, residents and Vienna employees can find many of the services they need and want without a long drive to locations out of Town.

The retail space includes the sales of goods (e.g., grocery stores, bicycles), restaurants, and services (e.g.: hair salons, fitness studios). It provides vibrancy and opportunities for community gathering. These establishments foster the small-town spirit that Vienna wishes to preserve and encourage. The Maple Avenue

and Church Street corridors are particularly important in that regard. Longer discussions of each of these are provided, below, under Goal 7.

An additional benefit to retaining commercial and retail uses, including the offices in the Corporate Park area, is that these uses provide diversification of revenue sources for the Town. To mitigate risk, it is to the Town's benefit that not all revenues come from the single source of residential property taxes. Furthermore, by Town budgeting tradition, Vienna's capital improvements program (CIP) is funded through the "meals tax." The meals tax funds roadway repairs, new facilities, Town vehicles, investments in parks, and much more. Retaining a strong restaurant presence in Town therefore supports a strong CIP.

Interactions with Neighboring Residences

Vienna's concentrations of commercial activity are all quite close to residences, including single-unit detached, single-unit attached, and condominium/apartment homes. Vienna policies must balance allowing businesses sufficient flexibility to be successful with preventing businesses from creating nuisances for residents. Particular attention should be focused on limiting noise, light, traffic, and parking within residential neighborhoods, to minimize disruption of the peacefulness that residents expect in their neighborhoods. Nonetheless, some impacts are inevitable for those who choose homes near commercial areas. The Town should remain vigilant in working on this balance.

Online Shopping and Virtual Office Work

Since the last Comprehensive Plan was adopted in 2016, the retail and office sectors have experienced short-term and long-term disruptions. The biggest short-term shock was an effect of the COVID-19 pandemic, which drastically reduced in-person office work and in-person shopping during the most acute years of 2020 and 2021. This emergency accelerated a long-term trend that was already affecting how people shopped for goods, through the rise in online shopping in the 2010s.

The pandemic also jump-started the use of virtual service-sector work, as employers and employees learned how to hold virtual meetings, residents reconfigured their houses to be able to work from home, and the technology for these activities was greatly improved. As the pandemic emergency receded, more employees returned to in-person work and in-person shopping, but not fully to the levels that had existed previously.

The economy and society are in the process of sorting out which activities will be taking place in person and which will be online. Innovation is very active in this area and is expected to continue to evolve during the horizon of this plan. For this reason, the Town should keep track of these changes and be prepared to adjust zoning, other land use policies, and infrastructure investments to keep the Town's key corridors active and vibrant.

Corporate Park Land Use

The Corporate Park land use category covers the Corporate Park zone in the southeastern quadrant of Town. At present, this area encompasses large office buildings in a campus setting, with one older warehouse building. Previously referred to as the Employment Center land use, this name has been updated to match the zoning district in which this area is located.

The largest employers in the Corporate Park are Navy Federal Credit Union and the U.S. Federal Bureau of Investigation's (FBI) Threat Screening Center (TSC). Navy Federal has made recent major investments in its campus, indicating its intention to stay in Vienna; and the TSC, through the US General Services Administration, signed a long-term lease in 2022, also indicating its intention to remain.

Two sites remained vacant for the majority of the time between 2016 and 2025. One of the sites has been occupied with a corporate tenant since late 2024, though this tenant does not have a large amount of employment.

The other site, 901 Follin Lane, contains a vacant office building (previously occupied by a federal agency) and a large parking lot. There have been two proposals, from two different developers, for townhome development since the last plan. The Town Council considered the proposals and elected not to move forward on either one, first in 2017 and then later in 2022. These decisions were consistent with the prior Comprehensive Plan, which did not support zoning for residential development in this portion of Town. Both Town Councils chose not to make changes either to the plan or zoning to accommodate these proposals. As this plan was nearing completion, this lot was purchased by Navy Federal, assuring for the foreseeable future that the property will remain consistent with the vision for this area.

This plan supports reserving this portion of Vienna for corporate, governmental, and/or employment uses, rather than allowing a conversion to residential uses. Reasons for retaining this approach include: 1) introducing residents into this campus setting could, in the long run, result in key large employers leaving Vienna; 2) retaining large employers provides a diversity in sources of property-tax revenue, as compared to relying too much on residential property taxes; 3) the standards for noise and activity are more accommodating of the employers in this area of town and would likely create conflict with residents.

To maintain long-term viability of this area for corporate-type uses, this plan endorses reviewing the existing permitted and conditional uses, as well as other regulations, in the Corporate Park zone, with the goal of broadening the range of employment-oriented options for property owners.

Industrial/Flex Land Use

The Industrial/Flex category consists of light industrial uses that are not appropriate for the Town's main commercial corridors, and other activities. The light industrial uses sometimes are associated with a higher level of noise, parking of heavy vehicles/equipment, activities that start at earlier hours than other uses, and/or that deploy industrial materials. Non-industrial flex space houses a wide variety of uses and activities where cheaper and non-traditional space can be advantageous.

None of these activities are classified as heavy industrial. As such, impacts on nearby residences must be limited, with noise and lighting as particular areas of concern.

Industrial/flex uses are limited in Vienna to the industrial corridor known and zoned as the Mill District. These properties are along Mill Street and Dominion Road in the northeast quadrant. The area continues to attract a wide variety of business establishments, including automotive repair, landscapers, professional office space, bicycles sales, storage facilities, lumber yards, restaurants, retail, sports training, dance, and storage.

The majority of the buildings in the corridor were built in the 1950s through 1970s. The newest building is for self-storage, which was completed in 2022. Some older buildings have seen both exterior and interior improvements to some of the tenant spaces or have been converted from light industrial or warehouse uses to retail, restaurants, exercise facilities, and other uses. On Dominion, some of these conversions have occurred closer to Church Street, with some uses being similar to those found on Church Street.

A key use at the far end of Mill Street is the Town of Vienna's Public Works Northside Property Yard, which houses staff, heavy vehicles, stored salt, and much more. This facility is crucial for Town operations and is discussed further in the Community Facilities chapter.

This district emerged as an adjunct of the original Washington & Old Dominion Railroad, which passed through Vienna as a passage between its route between Alexandria and points west. That railroad property is now the Washington & Old Dominion Railroad Regional Park, with the W&OD Trail that passes between Mill and Dominion as part of its 45-mile path between Arlington's Shirlington neighborhood and the Town of Purcellville.

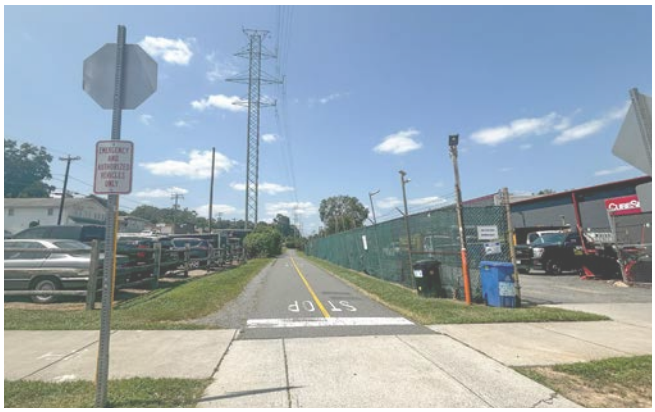
NOVA Parks is the owner of the park area. Part of their ownership includes parking spaces, some of which are used for trail access while others are leased to Vienna businesses on Dominion Road. Trail-oriented parking and land uses continue to be culturally and economically meaningful to the town, as elaborated upon in the "NOVA Parks and the W&OD Trail" Special Planning Area section later in this chapter.

Challenges and Opportunities

The light industrial and flex uses in this area are very valuable to the community. They provide space for activities that otherwise may not be able to exist in Vienna and on which residents rely. However, not all spaces are fully used, some need rehabilitation or repair, and other sites are potential candidates for redevelopment. This plan seeks to retain areas for light industrial and flex uses, but also to take advantage of new opportunities.

Parking

Parking is a long-term issue in the Mill/Dominion corridor for which the Town continues to seek solutions. Prior efforts to establish a parking garage for public use, in or near the corridor, were not able to be fulfilled. Quite a few of the businesses rely on leased spaces from NOVA Parks property adjacent to the trail. A parking study commissioned by the Town in 2022-2023 identified some opportunities for private businesses to share parking, and this plan endorses the Town supporting any efforts of this nature. This topic is explored further in the Transportation Chapter.



NOVA Parks and the W&OD Trail

NOVA Parks and the Town of Vienna have established a partnership to explore the future of the W&OD Trail and adjacent land as it passes through Vienna. Some of the trail is within the Industrial/Flex area, but most of it is in other areas. More discussion is provided below, under Special Planning Areas.

Interactions with Neighboring Residences

The Mill/Dominion district has borders, on both sides, with residential areas. The nature of the uses in this area, particularly the light-industrial uses, can sometimes have impacts that adjacent neighbors would like to be mitigated. As with the discussion of Commercial areas, above, Vienna policies must balance allowing businesses sufficient flexibility to be successful with preventing businesses from creating nuisances for residents. Particular attention for this area of Town should be focused on limiting noise and light, especially during the early-morning or late-evening hours. Nonetheless, some impacts are inevitable for those who choose homes near this light-industrial area. The Town should remain vigilant in working on this balance.

Parks, Governmental, and Institutional Land Uses

The Parks land use category consists of 323 acres of land devoted to parks, recreation, and open space, comprising over 11% of the Town's total land. This figure includes 156 acres of parks and parkland, which includes those owned by the Town, as well as parks owned and operated by Fairfax County and NOVA Parks. Public (including governmental) and institutional land use represents 7% of the land in the Town.

Vienna's green spaces, including active parks, passive open space, and natural conservation areas, are essential to the Town's character, environmental sustainability, and quality of life. In addition to recreation, these areas support stormwater management, protect the urban tree canopy, and contribute to community resilience in the face of climate change.

Parks Land Use

Major Town parks include Southside Park, Glyndon Park, and Northside Park. A more extensive description of public parks appears in the Parks and Recreation chapter of this Plan. There are two basic purposes of parks in Vienna (and elsewhere): 1) active use; and 2) conservation. The Town distinguishes between these types of parks through zoning and how the Town invests its park development and maintenance resources. This plan endorses both a continuation of this distinction and a plan for each park to ensure that these purposes are achieved.

An additional public park is the Vienna portion of the Washington & Old Dominion (W&OD) Railroad Regional Park, which is owned by NOVA Parks. The main feature of this park is the W&OD Trail, a pedestrian/bicyclist trail that runs through the center of Vienna as part of its 45-mile length.

In addition to publicly owned facilities, there are 177 acres of private facilities, most of which are associated with Westwood Country Club in northeast Vienna (157 acres). Other private recreational facilities, located in the southwestern quadrant of Town, include the George C. Yeonas Park (1319 Ross Drive SW), which is owned and operated by the Vienna Little League; the Vienna Aquatic Club (625 Marshall Road SW); and the Vienna Woods Swim and Tennis Club (129 Harmony Drive SW).

Park Zoning

Except for Northside Park and Salsbury Spring (a small passive park located on Windover Avenue NW, near Lawyers Road NW), all Town-owned land dedicated to recreational use is zoned PR Park and Recreational. The Town invests resources in these parks for playing fields and other activities.

Several major recreational facilities in Vienna are owned by Fairfax County's School Board and Park Authority. Examples include Cunningham Park, Waters Field, and Caffi Field, all of which are zoned PR. While school playgrounds are often used like parks, they are typically located in residential zones that are permitted through a conditional use permit rather than being zoned PR. The W&OD Trail, owned and maintained by NOVA Parks, currently has multiple zoning districts, reflecting its passage through different sections of the Town and the history of how the railroad right-of-way was assembled.

In 2009, the Town created a new zoning district for parks for which the goal is conservation rather than activation: the PC Park and Conservation Area zoning district. The 26-acre Northside Park was the first and, to date, is the only park zoned as PC. Development and uses are much more restricted in the PC zone than parks zoned PR. The intent of the PC category is that any such property be maintained in, or returned to, its natural, undeveloped state as much as possible. In keeping with this objective, new buildings and clearing are far more restricted than in the PR zone.

To ensure long-term protection and clarity in zoning, this Plan supports rezoning Salsbury Spring Park to either PR (Park and Recreational) or PC (Park and Conservation Area), consistent with its current use and passive character. Similarly, the Town should evaluate the feasibility of rezoning the W&OD Trail corridor to PR, in coordination with NOVA Parks, to reflect its long-term recreational role and ensure consistent treatment under zoning.

Land use planning should prioritize preserving publicly accessible green space and align with the Parks and Recreation Master Plan. The Town should also avoid land use decisions that would reduce existing open space unless an equivalent or greater public benefit can be demonstrated.

Government Land Use

Government non-park uses include such Town-owned properties as Town Hall, the police station, water towers, and the property yards at Nutley Street NW and at Mill Street NE (the “Northside” yard). The five Fairfax County public schools located within the Town limits are also included in this category of land use, as is Fairfax County’s public library site. A more extensive description of public facilities appears in the Community Facilities and Infrastructure chapter.

Most government properties including schools are zoned residential, reflecting their location within residential neighborhoods and are permitted through approved conditional use permits (CUPs). The Northside Property Yard located at the end of Mill Street NE is split zoned M Mill District and RS-12.5, reflecting the neighborhood surrounding it to the north. This zoning context illustrates the Town’s need to balance essential public services with neighborhood compatibility and long-term land use policy.

Private Institutional Land Use

Institutional land uses include places of worship, buildings used to house social and cultural institutions, private schools, and cemeteries. Many properties where these uses take place are in residential zones but are allowed through conditional use permits rather than by-right zoning.

Schools and places of worship are integral and core parts of communities and neighborhoods, and this plan welcomes a thriving community of such institutions. They are attended by community members, whether within Vienna or nearby, and contribute to the small-town feel of Vienna.

The intensity of these uses, however, can and sometimes does cause friction with residents of the neighborhoods where they operate. Common concerns include traffic congestion, overflow parking (especially during events), noise, and other event-related disruptions.

The Town's zoning regulations determine which institutional uses are eligible for conditional approval in each zoning district. When evaluating new applications or proposed expansions of these uses, the Town should determine whether the use, in general, would fit within the neighborhood/district where it could be approved and what conditions should be applied during any approval while also not imposing more onerous conditions on these institutions than on comparable institutional uses.

In reviewing proposals, the Town should consider, at minimum, the following criteria:

- Can the proposed use be fully accommodated on the site without overreliance on adjacent properties or public rights-of-way?
- Are there enforceable plans for managing periodic high-traffic events or overflow conditions?
- What are the likely impacts on nearby residential properties, and are those impacts reasonable and manageable?
- Can specific, enforceable conditions be applied to ensure the long-term compatibility of the use?

Communities benefit from a vibrant network of institutions. The key for Vienna is to support these valued uses while maintaining the character and livability of surrounding neighborhoods.

Special Planning Areas

Overview

Certain portions of Town merit special focus, based on history and/or unique design or experiential goals. Those areas are discussed in this section, in addition to the discussions above.

Maple Avenue

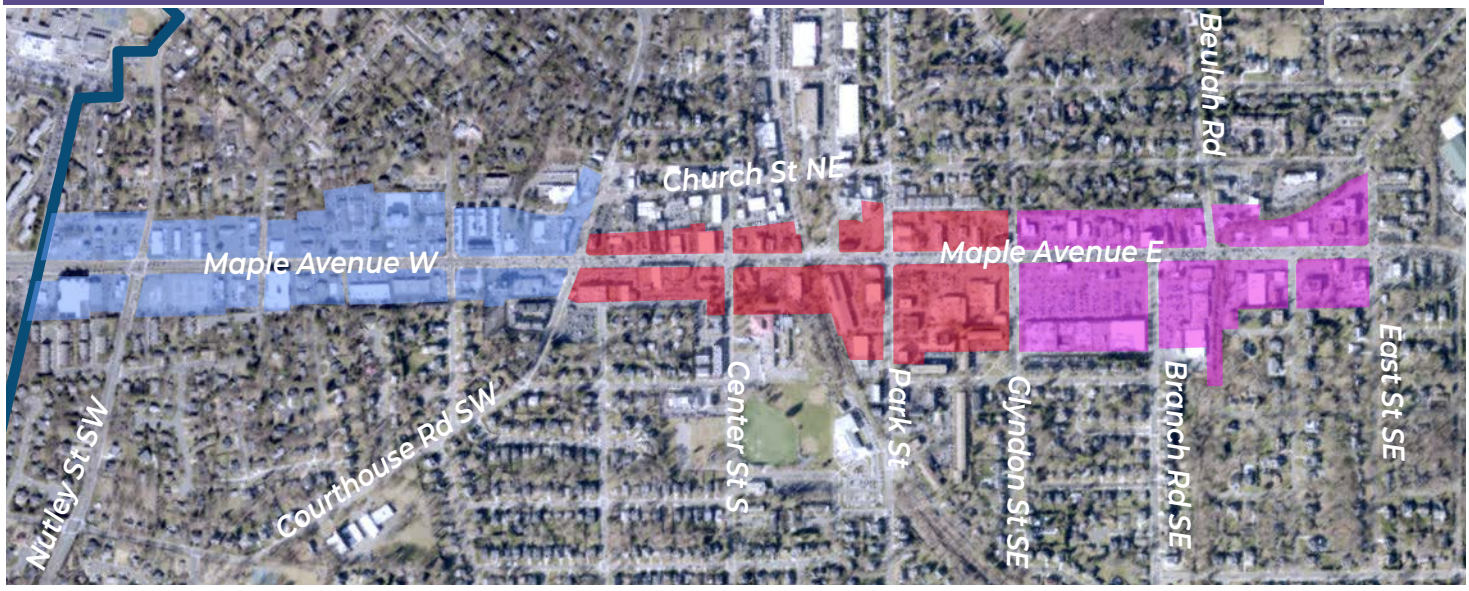
For as long as the Town of Vienna has existed as a settlement, the area now known as Maple Avenue has been a transportation corridor and a focus of activity. The corridor continues to be the central spine for Vienna, containing the majority of the Town's consumer-serving commercial activity. As part of Virginia State Route 123, it plays a dual role: connecting Vienna internally and linking it to the broader region. As such, Maple Avenue commercial establishments benefit from a greater amount of customers than just the Vienna community. However, this visibility and accessibility also bring challenges, particularly high traffic volumes and development pressures.

The corridor has also been the topic of intense planning conversations over the past few decades, including in the 2010s and 2020s. The adoption and subsequent repeal of the Maple Avenue Corridor overlay zoning district ("the MAC") is presented in summary here, as its repeal represents the largest change in land use policy since the 2016 adoption of the last Comprehensive Plan.

Vienna adopted the MAC in 2013. Its purpose was to encourage mixed-use development along Maple Avenue, where there had been little new development in previous years. The MAC was also part of the Town's goal to create a more walkable environment and bring more diversity of housing to Vienna.

The MAC was an optional zoning overlay that offered developers the opportunity to propose projects with building heights above the standard 35-foot maximum if they adhered to specific standards for design and provided new public benefits. Four mixed-use MAC projects were approved between 2013 and 2018. By 2018, community resistance had emerged to

MAP 3.3: SPECIAL PLANNING AREA - MAPLE AVENUE



the higher density and height, and the Town Council responded by adopting a moratorium on such projects. In 2020, the MAC zoning overlay was repealed, though the four approved projects remained approved.

Three of the four projects were constructed (though one of those three was not 100% completed as of this writing). The project that remains unbuilt is the largest, on the 400 block of Maple Avenue West. If built as approved, it would bring 151 multi-family residential units and approximately 20,000 square feet of commercial/retail space in a four-story building with structured parking.

With the 2023 approval of an updated set of zoning and subdivision regulations through the Code Create Vienna process, the Town Council adopted a higher building maximum (42 feet) for the center part of the Maple Avenue corridor, with the purpose of making 3-story mixed-use development more possible than with a 35-foot building maximum. The east and west parts of the corridor remain at 35 feet. An additional zoning change was made that offers the possibility of making mixed-use projects more practical, as discussed above in the Housing Affordability and Diversity section. These changes were made without an accompanying vision and related goals for the Maple Avenue corridor, but with an implicit desire to accommodate a modest amount of additional housing diversity.

The Town should continue to evaluate the evolution of the corridor in terms of whether it is meeting the Town's goals for pedestrian access, accommodation of bicycles, accommodation of transit, architectural design, landscaping, signage, utilities, open space, and how it interacts with the W&OD Trail and the Town Green. The Town may find it advantageous to develop a single planning document that provides a clear vision and set of goals for the corridor that will help orient the key implementation tools of regulations and capital improvements and allows for viable three-story, ground-floor retail projects.

Church Street Vision

The Church Street corridor in Vienna runs parallel to Maple Avenue for much of the length of the Town. A portion of that corridor has, since 1999, been considered the Church Street Vision area. Its regulatory implementation comes through an incentive-based zoning option, for properties between Lawyers Road NW and Mill Street NE, including properties on all four corners of Mill Street NE. It also comes through the Town's investment in pedestrian infrastructure and beautification.

The goal of the Church Street Vision has been, and remains, to encourage development and public investments that will bring about a traditional small-town main street that is reminiscent of the late 19th century. The overlay zone contains guidelines for architecture, signage, frontage improvements, and more that help to bring about the vision.

Five Church Street Vision projects have been approved to date, with four of them having been constructed. Of that total, three were approved before 2005 and one was approved in 2014. The fifth project was approved in 2022, but the developer has since informed the Town that the project is not economically feasible. The result of these projects, and uses in other buildings, is a series of specialty shops, restaurants, upper-story services, and some residences. Church Street has advanced greatly in the direction of becoming what the vision anticipated and sought. Nonetheless, no Church Street Vision projects have been approved, and then constructed, since 2014, though sites remain available.

The Town continues to support the goal of the Church Street Vision area. This plan encourages a review and updating of the zoning overlay requirements and guidelines, which are now more than 25 years old. The goals of the update should be to 1) continue the design vision, 2) adjust regulations to attract feasible development in accordance with the design vision; and 3) ensure that the infrastructure vision (e.g., streetscape, sidewalks) reflect current updated approaches since 1999. The process could be done as a standalone zoning project or as a small-area plan that would then lead to zoning updates.

Such a process should be conducted in coordination with property owners and businesses, to ensure that the regulations and guidelines are economically feasible, be supportive of the business environment, and will continue to serve the design goals. The plan endorses such modifications.

MAP 3.4: SPECIAL PLANNING AREA - CHURCH STREET

NOVA Parks and the W&OD Trail

In 2025, the Town and NOVA Parks entered into a joint option agreement to purchase two properties located adjacent to the Washington & Old Dominion (W&OD) Trail at its intersection with Church Street NE. This agreement gives both entities the right to purchase two properties from the owner within two years. The W&OD Trail serves as a cultural and economic center for Vienna, connecting residents and visitors to Maple Avenue, Church Street, and the industrial corridor of Mill & Dominion for shopping, dining, and services.

NOVA Parks has identified one of the parcels, a vacant property with a vacant building between Maple Avenue East and Church Street NE, as a strong candidate for a future W&OD Trail Visitor Center. As part of the partnership, the Town would have the opportunity to purchase an old building that is not well maintained on the corner of Dominion Road NE and Church Street NE.

This plan supports conducting a community planning process , which may ultimately merit a supplemental study, to determine the long-term vision for these two key sites, in the context of the broader area. Such a process should address:

- Coordination between the Planning & Zoning, Economic Development, and Parks & Recreation departments to maximize trail-accessible connectivity and activation;
- The potential role of the two properties in placemaking and economic development;
- The interface between the trail, the Town Green, the site of the future visitor center, Church Street, and Maple Avenue – with a goal of an enhanced center of town;
- Opportunities to alleviate parking challenges in the adjacent commercial areas; and
- Broader strategies for enhancing the character and function of properties along the trail, including the two properties specified above and other adjacent properties..

Contingent upon a planning process that yields a community-supported vision, this Plan supports the eventual acquisition of these sites by NOVA Parks and the Town. In parallel, NOVA Parks plans to implement a split-use trail design within Vienna, consistent with its safety policies that have already been implemented in Herndon

MAP 3.5: SPECIAL PLANNING AREA - W&OD TRAIL

and Falls Church along the trail. This approach separates pedestrian and bicycle traffic along a widened paved surface, improving safety and usability in high-traffic areas. Planning for the Vienna segment is expected to begin in the near future. Coordination between NOVA Parks, the Town, and nearby businesses will be essential to ensure that the project enhances both public safety and the economic vitality of this portion of the trail corridor.

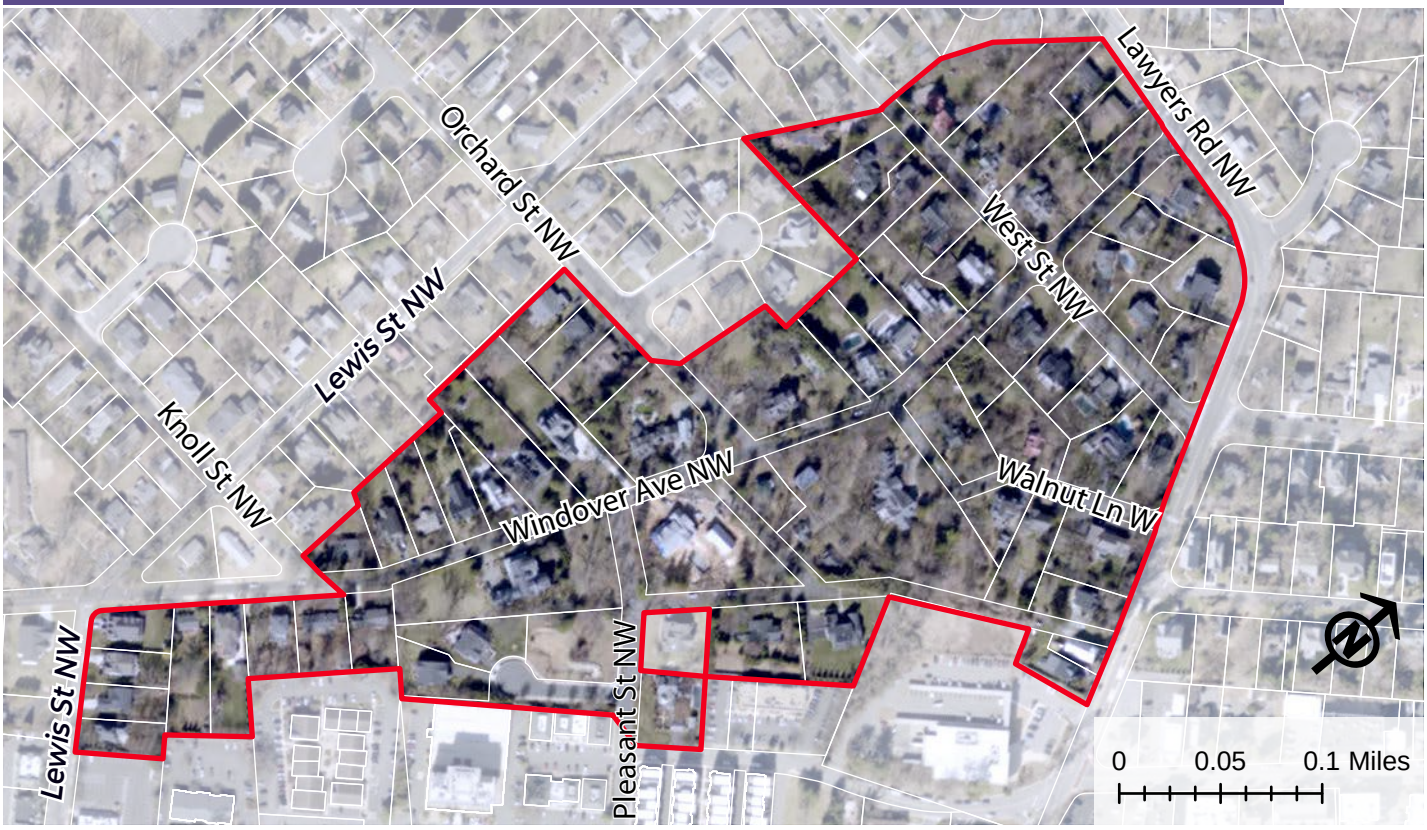
Windover Heights

In March 1979, the Town created the Windover Heights Historic District to preserve the history, character, open space, and appearance of one of Vienna's oldest residential neighborhoods. Creation of a historic district was made possible by 1974 legislation of the Virginia General Assembly, which gave Vienna the authority to amend its charter to create one or more historic districts. The framework and requirements for historic districts within the Town are set forth in the Town Code, in Chapter 18.

To implement these requirements, the Town established the Windover Heights Board of Review (WHBR), which has the task of reviewing applications for exterior modifications for consistency with the vision for the district.

This plan endorses continuation of this structure. However, the plan also endorses the Town's working with the community and the WHBR to resolve some outstanding planning challenges. Of particular importance is how to manage the sometimes-competing desires for retaining the historic integrity of the area while at the same time accommodating a safe pedestrian environment, vehicular traffic, and managing the flow of rainwater. The WHBR has also communicated its desire for a clearer statement regarding the future of the District and to maintain a high level of communication with the Windover Heights community on public works and planning/zoning matters.

MAP 3.6: SPECIAL PLANNING AREA - WINDOVER HEIGHTS



Other Potential Special Planning Areas

Vienna's character is an important element of its community identity. This plan supports the community in any efforts to identify other parts of the Town that may emerge as special planning areas.

Future Land Use Map

The Future Land Use Map of the Town of Vienna is shown on page 49. This map illustrates the Town's policy for the intended use of each property but does not reflect either the nuance discussed in this chapter and plan and the potential deviations that may be made legitimately, through such processes as conditional use permits or rezonings.

To get a full understanding of the intent for each site and area, the Future Land Use Map must be read in conjunction with relevant vision, goals, policies, and strategies of this plan. Together, these elements form the foundation for the Town's zoning regulations. Zoning implements the land use policies from the Comprehensive Plan and should therefore be in conformance with those policies.

Updates from the 2016 Comprehensive Plan include:

- Renaming the Mill/Dominion area. Previously called "Industrial", it now is being called "Industrial/Flex", in recognition that, while some of the uses are light industrial, many of the activities are not industrial but instead consist of a wide variety of other uses.

- Elimination of the "Office" category, which previously included only a few small parcels. Those parcels have been recategorized as Mixed Use.

- Creating a new category entitled Mixed Use with Ground Floor Residential. The purpose of this category is to define areas in the Maple Avenue corridor where residential development would potentially be permitted on the ground floor. This topic is discussed under Housing in Commercial Areas.

- Changes made to reflect the Town's purchase of individual properties.

- Changes made to individual sites reflecting changes in use since 2016. Examples include rezonings; the expiration of conditional use permits and the resulting changes in use; and corrections of prior errors.

To aid in interpretation, the following are brief definitions of the land use categories shown on the map:

Low Density Residential

Areas designated primarily for single-family detached homes on individual lots, with zoning that limits density to preserve neighborhood character and a suburban development pattern.

Moderate Density Residential

Areas intended for a mix of residential housing types, which include townhouses, duplexes, and low-rise multifamily buildings.

Mixed Use

Areas where commercial, office, and/or residential uses are encouraged, including in mixed-use developments. In this Land Use category, residential uses are not allowed on the ground floor. These areas are intended to be walkable and support a mix of activities.

Mixed Use with Ground Floor Residential

Areas where commercial, office and/or residential uses are encouraged, including in mixed-use developments. In this Land Use category, residential uses may be allowed on the ground floor. (Note: for properties that are part Mixed Use and part Mixed Use with Ground Floor Residential, the location of the dividing line between the two is not precise. The crucial goal is that no ground-floor residential may be built in a manner that precludes the entire Maple Avenue frontage from having commercial ground-floor residential uses).

Industrial/Flex

Areas intended for light industrial activity and flexible commercial uses. Examples include repair services, small-scale production, storage, contractor yards, creative workspaces, and other businesses that do not fit typical retail or office formats. These uses are generally more service-oriented and may require outdoor storage or unique operating hours.

Corporate Park

Campus-like areas that accommodate larger-scale employers in office or research settings. These areas are intended to support high-value employment uses such as corporate headquarters, technology firms, and government facilities.

Governmental

Properties used for government services and operations, such as Town Hall, public works yards, the police station, Fairfax County schools, and the public library.

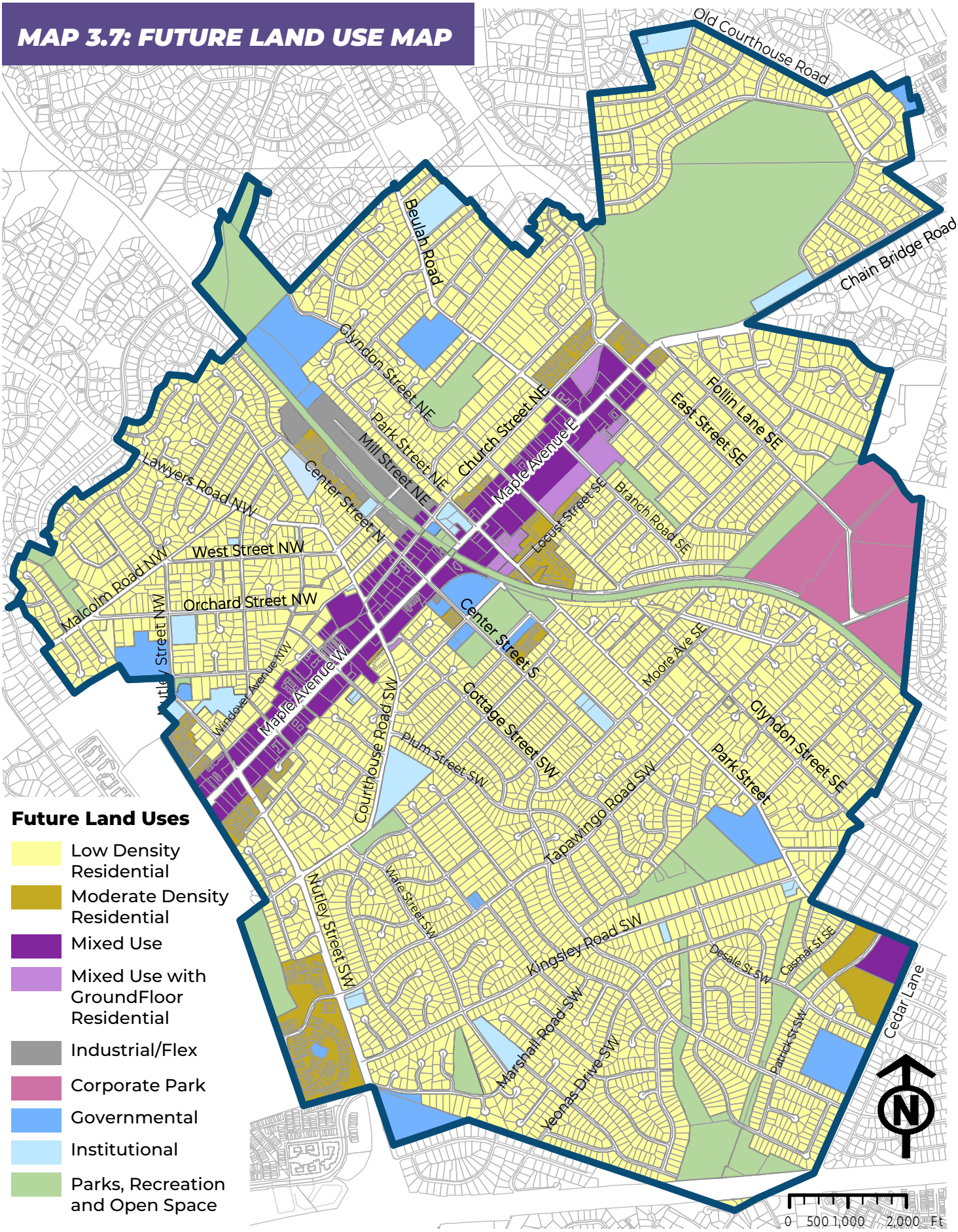
Institutional

Properties used for community-serving institutions including private schools, places of worship, and cultural facilities.

Parks, Recreation, and Open Space

Public and private lands set aside for recreation, conservation, and open space. This includes active park facilities, passive green spaces, school fields, and environmentally sensitive areas intended for preservation.

MAP 3.7: FUTURE LAND USE MAP



Future Land Uses

- Low Density Residential
- Moderate Density Residential
- Mixed Use
- Mixed Use with GroundFloor Residential
- Industrial/Flex
- Corporate Park
- Governmental
- Institutional
- Parks, Recreation and Open Space

Goals, Policies, and Strategies

Goal 1. Maintain Vienna's core single-family residential neighborhoods, while allowing for other neighborhood-compatible uses that enhance community life.

Policy 1.1: Maintain single-unit detached zoning patterns in the established neighborhoods to preserve Vienna's traditional character.

Strategy 1.1.1: Monitor development activity to ensure neighborhood integrity is maintained and that rezoning proposals are consistent with adopted land use policies.

Strategy 1.1.2: Review zoning code language periodically to ensure that allowed accessory uses remain compatible with the primary residential function.

Policy 1.2: Support small-scale minimally impactful home-based businesses within residences that do not disrupt neighborhood character.

Strategy 1.2.1: Permit by-right home-based businesses that generate no visible impacts (e.g., signage, parking, deliveries, or customer traffic).

Strategy 1.2.2: Allow conditional approval of slightly more active in-home businesses if impacts are minor and can be effectively mitigated (e.g., hours, parking limits, number of visitors).

Strategy 1.2.3: Provide educational materials and clear permitting pathways for residents interested in starting home-based businesses.

Policy 1.3: Support the continued implementation of Accessory Living Units (ALUs) in single-unit residential zones, with ongoing monitoring to ensure compatibility with neighborhood character and community needs.

Strategy 1.3.1: Conduct regular evaluations, at least every two years, of ALU activity, focusing on permitting trends, code compliance, and community feedback.

Strategy 1.3.2: Provide clear guidance for property owners on how to develop and maintain ALUs in compliance with Town regulations.

Policy 1.4: Retain and strengthen the Windover Heights Historic District as a unique residential area with historic character and tailored design guidance.

Strategy 1.4.1: Continue the role of the Windover Heights Board of Review as a mechanism to uphold the aesthetic goals of the neighborhood.

Strategy 1.4.2: Develop a community infrastructure plan that is consistent with the aesthetic goals of the community but also ensures safe pedestrian and vehicular movement, and management of rain/floodwaters.

Strategy 1.4.3: Prepare a community-driven small-area plan that includes a vision statement for the community and policy statements regarding architecture, character, and aesthetics. This plan could be combined with the infrastructure plan.

Policy 1.5: Support any emergent historic and neighborhood preservation efforts.

Strategy 1.5.1: Create criteria for evaluating neighborhood preservation requests, including historical, architectural, and cultural significance.

Goal 2. Provide opportunities for diverse housing options for the full range of residents.

Policy 2.1: Allow multi-unit residential development on upper stories along the Maple Avenue corridor, on Church Street, and in the Gateway South area.

Strategy 2.1.1: Identify and prioritize opportunity sites through a corridor planning process for Maple Avenue and Church Street.

Strategy 2.1.2: Develop architectural and massing guidelines to ensure upper-story residential uses integrate with surrounding development.

Strategy 2.1.3: Create a development FAQ or illustrated guide to encourage property owners to explore vertical mixed-use development.

Policy 2.2: Allow residential development on the ground floor along the Maple Avenue corridor, either as a conditional use or through a rezoning process, on the rear portions of lots where the residences would abut existing residential development and would not preclude commercial development on the entire frontage of Maple Avenue.

Strategy 2.2.1: Establish design and screening standards for ground-floor residential units abutting commercial corridors.

Strategy 2.2.2: Create zoning criteria that define when ground-floor residential may be appropriate on the rear of commercial lots.

Policy 2.3: Evaluate proposals for rezoning that would result in multi-unit residential development in appropriate intermediate areas.

Strategy 2.3.1: Consider properties located between, or on the edges of, Maple Avenue and adjacent single-use residential neighborhoods.

Strategy 2.3.2: Consider Town-owned properties of sufficient size to support context-sensitive, larger-scale residential development.

Policy 2.4: Use the following criteria when evaluating proposed rezonings for residential use:

1) Appropriateness of the proposed zone versus the current zone;

2) The potential impacts of the new zone on the adjacent and nearby residential, commercial, and institutional uses;

3) The anticipated impacts of the specific development proposed; and

4) Alignment with adopted policies of the Town of Vienna.

Policy 2.5: Rezoning to the Neighborhood Mixed Use zone should be approved only in exceptional cases. Proposals must demonstrate that:

1) Impacts on the surrounding neighbors would be negligible; and

2) All components of the project (e.g., parking) can be fully accommodated on site.

Policy 2.6: Encourage proposals for housing that serves older adults and individuals with disabilities.

Strategy 2.6.1: Identify zoning code barriers that may discourage accessible or senior housing types.

Strategy 2.6.2: Explore incentives such as reduced parking requirements or expedited review for developments including accessible or senior units.

Strategy 2.6.3: Partner with nonprofit or regional providers to identify unmet needs for aging in place or transitional housing in Vienna.

Policy 2.7: Seek opportunities for development of housing units that are more affordable than the private market will produce on its own, to serve the full range of the community.

Strategy 2.7.1: Conduct a housing needs assessment to identify current and projected affordability gaps.

Strategy 2.7.2: Explore partnerships with Fairfax County and other entities to leverage housing programs, resources, and funding opportunities.

Goal 3. Promote and strengthen Vienna's commercial and corporate areas so that they continue to provide goods, services, and employment opportunities.

Policy 3.1: Preserve ground-floor commercial activity in key areas to support vibrant and economically active corridors.

Strategy 3.1.1: Retain zoning that prohibits residences on the ground floor facing Maple Avenue, in the Church Street historic overlay area, and in Gateway South area.

Strategy 3.1.2: Evaluate zoning enforcement mechanisms to ensure ongoing compliance with commercial activity requirements on key frontages.

Strategy 3.1.3: Explore incentives or flexibility (e.g., façade improvements, business incubation) to help activate vacant or underused ground-floor spaces.

Policy 3.2: Partner with the Department of Economic Development, to attract and retain businesses in Vienna.

Strategy 3.2.1: Maintain openness to adjusting zoning and other regulations as necessary to accommodate changing business needs.

Strategy 3.2.2: Coordinate regularly with the Economic Development Department to identify barriers to business success and explore responsive solutions through zoning or permitting reforms.

Policy 3.3: Adapt land use policies and public investments in response to evolving shopping and service patterns.

Strategy 3.4.1: Monitor local and regional trends in retail, remote work, and service delivery to inform updates to commercial zoning districts.

Strategy 3.4.2: Consider zoning amendments or new districts that allow for flexible commercial formats, such as hybrid retail-office spaces or co-working environments.

Strategy 3.4.3: Align public infrastructure investments—such as sidewalk improvements, signage, and lighting—with areas of shifting commercial demand to maintain corridor vitality.

Policy 3.4: Preserve the Corporate Park zone for corporate, governmental and/or employment uses.

Strategy 3.4.1: Review and update list of permitted and conditional uses in the Corporate Park zone to accommodate a wider range of innovative and desirable employment types.

Strategy 3.4.2: Update use standards in the zoning code for the Corporate Park zone to ensure compatibility with surrounding uses and modern operational needs.

Strategy 3.4.3: Evaluate and streamline the approval process for modifications to properties in the Corporate Park zone to encourage reinvestment while maintaining appropriate review standards.

Goal 4. Retain and support industrial/flex spaces that meet the diverse needs of Vienna's residents.

Policy 4.1: Preserve zoning in the Mill/Dominion corridor that accommodates both light-industrial and community-serving flex uses.

Strategy 4.1.1: Retain zoning that permits light-industrial activity, such as repair services, storage, small-scale production, and other service-oriented uses.

Strategy 4.1.2: Ensure continued allowance for community-serving non-industrial flex uses, such as gyms, maker spaces, art studios, and similar uses that are compatible with the corridor's character.

Strategy 4.1.3: Periodically review the Industrial/Flex zoning to ensure it supports viable business models while minimizing conflicts with adjacent uses.

Policy 4.2: Coordinate with NOVA Parks on land use and trail improvements affecting the Mill District and surrounding areas.

Strategy 4.2.1: Jointly conduct a community planning process with NOVA Parks that defines the future of two sites for potential public purchase.

Strategy 4.2.2: Identify appropriate land use transitions between Church Street and the light-industrial character of the Mill District to ensure compatibility and walkability.

Strategy 4.2.3: Coordinate with NOVA Parks on the design and implementation of the proposed split-mode (pedestrians and bicyclists) path to ensure that access and operations of nearby businesses are not negatively impacted.

Policy 4.3: Address infrastructure challenges that affect the functionality and viability of the Mill District.

Strategy 4.3.1: Seek solutions to ongoing parking limitations in the Mill/Dominion corridor, including shared parking, structured parking, or creative lot arrangements.

Strategy 4.3.2: Evaluate streetscape and access improvements that balance truck/service vehicle needs with pedestrian and cyclist safety.

Goal 5. Ensure that governmental and institutional uses, including educational facilities, have places in Vienna to serve the community.

Policy 5.1: Allow and encourage key governmental and institutional uses to operate in Vienna.

Strategy 5.1.1: Permit governmental and institutional uses as conditional uses in most zoning districts, rather than by-right, to allow for case-by-case evaluation of impacts and compatibility.

Strategy 5.1.2: Clearly define in the zoning ordinance the criteria for approval of conditional use permits for institutional and governmental uses in each zoning category.

Strategy 5.1.3: Ensure that all conditions placed on institutional uses (e.g., parking, event management, lighting, hours of operation) are specific, measurable, and enforceable.

Strategy 5.1.4: Identify and preserve suitable locations throughout Town for future community-serving uses, such as schools, libraries, civic buildings, and religious institutions, as part of long-range land use planning.

Policy 5.2: Ensure ongoing compliance and accountability for institutional and governmental uses.

Strategy 5.2.1: Regularly monitor compliance with zoning conditions for approved institutional uses, especially those located in residential neighborhoods.

Strategy 5.2.2: Develop a public-facing summary of major CUP conditions for high-impact uses to help residents understand expectations and report concerns.

Strategy 5.2.3: Coordinate enforcement efforts across departments (e.g., Zoning, Police, Public Works) to address recurring issues such as traffic, parking overflow, or event-related disturbances.

Policy 5.3: Collaborate with Fairfax County and other regional partners to ensure institutional uses in Vienna continue to meet long-term community needs.

Strategy 5.3.1: Coordinate with Fairfax County Public Schools (FCPS) on facility planning, enrollment trends, and site needs within Town boundaries.

Strategy 5.3.2: Explore joint-use opportunities with regional partners (e.g., shared parking, emergency preparedness, stormwater infrastructure) that serve institutional sites in Vienna.

Strategy 5.3.3: Participate in countywide and regional planning initiatives that may affect the location or function of institutional uses within or adjacent to the Town.

Goal 6. Protect and preserve Vienna's green space and the natural resources land that supports environmental sustainability and resilience.

Policy 6.1: Preserve and enhance public and private green spaces through land use planning and zoning decisions.

Strategy 6.1.1: Rezone Salsbury Spring Park to PR (Park and Recreational) or PC (Park and Conservation Area), consistent with its use and character.

Strategy 6.1.2: Evaluate rezoning the W&OD Trail corridor to PR (Park and Recreational), in coordination with NOVA Parks, to reflect its current and long-term recreational use.

Strategy 6.1.3: Coordinate with the Parks and Recreation Department to ensure zoning decisions align with the Town's adopted Parks Master Plan.

Strategy 6.1.4: Avoid land use changes that would reduce publicly accessible open space unless equivalent community benefit or replacement open space is provided.

Policy 6.2: Encourage the conservation of natural features and tree canopy on private property.

Strategy 6.2.1: Coordinate with the Environment and Sustainability chapter to cross-reference tree canopy goals and update relevant zoning standards accordingly.

Goal 7. Promote key locations in Vienna as special planning areas, deploying tools and policies from all portions of the Comprehensive Plan.

Policy 7.1: Monitor the evolution of the Maple Avenue corridor, with the potential to develop and implement a unified vision for the Maple Avenue corridor.

Strategy 7.1.1: If deemed necessary, conduct a small area or corridor plan to articulate goals for land use, zoning, building form, pedestrian and bicycle access, accommodation for transit, streetscape design, and stormwater infrastructure.

Strategy 7.1.2: Engage the community and business owners in shaping priorities for redevelopment, design character, and accessibility along the corridor.

Strategy 7.1.3: Identify and prioritize infrastructure investments (e.g., sidewalk widening, underground utilities, wayfinding) to support placemaking goals.

Policy 7.2: Update the Church Street Vision zoning overlay to support continued reinvestment and historic small-town character.

Strategy 7.2.1: Review the existing overlay guidelines and revise them to reflect current best practices in historic design and economic feasibility.

Strategy 7.2.2: Coordinate updates with local businesses and property owners to ensure alignment with both aesthetic and commercial viability goals.

Strategy 7.2.3: Explore grants or incentives to support preservation-compatible façade improvements and outdoor public amenities.

Policy 7.3: Support the continued integrity and evolution of the Windover Heights Historic District.

Strategy 7.3.1: Collaborate with the Windover Heights Board of Review and neighborhood residents to prepare a planning framework that balances historic preservation with modern infrastructure needs.

Strategy 7.3.2: Develop a clearly articulated purpose statement and goals for the Windover Heights Historic District that guide future decision-making.

Strategy 7.3.3: Evaluate opportunities to improve pedestrian safety, traffic circulation, and stormwater management without compromising the district's historic character.

Policy 7.4: Enhance placemaking opportunities along the W&OD Trail, Town Green, and adjacent sites to create a vibrant, accessible, and community-oriented public space.

Strategy 7.4.1: Support the joint planning process between the Town and NOVA Parks to determine the future use of the two properties at the intersection of Church Street and the W&OD Trail, including the potential development of a visitor center.

Strategy 7.4.2: Develop a vision for the W&OD Trail frontage in Vienna, incorporating trail access, adjacent land use transitions, signage, bike and pedestrian infrastructure, public art, and small-scale event space.

Strategy 7.4.3: Coordinate placemaking improvements with nearby commercial areas to reinforce synergies between trail users, local businesses, and community gathering spaces.

Strategy 7.4.4: Explore partnerships and funding sources (e.g., NOVA Parks, VDOT, grant programs) to implement streetscape and trail-edge improvements that benefit both recreational and economic goals.

Goal 8. Enforce and regularly adopt updates to zoning and other regulations to align with community goals and evolving needs.

Policy 8.1: Provide education to residents, property owners, and business owners regarding keeping their properties in compliance with the zoning code.

Strategy 8.1.1: Create and maintain user-friendly educational materials, such as zoning guides and FAQs, on the Town's website.

Strategy 8.1.2: Host annual or semi-annual workshops or webinars to explain zoning requirements and common issues.

Strategy 8.1.3: Include zoning and code compliance reminders in regular Town newsletters and permit-related correspondence.

Policy 8.2: Regularly review zoning and other land use regulations to ensure alignment with the Comprehensive Plan and other policies adopted by the Town Council.

Strategy 8.2.1: Upon adoption of this Comprehensive Plan, conduct a focused review of zoning regulations to identify needed updates.

Strategy 8.2.2: When the Town Council adopts updates to other plans (e.g., for roads, sidewalks, parks), assess and update zoning as needed to support implementation.

Strategy 8.2.3: Establish a five-year zoning code audit cycle to assess the performance and relevance of existing regulations.

Strategy 8.2.4: Monitor changes in state law and update Town regulations accordingly to ensure legal compliance and local applicability.

Policy 8.3: Maintain and improve property maintenance, public realm standards, and enforcement practices.

Strategy 8.3.1: Review and update standards for property maintenance, signage, and cleanliness in residential and commercial areas.

Strategy 8.3.2: Evaluate and refine enforcement practices to respond quickly and consistently to code violations.

Strategy 8.3.3: Strengthen communication and coordination between zoning staff and other departments responsible for enforcement.

Policy 8.4: Balance the protection of residential neighborhoods with support for successful commercial and light-industrial activity.

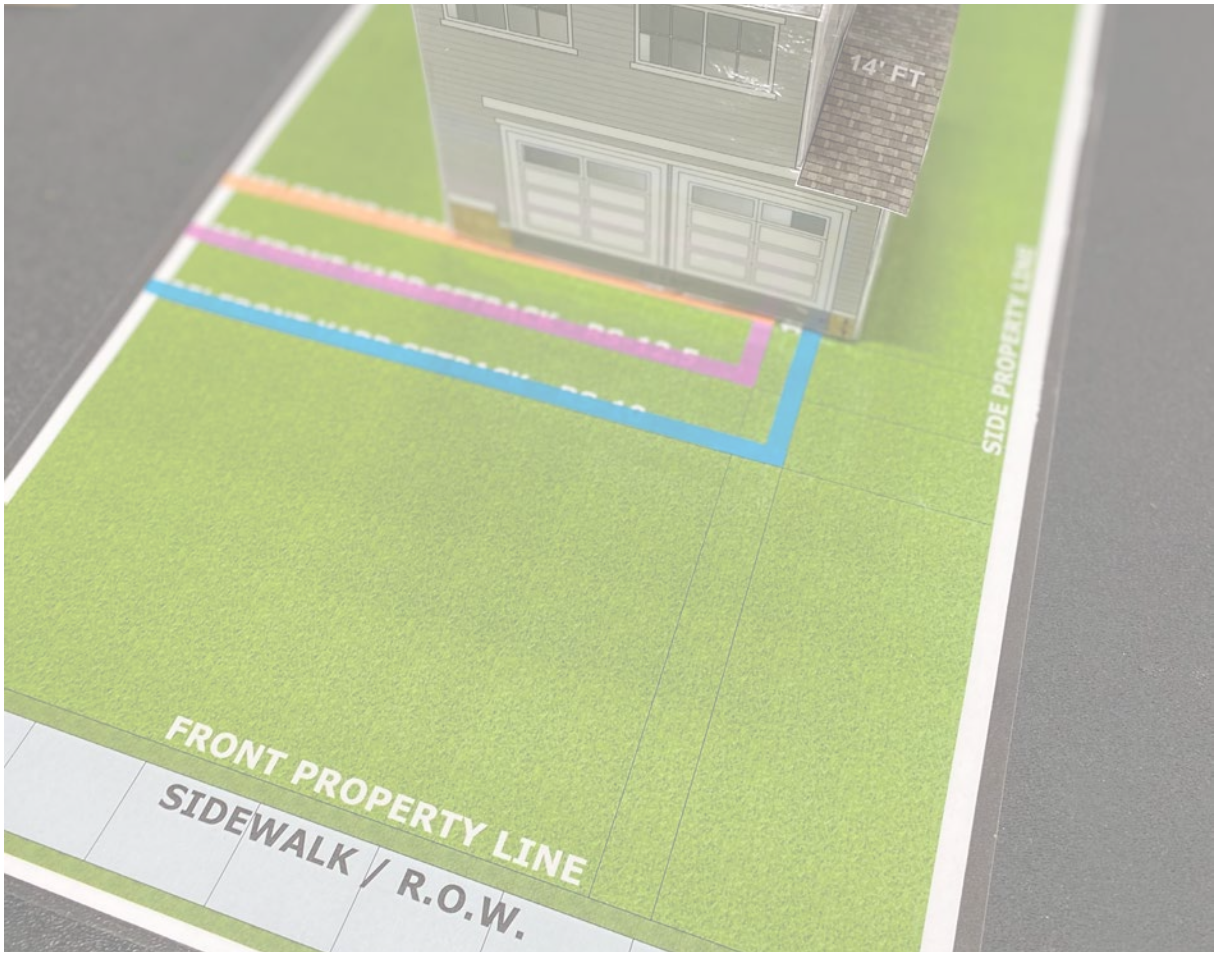
Strategy 8.4.1: Maintain zoning standards that minimize negative impacts—such as lighting, noise, traffic, and parking—on residential areas.

Strategy 8.4.2: Provide guidance and design expectations for buffering, screening, and transitions between land uses.

Policy 8.5: Ensure consistent enforcement of all land use approvals and conditions.

Strategy 8.5.1: Track and enforce compliance with all conditions associated with Conditional Use Permits, rezonings, Board of Architectural Review decisions, and variances.

Strategy 8.5.2: Develop a compliance checklist or digital system to monitor enforcement of discretionary approvals.



ECONOMIC DEVELOPMENT

Vision

The Town of Vienna envisions a future where a thriving economy is a core part of the community's small-town charm, with a resilient, diverse, and innovative business environment. Vienna will leverage its strategic location by attracting and retaining community-serving businesses that support a sustainable economy. Vienna will remain a premier destination for businesses, residents, and visitors alike.

Goals

1. Enhance the Town's commercial districts to support walking and bicycling, improve accessibility, and promote economically sustainable development.
2. Support local businesses that serve the community as key contributors to the local economy.
3. Attract regional visitors through cultural, recreational, and community experiences that support local businesses.
4. Foster a business-friendly environment to support a strong and diverse revenue base, which includes the meals tax revenues that fund the Town's capital improvements.
5. Maintain and enhance a strong corporate presence in the Corporate Park sector.

Introduction

Economic development in Vienna focuses on maintaining a stable economy that supports businesses, residents, and a diverse tax base for Town revenues. This chapter outlines the Town's approach to fostering a thriving commercial environment that complements Vienna's small-town character.

In November 2019, Vienna took a major step forward by hiring its first Economic Development Director, formalizing the Town's commitment to a strategic, long-term approach. Shortly after, the COVID-19 pandemic posed unexpected challenges. In response, the Town worked with Fairfax County to distribute $2.7 million in relief funding to struggling local businesses and implemented flexible policy adjustments to help sustain the economic base through the crisis.

The Town's economic development strategy emphasizes infrastructure investments, modernized regulations, preservation of commercial land, attraction and retention of a diverse business mix, and thoughtful revitalization of key commercial areas. Vienna is leveraging its strategic location within Northern Virginia to attract businesses while ensuring that the Town's economy aligns with community values. Each of Vienna's commercial districts — including Maple Avenue, Church Street, the light-industrial area of Mill Street and Dominion Road, Cedar Lane, and the Corporate Park District — serves a distinct role in the local economy. This plan identifies strategies to support their continued viability and adaptation to changing market conditions. The home-based business sector is also a key element to the Town's economy.

Infrastructure improvements, business support programs, commercial land preservation efforts, and initiatives to attract regional visitors through cultural, recreational, and community experiences will enhance Vienna's long-term economic sustainability. Vienna is also committed to fostering a supportive environment for small and locally owned businesses. A proactive approach to economic development involves anticipating market shifts, maintaining regular dialogue with businesses, and adjusting policy tools to promote flexibility and innovation.

Vienna is improving its regulatory processes to support economic growth. Streamlining permitting, updating zoning codes, and providing business incentives will make it easier for businesses to start and expand in the Town. This plan also recognizes regional market pressures and the need for flexibility, especially in areas exhibiting market weakness. This plan sets a clear direction for strengthening economic resilience, supporting business investment, and enhancing the Town's unique character.

Vienna's charm, walkability, cultural events, and historic districts are major assets that are distinguishing features of the Town. The Town will continue promoting these strengths through marketing campaigns and partnerships that highlight Vienna as a destination to live, work, shop, and explore.

Economic Development in Vienna

Located within one of the nation's strongest metropolitan economies, Vienna benefits from its proximity to Washington, D.C.; major employment hubs within Northern Virginia, including Tysons, Reston, and Merrifield; the Capital Beltway, I-66, VA-123, other major roadways, and the W&OD Trail; and Dulles International Airport. However, its future economic success requires careful planning that integrates business growth with community values. Vienna's approach to economic development focuses on fostering a supportive business climate, improving infrastructure, attracting new community-serving businesses, retaining existing business, and maintaining an attractive environment.

Starting a business in Vienna involves navigating zoning regulations, obtaining permits, and complying with both Town and Fairfax County requirements. While the Town has made progress by digitizing its permitting system and streamlining processes, the Town is committed to continual improvement. In addition, prospective business owners often face challenges such as limited availability of commercial space, parking constraints, rising rents, increasing product and labor costs, and regulatory compliance requirements.

Vienna's economic development efforts are strengthened by partnerships with the Town Business Liaison Committee (TBLC), the Vienna Business Association (VBA), Fairfax County, and regional organizations. Additionally, all Town departments play a role in supporting the economic ecosystem through service delivery, permitting coordination, and infrastructure maintenance that contribute to a positive business climate.

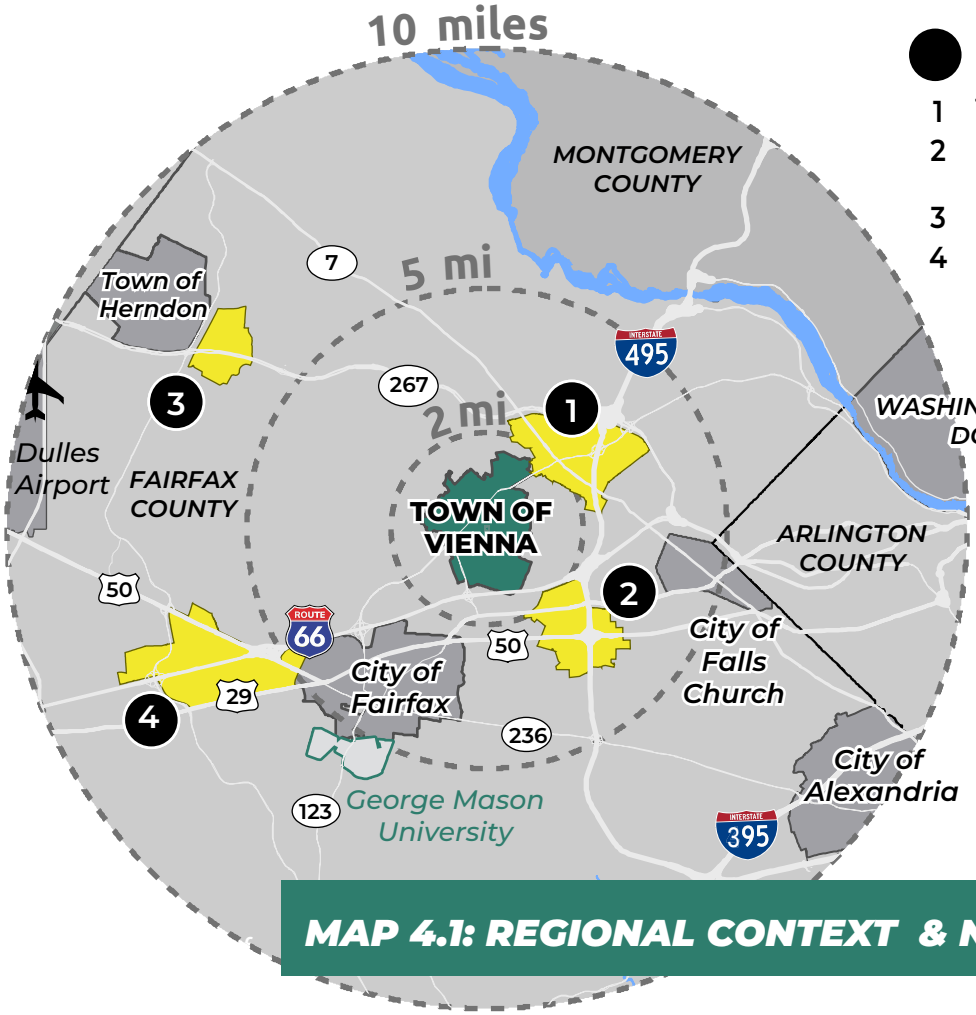
To help address these challenges and foster a welcoming environment, Vienna is actively working to enhance transparency and support through business resource guides, pre-application consultations, and targeted outreach. The Town also celebrates new business openings through ribbon-cutting ceremonies, often attended by the Mayor, Town Council members, Economic Development staff, TBLC members, and VBA members. These events are frequently publicized through Town and partner channels to generate community awareness and excitement regarding the new business.

These events not only highlight the contributions of local entrepreneurs but also strengthen the connection between business owners and the broader community. Regular visits by Town leadership to local businesses further demonstrate Vienna's ongoing commitment to nurturing a strong, supportive local economy. Continued focus on these efforts is critical to lowering barriers for entrepreneurs to thrive and grow in Vienna, and to maintaining a vibrant local economy.

Regional Context and Nearby Centers

Vienna operates within a rapidly evolving regional economy shaped by major nearby employment centers. The Town's business community and customer base extend beyond its corporate limits and ZIP code, with many visitors and shoppers coming from surrounding areas of Fairfax County. Tysons, located just northeast of Vienna and immediately west of the Capital Beltway, has undergone significant transformation, shifting from an employment center dominated by suburban offices and indoor mall shopping into a dense, transit-oriented mixed-use urbanizing center. By 2050, Tysons is projected to include 45 million square feet of constructed space, providing housing for approximately 100,000 residents and supporting 200,000 jobs. For comparison, this level of development would make Tysons larger in commercial square footage than downtown Washington, D.C. is at present, and on par with Arlington's major mixed-use Rosslyn-Ballston corridor. Tyson's continued evolution includes high-rise mixed-use developments, improved pedestrian infrastructure, and enhanced access to regional transit, positioning it as a major economic engine for Fairfax County and the greater Washington, D.C. region.

Further east, Merrifield has similarly emerged as a vibrant mixed-use destination. The Mosaic District, its centerpiece, is a model for walkable urban development, featuring 576,000 square feet of curated retail, a range of residential offerings, hotel accommodations, and modern office spaces. The district has successfully attracted national retailers, boutique shops, and an array of dining and entertainment options, serving as a hub for regional visitors. The adjacent Fairfax Plaza and other commercial centers provide essential services and amenities to Vienna residents. Merrifield is also part of the broader Route 29 and Route 50 corridors, where there is significant economic activity.



NEARBY CENTERS

1 Tysons
2 Merrifield/Mosaic District/ Dunn Loring
3 Reston Town Center
4 Fairfax Corner/Fair Oaks Mall

MAP 4.1: REGIONAL CONTEXT & NEARBY CENTERS

To the south, Fairfax City adds to the region's economic diversity with a revitalized downtown, active cultural scene, and ongoing redevelopment along key corridors. The presence of George Mason University further supports local innovation, commerce, and growth.

While Vienna does not offer the large development sites found in neighboring jurisdictions, the Town can leverage its proximity to Tysons and Merrifield to capture economic opportunities that align with its small-town scale and character. These include:

- Encouraging professional services and boutique businesses that serve Tysons-based workers but prefer Vienna's lower rents and community feel.
- Promoting local dining, retail, and cultural experiences that appeal to nearby visitors seeking alternatives to large-scale destinations.
- Enhancing last-mile connectivity and pedestrian access to regional transit infrastructure, such as the W&OD Trail, to increase regional accessibility.
- Collaborating with regional economic development partners to market Vienna's commercial areas to niche and independent businesses.
- Supporting home-based businesses through flexible regulations and access to business resources, recognizing their role in fostering entrepreneurship and economic resilience within the Town's residential fabric.

Strategically positioning Vienna means recognizing that the Town's community includes both residents and businesses; and that supporting local entrepreneurship, maintaining accessible infrastructure, and preserving the charm that differentiates Vienna are essential to remaining competitive in the region's evolving economy.

Economic Factors and Characteristics

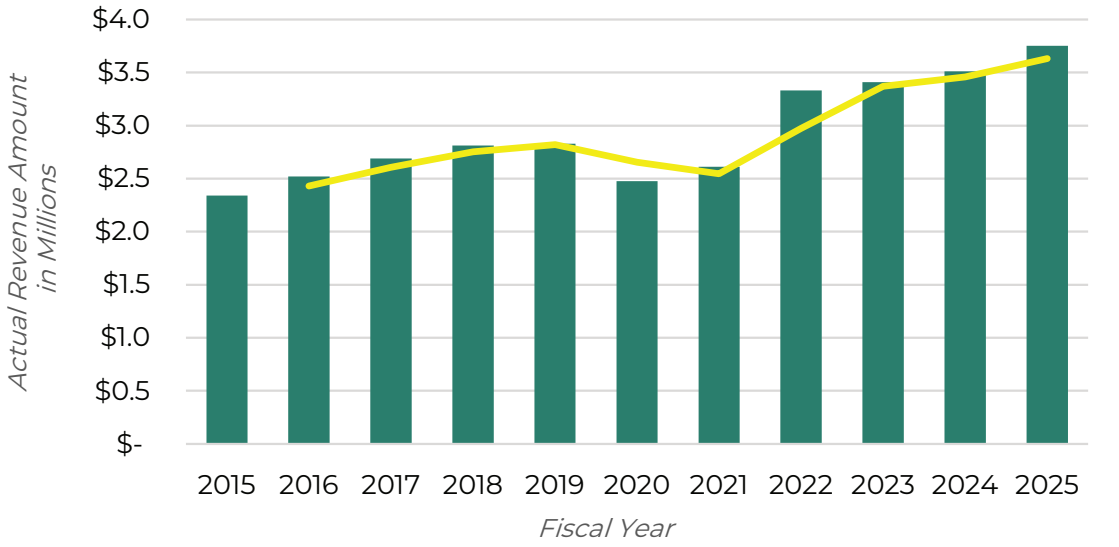
Vienna's economic landscape is anchored by a strong residential base, a skilled and educated workforce, and a stable commercial sector. The Town continues to experience steady business activity, particularly in retail, dining, and personal services. Evidence of this strength comes from low vacancies, positive net absorption, rising sales and meals tax revenues, and continued growth of home-based businesses. According to the 2023 Townwide survey (Vienna responses to the National Community Survey), 76% of respondents rated Vienna's economic health as excellent or good, demonstrating strong public confidence in the Town's long-term economic outlook.

In FY2025, Vienna collected approximately $3.7 million in meals tax revenue, which continues a long-term trend of increased revenues from this key source, as shown in Figure 4.1.

These funds are a critical source for the Town's Capital Improvement Program (CIP), in that the Town uses the current and projected revenues to support issuing bonds that fund such infrastructure projects as street maintenance, streetscape enhancements, sidewalk construction and repair, and public facility upgrades. The reliability of meals tax collections strengthens the Town's financial position and creditworthiness, making it easier to finance long-term capital needs. While the specific allocation may vary from year to year, a significant portion of meals tax revenues consistently support improvements that directly benefit Vienna's business districts and enhance the overall commercial environment.

Vienna remains predominantly residential, with approximately 70.5% of its 4.4 square miles zoned for single-family detached homes. The Town prioritizes retaining its residential character while supporting a business community that complements and supports its neighborhoods. Commercial mixed-uses, light industrial uses and corporate offices comprise approximately 10.2% of the Town's land area, supporting a diverse mix of professional services, medical offices, government, professional offices, retail, and food and beverage establishments.

FIGURE 4.1: TOWN OF VIENNA MEALS TAX REVENUE BY FISCAL YEAR (2015-2025)



Economic Indicators and Fiscal Health

Residential real estate in Fairfax County is assessed at 100% of its market value as of January 1 each year. In 2024, the Town of Vienna levied a real estate property tax rate of 22.5 cents per $100 of assessed value, which is in addition to Fairfax County's rate of $1.095 per $100 (which is almost 5 times the amount collected by Vienna). For Vienna property owners, the result is a combined tax rate of $1.32 per $100. Vienna's levy remains lower than that of the Town of Herndon, which imposed a rate of 26.5 cents per $100 of assessed value in 2024. By comparison, the City of Falls Church, which is independent of Fairfax County, levied a single unified real estate tax rate of $1.23 per $100 in 2024.

The Town's median household income has steadily increased over the past decade and reached $215,556 in 2022, significantly higher than both regional and state averages. Vienna's population has remained steady, with minimal fluctuations over the past few decades, and is estimated by Fairfax County's Department of Management and Budget to have 17,279 residents in 2023. Employment of Vienna residents remains strong, with a low unemployment rate of 3.6% according to the 2022 American Community Survey and a highly skilled workforce, reflecting Vienna's appeal as a desirable place to live and work.

Vienna is home to over 1,700 registered businesses, reflecting diverse mix of professional services, home-based businesses, and retail establishments. Business activity continues to grow, as evidenced by a 14.9% increase in sales tax revenue in the first half of 2024. Retail vacancies dropped from 4.3% to 2.4% between June 2023 to June 2024, while office vacancies declined from 10.4% to 9.6%, indicating strengthening demand across both sectors. The commercial real estate market remains strong, with increasing gross rents and a net absorption of 8,215 square feet of office space over 2024.

Older commercial space that does not front Maple Avenue has faced greater economic challenges over time, creating opportunities for reinvestment, modernization, and adaptive reuse to better meet current market needs. In some cases, redevelopment proposals have included conversion to residential uses; however, commercial square footage in Vienna is limited and should be preserved when feasible, particularly where properties remain viable for business activity or could support future economic uses. Even in locations where businesses or non-profit organizations may be succeeding, property owners may face market pressures that make alternative redevelopment options financially attractive

Since 2017, Vienna has seen steady growth in home-based business registrations, with a dramatic increase beginning in 2020 during the COVID-19 pandemic. This surge reflected a shift toward remote work and entrepreneurial activity, as residents adapted to changing economic conditions. While applications dipped slightly after 2021, they have remained consistently higher than pre-pandemic levels, signaling a potentially long-term transformation in how residents engage in some business activities.

Home-based businesses represent a distinct and growing segment of Vienna's local economy and support small and locally owned businesses that provide services to the community as key contributors to the local economy

Seasonal trends show lower activity during winter months, but overall, the data indicates sustained demand for flexible business opportunities that can operate within residential settings while contributing to local services and entrepreneurship.

Vienna is home to an increasingly diverse and international business community, reflecting its location within a global metropolitan area. The Town's proximity to Washington, D.C., and international institutions attract business owners from a wide array of cultural and professional backgrounds, enhancing Vienna's identity as a welcoming and globally connected community.

Vienna is also part of the national capital region, which is the primary reason for the in-town location of Vienna's two largest employers - Navy Federal Credit Union and the FBI's Threat Screening Center. Changing Presidential administrations can affect the demand for office space for federal employees, federal contractors, and businesses/institutions closely associated with the federal government, but the proximity to Washington, D.C. and the national security infrastructure in Northern Virginia remains a long-term part of the regional economy that can and does benefit Vienna.

Vienna's commitment to maintaining a balanced economic environment is reinforced by its investment in public spaces, infrastructure, and business support initiatives. The Town offers a high quality of life that attracts both residents and businesses. Vienna's strategic location near major economic centers, coupled with its small-town appeal, ensures a stable and prosperous future for the community.

Economic Development Climate

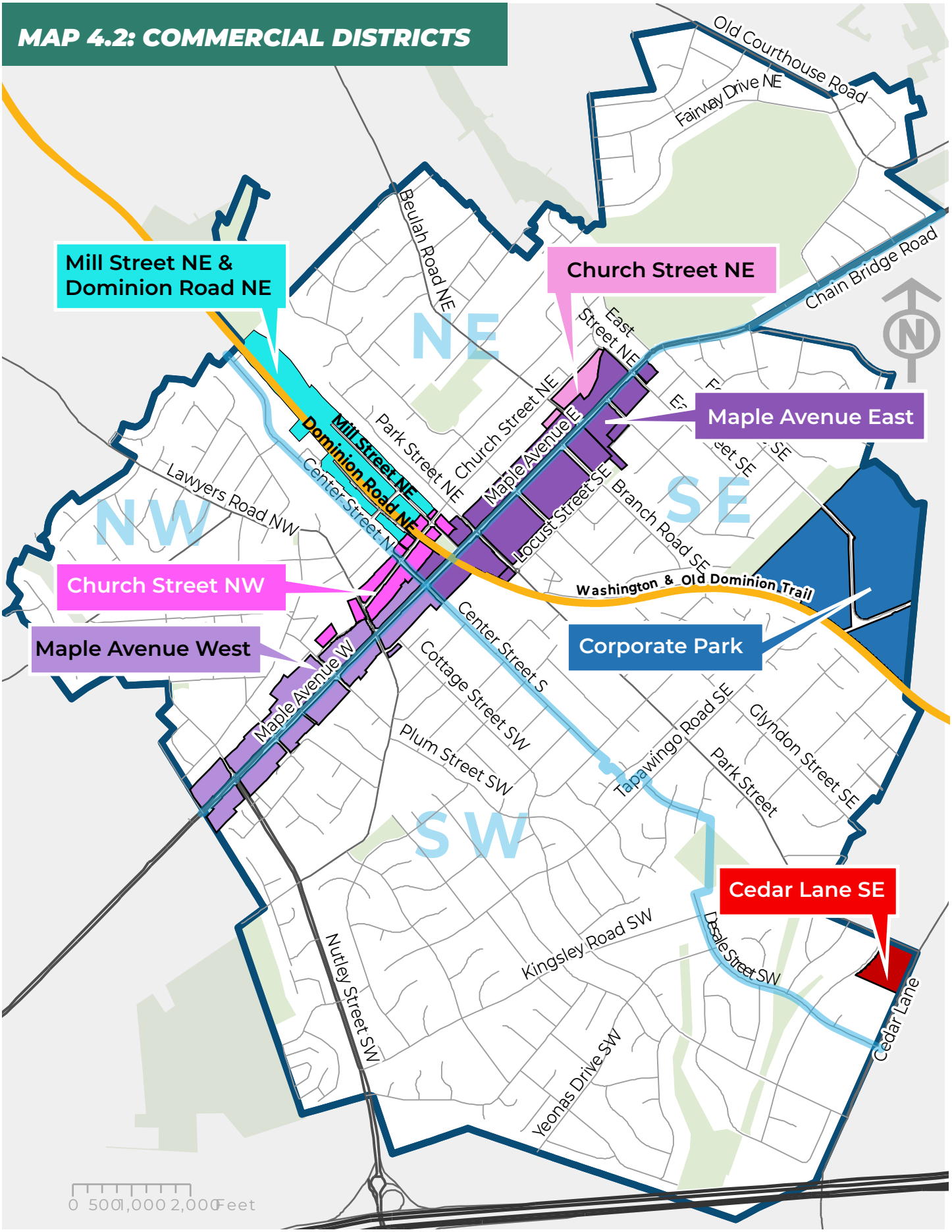
The long-term economic vitality and sustainability of the Town of Vienna is dependent on retaining sufficient land for commercial use that includes retail, office, and mixed-use residential. Retail businesses are attracted to the high-income area surrounding the Town as well as the high traffic volume along Maple Avenue and Cedar Lane and the walkability of Church Street and the Mill and Dominion light industrial district.

Modern office tenants are generally attracted to vibrant destinations that are in close proximity (ideally within walking distance) to such amenities as restaurants, services, and parks. The demand for housing in Vienna is expected to remain strong in the foreseeable future so that residential development could, if it were allowed to do so, squeeze out other types of uses. For this reason, it is important to retain the balance of residential and commercial uses while also allowing development to evolve to meet market demand.

Vienna's commercial districts serve as both economic and social hubs and contribute to the Town's community connectivity. Retail and shopping opportunities were rated positively by 64% of 2023 Community Survey respondents, indicating room for improvement. By fostering a more diverse mix of retail and business offerings, Vienna can further enhance its commercial appeal and attract more visitors and residents to local establishments. Improved urban design can assist in this goal by improving the environment for pedestrians, cyclists and drivers, thereby making a better business environment. Maple Avenue, Church Street, and the Mill/Dominion area each present unique opportunities for revitalization.

The Town is actively working to transform these districts with streetscape improvements, better connectivity, and infrastructure investments. See the Commercial Districts Map 4.2 for an overview of these areas.

MAP 4.2: COMMERCIAL DISTRICTS



Maple Avenue East and West

Maple Avenue (VA-123) is the central artery of Vienna's primary commercial districts, stretching over a mile through the heart of the Town and featuring a mix of retail, restaurants, professional offices and institutions. Over the past decade, Maple Avenue has also seen growth in residential components through mixed-use development, reflecting market demands. According to VDOT, the segment between Nutley Street and Follin Lane carries approximately 27,000 vehicles per day, underscoring the corridor's dual role as both a commercial destination and a regional connector. Historically shaped by auto-oriented development with numerous unconnected surface parking lots and narrow sidewalks, the avenue has been a continued focus of revitalization efforts aimed at enhancing walkability, visual character, and long-term economic vitality.

In 2014, the Town of Vienna undertook a significant initiative to transform Maple Avenue into a more pedestrian-friendly, mixed-use environment. This effort led to the adoption of the Maple Avenue Commercial (MAC) zoning regulations, which encouraged compact, pedestrian-oriented development, the creation of publicly accessible community gathering spaces, and allowed for four stories to be built with a requirement of commercial use on the first floor. The goal was to promote a variety of housing options and enhance the Town's economic vitality while maintaining the commercial tax revenue balance. However, the MAC faced challenges, including community concerns about building heights and parking adequacy, leading to its repeal in 2020. In October 2023, a revised zoning code was adopted, allowing for slightly taller buildings in the Maple Avenue Center to make three-story mixed-use development more viable. Market conditions, construction costs, and design requirements for contemporary retail space also affect the feasibility of new mixed-use projects. To date, this change has not yet resulted in formal development proposals, though there have been conversations that have not advanced to application.

Businesses in the Maple Avenue districts primarily cater to Town and nearby residents, offering consumer-focused services and retail. Approximately 40% of the existing retail establishments fall under neighborhood goods and services or convenience-based retail, with major anchors such as Giant, Fresh Market, and Whole Foods. Office spaces in the area are predominantly occupied by healthcare providers, including doctors' offices, acupuncturists, and other professionals serving the community's needs. These districts have also seen a notable concentration of financial institutions, with several national and regional banks maintaining a presence along Maple Avenue. The decision by many banks to locate or consolidate operations along this corridor highlights Maple Avenue's niche appeal, offering strong vehicle visibility, a high-income customer base, and strategic positioning along a major commuter route. This pattern reflects the broader trend of specialized service providers targeting well-trafficked corridors that combine commercial viability with community proximity.

Church Street NE and NW

The Church Street commercial district is vibrant, pedestrian-friendly, and seamlessly blends historic-themed charm with modern amenities. The core of the district spans approximately 1,400 linear feet between Mill Street and Lawyers Road. It is characterized by smaller properties, stores averaging around 1,900 square feet, and street frontages measuring between 60 to 70 feet. This intimate scale fosters a diverse and engaging experience for pedestrians.

Northeast of the core, between Beulah Road NE and East Street NE, commercial buildings are set back from the street and supported by ample parking. This area accommodates such low-intensity commercial uses as small offices, professional services, and specialty shops. Properties adjacent to the W&OD Trail in this area present opportunities for trail-oriented businesses and redevelopment in partnership with NOVA Parks. Southwest of the core district, just past the post office, is the three-story Windover Professional Building, which houses a mix of medical, professional, and cultural organizations.

Historically, Church Street served as Vienna's main commercial artery until the 1950s, when businesses began relocating to Maple Avenue due to the 1958 widening of Maple Avenue and the related development of shopping centers. In 1999, to revitalize and preserve the unique character of Church Street, the Vienna Town Council adopted the Church Street Vision zoning overlay district. This plan continues to support that vision, though also supports appropriate updates that will help to further the goal of a thriving Church Street.

The plan and the zoning overlay district encourage property owners in the Church Street Vision Overlay Zone (originally called C1-B Pedestrian Commercial zone) to renovate and develop properties reflecting late 19th-century small-town American streetscapes. In return, developers may receive such benefits as additional building square footage and reduced parking requirements. Although several projects have been approved under this vision, no Church Street Vision projects have been both approved and constructed since 2014. Overall, Church Street remains a cornerstone of Vienna's community, offering a blend of historic preservation and modern commerce, making it a cherished destination for shopping, dining, and cultural experiences.

The last Church Street Vision project that was constructed was approved in 2014. There was a project approved in 2022, but the owner determined that it was not economically feasible and did not move forward. The Town should take a proactive approach to working with property owners to review and update the overlay district, after more than 25 years of its existence, to determine whether the incentives and requirements align with current market conditions and support feasible projects that fulfill the Church Street Vision. This plan supports updates to the zoning overlay district that continue the vision for Church Street while also enhancing the market viability of projects.

Mill Street NE and Dominion Road NE

The Mill Street NE and Dominion Road industrial/flex district is distinctive for its highly diverse blend of light industrial, lifestyle, wellness and food businesses. This area has become a hub for health-focused establishments, including gyms and various types of studios (e.g., dance, yoga, sports, etc.) that cater to the wellness needs and desires of the local community. However, it still retains its light industrial roots. Establishments such as home furnishing stores, landscape suppliers, and automobile services continue to operate, providing essential services to Vienna households. These consumer-facing businesses ensure that the district meets a wide range of local needs.

One of the key advantages of this district is its affordability and accessibility. A variety of business types are drawn to Mill Street and Dominion Road due to lower rental rates and the availability of spacious properties that offer high visibility from the Washington & Old Dominion (W&OD) Trail, a well-trafficked recreational path. This visibility not only benefits businesses but also integrates the commercial area seamlessly with outdoor activities, encouraging foot traffic and patronage from trail users.

Vienna's light industrial and flexible commercial spaces along Mill Street and Dominion Road create unique opportunities for niche retail, artisan manufacturing, and specialty services that typically locate in more distant or industrialized areas. This area allows Vienna to offer locally based experiences that support creativity, entrepreneurship, and small-scale production.

Cedar Lane SE

The Cedar Lane SE commercial area is a neighborhood-focused district offering a variety of fast-casual dining options and personal services. The central feature of this area is the Cedar Park Shopping Center, a 75,844-square-foot retail hub situated at the intersection of Cedar Lane SE and Park Street SE.

The shopping center hosts a diverse array of convenience-oriented retailers and restaurants, including both locally owned businesses and national or regional retailers, such as Ace Hardware and other established brands, catering to the daily needs of residents. The presence of both independent "mom-and-pop" establishments and larger retailers contributes to a balanced and resilient commercial mix, and both are important to meeting community needs and supporting the Town's economic base.

Other tenants include personal service providers, fast-casual eateries, and specialty shops, reflecting the community's preferences for accessible and practical services. Recent investments by the property owner in the Cedar Park Shopping Center demonstrate how reinvestment can strengthen tenant occupancy, modernize facilities, and enhance the center's long-term viability as a neighborhood commercial destination.

Corporate Park

The area around Follin Lane SE, designated as the Corporate Park (CP) District in the Town's zoning code, is tailored to accommodate office and light industrial uses. This zoning classification aims to promote economic development by providing spaces suitable for corporate offices, research and development facilities, and light manufacturing operations.

Follin Lane SE represents a significant concentration of Vienna's professional office space, with approximately1.24 million square feet occupied by office tenants. Navy Federal Credit Union, Vienna's largest private employer, anchors a large percentage of this space and plays a central role in shaping the area's employment landscape. The FBI's Threat Screening Center (TSC) is also a major user within this district.

The two key employers provide the area's stability. However, the lack of amenities nearby that many modern office users seek presents challenges in adapting to future market demands. Some office properties in the district have experienced prolonged vacancy despite marketing efforts, reflecting broader changes in the office market and tenant preferences. This prolonged vacancy highlights the need for a more proactive approach to land use planning within the district and making appropriate adaptations to the changing market.

A proactive approach may include developing a Small Area Plan to evaluate current land use constraints, market feasibility, and infrastructure needs; exploring zoning changes to allow for a broader mix of uses such as light industrial, research and development, or institutional facilities; and working directly with property owners and regional partners to identify investment opportunities and emerging tenant types. These forward-looking strategies aim to reposition the district while preserving its core employment function.

The Town continues to view this area as an important employment and business center, essential for both job creation and revenue diversification. While the Corporate Park remains suited for institutional and office uses, this plan acknowledges that prolonged vacancy is not in the Town's interest. Creative approaches to land use may be necessary to enhance the district's vitality while maintaining its role as an employment hub.

Special Events and Economic Impact

The Town of Vienna's special events program, managed by the Department of Parks and Recreation in collaboration with local civic and business organizations, plays a significant role in driving economic activity and strengthening community identity. These events attract thousands of residents and visitors to the Town's commercial districts each year, providing a boost to restaurants, retailers, and service-based businesses.

Signature events like *ViVa! Vienna!* and Oktoberfest draw visitors from throughout the region and fill Vienna's streets with music, local vendors, and family-friendly programming. *ViVa! Vienna!,* presented by the Rotary Club of Vienna, celebrates community and service while generating funding for charitable causes. Oktoberfest, hosted by the VBA, transforms the Town into a destination for artisan markets, food and beverage sales, and live performances. These and other events (including Chillin' on Church, Halloween Parade, Holiday Stroll, and seasonal festivals) not only enrich the cultural life of the community but also directly contribute to increased foot traffic, business exposure, and meals tax revenue.

Their consistent success highlights the Town's capacity to leverage cultural programming to support local businesses, enhance place-based marketing, and reinforce Vienna's brand as a welcoming and vibrant destination.

Goals, Policies, and Strategies

Goal 1. Enhance the Town's commercial districts to support walking and bicycling, improve accessibility, and promote economically sustainable development.

The Town recognizes the importance of its commercial districts and will continue to support their economic success and revitalization through infrastructure improvements, public realm enhancements, and supportive land use policies and regulations.

Policy 1.1: Invest in infrastructure improvements to support business activity and accessibility.

Strategy 1.1.1: Evaluate, update, and implement recommendations from the Maple Avenue Corridor Multimodal Study to improve walkability and transit access.

Strategy 1.1.2: Upgrade streetscape elements, including sidewalks, lighting, and landscaping, to create inviting commercial environments.

Strategy 1.1.3: Promote and support well-managed parking solutions that balance the needs of businesses, residents, and visitors, through updated regulations, public-private partnerships, and investments in shared or public parking, where feasible.

Policy 1.2: Encourage mixed-use development that creates active streetscapes, supports walkability, and integrates complementary uses within commercial areas.

Strategy 1.2.1: Update zoning regulations to allow for a greater mix of retail, office, and residential uses in key commercial districts, particularly in areas where vacancy rates indicate potential for repositioning.

Strategy 1.2.2: Ensure that regulations and land use policies support and encourage the redevelopment of underutilized properties, particularly in areas with persistent vacancies or where revitalization advances the Town's economic and land use objectives.

Strategy 1.2.3: Encourage adaptive reuse of existing buildings to support small businesses and retain Vienna's architectural and community character.

Goal 2: Support local businesses that serve the community as key contributors to the local economy.

Vienna's local businesses provide essential goods, services, and character to the Town, making it a priority to ensure their long-term sustainability.

Policy 2.1: Provide resources and support programs for businesses and entrepreneurs.

Strategy 2.1.1: Support incubation and growth opportunities for new and existing businesses within the Town (e.g., shared workspaces, mentoring, technical assistance, and connections to regional resources).

Strategy 2.1.2: Offer financial assistance programs, such as small business grants or low-interest loans, to support storefront improvements and operational needs.

Strategy 2.1.3: Facilitate networking and mentorship programs to connect new business owners with experienced professionals.

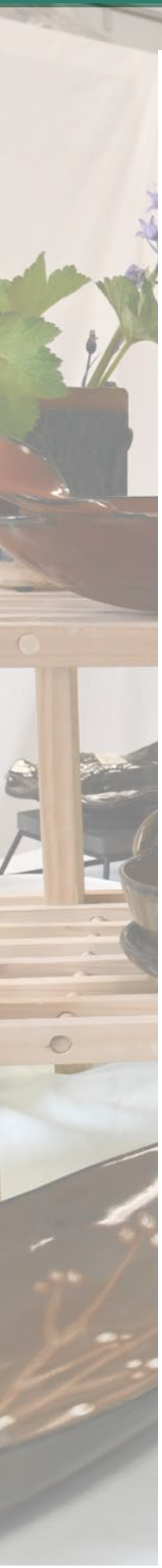
Strategy 2.1.4: Consider public-private programs, such as façade improvement or storefront enhancement initiatives, to encourage private investment in building appearance, accessibility, and functionality, without committing to a specific funding mechanism.

Policy 2.2: Preserve Vienna's businesses and neighborhood-serving enterprises.

Strategy 2.2.1: Facilitate dialogue between businesses and property owners to encourage lease stability and explore best practices that support long-term business retention.

Strategy 2.2.2: Support public awareness campaigns that highlight and celebrate Vienna's long-term businesses.

Strategy 2.2.3: Continue to support the success of home-based businesses that do not have negative impacts on the residential character of neighborhoods.



Goal 3: Attract regional visitors through cultural, recreational, and community experiences that support local businesses.

Cultural events, historic sites, and recreational assets contribute to Vienna's appeal and help attract visitors, supporting local businesses and strengthening the economy.

Policy 3.1: Expand community events and marketing efforts to attract visitors.

Strategy 3.1.1: Develop a comprehensive marketing campaign that highlights Vienna's unique attractions and events, including highlighting Vienna's historic Church Street, vibrant Maple Avenue corridor, community festivals, and connection to the W&OD Trail.

Strategy 3.1.2: Support and expand signature events, such as festivals, markets, and seasonal celebrations including Viva Vienna, to drive visitor engagement and showcase the Town's unique character.

Strategy 3.1.3: Collaborate with regional tourism and marketing organizations to position Vienna as a welcoming destination for local and regional visitors.

Strategy 3.1.4: Leverage Town-sponsored and partner-hosted special events as economic drivers by supporting event logistics, promoting local business participation, and measuring their economic impact on Vienna's commercial areas.

Strategy 3.1.5: Market the Town's identity through coordinated streetscape, wayfinding, and placemaking investments in commercial districts.

Policy 3.2: Leverage Vienna's cultural and recreational assets to enhance economic development.

Strategy 3.2.1: Invest in wayfinding signage and visitor information hubs to enhance the experience for tourists.

Strategy 3.2.2: Partner with local businesses and community groups to create themed experiences and promotional initiatives, which could include streetscapes, banners, directional signage, and sponsorship opportunities.

Strategy 3.2.3: Encourage the thoughtful expansion or adaptive reuse of performance spaces, galleries, and creative venues, while considering space constraints and compatibility with surrounding uses, to diversify Vienna's cultural offerings.

Strategy 3.2.4: Leverage the W&OD Trail, in coordination with NOVA Parks, to attract the many local and regional visitors who shop and dine at Town establishments, especially at trail-oriented and trail-accessible businesses.

Policy 3.3: Recognize the W&OD Trail and partnership with NOVA Parks as a major visitor asset and economic driver by supporting trail-oriented uses and trail-accessible businesses.

Strategy 3.3.1: Strengthen physical and visual connections between the W&OD Trail and nearby commercial areas to encourage trail users to access local businesses.

Strategy 3.3.2: Encourage the development and retention of trail-oriented businesses—such as food establishments, retail, and services—that serve trail users while remaining compatible with surrounding areas.

Strategy 3.3.3: Coordinate with NOVA Parks and regional partners on wayfinding, programming, and infrastructure improvements that enhance Vienna's role as a destination along the Trail.

Strategy 3.3.4: Work with NOVA Parks and local businesses to activate trail-adjacent areas and the Town Green as destinations for dining, retail, and cultural events, recognizing these locations as key cultural and economic anchors.

Goal 4: Foster a business-friendly environment to support a strong and diverse revenue base, which includes the meals tax revenues that fund the Town's capital improvements.

Vienna is committed to maintaining a strong and diverse economy by streamlining business processes, creating a welcoming regulatory framework, and ensuring businesses of all sizes have the support they need to thrive.

Policy 4.1: Improve the efficiency of the Town's regulatory and permitting processes.

Strategy 4.1.1: Continue to build on and improve the digital permitting system to streamline approvals and reduce processing times.

Strategy 4.1.2: Regularly review and update zoning and regulatory policies to reflect modern business needs and economic trends.

Strategy 4.1.3: Expand communication and engagement efforts to ensure business owners have clear guidance on permitting and zoning requirements.

Strategy 4.1.4: Support equitable access to business resources by engaging underrepresented entrepreneurs and providing language-accessible materials and events.

Policy 4.2: Attract and retain a diverse range of businesses to enhance economic resilience.

Strategy 4.2.1: Develop incentive programs for new businesses, including tax abatements and grants to encourage local investment.

Strategy 4.2.2: Partner with regional economic development organizations to promote Vienna as a destination for businesses and entrepreneurs.

Strategy 4.2.3: Conduct regular business climate assessments to understand market trends and proactively support business retention efforts.

Policy 4.3: Retain and strengthen Vienna's strong retail/restaurant base and preserve office space, and light industrial uses, wherever market feasible.

Strategy 4.3.1: Maintain the prohibition on ground-floor residential development facing Maple Avenue and the designated portion of Church Street within the overlay district, while periodically reevaluating this policy to ensure alignment with housing demand, market trends, and the Town's economic development goals.

Strategy 4.3.2: Develop a Small Area Plan for the Mill and Dominion area using market feasibility studies, land use assessments, and stakeholder input to identify the most appropriate commercial and light industrial uses for long-term economic success.

Strategy 4.3.3: Develop land use policies for properties that face the W&OD trail, with a focus, for certain portions of the corridor, on trail-oriented uses such as cafes, recreation services, or trail-focused retail.

Strategy 4.3.4: Study the viability of office spaces currently located in Transition zone areas to establish the highest and best commercial uses for those areas.

Strategy 4.3.5: Evaluate the Church Street Vision Overlay District incentives to ensure they reflect current development trends and market conditions, and support the corridor's long-term economic vitality, while still preserving the design vision of the district.

Goal 5: Maintain and enhance a strong corporate and employment presence in the Corporate Park sector.

The Corporate Park District is home to major employers, including Navy Federal Credit Union and the FBI's Threat Screening Center. To support its continued role as a professional and business hub, the Town will proactively address challenges such as long-term vacancies, shifting market demands, and infrastructure needs.

Policy 5.1: Support reinvestment and adaptability in the Corporate Park.

Strategy 5.1.1: Evaluate zoning regulations in the CP District to allow for light industrial, institutional, research and development, and potential innovation hub uses.

Strategy 5.1.2: Partner with major employers and property owners to understand evolving space needs and promote reinvestment in underutilized properties.

Vienna
Service
Price
Service Check-In
GROUP RIDES

TRANSPORTATION

Vision

The Town of Vienna envisions a safe, efficient, and resilient transportation system that supports residents, employees, and visitors by ensuring broad access to streets, sidewalks, trails, and transit options. A sustainable multimodal approach promotes livability, supports local businesses, protects neighborhood character, and prepares for future mobility needs.

Goals

1. Prioritize safety for all users of the transportation system.
2. Ensure efficient and reliable movement for all transportation modes integrated with land use.
3. Encourage walking, biking, and micro-mobility.
4. Reduce traffic congestion and support environmental sustainability.
5. Coordinate with regional agencies to manage the impacts of growth and improve connectivity.
6. Encourage public input and transparency on transportation decisions.
7. Improve parking and curbside management.

Introduction

This chapter provides a framework for planning and managing Vienna's transportation system to meet current and future needs. It reflects the community's priorities, by continuing a design approach that aims to create a sense of community, intimacy, and local character by supporting walkability, improving safety, and offering more ways to get around town and to connect with nearby locations

The transportation network in Vienna includes streets, sidewalks, trails, transit, and facilities for bikes and pedestrians. It also plays a broader role in how the town grows, provides access to land uses, connects to the region, and supports daily life. As the town changes and regional pressure continues, it is important to plan for a system that supports community members of all ages and abilities, improves access, and aligns with land use and environmental goals.

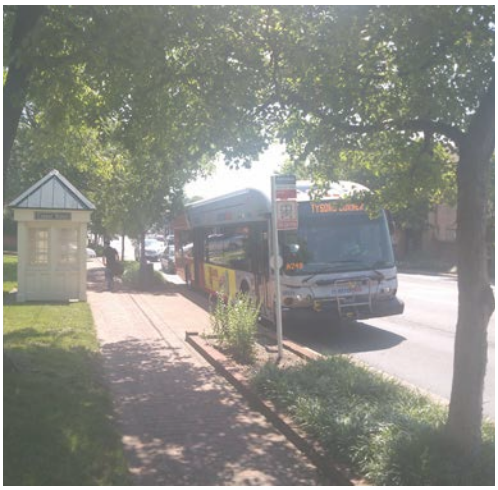
The plan encourages investment in a well-connected, multimodal network that provides safe and reliable options—whether driving, walking, biking, or taking transit. It also supports regional coordination with Fairfax County agencies, Virginia Department of Transportation (VDOT), Northern Virginia Transportation Authority (NVTA), NOVA Parks, and other partners to ensure that Vienna's system works as part of the larger Northern Virginia network.

The vision, goals, policies, and strategies in this chapter are intended to help guide decision-making around transportation infrastructure, programs, and policy.

Organization of this Chapter

The Transportation Plan describes the existing conditions, usage, and trends of each part of Vienna's transportation system. This chapter is organized by topic area, with each section describing current conditions, needs, and policies for the following components of the transportation system in Vienna

- Streets
- Pedestrian and Bicycle Mobility
- Transit
- Parking and Curbside Management
- Demand and System Management
- Regional Context and Future Mobility Trends



Streets

Streets are essential infrastructure that support all modes of transportation, including personal vehicles, public transit, rideshare services, freight and deliveries, bicycles, and walking. In Vienna, the public right-of-way serves not only as a transportation network but also shapes the community's character and daily life. Streets foster civic pride, provide space for parades and special events, contribute to a unified streetscape, and accommodate green infrastructure and stormwater management.

Vienna's transportation network includes the major arterials Maple Avenue and Nutley Street, minor arterials, a grid of local and neighborhood streets, transit access, local and regional trails, and a network of sidewalks and bicycle routes. As travel behavior and transportation demand evolve, the Town must meet the needs of aging residents, remote workers, commuters, and young families using a growing variety of transportation options—including electric scooters, personal e-bikes, and walking. In addition, continued development in Tysons and the nearby region will influence travel patterns, congestion, and infrastructure needs in Vienna.

This section provides a framework for balancing the many demands placed on the street network. It addresses street classification, traffic congestion, traffic safety, and traffic calming, while supporting a multimodal and context-sensitive approach to street design and management.

Street Typology

VDOT has a classification system based on the character of service the Town's streets provide, i.e., traffic that passes through Vienna or local traffic. The functional classification categories relevant to Vienna include Interstate, Principal Arterial, Minor Arterial, Collector, and Local (See map 5.1).

In addition, to achieve a greater balance among modes and make stronger connections to adjacent properties, the Town has developed a Community Street Typology to better balance modes of travel and strengthen connections to adjacent land uses. This approach considers land use context and multimodal design alongside functional service.

Arterial Streets

- **Retail/Mixed-Use Arterials:** Primary streets serving commercial areas predominantly ground-level retail and consumer services with pedestrian-scale design, public amenities, and transit stops. These streets are important for both regional and local travel, and in providing access to land uses by walking, transit, private motor vehicles, trucks, and bicycles.
- **Residential Arterials:** Primary streets traversing and serving primarily residential neighborhoods with homes, parks, and institutional properties. These streets balance vehicle movement with pedestrian and bicycle safety near neighborhoods and institutions.

What are "Transportation Modes"?

Transportation modes refer to the different ways people and goods travel from place to place. These include:

- Walking
- Bicycling and Micromobility (e.g., scooters, e-bikes)
- Personal Vehicles (cars, motorcycles)
- Public Transit (buses, Metrorail)
- Freight and Delivery Vehicles
- Rideshare and Carpool Services

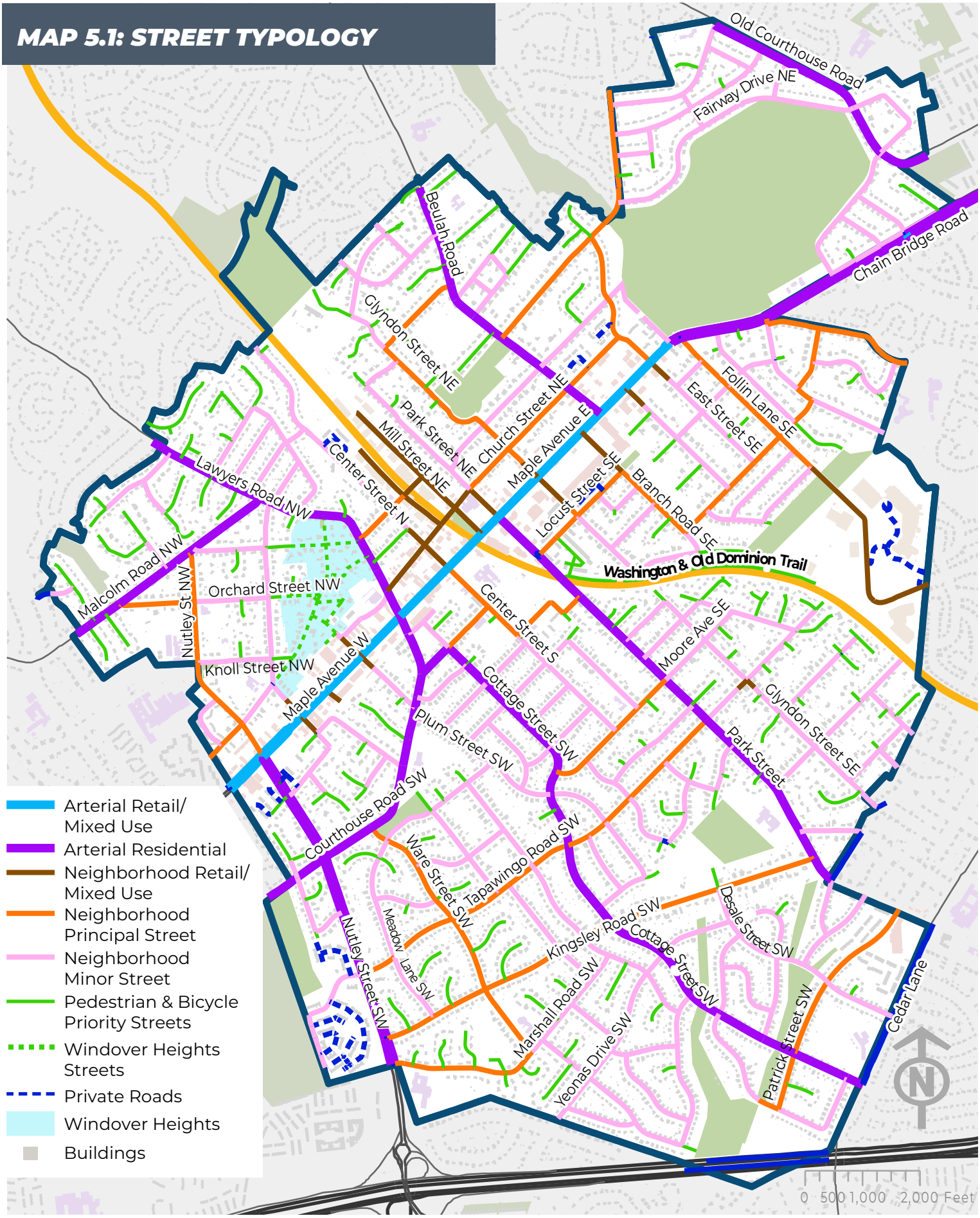
A well-designed transportation system provides safe and convenient access for all modes.

Neighborhood Streets (Non-Arterial)

- **Neighborhood Retail/Mixed Use Streets:** Local streets in smaller-scale commercial areas with parking, loading, and transit access, and pedestrian-and bicycle-friendly streetscapes.
- **Neighborhood Principal Streets:** Local streets for travel to and from homes, connections to local resources, parking, and a shared space in the neighborhood for walking and biking.
- **Neighborhood Minor Streets:** Narrow local street with, low traffic volume and low design speed prioritizing safety for nearly exclusive focus on providing access to residences oriented to neighborhood everyday activities.
- **Pedestrian and Bicycle Priority Streets:** Shared-use streets with very low volume and low design speed, with safety-focused traffic calming where vehicle traffic is secondary to pedestrians and bicyclists.
- **Windover Heights Streets:** Historic district streets with context-sensitive preservation design standards for neighborhood focus activities.
- **Private Streets**: Maintained privately but open to public use; should match public street design requirements.

These typologies guide the design, maintenance, and investment strategies, and support the Town's multimodal goals.

MAP 5.1: STREET TYPOLOGY



Complete Streets and Complete Networks

To support a vibrant, inclusive, and accessible community, the Town should consider adopting a Complete Streets policy, which would direct staff to design and operate public rights-of-way to enable safe access for all users, regardless of age, ability, or mode of travel. Alternatively, due to existing right-of-way limitations and the built environment, it may be more appropriate to apply Complete Network principles rather than Complete Street. A Complete Network approach would ensure that the overall transportation system, provides safe, efficient, and connected routes for walking, bicycling, transit, and driving. This approach would allow Vienna to focus on low-stress, multimodal connections across the network, while respecting context and feasibility at the street level.

Challenges

Managing increased traffic on neighborhood streets remains a key concern for many residents. As regional growth continues and navigation technology directs drivers away from main corridors, many vehicles without a local origin or destination are using Vienna's residential streets. At the same time, walking and biking activity is growing throughout Town, raising safety concerns and increasing calls for traffic calming and enforcement.

While many residents are concerned about increasing traffic, there is also a strong desire to maintain convenient access for drivers, particularly in and around commercial areas. In this context, "accessible" means not only maintaining direct access to businesses but also ensuring that traffic can continue to flow efficiently along Vienna's primary corridors, such as Maple Avenue and Nutley Street, which carry significant volumes of commuter and local traffic. These routes are critical to supporting commerce, daily travel, and the overall functionality of the street network. Businesses rely on reliable customer access, and residents expect reasonable, predictable, travel times.

Moving forward, the Town must strike a careful balance: preserving neighborhood safety and character while ensuring that commercial corridors remain accessible. Achieving this balance will require context-sensitive solutions that manage traffic volumes and speeds in residential areas without creating unintended barriers to mobility elsewhere. These concerns underscore the importance of prioritizing safety improvements throughout the Town's street network.

Street Design and Safety

Traffic volumes, travel speeds, and safety continue to be concerns throughout the Town—particularly along Vienna's principal arterial corridors. Safety challenges affect drivers, pedestrians, bicyclists, and transit users alike. Maple Avenue, in particular, experiences a high percentage of crashes and remains a top priority for safety improvements. The Town will continue to use a combination of engineering, enforcement, and education strategies to reduce crashes and enhance safety across all modes.

Fairfax County's transportation strategy identifies high-injury networks and promotes a Safe Systems Approach. Vienna can adapt this model locally by targeting safety interventions on corridors with the highest crash rates, implementing lower speed zones, and coordinating enforcement with design improvements. Coordination with the County and VDOT can also help expand data sharing on crash patterns and systemic risks.

Safe and efficient mobility begins with well-designed streets. Context-sensitive design approach ensures that street elements, such as lane widths, intersections, and crossings, are tailored to the surrounding land use and desired travel speeds. This approach improves visibility, reduces conflicts between users, and enhances overall safety. The Town prioritizes multimodal design features that support pedestrians, cyclists, transit users, and motorists. Key strategies include narrowing travel lanes, enhancing crosswalk visibility, modifying curb radii, and adding raised crossings or pedestrian refuge islands where appropriate.

Fairfax County's emphasis on Vision Zero principles and human-centered design supports Vienna's efforts to reduce crashes, especially on arterials like Maple Avenue, by using narrower lanes, better visibility at crossings, and slower target speeds.

Traffic Control and Enforcement

Traffic control devices—including signage, pavement markings, and traffic signals—are essential for informing and guiding all roadway users. While these tools play a critical role, they are not substitutes for traffic calming design features (discussed below) and are most effective when paired with community education and targeted enforcement. The Town of Vienna Police Department plays a vital role in promoting safety by monitoring traffic behavior, enforcing speed limits, and analyzing crash and violation data to support safety priorities. Their efforts are particularly focused on high-volume corridors and intersections during peak periods.

To improve traffic flow and reduce delays, the Town is implementing adaptive signal control technology along Maple Avenue and Nutley Street. This upgrade, which will cost over $3 million, is funded (including design and construction phases) through a combination of funds from VDOT SmartScale, CMAQ (Congestion Mitigation and Air Quality) NVTA, as well as developer proffers. The system includes real-time signal monitoring and control using detection with Autoscope Vision

video cameras and McCain Transparity traffic management software. Once fully operational, the system will allow staff to optimize signal timing remotely, improve traffic flow, and reduce delays—particularly during peak hours.

Traffic Calming

In 2002, the Transportation Safety Commission (TSC) released The Citizen's Guide to Traffic Calming in Vienna, which was updated in 2011 and formally replaced by the Town of Vienna Guide to Improving Street Safety in 2022. The current guide outlines the Town's process for reviewing and implementing traffic calming measures, such as speed cushions, mini-roundabouts, curb extensions, signs, pavement markings and other measures. The guide emphasizes engineering thresholds (such as the 85th percentile speed and vehicle volumes) and includes a formal petition-based process for community input. The TSC reviews recommendations and provides comments to the Town Council, which makes the final decisions.

Given evolving approaches to speed management and the recent release of the 11th Edition of the Federal Manual on Uniform Traffic Control Devices (MUTCD), the Town may wish to consider updating its guide after VDOT adopts the new MUTCD standards to ensure alignment with statewide practices.

In commercial areas, traffic management focuses on improving circulation, safety, and keeping intersections clear. Strategies include signal retiming, appropriate use of rumble strips, and increased police presence.

Traffic Congestion

Vienna's location within the busy Washington D.C. metropolitan area, and near its proximity to large regional employment centers such as Tysons, contributes to significant commuter traffic within the Town, particularly along Maple Avenue and Nutley Street. These corridors serve as key links for drivers accessing I-66, the Vienna-Fairfax-GMU Metrorail Station, and the broader Dulles technology corridor. Residents have consistently expressed concern over the volume and pace of traffic, particularly during peak periods.

Despite these challenges, the community places high value on maintaining reasonable automobile access, particularly to and through commercial areas. Maple Avenue serves the dual role of regional corridor and local main street, which creates ongoing tension between mobility and livability. Congestion on Maple Avenue and Nutley Street can result in long delays on cross streets, such as Tapawingo Road SW and Marshall Road SW, where multiple signal cycles may be needed to make left turns or cross traffic.

Recurring rush hour congestion has been documented at several key intersections, including:

- Courthouse Road SW/Lawyers Road NW at Maple Avenue W
- Park Street at Maple Avenue E
- East Street at Maple Avenue E
- Beulah Road at Maple Avenue E
- Maple Avenue W at Nutley Street

In addition to these corridors, the Town has identified several challenging local intersections that experience safety, operational, or design concerns. These locations have been raised during public engagement and Planning Commission discussions, including in review of recent development applications. While this Plan does not prescribe specific improvements, it acknowledges the need to evaluate and improve these locations over time:

- Lawyers Road NW and Church Street NW
- Park Street NE and Church Street NE
- Nutley Street NW and Windover Avenue NW
- Delano Drive SE and Alma Street SE
- Glyndon Street SE and Locust Street SE
- Malcolm Road NW and Orchard Street NW
- Malcolm Road NW and West Street NW
- Ayr Hill Avenue NW and Center Street N
- Malcolm Road NW and Lawyers Road NW
- Kingsley Road SW & Nutley Street SW

The Transportation Safety Commission and Town staff should continue to monitor and prioritize improvements at these intersections based on crash data, travel volumes, and community input.

When these corridors become congested, drivers often use residential streets as alternate routes, raising safety and livability concerns on roads not designed for high traffic volumes. In response, the Town has implemented targeted traffic solutions, such as traffic calming measures, mini-roundabouts, and curb extensions, to reduce speeds and discourage non-local traffic in residential areas.

The Town does not support major road expansions that would alter the character of Vienna or divert traffic through established residential neighborhoods. Instead, congestion management will focus on system- and demand-management strategies, such as adaptive traffic signals, pedestrian enhancements, and better coordination with regional partners.

As part of the implementation of the new traffic signal system, new timing plans are being implemented and additional adjustments using automated traffic signal performance measures may offer additional gains in traffic flow and system efficiency.

Maple Avenue Alternatives

Maple Avenue is Vienna's primary commercial corridor and a key connector through the region (State Route 123). It accommodates a high volume of vehicle traffic, supports access to hundreds of local businesses, and also serves pedestrians, bicyclists, and transit riders. To improve mobility, safety, and placemaking along this corridor, the Town continues to evaluate potential alternatives to its current configuration.

In 2019, the Town completed the Maple Avenue Corridor Multimodal Transportation and Land Use Study. The study assessed travel conditions along Maple Avenue between James Madison Drive and Follin Lane; as well as portions of Church Street, Courthouse Road, and Locust Street. Through extensive public engagement, the study identified key challenges and recommended a set of near- and mid-term improvements aimed at enhancing the corridor for all users.

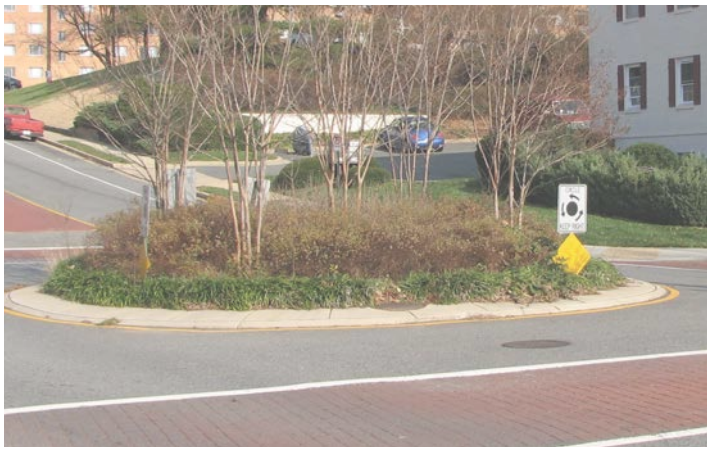
Recommendations included:

- Redesigning W&OD Trail crossings
- Implementing leading pedestrian intervals at traffic signals
- Filling sidewalk gaps
- Developing a streetscape master plan and design guidelines
- Enhancing the bicycle network and bus stops
- Exploring a local circulator or microtransit system
- Improving intersection safety, particularly at Church Street and Lawyers Road

Progress has been made on some of these recommendations, but others remain unaddressed while still being relevant in that they align with the community's desire for a safer, more walkable, and vibrant Maple Avenue.

Moving forward, the Town should continue studying and testing potential roadway configurations and design strategies that balance traffic flow with multimodal access and placemaking. Concepts for future consideration include:

- **Advanced Traffic Control Technologies:** Transit signal priority, pedestrian/bike-responsive signal timing phases, next generation emergency vehicle preemption, and performance measures should continue to be explored in coordination with VDOT and regional efforts such as the Northern Virginia East-West Integrated Corridor Management Study.
- **Landscaped Medians:** Raised, planted medians can improve safety by separating traffic, providing pedestrian refuge, and supporting stormwater management. However, they may reduce mid-block turning access and should be evaluated carefully based on parcel access needs.
- **Reversible Center Lanes:** These have been used in other urban corridors to accommodate peak-direction volumes but introduce complex design, safety, and operational trade-offs—especially for turning movements and pedestrian visibility.
- **Intersection Reconfiguration:** Evaluate opportunities to redesign complex or non-standard intersections (such as the split intersection at Maple Avenue, Branch Road, and Beulah Road) to improve safety, simplify operations, and enhance multimodal access.



As Vienna explores options for Maple Avenue, future projects should be guided by the principles in the Town of Vienna Guide to Improving Street Safety, the 2019 corridor study, and other relevant or updated plans. Design efforts should also reflect evolving national transportation engineering practices, such as the Safe System Approach. Any modifications to Maple Avenue should support a Complete Streets and Complete Network approach—prioritizing safety, efficiency, and a high-quality experience for all users, regardless of mode or ability.

The Town's strategies for Maple Avenue should also align with regional plans for integrated corridor management and travel demand reduction. Collaboration with Fairfax County and VDOT on multimodal solutions—including microtransit, curb management, and multimodal signal prioritization—can help Vienna balance local quality of life with regional travel needs.

Pedestrian and Bicycle Mobility

Walking and biking are fundamental modes of transportation that directly support the Town of Vienna's goals for health, sustainability, safety, and community connectivity. In a compact, walkable town like Vienna, active transportation reduces traffic congestion, fosters a vibrant public realm, encourages recreation and environmental stewardship, and strengthens the local economy.

Sidewalks, shared-use paths, trails, and safe street crossings form the backbone of the Town's pedestrian and bicycle network. These facilities allow people to walk or bike to school, transit, parks, businesses, and other everyday destinations. When infrastructure is missing or unsafe, residents may be forced to drive short distances or take risks navigating busy streets—diminishing quality of life and increasing vehicular demand.

Cycling continues to grow in popularity across Vienna as a healthy, economical, and environmentally friendly travel option. The Town's relatively small footprint, interconnected street grid, low speed limits, and generally low-volume residential streets create a favorable environment for everyday biking. The Town's Pedestrian Master Plan and related studies identify Vienna as well-positioned to expand its active transportation network through strategic investments and cross-agency coordination.

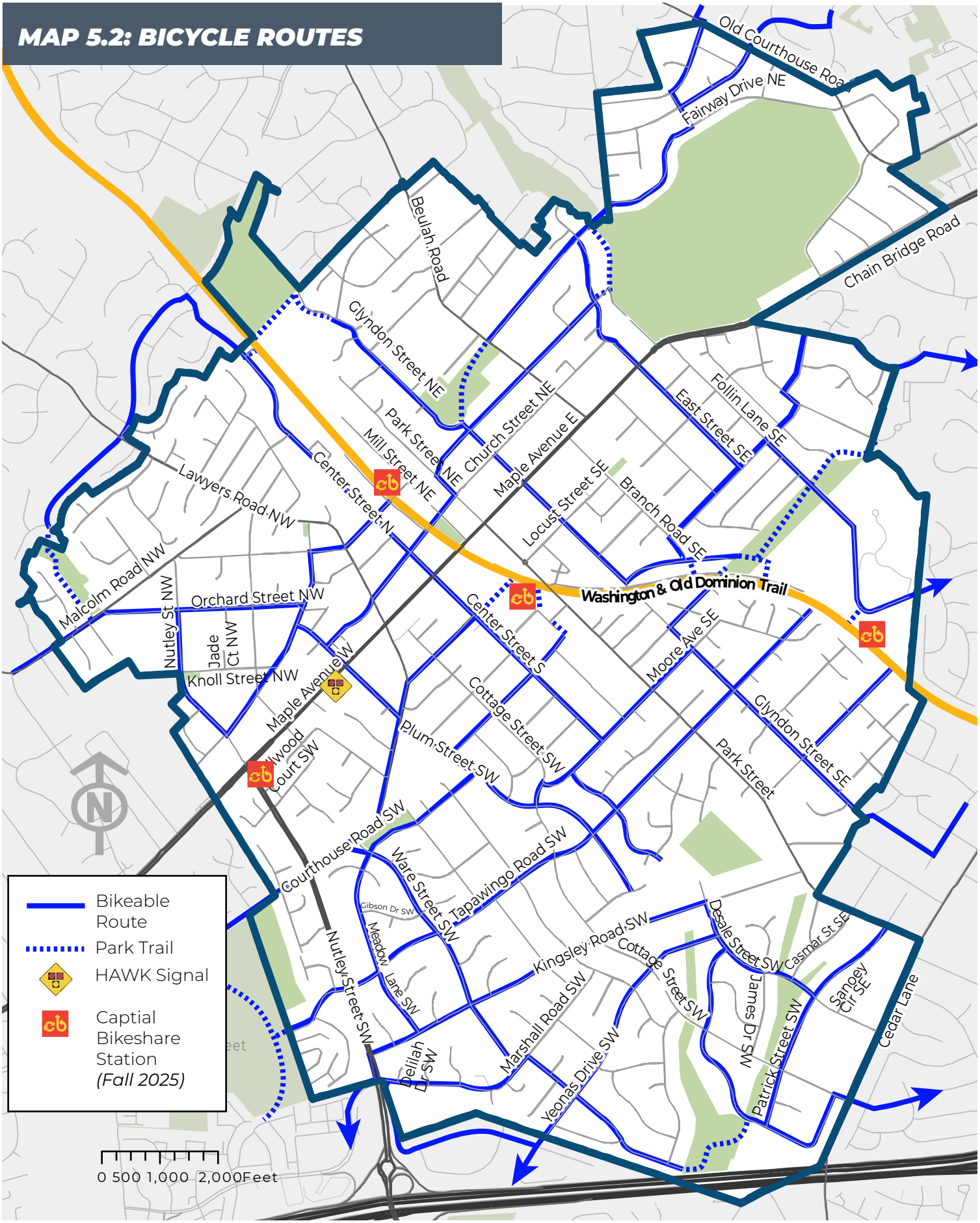
According to the 2023 Townwide survey (Vienna results from the National Community Survey), community support for walking and biking remains strong. Sixty-nine percent of respondents rated the ease of bicycle travel in Vienna as excellent or good, and an impressive 83 percent reported that they had walked or biked instead of driving at least once in the past year—well above national benchmarks. These results demonstrate both the demand and community support for additional investment in active transportation, reinforcing recommendations from the 2017 Urban Land Institute Technical Assistance Panel (TAP) study of the W&OD trail (see Washington & Old Dominion Trail (W&OD) section of this chapter for more description) and the 2019 Maple Avenue Multimodal Corridor Study.

The COVID-19 pandemic brought about major shifts in transportation behavior beginning in 2020. While vehicle traffic has largely returned to pre-pandemic levels, the increase in walking and biking—especially for recreation and local errands—has persisted. With more residents increasing their frequency of walking or bicycling, there is heightened demand for high-quality infrastructure that supports short local trips and improves neighborhood access.

To meet this demand, the Town of Vienna must continue building a more connected and accessible pedestrian and bicycle network. Closing sidewalk and trail gaps, improving crossings, adding bicycle lanes and wayfinding, and enhancing safe connections between neighborhoods, schools, parks, and commercial areas are all high-priority actions identified in the Town's planning documents. The Town will also evaluate opportunities to improve the bikeability of other key roadways that provide important connections to community facilities and destinations, including Park Street, which functions as a primary residential bicycle corridor and future Capital Bikeshare location at the Community Center. In particular, expanding bicycle access between the Vienna-Fairfax-GMU and Spring Hill Metrorail Stations, the Washington & Old Dominion Trail, and the Maple Avenue corridor remains a top priority. Strengthening these multimodal connections will enhance both local and regional mobility and reinforce the Town's commitment to equitable, healthy, and sustainable transportation choices.

Map 5.2 showing existing and proposed bicycle routes is provided on page 95.

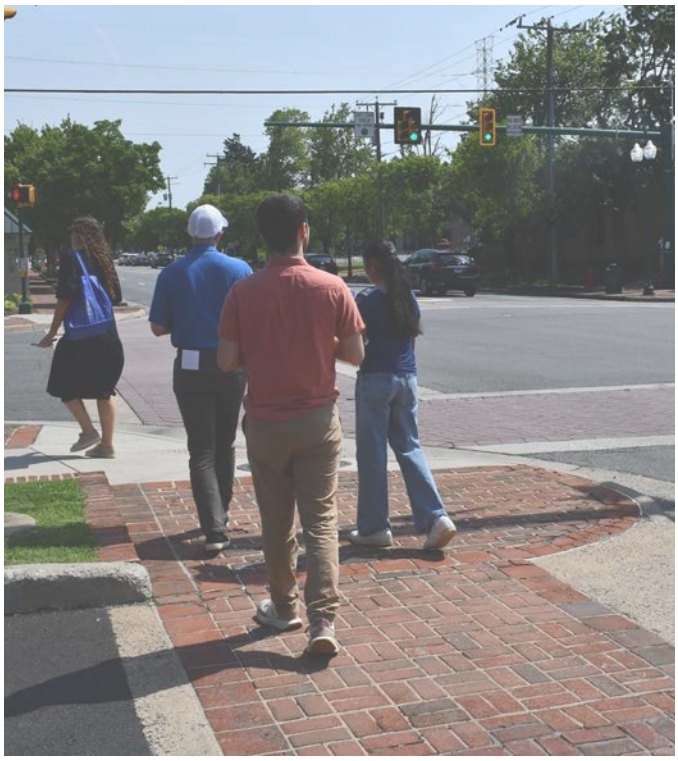
MAP 5.2: BICYCLE ROUTES



Existing Facilities and Usage

Vienna's pedestrian network includes approximately 85 miles of walkways, not including trails such as the W&OD Trail. "Walkways" include both concrete and asphalt sidewalks. The Town Code requires developers to construct sidewalks and curb and gutter along frontages of new residential subdivisions. Infill development is also required to match adjacent sidewalk conditions to maintain connectivity.

The Town's compact size (4.2 square miles), semi-grid street layout, low speed limits, and relatively low traffic volumes create a supportive environment for bicycling. As regional interest in cycling continues to grow, Vienna has seen increased demand for improved bicycle infrastructure and safer routes to destinations like the Vienna-Fairfax-GMU and Spring Hill Metrorail Stations, and the W&OD Trail. Interest in walking and biking surged during the COVID-19 pandemic and remains elevated even as traffic volumes return to pre-pandemic levels.



Bikeshare and Micromobility

Bikeshare

The Town of Vienna is preparing to join the Capital Bikeshare network, further expanding regional access to sustainable, short-trip mobility options. Bikeshare enhances transportation flexibility by providing a convenient option for short-distance travel, first/last-mile transit connections, and recreational use—particularly for residents and visitors who do not own bicycles or prefer not to take them to every destination.

Following a 2019 regional feasibility study conducted in partnership with Fairfax City, Fairfax County, and George Mason University, Vienna identified more than 30 potential bikeshare station locations based on demand, land use patterns, and proximity to destinations like the W&OD Trail and Maple Avenue commercial corridor. Initial implementation was delayed due to the need for inter-agency coordination and state-level funding requirements.

In 2021, the Town secured a VDOT grant to support construction of five Capital Bikeshare stations, with planning and design completed in 2024. Installation of concrete pads is anticipated by the end of summer 2025, with full installation of the docking stations by early 2026. The first stations will be located at:

- Vienna Community Center (120 Cherry St SE)
- Navy Federal Credit Union headquarters (801 Follin Ln SE)
- W&OD Trail at Ayr Hill Ave NE (in place of the originally proposed Town Green site)
- 444 Maple Avenue W (as part of an approved mixed-use development)

These stations will link Vienna to the growing regional bikeshare network, which already includes installations in Tysons, Merrifield, Fairfax City, and the Vienna-Fairfax-GMU Metro station. As implementation progresses, the Town should explore additional locations based on usage data, connectivity gaps, and equity considerations.

The introduction of Capital Bikeshare in Vienna reflects the community's commitment to multimodal transportation and its continued investment in safe, active, and environmentally friendly alternatives to driving. The Town should monitor the performance of these initial stations and assess opportunities for future expansion, including potential integration with e-bike and e-scooter fleets to accommodate a range of micromobility options. While Capital Bikeshare operates under a public–regional framework, privately operated shared mobility devices, such as dockless e-scooters and e-bikes, are governed separately under state law, as discussed below.

Shared Mobility Devices (SMDs) and E-Scooters

Beginning in 2021, the Town of Vienna participated in a Shared Mobility Device (SMD) pilot program, allowing e-scooters to operate locally as part of a regional shift toward more flexible, low-emission mobility options. The pilot program has since concluded.

Following the passage of Virginia legislation in 2019 (§ 46.2-1315), which requires localities to enact their own ordinances to regulate these services, the pilot served as a way to evaluate impacts prior to establishing permanent code provisions. Operated by Bird Global, Inc., the pilot generated over 5,000 trips and 9,000 miles traveled between 2022 and 2023, with strong seasonal ridership and consistent use for short, local trips under 1.5 miles. Peak usage occurred in the afternoon and evening hours, especially along corridors such as the W&OD Trail, Church Street, and near the Vienna Metro Station. This pattern indicates that many riders used e-scooters as first/last-mile connections to transit and commercial destinations.

A key finding of the program was its productivity: Vienna outperformed peer programs on trips per day per 1,000 residents, even with a relatively small fleet size. Riders showed strong preference for downtown Vienna, the Town Green, and the Metro station as trip origins and destinations. These trends highlight e-scooters' potential to expand local mobility and reduce short car trips—especially for younger and transit-dependent residents.

As the Town considers adopting a permanent SMD ordinance, staff should pursue strategies such as:

- Requiring fleet data sharing to inform future planning and oversight.
- Aligning fleet size and deployment patterns with seasonal and geographic demand.
- Exploring idle-time restrictions in residential areas to reduce visual clutter and complaints.
- Identifying designated SMD parking zones in high-use areas like the Town Green and nearby Metro Stations to maintain sidewalk access and safety.

SMDs are a promising addition to Vienna's transportation ecosystem and align with community goals for sustainability, congestion reduction, and transportation equity.

Washington & Old Dominion Trail (W&OD)

The Washington & Old Dominion Railroad Regional Park, commonly known as the W&OD Trail, is a defining feature of Vienna's active transportation network. Owned and operated by NOVA Parks, the 45-mile rail-trail spans from Arlington to Purcellville and serves as a key recreational and transportation corridor through the heart of Town. Within Vienna, the trail crosses Maple Avenue East, Park Street SE, Church Street NE, and Ayr Hill Avenue NE—providing vital connections for pedestrians, cyclists, and other non-motorized users.

The W&OD Trail is more than a recreational amenity—it plays a critical role in regional mobility, local commerce, and community identity. Its popularity, however, presents safety challenges, particularly at such high-volume intersections as where the trail meets Maple Avenue, Park Street, and Church Street. A user-activated signal was installed at the Maple Avenue crossing in 1996, and upcoming adaptive signal upgrades are expected to further improve safety and traffic flow for all users.

A 2017 Technical Assistance Panel (TAP) organized by the Urban Land Institute (ULI) provided recommendations for long-term improvements along the W&OD corridor within Vienna. The TAP evaluated the two-mile segment of the W&OD Trail within Vienna and proposed a vision to transform it into a fully integrated linear park. Their recommendations included creating separate lanes for pedestrians and cyclists, improving signage and wayfinding, upgrading crossing safety at key intersections, and enhancing the trail with public art, interpretive displays, and environmental features. The panel also recommended zoning and parking strategies to support trail-oriented development and encouraged use of nearby commercial areas while minimizing conflicts with industrial and legacy land uses.

In 2025, NOVA Parks and the Town of Vienna announced a partnership to enhance both W&OD Trail and the surrounding land uses. A central element of this collaboration is NOVA Parks' long-term goal to establish a visitor center in Vienna, serving as a midpoint hub for the entire 45-mile W&OD Trail. This center would serve as a welcoming hub for trail users and a platform to share the trail's history and regional significance.

For Vienna, the visitor center presents a unique opportunity to attract more trail users into the Town's historic and commercial districts, supporting local businesses and activating public spaces. It also offers a path to revitalizing a key site at the intersection of Church Street and the Trail, adjacent to the Town Green.

In parallel,NOVA Parks is pursuing a "dual trails" design in Vienna,separating pedestrian and bicycle lanes to improve safety and accessibility. This approach has already been implemented in in Falls Church City and the Town of Herndon and is particularly effective in dense, high-traffic areas like downtown Vienna. This vision aligns with the recommendations of the 2017 ULI TAP study for Vienna, which emphasized the need for enhanced connectivity, placemaking, and trail-oriented development in this part of Town.

The Town should continue to work closely with NOVA Parks to implement these and other improvements and explore opportunities for grant funding, federal support, and public engagement. As part of the County's updated trail network priorities, Vienna should advocate for regional trail integration, funding coordination, and safety improvements, especially at high-volume crossings. Enhanced signage and lighting can maximize the W&OD Trail's utility and align with broader countywide greenway goals. With thoughtful design and strategic investment, the W&OD Trail will remain a central part of Vienna's identity—supporting active transportation, economic vitality, recreation opportunities, and a high quality of life.

Planning and Policy Framework

Pedestrian and bicycle infrastructure planning is guided by the Town's Pedestrian Master Plan and the Guide to Improving Street Safety. These documents outline strategies for filling sidewalk and trail gaps, improving crossing safety, and calming traffic in areas where pedestrians and cyclists are vulnerable.

Pedestrian issues are also reviewed by the Pedestrian Advisory Committee, which provides input to the Transportation Safety Commission (TSC). Similarly, the Bicycle Advisory Committee (BAC) advises the TSC on bicycle policy, infrastructure, and safety improvements. The Town should continue to update these plans and support the work of both advisory bodies.

Infrastructure Needs and Priorities

While Vienna has a strong foundation of active transportation infrastructure, opportunities remain to improve safety, connectivity, and comfort. Key priorities include:

- Filling sidewalk and trail gaps, especially in areas near schools, parks, and transit
- Providing secure bicycle parking at commercial areas, schools, public buildings, and transit stops
- Linking the W&OD Trail and commercial areas to nearby Metrorail stations via safe, continuous bike routes
- Upgrading major crossings like Maple Avenue at the W&OD Trail with enhanced signal timing and design treatments
- Increasing access to micro-mobility options like personal e-bikes and scooters through supportive infrastructure and regulation

The Town should continue investing in walking and biking infrastructure through dedicated capital funding for sidewalks, trails, signage, and public education.

Community Support and Education

Community participation, education, and outreach are essential to fostering a culture of safe and enjoyable walking and biking in the Town of Vienna. While infrastructure plays a foundational role, it is also important to cultivate public awareness, encourage behavioral changes, and generate enthusiasm for active transportation.

The Town supports a variety of successful programs and events that promote pedestrian and bicycle safety and engagement. These include Safe Routes to School, Bike to Work Day, community bike rides, bike rodeos, school bike trains, and Walk-Bike-Shop Vienna. These initiatives engage a broad cross-section of residents—from young children and families to commuters and local businesses—and help build confidence among new riders while reinforcing the benefits of walking and biking as viable transportation choices.

Education is a critical complement to these events. The Town should continue offering and promoting training opportunities for new and prospective cyclists; and it should expand outreach through Town newsletters, social media, public schools, and partnerships with local businesses. Regular communication about safety tips—for both drivers and cyclists—can reinforce Vienna's commitment to safe streets for all users.

The Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC) play important roles in supporting these efforts. As advisory bodies to the Transportation Safety Commission (TSC), the PAC and BAC provide citizen input and help guide pedestrian and bicycle planning and infrastructure improvements. Continued support for the PAC's and BAC's work is vital in sustaining momentum and building a more connected, pedestrian and bike-friendly community.

Together, these programs, events, and advisory efforts help foster a safer, more informed, and engaged public—and are essential components of Vienna's broader goals for mobility, health, and sustainability.

Transit

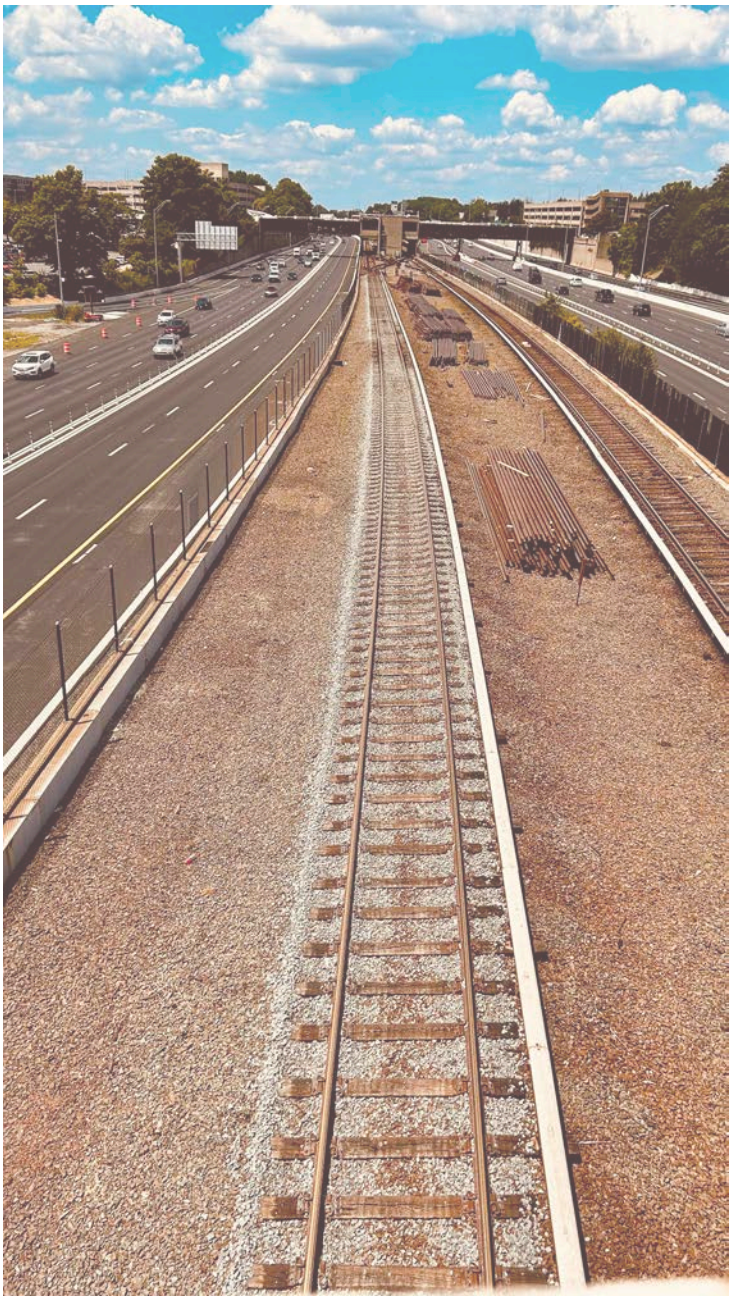
Vienna is served by several regional transit providers, including Metrorail, Metrobus, and Fairfax Connector. While the Town does not operate its own transit system, frequent bus service in Vienna and access to rail stations just outside of Town connect residents to jobs, schools, and destinations throughout the region.

Map 5.3 showing existing transit in the region is provided on page 100.

Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) operates the Metrorail system serving the greater Washington, D.C. region. The Vienna-Fairfax-GMU Metrorail Station, located just southwest of the Town boundary, is the western terminus of the Orange Line and a major commuter hub with extensive park-and-ride capacity. This station also serves as a key transfer point for local and regional bus routes.

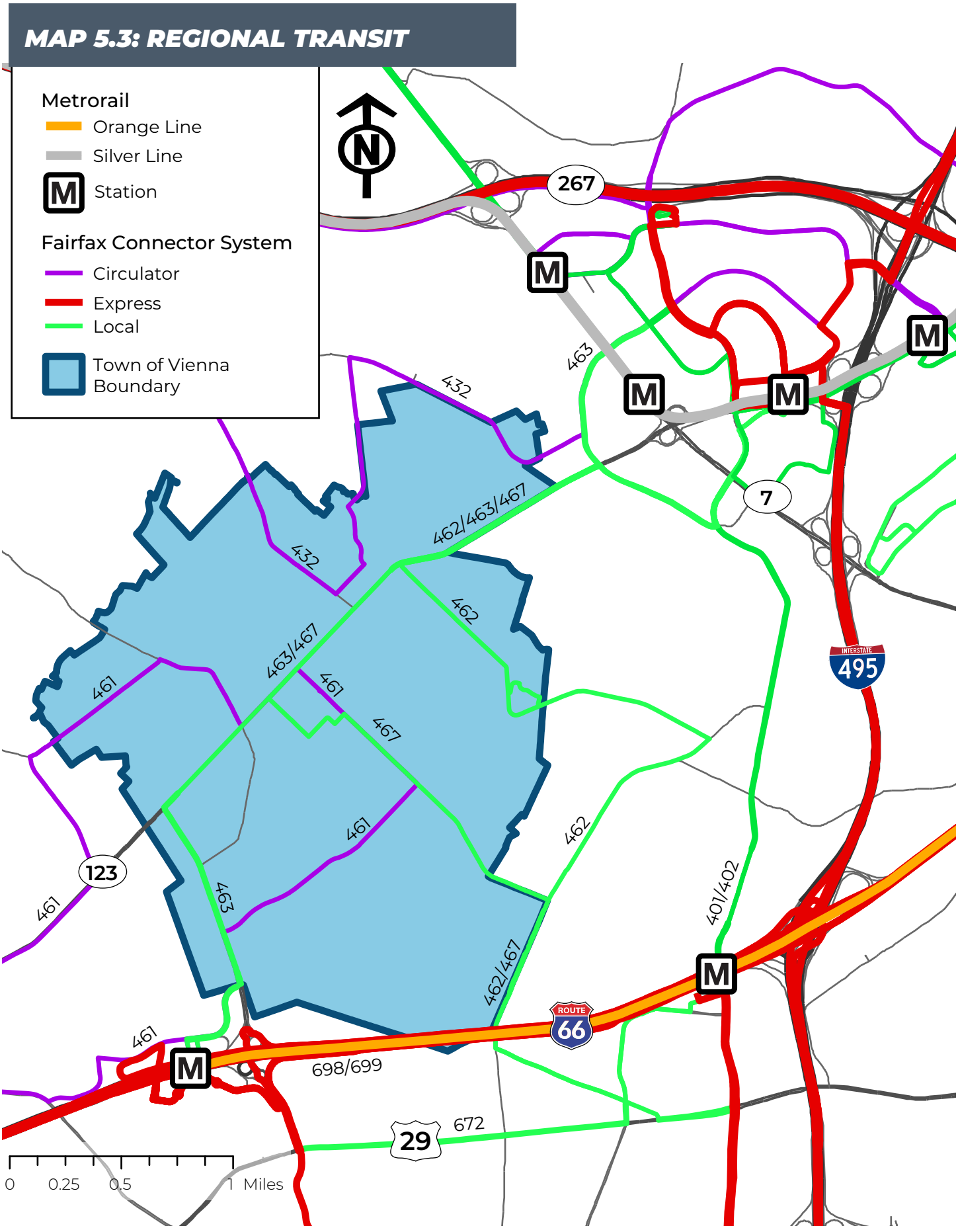
The Silver Line extension enhances regional connectivity, offering Vienna residents convenient transit options to key employment and travel destinations, with the Tysons and Spring Hill Metrorail Stations providing access to Tysons, Reston, and Dulles International Airport. Additional stations along both the Orange and Silver Lines offer transit options within a short drive, bus ride, or bike ride from Town.



Bus Service

The Town of Vienna is currently served by Fairfax Connector, which is a public bus service operated by Fairfax County. Prior to July 2021, Metrobus routes 2T and 15M provided transit service through Vienna. Route 2T connected Tysons and Dunn Loring via central Vienna and Maple Avenue East, while Route 15M linked Tysons, Vienna Metro, downtown Fairfax City, and George Mason University along Maple Avenue. Both routes were discontinued as part of a service transition that replaced several Metrobus lines in Fairfax County with Fairfax Connector routes.

MAP 5.3: REGIONAL TRANSIT



Currently, Fairfax Connector operates several routes through Vienna, providing essential links to nearby Metrorail stations, employment centers, and key destinations. These include:

- Route 432: Operates during weekday rush hours, connecting the Spring Hill Metro Station to the Farm Credit Administration via Old Courthouse Road and Beulah Road.
- Route 461: Provides weekday service connecting the Vienna Metro Station to the Flint Hill area, serving Tapawingo Road and Park Street.
- Route 462: Offers rush hour service between Dunn Loring and Tysons, with stops including Park Street and the Navy Federal Credit Union headquarters.
- Route 463: Runs throughout the day along Maple Avenue, linking the Vienna Metro Station to Tysons Corner Metro Station.
- Route 467: Provides weekday midday and Saturday service between Dunn Loring and Tysons, with stops at the Vienna Community Center and Town Hall.

These routes enhance local and regional connectivity, offering residents and visitors alternatives to personal vehicle use, particularly during peak commuting periods. The Town should continue to support efforts to increase service frequency and reliability, especially during off-peak hours, to further improve accessibility and support local businesses.

Current & Future Needs

Many Town residents rely on public transit to access employment and shopping, both locally and within the region. As such, it remains important for the Town to advocate for increases in frequency and reliability of transit service, including both bus and rail. Furthermore, transit provides an opportunity to reduce automobile travel, reducing the number of vehicles on Town streets and improving traffic on major corridors.

The Silver Line extension of the Metrorail system provides access to Tysons, Reston and ultimately Dulles International Airport on the west side of the line, and through Washington, D.C. to Largo, Maryland to the east. The existing Orange Line serves as a major commuter line to downtown Washington, D.C. The Town should continue to promote enhanced bus service to the surrounding Metrorail stations, during rush hour and throughout the day. Enhanced daytime service can provide an opportunity for local businesses to attract patronage from Tysons and Dunn Loring/Merrifield, and for their employees. Enhanced service can also help increase mobility for seniors and those with disabilities.

The 2019 Multimodal Study identified transit access gaps along the Maple Avenue corridor, particularly during off-peak hours and weekends. It recommends improving first- and last-mile connectivity between Fairfax Connector routes, pedestrian infrastructure, and key destinations. These improvements could be supported through coordinated transit service expansions, sidewalk enhancements, and shared bike and scooter facilities to extend access to nearby Metrorail stations and employment centers.

Finally, the Town should continue to evaluate plans for transit service on the I-66 corridor. Any plans for expansion or reconfiguration of I-66 should promote transit to reduce the number of single-occupancy trips.

Parking and Curb Space Management

The Town of Vienna faces several challenges in managing both public and private parking within its commercial corridors and adjacent neighborhoods. These include mismatches between parking supply and demand, inefficient site layouts, seasonal or event-driven demand spikes, and the absence of modern curb management policies that respond to emerging mobility trends. As Vienna continues to grow and travel preferences evolve, it is essential to manage parking resources efficiently while supporting a vibrant and accessible commercial environment.

Key issues include:

- **Localized parking shortages** near high-demand destinations, particularly along Maple Avenue and Church Street, where successful dining and retail businesses draw more customers than nearby lots can accommodate during peak times. In many cases, customers spill over into parking lots of neighboring businesses.
- **Limited parking flexibility** for customers, who expect to "park once" and walk to multiple destinations without concern for towing or time limits. Business owners also provide parking options to support their customers, but are often reluctant to provide more parking than necessary due to cost or site constraints.
- **Special events and festivals**, which are a cherished part of Vienna's community life, create periodic spikes in demand that exceed regular parking capacity in nearby areas.
- **Overflow parking in nearby residential neighborhoods**, especially those adjacent to commercial centers, schools, and multifamily developments. This raises concerns about traffic safety, access, and neighborhood character.
- **Large surface parking lots** — particularly those along Maple Avenue— that remain underutilized much of the day and disrupt pedestrian experience, diminishing the corridor's visual appeal and walkability.
- **Lack of safe, secure, and conveniently located bicycle parking**, which limits opportunities for residents and visitors to choose cycling as a transportation option for local trips. Addressing these issues will require a coordinated parking management strategy that emphasizes shared resources, better signage and wayfinding, active curb space management, and support for alternative travel modes such as biking, walking, and transit.

Private Facilities and Shared Parking

The majority of private parking in Vienna consists of surface parking lots. Many of these lots are separated from each other by strips of landscaping or concrete curbs, with few lots having inter-parcel connections, shared parking agreements, or shared entrances.

In 2024, the Town, with consultant support, completed the Commercial Corridors Parking Study. The study focused only on parking within the Maple Avenue corridor, Church Street, and the Mill/Dominion area. It did not include parking in the Corporate Park, at churches in residential neighborhoods, at schools, or at private residences.

Within the study area, the analysis found more than 5,000 off-street parking spaces,most of which are privately owned and generally restricted to patrons of the businesses or services on those properties. Only 60 spaces are publicly owned and accessible, not including spaces owned by NOVA Parks along the W&OD Trail and parking spaces that will become available with the construction of a parking garage connected to the new library building (see discussion, in Public Parking section.).

The study concluded that, overall, there is more than sufficient parking in the study area. In fact, the vast majority of the private spaces remain unused for much of the day. However, parking supply is not evenly distributed relative to the demand. The study identified several high-demand "hot spots" where parking demand consistently exceeded the supply of parking spaces. Those specific locations were associated with highly successful individual businesses along Mill Street, Church Street, and Maple Avenue.

Key recommendations included:

- Promoting establishment of shared parking agreements with private property owners;
- Enhancing public wayfinding signage and visibility of public parking;
- Creating "park once" zones that encourage walking between multiple destinations;
- Evaluating zoning regulations to "right-size" parking requirements; and
- Conducting ongoing monitoring to assess evolving parking needs before investing in additional public structures.

As the Vienna-Carter Library garage is opened to the public and the Town evaluates future public-private partnerships, these recommendations will guide efforts to expand parking access without overbuilding underutilized infrastructure.

Fairfax County's shift toward "right-sizing" parking in new development presents an opportunity for Vienna to modernize its zoning standards and reduce minimum parking requirements where walkability and shared

mobility options are strong. This approach can reduce impervious surfaces and better match actual parking demand.

In addition to recommendations from the 2024 Commercial Corridors Parking Study, the 2019 Maple Avenue Multimodal Transportation and Land Use Study emphasizes the importance of coordinated site design and walkability to support shared parking. Reducing physical and ownership barriers between parcels allows visitors to park once and access multiple destinations, helping to balance demand and reduce the perception of parking shortages. Shared access and walkable streetscapes work in tandem with shared parking agreements to increase overall parking efficiency, especially during special events or peak business hours.

Inter-Parcel Connections and Shared Entrances

The 2019 Multimodal Study of the Maple Avenue Corridor documented over 111 commercial entrances along the corridor—each presenting a potential conflict point for vehicles, pedestrians, and cyclists. The study recommends reducing curb cuts through inter-parcel connections and shared driveways to improve safety, circulation, and walkability.

Shared entrances, where adjacent properties utilize a single access point, play a crucial role in this strategy. By consolidating access points, shared entrances minimize turning conflicts, reduce crash risks, and support more predictable traffic flow. Additionally, they can facilitate improved access to signalized intersections, enhancing navigation and safety for all road users.

Promoting inter-parcel access and shared entrances not only reduces pressure on main corridors like Maple Avenue but also enables a more connected and pedestrian-friendly commercial environment. These strategies align with the Town's goals of improving site design, reducing vehicle conflicts, and encouraging compact, walkable redevelopment. Where feasible, the Town should require or incentivize inter-parcel connections and shared entrances as part of the development review process.

Shared Parking

To address the hot-spot problem identified in the 2024 Commercial Corridors Parking Study and discussed earlier in this chapter,the Town should explore both business-to-business and public-private shared parking strategies. Shared parking allows different users to occupy the same spaces at different times of day, reducing the need for each site to provide all parking independently. The study recommends that the Town facilitate shared parking agreements through staff outreach, signage, and potential liability support. These strategies would be more cost-effective and environmentally sustainable than building new public parking garages. The Town could offer zoning incentives, such as a reduced amount

of parking required during development, when shared arrangements are implemented. Shared parking aligns with the Town's vision for a walkable, vibrant commercial core while managing demand more efficiently. This plan supports Town efforts in this regard.

Public Parking

Currently, the Town of Vienna has limited publicly accessible parking, relying primarily on on-street spaces and surface parking lots at public facilities. The Town also has shared-use agreements with select private businesses and Fairfax County Public Schools to allow residents and visitors to use parking lots during times when the primary use is not active. In addition, some businesses in the Mill District lease parking spaces from NOVA Parks, alongside of the W&OD Trail. However, these arrangements are not permanent, limited in capacity, and many potential users remain unaware of these options.

In 2025 Fairfax County will break ground on the first structured public parking facility in Vienna. The parking garage is part of a joint project between the Town and the County to redevelop the Vienna-Carter (formerly Patrick Henry) Library. The approved design includes a 209-space, four-level garage that will offer 125 spaces for library users and 84 spaces for general public use. Located at the prominent intersection of Maple Avenue and Center Street, this project addresses both the need for additional library parking and the longstanding demand for public parking in the center of Town near businesses. This garage will serve as a vital amenity for commuters, visitors to the nearby commercial corridors, businesses, and special events. It is expected to open in 2027.

Prior to the current library/parking project, the Town actively pursued opportunities for structured parking through public-private partnerships, including along Mill Street and Church Street. The proposal at 223 Mill Street NE would have placed 127 public parking spaces within a privately constructed mixed-use building, serving businesses on Mill and Dominion as well as users of the nearby W&OD Trail. The Church Street concept would have added 14 public spaces at the intersection with Lawyers Road NW. In both cases, despite significant planning and discussion, the private parties ultimately chose not to proceed.

This plan recognizes the continued need to address parking challenges in the Mill District, along Church Street, and along Maple Avenue.

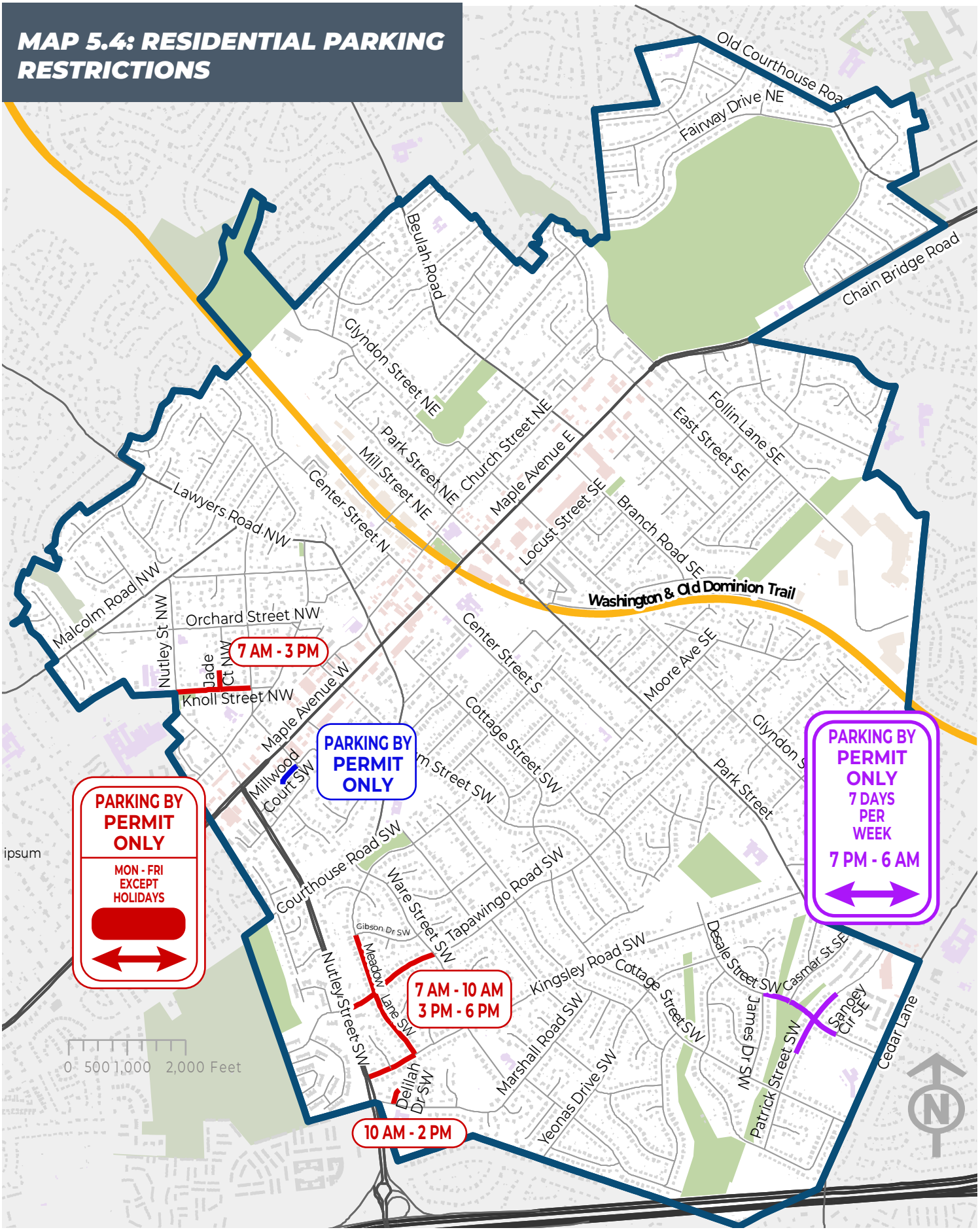
Residential On-Street Parking

In general, the Town's default policy is to allow open parking in residential single-family residential neighborhoods, without a residential permit system. However, the community also recognizes that these neighborhoods can be adversely affected by overflow on-street parking from such higher-intensity nearby uses as schools businesses, and multifamily developments—particularly in areas where on-site parking is insufficient to meet demand. This overflow leads to streets in single-unit neighborhoods being used by non-residents for long-term or daily parking, creating concerns about safety, access, and neighborhood character.

To address these issues, the Town of Vienna has established a framework for implementing residential permit parking in a neighborhood where there is demonstrated need. When these conditions are met, the Town Council may designate the street or nearby streets as permit-required zones. Map 5.4 shows current approved parking restricted areas on page 106.

This program is designed to protect neighborhood streets from becoming default overflow lots for adjacent land uses and temporary situations such as nearby large-scale construction. As land use patterns evolve and infill development continues, the Town will continue to monitor residential parking pressure and adjust permit zone designations as needed — based on data, public input, and community impact.

MAP 5.4: RESIDENTIAL PARKING RESTRICTIONS



Curb Space Management

The 2019 Maple Avenue Multimodal Study calls for enhanced curb space management, recommending clearer lane delineation, curb extensions, and pedestrian-focused designs at key intersections. In coordination with signal timing updates and pedestrian safety measures, the study supports creating a more predictable and user-friendly curb environment for all modes of travel. These strategies should guide future right-of-way improvements, particularly in areas with high turnover or conflicting demands from deliveries, buses, bikes, and passenger drop-offs.

Demand and System Management

In a land-constrained community like Vienna, especially one situated within a growing metropolitan region, transportation planning must look beyond physical expansion to include strategies that manage demand and improve system efficiency. This section addresses how the Town can optimize existing infrastructure while meeting mobility, sustainability, and access goals.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) refers to strategies that influence how and when people travel, with the goal of shifting trips to non-driving modes, off-peak hours, or eliminating unnecessary travel altogether. TDM can reduce traffic congestion, cut greenhouse gas emissions, and make transportation more equitable and resilient.

While the regional Commuter Connections program, coordinated by the Metropolitan Washington Council of Governments (MWCOG), has been available to residents, the Town is relatively new to the concept of TDM. The now-repealed Maple Avenue Commercial (MAC) zone incorporated some TDM strategies as an incentive and a means to reduce the minimum number of off-street parking spaces required for non-residential or mixed-use development.

In 2024, the Commercial Corridors Parking Study recommended that Vienna develop a formal TDM program to mitigate parking demand, promote shared mobility, and support employee commuting alternatives. Key elements proposed include:

- Requiring TDM plans as part of new development, infill, or major renovation applications;
- Establishing a Transportation Management Association (TMA) to coordinate programs and services for local employers and property owners;
- Promoting commuter incentives such as subsidized transit passes, rideshare matching, and guaranteed ride home programs;
- Unbundling parking from leases to allow tenants to opt out of paying for parking;
- Partnering with Fairfax County's TDM initiatives where appropriate.

Vienna should explore partnerships with large employers, institutions, and event organizers to support travel behavior change. Incentivizing carpooling, flexible commuting, and bike/transit options will support congestion and emissions reduction goals. By integrating these strategies and encouraging ongoing monitoring, Vienna can minimize overbuilt parking, support economic development, and improve travel choices for residents, visitors, and employees.

Transportation System Management (TSM)

Transportation System Management (TSM) refers to operational strategies that improve the efficiency, reliability, and safety of existing transportation systems without major roadway expansion. These measures aim to maximize the use of current infrastructure by optimizing traffic flow, reducing delays, and enhancing multimodal access.

TSM strategies in the Town of Vienna include:

- Roadway facility design treatments (e.g., lane striping, signs)
- Access management
- Traffic incident management response protocols
- Planned special event traffic management
- Targeted traffic enforcement
- Adaptive traffic signal control technology on Maple Avenue and Nutley Street
- Deployment of supplemental intelligent transportation systems (ITS)

The Town of Vienna is actively advancing its TSM capabilities through a comprehensive Maple and Nutley Street Signal Improvements Project, a $2.1 million, three-phase initiative scheduled for completion in 2025. This project will modernize the Town's traffic signal infrastructure to improve real-time traffic management, particularly along key corridors experiencing high congestion volumes.

Key components include:

- Upgrading traffic signal controllers and cabinets to support adaptive signal timing.
- Installing the McCain Transparity™ Traffic Management System software, enabling centralized, remote monitoring and coordination of Vienna's signal network.
- Deploying Autoscope Vision video cameras to capture real-time traffic conditions and enhance data-driven decision-making.

These improvements will allow staff to dynamically adjust signal timings based on traffic volume, reduce vehicle delays, and better accommodate pedestrians and cyclists. The project is funded through a combination of a VDOT SmartScale grant, federal CMAQ funds, NVTA funding, and local development contributions.

This effort builds on regional best practices recommended by FHWA and VDOT and positions Vienna to respond more nimbly to changing traffic patterns—especially those related to seasonal demand, construction, or special events.

Regional Context and Future Mobility Trends

Vienna is situated within a rapidly evolving region, shaped by major transportation corridors and regional development patterns. While the Town prides itself on its small-town character and strong local identity, its transportation system is increasingly affected by external forces—including infrastructure projects, demographic shifts, and the growth of nearby activity centers such as Tysons. Vienna's transportation decisions are shaped by its place within the larger Northern Virginia transportation system.

Changing Demographics and Regional Transportation Dynamics

Transportation planning in Vienna is shaped by both local conditions and the Town's position within the growing Northern Virginia region. Traditionally, planning focused heavily on automobile access; but shifting demographics, commuter behavior, and regional development are driving a transition toward a more multimodal transportation network. Residents increasingly seek flexible, efficient, and sustainable ways to travel—whether by foot, bicycle, transit, or telework.

Vienna's population reflects this evolution. Many residents — particularly older adults and those with mobility limitations — require alternatives to driving for daily needs. At the same time, families, remote workers, and younger residents value the ability to walk or bike to local destinations, avoid congestion, and reduce environmental impact. Vienna's compact size, interconnected street grid, and general approach for lower speed limits position it well to support these needs.

Regionally, major infrastructure investments have reshaped the commuting landscape. The completion of the Transform 66 Outside the Beltway project in 2023 added express lanes, park-and-ride lots, and 11 miles of shared-use paths along I-66. These enhancements, along with the extension of the Metrorail Silver Line and improvements to Route 7, have expanded access and multimodal connectivity for Vienna residents.

Telework has been the most significant shift in recent years. According to the 2022 State of the Commute Survey by Commuter Connections, a program of the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments (COG), nearly half of all commute trips in the region were replaced by teleworking—a fivefold increase since 2019. As the effects of the COVID-19 pandemic recede and return-to-work mandates have been given by the federal government and many private businesses, traffic has been returning towards previous levels. Nonetheless, many employers and employees have learned how to accommodate remote work and find it to be more efficient in some cases. Therefore, it is anticipated that a larger percentage of workers, in Vienna and elsewhere will continue to work remotely than did before 2020. With more residents spending their days in town rather than commuting elsewhere, local walking and bicycling trips are likely to increase, making it even more important to maintain and enhance Vienna's pedestrian and bicycle network and its connections to regional trails and transit hubs.

Alternative transportation modes are gaining traction. The SOC survey found that commuters who walk or bike report the highest satisfaction with their travel modes, citing such benefits as exercise, lower cost, and reduced stress. These findings reinforce Vienna's efforts to expand infrastructure for active transportation and position the Town as a regional model for livability and sustainability.

While Vienna benefits from the key regional assets of Metrorail, I-66, and trail systems, the Town also faces challenges related to commuter congestion and decision-making outside its jurisdiction. Regional growth—particularly in Tysons—continues to place pressure on Vienna's road network. Fairfax County's 2030 projections for Tysons anticipate up to 200,000 jobs and 100,000 residents, which

will significantly impact traffic patterns and intersection performance in and around Town.

To remain resilient and responsive, Vienna must continue strengthening its regional partnerships, investing in multimodal infrastructure, and encouraging policies that align local goals with broader transportation trends. A focus on system efficiency, travel demand management, and neighborhood-scale improvements will help Vienna adapt to the changing needs of its residents while remaining well connected to the region.

Regional Transportation Infrastructure

Vienna is located within a growing region and is surrounded and served by substantial highway and transit infrastructure. This relationship provides opportunities and challenges. The Town is benefited by access to a multi-modal transportation network which links employment and activity centers. However, the Town has limited influence regarding land use and transportation decisions made outside its jurisdictional limits, although they may directly affect the Town. Maple Avenue is subject to significant commuter traffic, as well as service decision-making by several multi-jurisdiction transit agencies.

The Town of Vienna is strategically positioned within Northern Virginia's extensive transportation network and directly influenced by several major corridors and transit systems, including Interstate 66 (i-66), Interstate 495 (Capital Beltway), Dulles Toll Road (Route 267), Leesburg Pike (Route 7), and the Metrorail. Intersecting the southern tip of Vienna, Interstate 66 (I-66) serves as a primary east-west artery connecting Northern Virginia to Washington, D.C. Completed in 2023, the Transform 66 Outside the Beltway Project has expanded this corridor to include two express lanes and three general-purpose lanes in each direction between I-495 and Gainesville. Enhancements also feature new park-and-ride facilities, improved interchanges, and 11 miles of shared-use paths, including the I-66 Parallel Trail, which offers new bicycle and pedestrian connections through Vienna.

Interstate 495, known as the Capital Beltway, is located approximately 1.25 miles east of Vienna. This major highway provides critical regional connectivity, linking the town to other parts of the Washington metropolitan area.

The Dulles Toll Road (VA Route 267) and Leesburg Pike (VA Route 7) are situated near Vienna's northern boundary and facilitate access to Dulles International Airport and the broader region. The Route 7 Corridor Improvements Project has widened the road from four to six lanes between Reston Avenue and Jarrett Valley Drive, incorporating shared-use paths on both sides to enhance bicycle and pedestrian mobility.

Vienna is uniquely positioned between the Orange and Silver Lines of the WMATA. The Vienna/Fairfax-GMU station on the Orange Line serves as a vital transit hub for residents, while proximity to the Silver Line expands access to Tysons, Reston, and Dulles International Airport.

Vienna actively collaborates with regional partners to improve transportation infrastructure. Notably, in 2018 the Town secured funding for the Nutley Street Shared-Use Trail project, aiming to enhance bicycle and pedestrian access between the Vienna Metrorail Station and the new I-66 trail, thereby strengthening multimodal connectivity.

These regional transportation developments underscore Vienna's commitment to integrating local planning with broader initiatives, ensuring that the town remains accessible, sustainable, and well-connected within the dynamic Northern Virginia region.

Impacts of Regional Development

Tysons is the closest high-intensity development area to Vienna, as it is located immediately northeast of Vienna, and is undergoing a major transformation. Fairfax County's long-range vision reimagines Tysons as a high-density, mixed-use urban center with up to 100,000 residents and 200,000 jobs by 2050. This scale of development will have far-reaching transportation impacts—both in and beyond Tysons.

Although the extension of the Silver Line supports transit-oriented development, most travel in and around Tysons still occurs by private vehicle. Improvements to the pedestrian and bicycle network are underway but will take time to fully implement. Fairfax County has studied potential impacts on surrounding communities and analyzed future traffic conditions at key intersections in Vienna. Results indicate increased congestion and degraded levels of service, especially during peak travel periods. While some mitigation strategies have been proposed, implementation remains challenging.

Vienna should continue monitoring regional land use and transportation decisions and advocating for mitigation strategies that protect neighborhood quality of life and maintain access and mobility for residents.

By coordinating closely with Fairfax County, NVTA, VDOT, and WMATA, the Town can ensure that regional capital projects, mode-shift goals, and land use planning efforts benefit Vienna residents. Aligning local planning with countywide initiatives—like the I-66 Parallel Trail, Tysons multimodal improvements, and transit-oriented development near Metro—will strengthen Vienna's resilience and regional relevance.

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Goals, Policies, and Strategies

Goal 1. Prioritize safety for all users of the transportation system.

Policy 1.1: Ensure transportation improvements prioritize user safety across all modes.

Strategy 1.1.1: Use data from crash reports, speed studies, and community feedback to guide traffic calming interventions.

Strategy 1.1.2: Implement recommendations from the Town of Vienna Guide to Improving Street Safety.

Strategy 1.1.3: Address crossing safety at high-volume locations, including the W&OD Trail at Maple Avenue.

Strategy 1.1.4: Regularly review and update traffic enforcement priorities using crash data, school safety needs, and community input.

Strategy 1.1.5: Update Town guidelines and policies to reflect recent updates to Federal, state, and professional practices (e.g., MUTCD, Safe System Approach, etc.)

Policy 1.2: Design streets to accommodate users of all ages and abilities.

Strategy 1.2.1: Implement context-sensitive solutions like mini-roundabouts, curb extensions, and pedestrian refuge islands.

Strategy 1.2.2: Adopt and implement a policy that applies Complete Streets or Complete Network principles to all street projects, based on context, feasibility, and network needs.

Goal 2. Ensure efficient and reliable movement for all transportation modes integrated with land use.

Policy 2.1: Support a multimodal transportation network that accommodates all users.

Strategy 2.1.1: Design and operate streets that safely accommodate vehicles, transit, bicycles, and pedestrians.

Strategy 2.1.2: Prioritize infrastructure improvements that enhance connectivity, efficiency, and comfort for all users across modes.

Strategy 2.1.3: Use the Town's street typology system to guide context-sensitive design, balancing mobility with neighborhood character.

Strategy 2.1.4: Integrate shared mobility services (such as Capital Bikeshare and e-scooters) into the transportation system by ensuring safe access, clear operational rules, and designated parking zones.

Strategy 2.1.5: Maintain and evaluate a list of challenging intersections to guide operational and safety improvements. Identify and regularly update a list of intersections with recurring safety, design, or congestion concerns—based on community input, crash data, and operational analysis. Coordinate with the Transportation Safety Commission to prioritize improvements, pursue grant funding, and advance targeted designs that enhance safety and multimodal access.

Policy 2.2: Improve connectivity within and beyond Town borders.

Strategy 2.2.1: Improve local street and trail connections between neighborhoods, commercial districts, schools, and parks.

Strategy 2.2.2: Coordinate with VDOT, Fairfax County, and WMATA to improve access between Vienna and nearby destinations including Metro stations, Tysons, and the I-66 Parallel Trail.

Strategy 2.2.3: Identify and pursue opportunities to close sidewalk, trail, and bicycle facility gaps—particularly in regional connection areas like Nutley Street and the W&OD Trail.

Policy 2.3: Leverage smart technologies and data to improve transportation system performance.

Strategy 2.3.1: Use data from shared mobility operators to monitor usage trends, evaluate system performance, and inform infrastructure and enforcement strategies.

Strategy 2.3.2: Expand deployment of intelligent transportation systems (ITS), including adaptive traffic signals and centralized traffic management platforms.

Strategy 2.3.3: Monitor trends in autonomous vehicles, delivery drones, and other emerging technologies for potential regulatory or infrastructure needs.

Policy 2.4: Support efficient and safe management of freight and deliveries, particularly in commercial corridors.

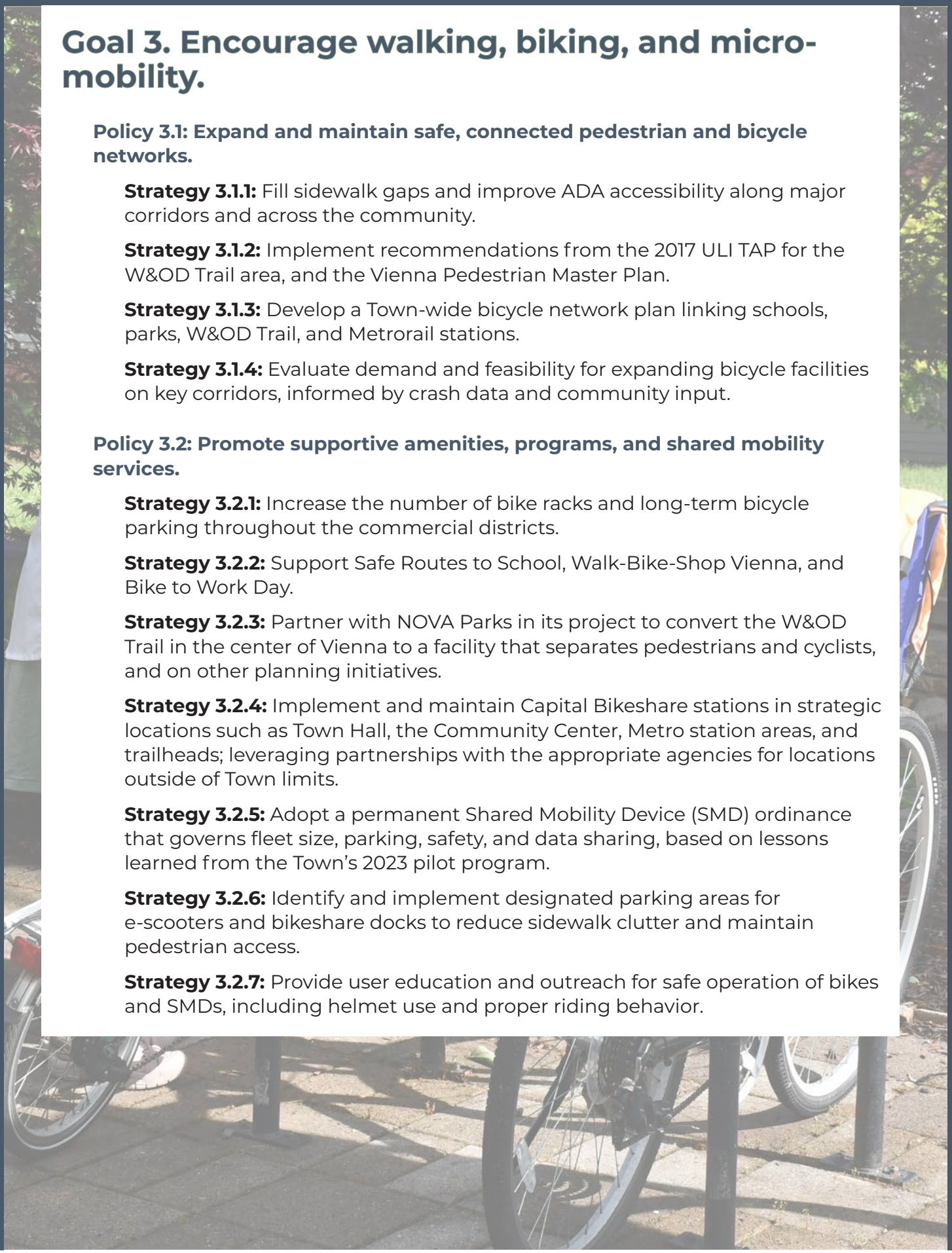
Strategy 2.4.1: Designate delivery zones and loading spaces to reduce double-parking and conflicts with pedestrian or bicycle infrastructure.

Strategy 2.4.2: Explore off-peak delivery incentives or restrictions to reduce traffic conflicts during peak periods.

Policy 2.5: Promote access management and inter-parcel connectivity

Strategy 2.5.1: Reduce curb cuts along major corridors by requiring shared driveways and inter-parcel access in redevelopment projects.

Strategy 2.5.2: Work with VDOT and private property owners to retrofit parcels along Maple Avenue and Church Street for improved vehicle and pedestrian circulation.



Goal 3. Encourage walking, biking, and micro-mobility.

Policy 3.1: Expand and maintain safe, connected pedestrian and bicycle networks.

Strategy 3.1.1: Fill sidewalk gaps and improve ADA accessibility along major corridors and across the community.

Strategy 3.1.2: Implement recommendations from the 2017 ULI TAP for the W&OD Trail area, and the Vienna Pedestrian Master Plan.

Strategy 3.1.3: Develop a Town-wide bicycle network plan linking schools, parks, W&OD Trail, and Metrorail stations.

Strategy 3.1.4: Evaluate demand and feasibility for expanding bicycle facilities on key corridors, informed by crash data and community input.

Policy 3.2: Promote supportive amenities, programs, and shared mobility services.

Strategy 3.2.1: Increase the number of bike racks and long-term bicycle parking throughout the commercial districts.

Strategy 3.2.2: Support Safe Routes to School, Walk-Bike-Shop Vienna, and Bike to Work Day.

Strategy 3.2.3: Partner with NOVA Parks in its project to convert the W&OD Trail in the center of Vienna to a facility that separates pedestrians and cyclists, and on other planning initiatives.

Strategy 3.2.4: Implement and maintain Capital Bikeshare stations in strategic locations such as Town Hall, the Community Center, Metro station areas, and trailheads; leveraging partnerships with the appropriate agencies for locations outside of Town limits.

Strategy 3.2.5: Adopt a permanent Shared Mobility Device (SMD) ordinance that governs fleet size, parking, safety, and data sharing, based on lessons learned from the Town's 2023 pilot program.

Strategy 3.2.6: Identify and implement designated parking areas for e-scooters and bikeshare docks to reduce sidewalk clutter and maintain pedestrian access.

Strategy 3.2.7: Provide user education and outreach for safe operation of bikes and SMDs, including helmet use and proper riding behavior.

Goal 4. Reduce congestion to support environmental sustainability.

Policy 4.1: Support alternatives to single-occupancy vehicle travel.

Strategy 4.1.1: Encourage telework and flexible commuting through educational outreach.

Strategy 4.1.2: Promote local circulator concepts and micro transit feasibility studies.

Strategy 4.1.3: Encourage first/last-mile travel by expanding access to shared micromobility services, including docked bikeshare and e-scooters, in areas near Metro, parks, and commercial centers; leveraging partnerships with the appropriate agencies for locations outside of Town limits.

Policy 4.2: Support the transition to zero- and low-emission vehicles and clean fleets and implementation of electric vehicle (EV) infrastructure.

Strategy 4.2.1: Require EV-ready infrastructure in new public facilities and redevelopment projects.

Strategy 4.2.2: Partner with regional agencies to install public EV charging stations in commercial districts and commuter parking areas.

Strategy 4.2.3: Create incentives or guidance for private developments to install EV charging infrastructure accessible to the public.

Goal 5. Coordinate with regional agencies to manage the impacts of growth and improve connectivity.

Policy 5.1: Integrate regional transportation trends into local planning decisions.

Strategy 5.1.1: Monitor development in Tysons and evaluate impacts on Vienna's transportation network.

Strategy 5.1.2: Support implementation of the Nutley Street Shared-Use Trail connecting to I-66 Parallel Trail.

Policy 5.2: Coordinate with regional agencies on multimodal infrastructure.

Strategy 5.2.1: Participate in planning and funding partnerships with VDOT, NVTC, WMATA, and Fairfax County.

Strategy 5.2.2: Coordinate with Fairfax County, VDOT, and WMATA to align micromobility infrastructure and policies—especially in shared corridors like the W&OD Trail, Nutley Street, and around the Metro station.

Goal 6. Encourage public input and transparency on transportation decisions.

Policy 6.1: Promote inclusive and ongoing community engagement.

Strategy 6.1.1: Engage the Transportation Safety Commission, Bicycle Advisory Committee, Pedestrian Advisory Committee, Conservation and Sustainability Commission, and Tree Advocacy Committee in project development.

Strategy 6.1.2: Use online tools, surveys, and workshops to solicit community feedback.

Strategy 6.1.3: Develop plain-language project summaries and visuals to improve public understanding and participation in transportation projects.

Goal 7. Improve parking and curbside management.

Policy 7.1: Optimize travel demand through parking and system management.

Strategy 7.1.1: Implement key TDM recommendations from the 2024 Commercial Corridors Parking Study.

Strategy 7.1.2: Promote shared parking agreements and enhance wayfinding for public lots.

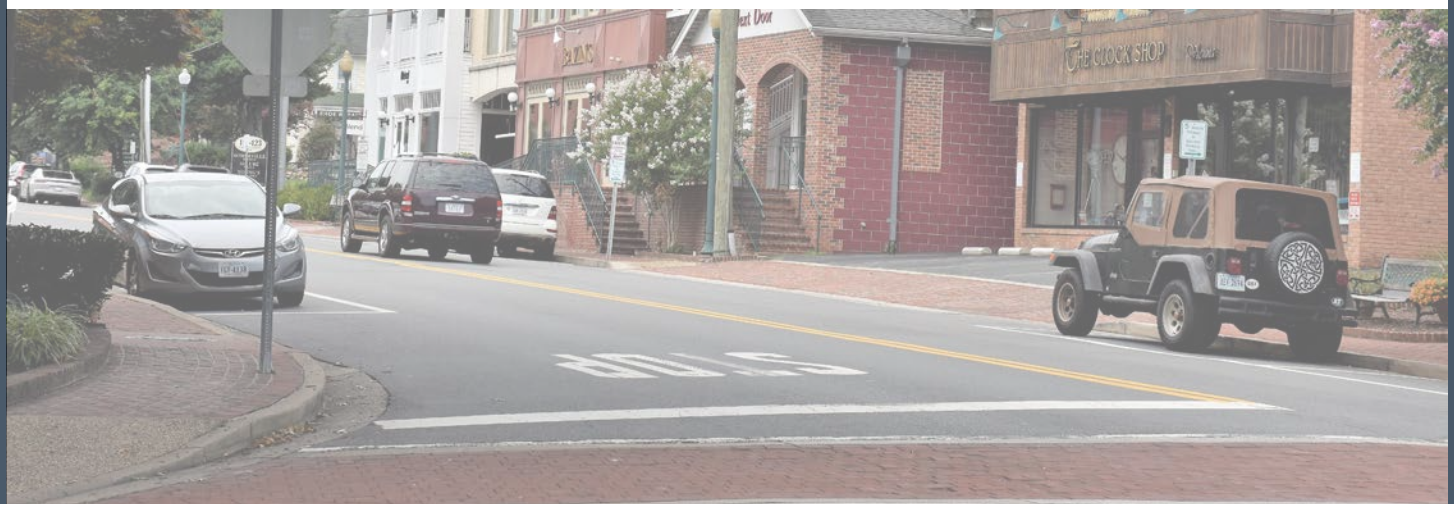
Strategy 7.1.3: Expand “park once” areas and promote walking between destinations.

Strategy 7.1.4: Develop event-specific traffic and parking management plans to minimize disruption during festivals and major events.

Policy 7.2: Improve curb space management.

Strategy 7.2.1: Develop a curb management plan to allocate curbside zones for pickup/drop-off, delivery, bikeshare/SMDs, and short-term parking in commercial corridors.

Strategy 7.2.2: Implement clear signage and enforcement for loading zones, ADA access, and micromobility parking.



COMMUNITY FACILITIES AND INFRASTRUCTURE

Vision

Vienna's community facilities are well-maintained sites that support the high-quality services provided to residents, visitors, and businesses and allow for efficient governance. Well-run, safe, and welcoming facilities and infrastructure enhance quality of life, foster community connections, and contribute to a thriving local economy.

Goals

1. Plan, design, build, maintain, improve, and operate high-quality Town facilities.
2. Collaborate with Fairfax County, the Commonwealth of Virginia, and utility providers on facility matters to ensure that Town residents, businesses, employees, visitors, and institutions are well served and community goals are addressed.
3. Ensure that Town residents, businesses, and institutions receive adequate and appropriate utility services that meet current and future needs.
4. Ensure the Town is prepared for and can effectively respond to emergencies to protect lives, property, and critical operations.

Introduction

This chapter of the Comprehensive Plan discusses the public buildings and utility infrastructure and services serving the Town. Town residents, businesses, employees, and institutions depend on this infrastructure and the activities they support. Keeping facilities in good working order, modernized, and responsive to the Town's needs is crucial. Though Vienna owns and maintains some of its own facilities and infrastructure and other elements are provided by Fairfax County or utility providers, it is equally important that all are properly functional, which requires frequent collaboration between the Town government and outside entities.

Community Facilities

Town-Owned Facilities

The Town owns many properties that are used as workplaces and recreation sites or are being held until such a time as their future uses are determined. This section discusses some of these sites, and a map of all Town-owned properties and facilities can be found in Map 6.1 below.

MAP 6.1: TOWN OWNED AND OTHER COMMUNITY FACILITIES

TOWN OWNED FACILITIES

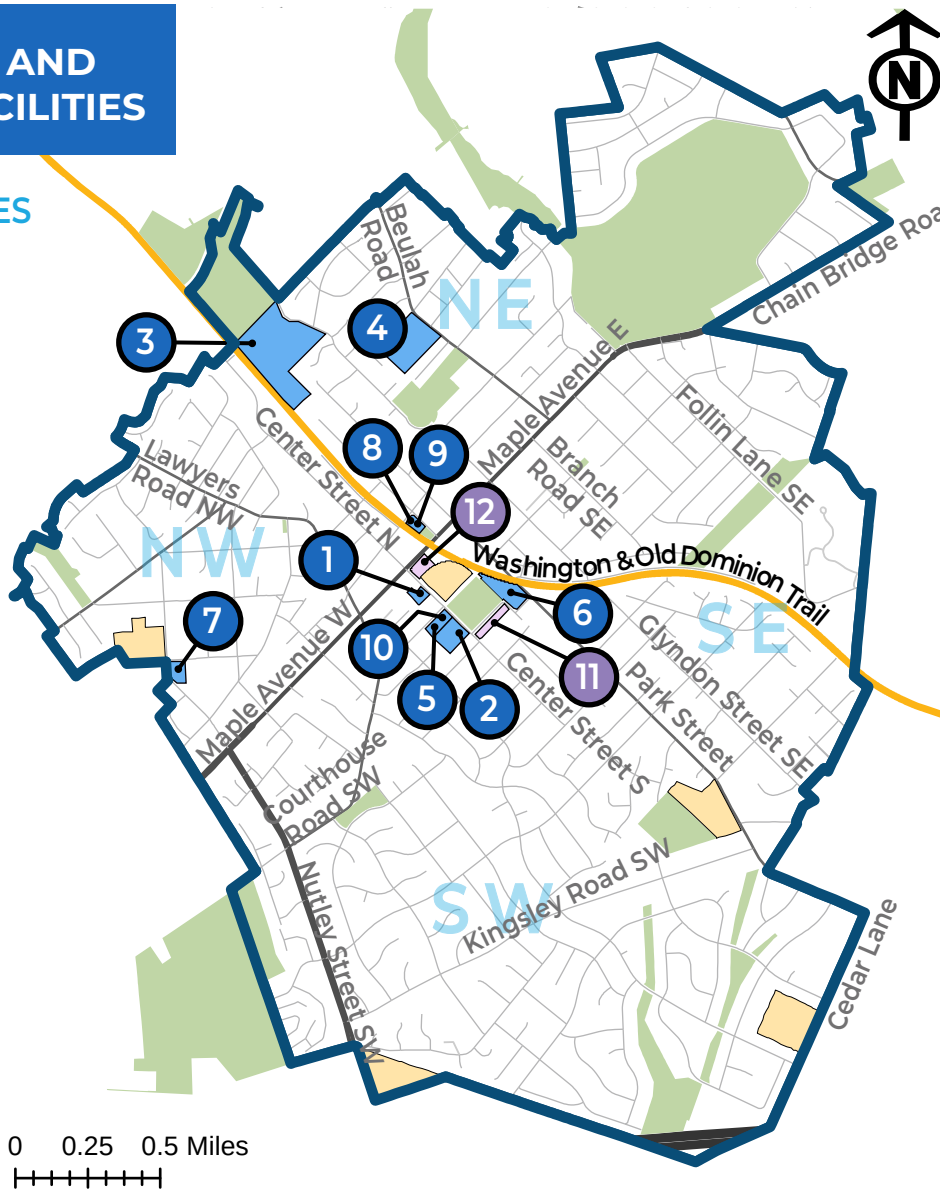
1 Town Hall
2 301 Center Street S
3 Northside Property Yard
4 442 Beulah Road NE
5 Police Station
6 Community Center
7 Nutley Street Property Yard
8 Freeman Store and Museum
9 Little Library Museum
10 Bowman House

FACILITIES NOT OWNED BY THE TOWN

11 Fire Station
12 Vienna Carter Library *(formerly Patrick Henry Library)*

Parks and Recreation sites *(see Map 7.1)*

School sites *(see Map 6.2)*

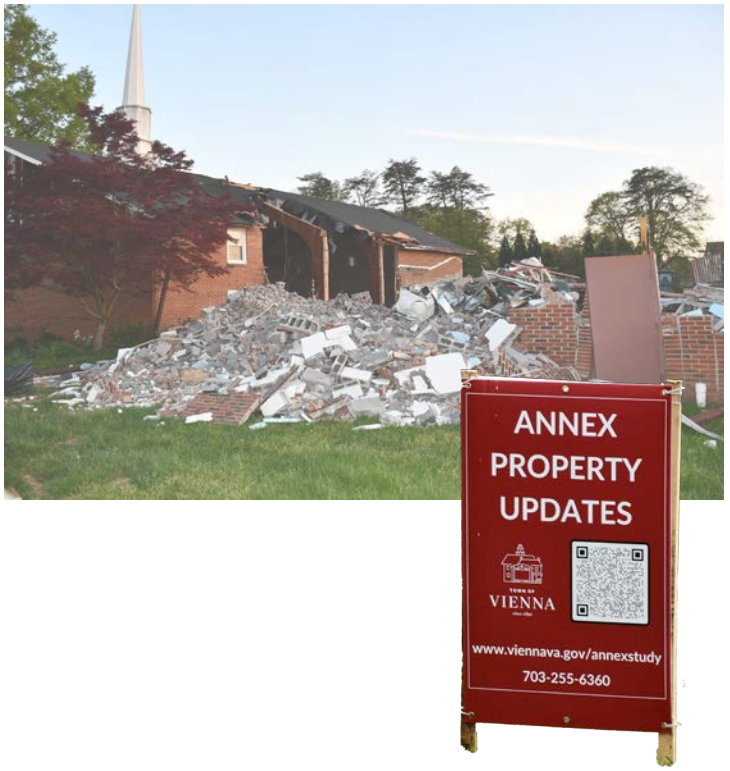


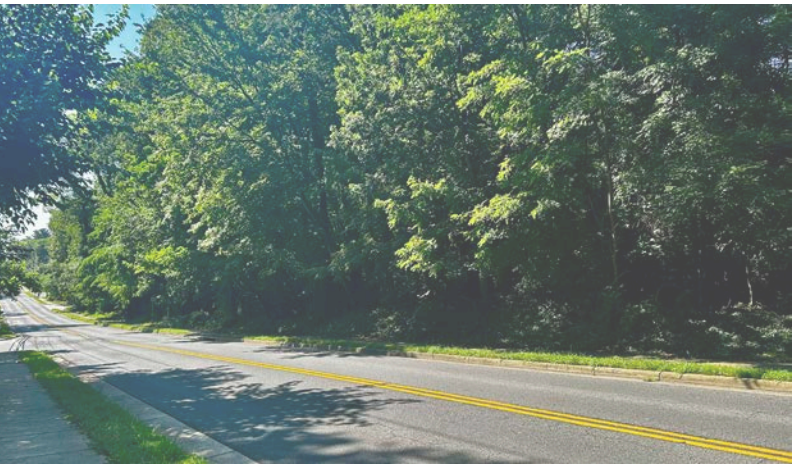
Town Hall

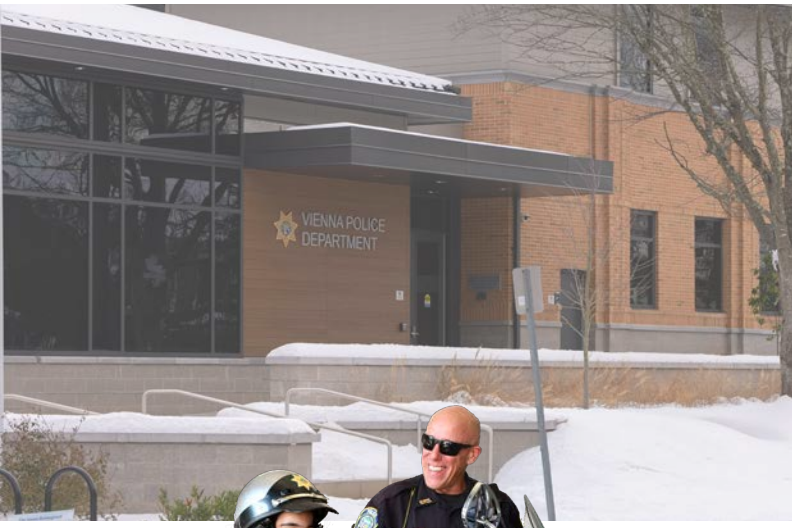
The Vienna Town Hall, dedicated to long-time mayor Charles A. Robinson, Jr. (1976-2000), is located at 127 Center Street South, less than one block from the heart of the Maple Avenue commercial corridor. The offices of the Mayor, Town Attorney, Town Manager, and Town Clerk are located in Town Hall, as are the offices of the Departments of Economic Development, Finance, Human Resources, Information Technology, Planning and Zoning, Public Information, and a portion of Public Works. A key function of this building is public meetings, most of which are held in the Council Chambers. It hosts meetings of the Town Council and many boards and commissions, and, on Monday mornings, sessions of the Fairfax County Circuit Court.

301 Center Street South

In September 2020, the Town purchased 301 Center Street South, which for many years was the site of the Faith Baptist Church. The property is commonly known as “The Annex.” Between 2021 and 2023, the church building served as the temporary headquarters for the Town of Vienna Police Department while the new police station was being constructed at 215 Center Street South. After completion of the new police station, the church building was demolished in April and May 2024. As of this writing, the Town is holding an ongoing community process to determine the long-term future use of the site.







Public Works

Northside Property Yard

The Northside Property Yard at 600 Mill Street NE is used for maintenance operations and the storage of materials and vehicles. It houses offices and vehicle maintenance garages, which were constructed in 2002, as well as the Town's fueling and charging facility and salt dome.

442 Beulah Road NE

For years, the Town's Department of Public Works operated a leaf mulching facility at this Town-owned property. Operations halted in 2022 and the Town continues to explore the potential future uses of the site. It is surrounded by residential properties on three sides and sits across from other residential properties. In May 2018, the Town purchased the abutting residential property at 440 Beulah Road NE. The existing house was demolished and the site is stabilized in natural conditions.

Police Department

The Vienna Police Department operates from its facility at 215 Center Street South, built in 2023. This facility replaced the previous headquarters, built in 1994, and provides for the full space and information technology requirements for the department, as well as an indoor shooting range for police officers' qualifications and training, and accommodations for the Town's Animal Warden. Near the main entrance is a large and dividable room, which is used for Town Council work sessions, staff meetings, training, and community meetings.

Parks and Recreation

The following is a list of some key facilities that the Department of Parks and Recreation manages. More details and additional information on these facilities and amenities is available in both the chapter on Parks and Recreation and in the separate Parks & Recreation Master Plan.

Community Center

The Vienna Community Center, located at 120 Cherry Street SE, is sited on 3.23 acres. Originally built in 1966 and most recently expanded and renovated in 2017, the LEED Gold certified facility houses the offices of the Department of Parks and Recreation, an auditorium, multi-purpose rooms, the teen center, a kitchen, a large field house, and an auxiliary gymnasium. For more information, refer to the Parks and Recreation chapter.

Nutley Street Property Yard

The Department of Parks and Recreation uses the Nutley Street Property Yard at 247 Nutley Street NW for office space and maintenance space. The main building contains office space for Parks and Recreation staff and garage space for landscaping machinery and equipment. Other buildings at the Nutley Street Property Yard include a storage facility, built in 2008 and used by all Town departments for record keeping and storage, as well as a greenhouse operated by Parks and Recreation staff.

Freeman Store and Museum

The Freeman Store and Museum, circa 1860, is located at 131 Church Street NE within the Town Green. Throughout its history, it has served as Vienna's first general store, hotel and "ordinary" (a place where meals could be served to travelers), hospital for Union soldiers during the Civil War, train depot, and fire department. The Freeman family acquired the property in 1874 and maintained ownership until 1969, when Dorothy Freeman Sherburne sold it to the Town. Today, the house contains a museum and old-fashioned general store operated by Historic Vienna, Inc. It has been designated as an official stop on the Virginia Civil War Trails and was added to the National Register of Historic Sites in 2012.

Little Library Museum

The Little Library Museum is one of the oldest museums of its kind in Fairfax County and offers a glimpse into Vienna's historic past. Originally constructed in 1897 by local resident Edward R. Pierce at Library Lane and Maple Avenue, it served as the Town's first public library. The one-room structure was relocated in 1912 to Center Street and Maple Avenue before being moved to its current location at 164 Mill Street NE, next to the Freeman Store and within the Town Green, in 1969. Today, the museum is preserved and maintained by Historic Vienna, Inc.

Bowman House

The Bowman House, circa 1890, is located at 211 Center Street, South. Currently serving as the Town's center for ceramic arts programming, the structure was originally a two-room public schoolhouse. In 1995, the Town renovated this facility to comply with the Americans with Disabilities Act, but the work also included a redesign of the interior to provide more efficient use of the classroom space as well as interior and exterior changes.

Parks and Playgrounds

Almost 166 acres of public parkland and various recreational amenities are available within Vienna's corporate limits. Amenities include a dog park, an outdoor stage, picnic shelters, playgrounds, tennis and pickleball courts, basketball courts, and various sport or multipurpose fields. Additionally, walking trails are provided in a series of Town-owned parks and stream valleys. An additional key park facility in Vienna is the W&OD Trail, which is owned by NOVA Parks and is a walking/biking facility that runs through the Town and beyond. Town residents also have easy access to parks outside of Vienna that are owned and operated by Fairfax County and NOVA Parks. The Town's parks and amenities are described in more detail in the Parks and Recreation chapter.

Facilities Not Owned by the Town

The Town relies on Fairfax County for fire and rescue and emergency medical services, as well as its public school and library systems. Town residents and businesses pay taxes to Fairfax County towards these services and facilities, and the Town frequently interacts with providers of both in land use and facilities decisions for those facilities that are located within the Town.

Fire Department

Vienna's fire and emergency medical services are provided by the Fairfax County Fire and Rescue Department. The Vienna Volunteer Fire Department, which owns the fire station at 400 Center Street South, provides fire and rescue vehicles and other equipment, and supports Fairfax County operations. Volunteers supplement the professional Fairfax County staff at the Vienna station. The fire station was originally built in 1957 and was extensively renovated and upgraded in 2004-2005 at a cost of $3.8 million. In addition to providing fire and rescue services, the station also has a hall that it rents out to community members, businesses, community groups, and organizations for events, with the proceeds used to support the department's operations.

Library

From 1971 until 2025, Vienna was served by the Fairfax County public library system at the Patrick Henry Library, located at 101 Maple Ave East. With an annual circulation of 400,000 units per year and a collection of roughly 78,000 volumes, it was the busiest library of its size in Fairfax County.

The Patrick Henry Library is slated for a $5.64-million reconstruction wherein the existing building will be replaced with a 19,000-square-foot one-story library and a 209-space four-level parking structure. Design was concluded in January 2025, with construction beginning in late 2025 and slated to end in mid-2027. In May 2025, the Patrick Henry Library closed with temporary service transferred to a storefront in the Cedar Lane Shopping Center. Upon reopening at 101 Maple Avenue, the library will be renamed the Vienna-Carter Library in honor of William McKinley Carter and Lillian Bryant Carter, who were instrumental in integrating the previous version of the Patrick Henry Library in 1958. A new parking garage will be built as part of the construction project, with just over 80 of the parking spaces being funded by the Town and Northern Virginia Transportation Authority (NVTA) for commuting and general public use.

Public Schools

Vienna is served by Fairfax County Public Schools, the ninth largest school system in the United States. Four public elementary schools are located within the Town's corporate limits and serve Vienna students: Vienna Elementary School, Marshall Road Elementary School, Louise Archer Elementary School, and Cunningham Park Elementary School. (Three other elementary schools—Flint Hill Elementary School, Westbriar Elementary School, and Wolftrap Elementary School—serve a small portion of Vienna students but are located outside of Town limits.) After elementary school, Vienna students attend Thoreau and Kilmer middle schools and generally go on to James Madison High School, all of which are located just outside of the Town limits. In addition, Cedar Lane School, a specialized public secondary school (grades 7 – 12) serving referred students from across Fairfax County, is located within the Town on Cedar Lane SW. With the exception of Kilmer Middle School, which is at 118% capacity, all schools in Vienna or serving Vienna students are under 100% capacity in the 2024-25 school year. See Map 6.2 for School locations.

MAP 6.2: PUBLIC SCHOOLS

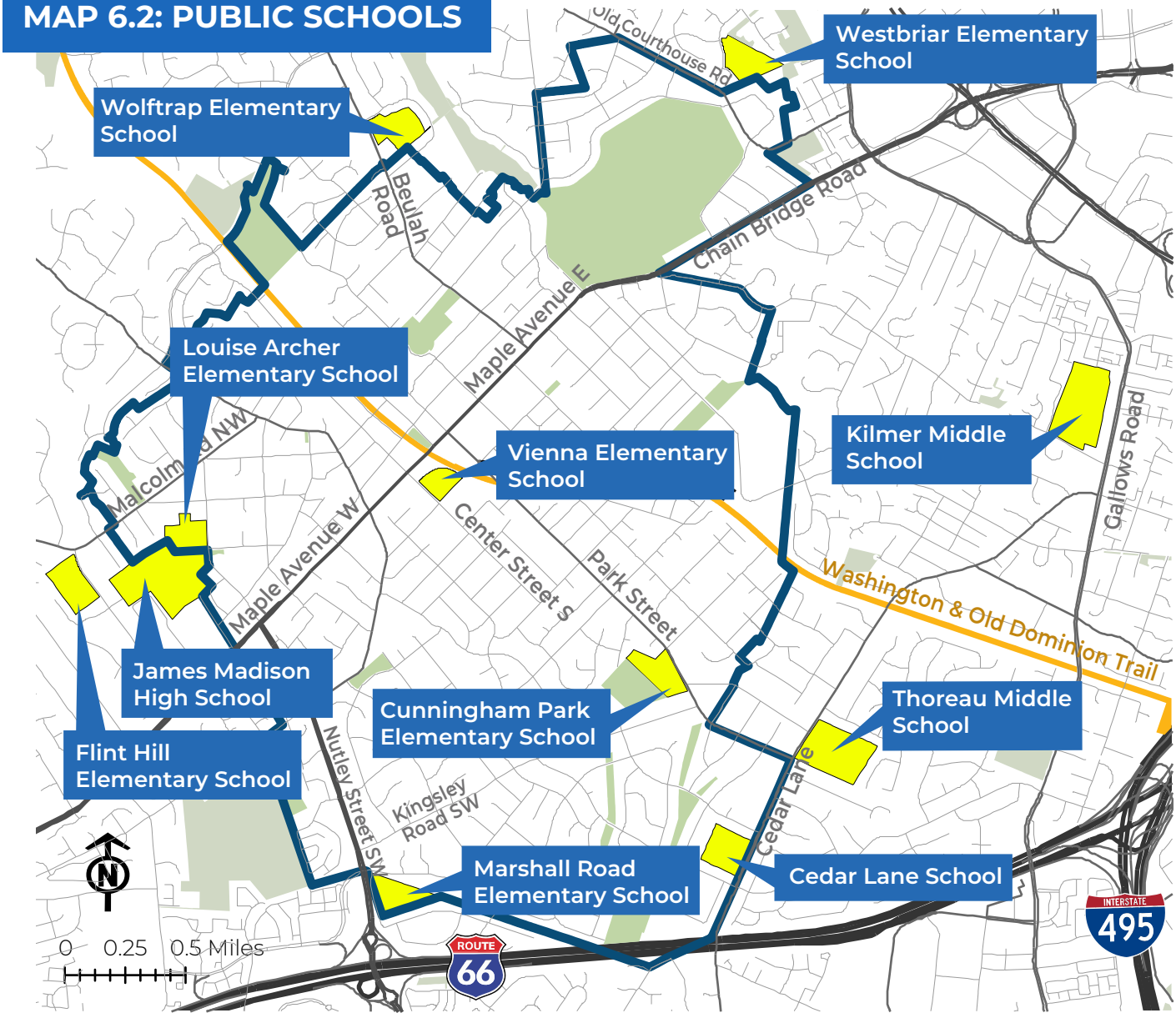


Figure 6.1: Fairfax County Public Schools Within Vienna Town Limits

Name	Address	Grades Served	Year Constructed	Year Addition Added	Enrollment (as of 1/2025)	Capacity
Vienna Elementary	128 Center St S	Preschool-6	1921	1955	368	464
Marshall Road Elementary	730 Marshall Rd SW	K-6	1961	1999	679	830
Louise Archer Elementary	324 Nutley St NW	K-6	1939	1959	538	654
Cunningham Park Elementary	1001 Park St	Preschool-6	1996	2000	426	509
Cedar Lane School	101 Cedar Ln SW	9-12	1956	N/A	82	197

Figure 6.2: Other Fairfax County Public Schools Serving Vienna Students

Name	Address	Grades Served	Year Constructed	Year Addition Added	Enrollment (as of 1/2025)	Capacity
Flint Hill Elementary	2444 Flint Hill Rd	K-6	1955	1957	619	670
Westbriar Elementary	1741 Pine Valley Dr	K-6	1965	N/A	846	981
Wolftrap Elementary	1903 Beulah Rd	K-6	1968	2005, 2012	529	567
Thoreau Middle	2505 Cedar Ln	7-8	1960	N/A	1,249	1,379
Kilmer Middle	8100 Wolftrap Rd	7-8	1968	N/A	1,207	1,023
James Madison High	2500 James Madison Dr	9-12	1959	2002	2,078	2,371

Private Schools

Additional educational opportunities in the Town are provided by the Green Hedges School and the Vienna Adventist Academy, both offering instruction for grades pre-kindergarten through eighth grade. There are also many non-public facilities that offer preschool and kindergarten programs.

Infrastructure

Stormwater

The Town is served by both storm drainage and stormwater management systems. Storm drainage is the means by which water is collected and managed after a precipitation event, while stormwater management refers to how the Town restricts pollutants and sediment from entering into the Town's watersheds.

Storm Drainage

The Town operates its own municipal separate storm sewer system (MS4) under authorization of the General Virginia Stormwater Management Program (VSMP) Permit for Discharges of Stormwater from Small MS4s. The storm sewer system ultimately discharges into the natural drainage areas of its perennial and intermittent streams and the Virginia Center stormwater detention pond, which is located adjacent to Nutley Street. Since the permit's issuance in 2003, the Town has established policies and procedures to implement the six minimum control measures (MCMs) outlined in the permit. Among these are measures to implement and enforce provisions for construction site stormwater runoff control and post-construction stormwater management.

Stormwater Management

The Town must enforce implementation of a stormwater pollution prevention plan (SWPPP) during the construction inspection process. The SWPPP consists of a stormwater management plan, an erosion and sediment control plan, and a pollution prevention plan (PPP). These changes necessitate amendments to the Town Code, a review of roles and responsibilities, and the development of a funding and staffing plan. Additional protections and requirements apply to construction and other activities in a floodplain.

Water Supply and Sanitary Sewer Systems

The Town operates a water distribution and a sanitary sewer collection system. These systems serve the Town and some of the immediate surrounding area in Fairfax County. The water system has mains ranging from 1-inch to 16-inches in diameter and the sewer system has mains ranging from 6-inch to 42-inch in diameter.

Water Supply System

The Town of Vienna's water system serves approximately 17,000 residents inside the Vienna corporate boundary and 4,000 customers outside of the corporate boundary. Construction of the system began in the late 1940s, and the Capital Improvement Program addresses replacement and rehabilitation of the system based on type, age, and other factors. The water distribution system consists of 137 miles of water mains, 920 hydrants, 9,300 water service connections, two elevated storage tanks and one ground storage tank. The Town is a wholesale customer of the Fairfax Water Authority and purchases approximately 775 million gallons per year.

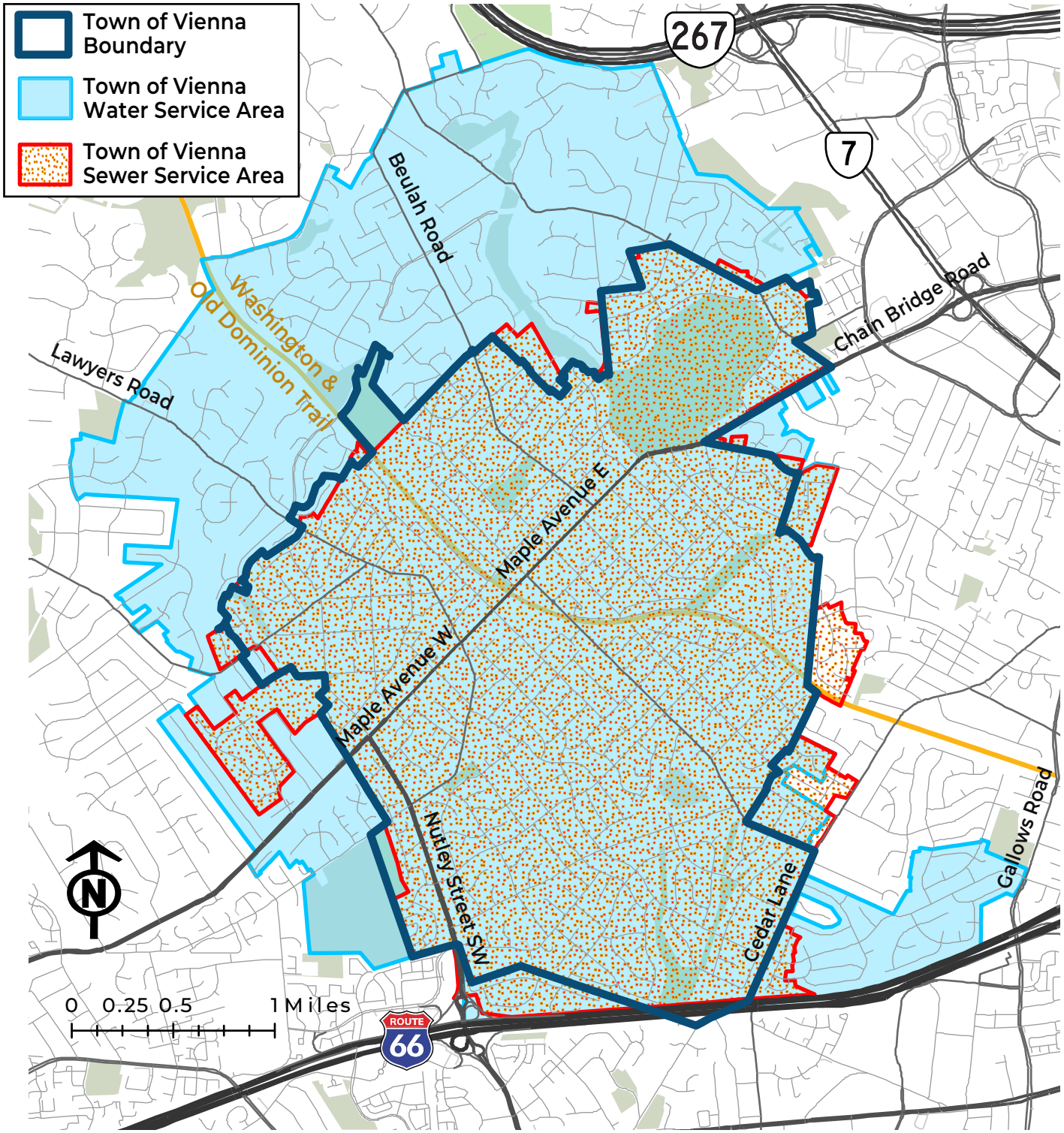
The Town routinely samples the water supply and issues annual reports on water quality, as required by the U.S. Environmental Protection Agency (EPA), reporting results for lead, copper, and other contaminants. In 2024, Vienna Public Works completed an EPA-required inventory of all water service lines and confirmed there are no lead or galvanized pipes in the Town's system—most are copper, with a small percentage of polyethylene on private property.

Sanitary Sewer System

The Town's sanitary sewer system consists of 84 miles of sewer mains and 6,300 connections in the service area. Construction of the system began in the late 1940s and it is regularly inspected and rehabilitated to help ensure good condition of the mains and the approximately 2,000 manholes, as well as to minimize the volumes of infiltration and inflow. Approximately one half of the system flows to the Noman M. Cole, Jr., Pollution Control Plant operated by Fairfax County. The other half flows to the Blue Plains Advanced Wastewater Treatment Plant operated by the District of Columbia Water and Sewer Authority. The Town pays fees to both facilities based on flow volume, which is measured through four sewer flow meters, along with a proportionate share of capital costs and operating costs of the trunk sewers to get the Town's flow to the sewage treatment plants.

Recent rehabilitation projects have focused on installing protective linings within deteriorated sewer trunk lines to prevent structural failure and reduce groundwater infiltration, with particular attention to segments near Wolf Trap National Park. The Town also participates in cost-sharing agreements with Fairfax County for major sewer improvements, including rehabilitation of sewer trunk lines of 21- to 24-inches. In addition, the Town continually evaluates system capacity around pump stations such as at Lakevale Estates to ensure reliable service and to minimize the risk of surcharging or overflows.

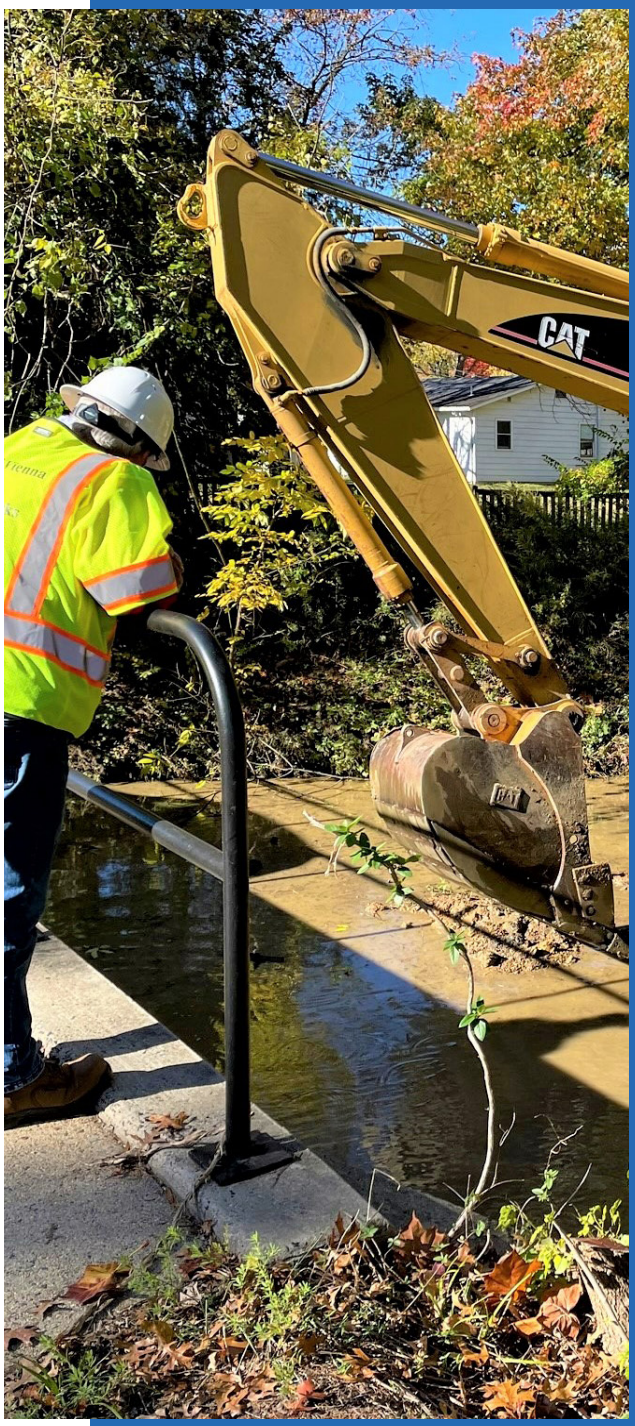
MAP 6.3: TOWN OF VIENNA WATER AND SEWER SERVICE AREAS



Other Utilities

Major utility providers supplying physical utility services to the Town include Dominion Energy (electric and street lighting), Washington Gas (natural gas), Cox of Northern Virginia (cable television and landline telephone), and Verizon (cable television and landline telephone). These providers work in coordination with the Town to ensure the delivery of reliable, modern services to residents and businesses.

Wireless telecommunications services, including broadband, are provided by several companies offering cellular voice and data coverage. However, Town residents, business owners, and employees frequently report inadequate service, particularly indoors. Wireless facilities—defined in the Zoning Ordinance as telecommunications antennas and associated equipment that may or may not include a tower, dish or other supporting structure, designed to send and receive data signals—are currently allowed as a conditional use in all the Town's zoning districts and are subject to review and approval by the Board of Architectural Review. To address existing service gaps and support future needs, the Town may consider allowing wireless facilities by right in certain circumstances or in specific locations or revising architectural or other standards to reduce barriers to deployment. This plan supports creative approaches to solving a problem that is a core part of modern communications.



Emergency Operations and Preparedness

The Town of Vienna is committed to the safety and resilience of the community through comprehensive emergency preparedness and response strategies. These efforts are led by the Vienna Police Department and are coordinated in alignment with the Fairfax County and Commonwealth of Virginia Emergency Operations Plans (EOPs).

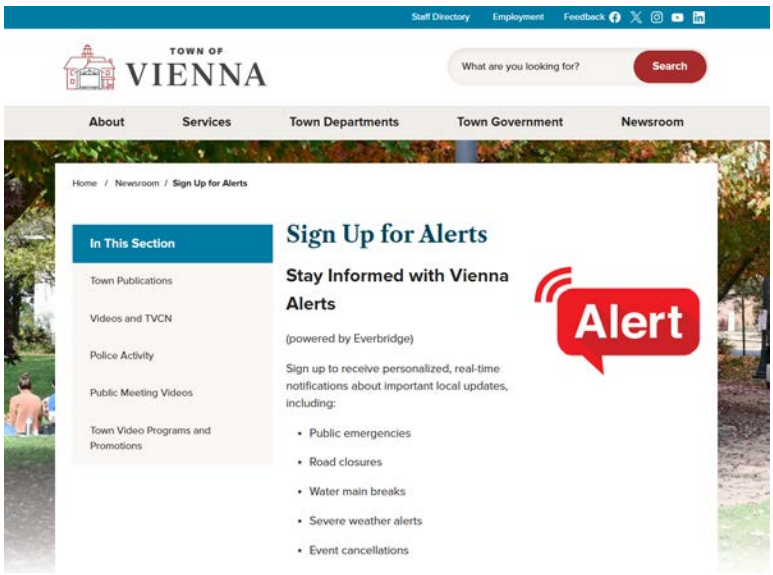
Coordination with Fairfax County and State Agencies

Vienna actively participates in Fairfax County's multi-discipline, all-hazards emergency operations planning. This collaboration integrates Vienna into regional emergency response efforts and ensures consistency with broader state-level emergency management protocols.

Town-Level Emergency Preparedness

The Vienna Police Department develops and maintains Continuity of Operations Plans (COOP) for each Town department. These plans ensure that essential services continue during and after emergencies. In significant incidents, the Police Department may activate the Town's Emergency Operations Center (EOC) to centralize decision-making and communication, working in coordination with Fairfax County's EOC.

Emergency Communication and Public Information



During emergencies, the Town uses multiple communication channels to keep the public informed:

- Vienna Alerts: A text/email subscription service for critical updates.
- Town Website: Emergency banners and links to detailed updates.
- Social Media: Real-time updates via official Town accounts.

Residents are encouraged to sign up for Vienna Alerts and follow Town channels to stay informed.

Infrastructure and Emergency Routes

Vienna maintains designated fire and rescue response routes, kept free from traffic calming measures to allow rapid emergency response. These routes also serve evacuation and homeland security needs. The Town's Snow Emergency Routes Map supports critical mobility during winter weather events.

Goals, Policies, and Strategies

Goal 1: Plan, design, build, maintain, improve, and operate high-quality Town facilities.

For decades, the Town has provided a wide range of services and activities to its residents, all of which have required the Town to maintain the appropriate facilities necessary for these services and activities. As residents' needs and wishes evolve and new state and federal regulations emerge, facilities will need to adapt to continue to serve the Town. Maintaining modernized, well-functioning Town worksites is a key in this goal so residents can continue to receive high-quality services.

Policy 1.1: All Town facilities are properly maintained and in good working order.

Strategy 1.1.1: Conduct regular inspections of facilities, making needed repairs in a timely manner.

Strategy 1.1.2: Plan for renovations and replacements as needed, ensuring these items are appropriately captured in the Town's Capital Improvement Program.

Strategy 1.1.3: Plan for and incorporate upgrades to facilities due to changes in State and Federal regulations as well as best practices for the type of facility.

Strategy 1.1.4: Town facilities are resilient and able to withstand future weather events.

Policy 1.2: Town facilities provide for residents' needs for decades to come.

Strategy 1.2.1: Plan, design, build, maintain, and operate Town-owned facilities and services following Code procedures and standards applicable to non-governmental facilities and services.

Strategy 1.2.2: As new facilities are planned, consider future adaptability and multi-use spaces that can accommodate future recreational trends.

Strategy 1.2.3: Maintain full compliance with the Americans with Disabilities Act by Town-owned facilities.

Strategy 1.2.4: Continue exploring long-term civic and recreational uses for the Annex property, and evaluate potential funding mechanisms for planning, construction, and operations. The Town's decision on use of the site should take into account public input from a community process.

Policy 1.3: Town facilities adequately serve the needs of Town employees, enabling them to best serve Town residents, businesses, employees, institutions, and visitors.

Strategy 1.3.1: As staffing changes and new technologies emerge, ensure Town worksites are sufficiently equipped to ensure that Town employees can continue providing excellent service to residents and businesses.

Strategy 1.3.2: As needed, identify potential sites for acquisition to meet the Town's office, storage, and worksite needs; and include funding needs for these sites in the Capital Improvement Program.

Strategy 1.3.3: Invest in improvements at Town Hall, to improve the workplace and service to the public.

Goal 2: Collaborate with Fairfax County, the Commonwealth of Virginia, and utility providers on facility matters to ensure that Town residents, businesses, employees, visitors, and institutions are well served and community goals are addressed.

Though the Town does not have full control over decisions made by Fairfax County regarding the latter's facilities, the two governments have a very close working relationship and the Town's input is impactful in the County's decision making. It is vital that the Town continues advocating for its residents to receive high-quality facilities in perpetuity, especially as Town residents' real estate taxes go to the County for services the Town does not provide.

Policy 2.1: School facilities serving Town students will be of the highest quality possible.

Strategy 2.1.1: Work closely with the Fairfax County School Board's Hunter Mill District representative to communicate the needs of schools serving Town students.

Strategy 2.1.2: Advocate for Fairfax County Public Schools to monitor enrollment to ensure Town schools buildings are not strained by over-enrollment.

Strategy 2.1.3: As needed, work with Fairfax County Public Schools to plan for school renovations and expansions, as well as new school facilities, that will ultimately benefit Town students.

Strategy 2.1.4: Ensure real estate tax rates sufficiently contribute to any necessary renovations to existing schools or the construction of new schools serving Town students.

Policy 2.2: The Vienna-Carter Library and public parking garage will be a state-of-the-art facility meeting the needs of Town residents and the Fairfax County Public Library system for decades to come.

Strategy 2.2.1: As needed and able, provide input on matters regarding the library's construction, use, maintenance, and programming.

Strategy 2.2.2: Provide support during the construction of the library and parking garage where possible, i.e.: allowing for parking and storage on unused Town property.

Strategy 2.2.3: Ensure that the parking spaces constructed to serve commuters and Town uses in the new public parking garage are used as intended and that there is a continuing agreement in place with Fairfax County for maintenance of the garage.

Policy 2.3: The Vienna Volunteer Fire Department will have the necessary facilities to appropriately serve the Town.

Strategy 2.3.1: Maintain funding support for the Vienna Volunteer Fire Department to ensure rapid response capability for fires and medical emergencies.

Goal 3: Ensure that Town residents, businesses, and institutions receive adequate and appropriate utility services that meet current and future needs.

Though it is uncertain exactly how the Town's future population, available technologies, and future weather conditions may impact utility demand at this time, the Town can still take the appropriate steps to ensure utility services are robust and adaptive for its service areas. Planning for utility delivery is crucial, as our region is expected to increase in temperature and experience more extreme precipitation events.

Policy 3.1: Provide water supply, sanitary sewer, storm sewer facilities, and other infrastructure that deliver reliable, responsive, and cost-effective services to Town residents and businesses.

Strategy 3.1.1: Continue to require new developments fund improvements to the water and sewer systems through fee and development conditions.

Strategy 3.1.2: Continue to require no net increase in post-development stormwater run-off to adjacent properties for new subdivisions, re-subdivisions, and other applicable situations.

Strategy 3.1.3: Require adequate infrastructure design and construction for all new developments consistent with current best practices.

Strategy 3.1.4: Require, within reasonable cost standards, the use of the most reliable and dependable materials for the stormwater collection and management system.

Strategy 3.1.5: Implement recommended capital improvements to the water and sewer systems.

Strategy 3.1.6: Encourage the use of low-impact development technology, including native landscaping, as a planning and design strategy to manage the quantity and quality of stormwater runoff.

Strategy 3.1.7: Work with non-Town utility providers to encourage upgrades and service expansions when appropriate.

Strategy 3.1.8: As service improvements or interruptions may occur, work with the appropriate utility provider to properly notify customers.

Strategy 3.1.9: Ensure that there is ample street lighting along sidewalks and roadways to allow for safe walking and improved visibility at night and in the early morning.

Policy 3.2: Develop plans for constant delivery of utility services that take future weather conditions into account.

Strategy 3.2.1: Explore climate-friendly, energy saving utility infrastructure upgrades, planning for future upgrades in the Capital Improvement Program.

Strategy 3.2.2: Work with non-Town utility providers to ensure future weather conditions are at the forefront of utility planning and updates.

Policy 3.3: Ensure that public utilities, including telecommunications facilities, are located to minimize negative effects on nearby properties and the community in general.

Strategy 3.3.1: New and existing public utilities should, wherever possible, be placed underground during new development/redevelopment.

Strategy 3.3.2: The visual impacts of above-ground facilities and any related structures should be minimized through the use of architecturally compatible design and materials, landscape plans, screening, and siting.

Strategy 3.3.3: Service providers should collocate their facilities to the maximum extent possible.

Strategy 3.3.4: Discourage the construction of new telecommunications facilities in the form of monopoles or towers. If such monopoles or towers must be built, they should be constructed to hold multiple service providers and owners of such monopoles or towers should provide a letter of intent committing them and all successors in interest to allow shared use of the facilities subject to reasonable terms and conditions.

Strategy 3.3.5: Encourage wireless service providers to locate new telecommunications facilities in areas that best serve Town residents, businesses, employees, visitors, and institutions.

Strategy 3.3.6: The Town should review regulations that may be restricting telecommunication providers from deploying facilities that would being a high-level of service consistently to the Town.

Goal 4: Ensure the Town is prepared for and can effectively respond to emergencies to protect lives, property, and critical operations.

Prompt, efficient responses to emergencies are a critical role for Town government and staff. By understanding the types of emergencies that may arise, planning for how to either address or prevent them, and ensuring the public is well-informed on these emergencies and their responses, the Town can best protect its residents, businesses, and property.

Policy 4.1: Ensure critical infrastructure and Town facilities are resilient and accessible during emergencies.

Strategy 4.1.1: Identify and maintain emergency routes free from physical obstructions such as traffic calming devices.

Strategy 4.1.2: Prioritize emergency access in infrastructure and transportation planning, including snow emergency and evacuation routes.

Strategy 4.1.3: Continue investment in resilient utility systems and backup power supply for key Town facilities.

Policy 4.2: Maintain coordinated emergency operations that align with county, regional, and state plans.

Strategy 4.2.1: Regularly review and update the Town's Emergency Operations Plan and Continuity of Operations Plans (COOP) in coordination with Fairfax County and the Commonwealth of Virginia.

Strategy 4.2.2: Maintain readiness to activate the Emergency Operations Center (EOC) for centralized decision-making during major incidents.

Policy 4.3: Keep the public informed during emergencies and promote community preparedness.

Strategy 4.3.1: Maintain and promote subscription to Vienna Alerts and other communication tools.

Strategy 4.3.2: Expand community outreach efforts focused on household emergency preparedness.

Strategy 4.3.3: Provide multilingual emergency communication where appropriate to serve all Town residents.

PARKS AND RECREATION

Vision

The Town of Vienna envisions a vibrant parks and recreation system that supports a healthy, active, and engaged community through welcoming, accessible, and well-maintained public spaces and programs that serve residents of all ages and backgrounds.

Goals

1. Maintain and enhance parks, facilities, and services with a focus on long-term sustainability and accessibility.
2. Support a healthy, engaged, and connected community through diverse programs and events by leveraging partnerships, including with Fairfax County, community organizations, and private entities, to guide planning, policy, and investment decisions.
3. Advance environmental sustainability and resilience through parks and recreation.

Introduction

The Town of Vienna's parks and recreation system contributes significantly to community wellness, environmental stewardship, quality of life, and opportunities for community interaction and engagement. Through inclusive, accessible, and well-maintained public spaces, facilities, and programs, the Town supports physical, mental, and social well-being for residents of all ages.

In 2025, Vienna adopted its first town-wide Parks and Recreation Master Plan, Our Plan to Play, as a comprehensive framework to guide future investments in parks, facilities, events, and programs. This chapter of the Comprehensive Plan reflects the overarching vision and themes of that effort, while deferring detailed strategies and benchmarks to the Master Plan. More information is available at: viennava.gov/ourplantoplay. This plan complements the six goals identified in the Parks Master Plan, which focus on operations and maintenance, financial sustainability, infrastructure advancement, programming, engagement, and partnerships. For implementation details, timelines, and metrics, see the Master Plan's action framework.

The Department of Parks and Recreation operates key facilities including the Vienna Community Center and Bowman House Arts and Crafts Center, and maintains 58 sites, including parks, playgrounds, athletic fields, green spaces, streetscapes, and historic properties. The Department also delivers community-wide special events, recreation, and educational programming spanning the following areas:

- Youth Camps and Programs
- Teen Programs
- Adult Programs
- Senior / Active Older Adult Programs
- Community garden
- Visual & Performing Arts
- Special Events
- Health & Wellness Initiatives
- Environmental Stewardship & Sustainability
- Community Engagement & Volunteer Programs
- Facility and Pavilion Rentals

While the Town's parks and recreation system primarily serves residents, Vienna's parks and programs are also popular among visitors from surrounding areas, especially during regional events and festivals. Through implementing *Our Plan to Play,* strong community partnerships, and ongoing public engagement, the Town will continue to enhance recreational opportunities and preserve its natural, historical, and cultural assets for future generations.

Vienna Parks and Facilities Overview

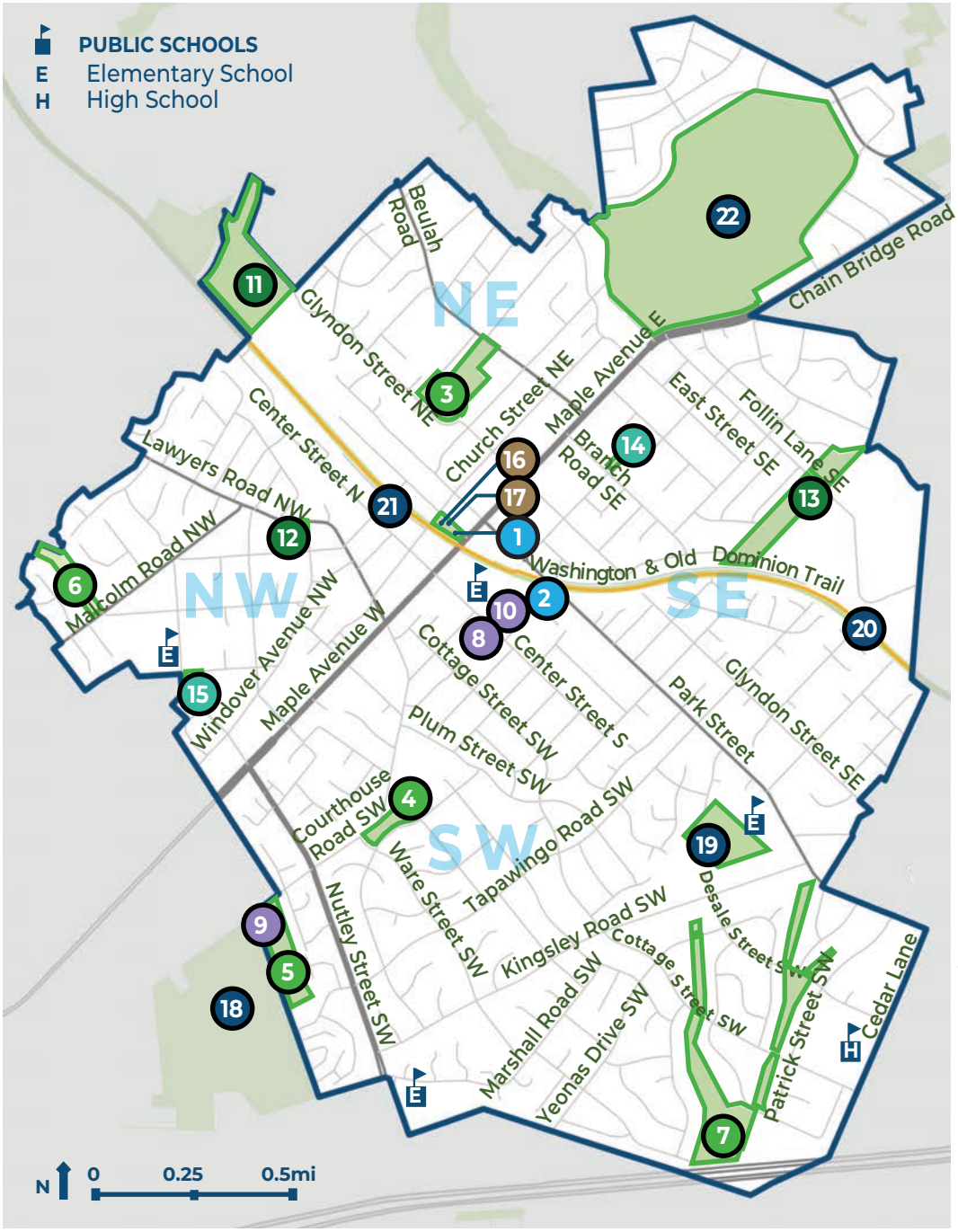
The Town of Vienna manages a diverse parks and recreation system that includes neighborhood parks, specialty use facilities, natural areas, historical sites, and community-serving spaces such as the Vienna Community Center, Bowman House, Freeman Store, Little Library Museum and the Town Green. The combination of these resources provides opportunities for both active and passive recreation, cultural experiences, and environmental appreciation.

Access to public and private parks, fitness or recreational programs, and other amenities are considered when determining service levels and new opportunities. Parks located within the Town limits include land owned and maintained by the Town, Fairfax County Park Authority, Fairfax County Neighborhood and Community Services, and a trail/park system owned and maintained by NOVA Parks, an inter-jurisdictional organization. Additionally, the Fairfax County Park Authority operates several parks and facilities bordering the Town. There are also several private parks and recreational facilities, including golf, tennis, swimming clubs, and a country club.

Vienna Parks and Recreational Facilities by Typology

The Town of Vienna currently manages 262 acres of open space, including 11 parks that are owned and operated by the Town. To better understand the range and roles of parks within Vienna, these spaces, facilities, and amenities are categorized by typology to reflect their design intent, scale, and function within the community. This section is divided into two parts: first Town-owned and Town-managed facilities; and second, non-Town-owned parks and recreational amenities located within the Town's boundaries. These categories are outlined below and shown on Map 7.1.

MAP 7.1: PARKS & RECREATION FACILITIES BY TYPOLOGY



SIGNATURE SITES
1 Town Green
2 Vienna Community Center

NEIGHBORHOOD PARKS
3 Glyndon Park
4 Meadow Lane Park
5 Moorefield Park
6 Peterson Lane Park
7 Southside Park

SPECIAL USE SITES
8 Bowman House
9 Vienna Dog Park
10 Waters and Caffi Fields *(Town managed, but not owned)*

NATURAL AREAS
11 Northside Park
12 Salisbury Spring Park
13 Wildwood Park

POCKET PARKS
14 Branch Road Tot Lot
15 Sarah Walker Mercer Park

HISTORIC SITES
16 Freeman Store
17 Little Library

NON-TOWN MANAGED FACILITIES
18 Nottaway Park
19 Cunningham Park
20 Washington & Old Dominion Trail
21 Vienna Train Station *(private)*
22 Westwood Country Club *(private)*

Signature Sites

Signature sites serve as focal points of community life, offering diverse activities that attract both residents and visitors. Signature sites are highlighted in the Parks and Recreation Master Plan as high-impact locations for community engagement and ongoing investment, in alignment with the Town's long-range vision.

Town Green

The Town Green is a 2.5-acre public lawn adjacent to historic Church Street and the Freeman Store. It serves as a beloved gathering space for the community, regularly hosting concerts, children's events, and other major community events. Key amenities include an amphitheater, natural space for seating, leisure, and play, seasonal landscaping, benches, a veterans' memorial fountain, public restrooms, and water fountains. The central location in Town makes it a year-round destination for both passive recreation, special events, and community programming.

Vienna Community Center

The Vienna Community Center functions as the primary hub for active and facilitated indoor recreation, including educational, athletic, leisure, and cultural activities. The facility offers year-round programming including fitness and wellness classes, arts and crafts workshops, theatrical performances, and youth-oriented activities. The Town operates Club Phoenix within the Community Center, the only dedicated teen center serving the greater Vienna area since 1999. The Community Center also features flexible spaces used for private rentals, civic meetings, and community events to support a wide range of recreational and social needs.

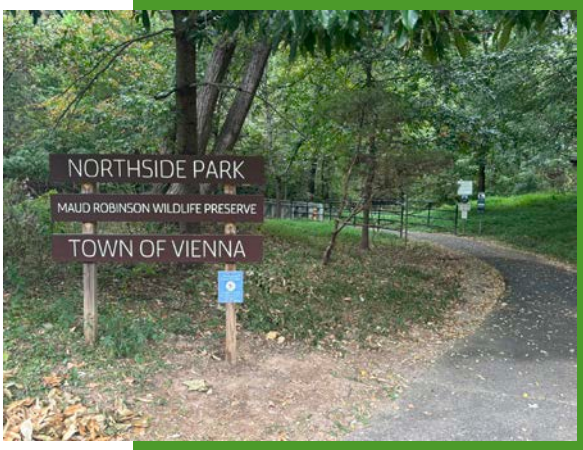
Neighborhood Parks

Neighborhood parks support various recreational needs of residents with a town-wide goal of providing park access within a half-mile walk of all residents. Glyndon Park, at 11 acres, includes trails, a diamond field, athletic courts for basketball, tennis, and pickleball, playgrounds, and picnic shelters. Meadow Lane Park, a 3.4-acre site, includes a fenced play area, pavilion, restrooms, athletic fields for softball and baseball, and courts for basketball, tennis, and pickleball. Moorefield Park, a 9.9-acre site, features shaded playgrounds and shares space with the Town's off-leash dog park. Peterson Lane Park, which is 5.4 acres, includes a basketball court, a playground, gaga pit, and walking trails, and is managed jointly with the Fairfax County Park Authority. Southside Park spans 17 acres, allowing it to host the Town's annual Independence Day Celebration fireworks show. The park's amenities include two diamond fields and restrooms that support Golden Girls Softball, Vienna Girls Softball, Vienna Little League, and Vienna Youth Inc. Peewee Practice. The park also has a basketball court, playground, and trails used as shortcuts by residents and commuters.

Special Use

Special use sites serve more specific purposes, offering specialized programming or amenities. The Bowman House Arts and Crafts Center provides a setting to host ceramics classes, workshops, and open studio time for program participants. The Community Learning Garden, located behind the Community Center, is a volunteer-run edible and pollinator garden used for education and community engagement. Vienna's Dog Park is a shaded, fully fenced space with benches and water access. Waters and Caffi Fields, while owned by the Fairfax County School Board, are maintained by the Town through agreements with Fairfax County Neighborhood and Community Services. In return, the Town is able to host programs, camps, and activities on the fields.

Natural Areas



Natural areas preserve Vienna's ecological assets while offering opportunities for passive recreation. Northside Park is a 26-acre conservation area with trails and wildlife viewing. Wildwood Park, at 15.6 acres, runs along Wolftrap Creek and includes a restored stream valley, interpretive signage, and a fitness trail. Salsbury Spring Park is a small, serene space at the intersection of Lawyers and Windover Roads, offering seating and mature tree cover near a natural spring.

Pocket Parks

Pocket parks offer passive recreation in smaller, neighborhood-scale spaces. The Branch Road Tot Lot features a fenced playground for young children and is located near several walkable destinations. Sarah Walker Mercer Park is a one-acre passive park honoring a prominent community member, with walking paths, a rain garden, and commemorative plantings.

Historical Sites

Historic sites offer specialized programs and services unique to properties with historic relevance, attracting interest from Town residents and neighboring municipalities. The impact of these sites is significant, as they help maintain the historic richness of Vienna and continue to enhance the community's culture. The Freeman Store and Museum and Little Library Museum, are primarily maintained by the Department of Parks & Recreation and operated through lease by Historic Vienna, Inc. This long-standing partnership offers educational programs intended to preserve Vienna's heritage. Historic Vienna, Inc. is a nonprofit partner organization that interprets and promotes the Town's history through educational programs, exhibits, and community events in coordination with the Town of Vienna.

Cemeteries

Cemeteries such as the Broadway Cemetery, Lynn Street Cemetery, Moorefield Cemetery, and West End Cemetery are maintained by the Town and are considered integral to its historic landscape.

Municipal Service Facilities

Municipal service facilities, including the Beulah Road Property, Nutley Property Yard, and Water Towers on Tapawingo and Wall Street. These sites support Town operations but are not intended for public recreational use. Additional information about these facilities and their functions can be found in the **Community Facilities and Infrastructure** chapter of this Comprehensive Plan.

Unclassified Properties

Unclassified properties are municipal parcels that are not currently developed for a specific use but may be evaluated for future recreational or public purposes. These sites include:

1. The Annex - 301 Center Street S.

The 3.0 acre Annex property was analyzed in the 2024 Annex Long-Term Use Study for a range of potential civic and recreational uses, including a community, wellness, and aquatics facility with lap or leisure pool options; community and wellness program facility without aquatics; or outdoor community gathering area with pavilion and all-abilities playground.

2. Maud Robinson Property - 124 Courthouse Road SW

The 0.73 acre Robinson Property was studied as a case example in the Parks & Recreation Master Plan for its potential as a neighborhood-serving pocket park with passive and active recreation elements.

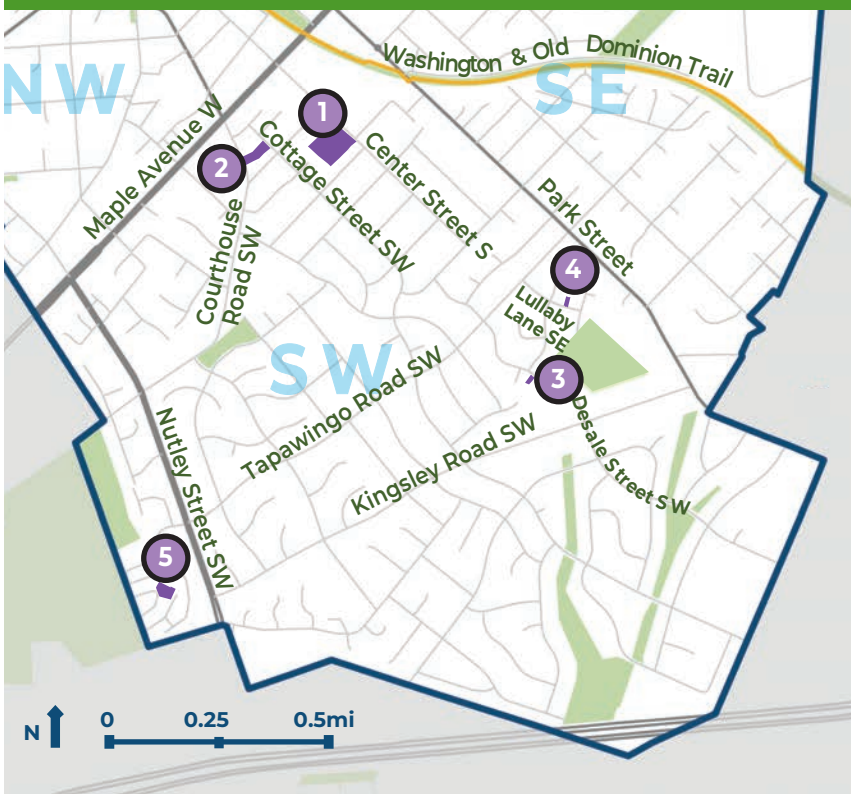
3. Desale Street Property – No address, Parcel 0384 1205 C

This unimproved 5,952-square-foot parcel is located at the end of Desale Street SW adjacent to the Vienna Woods Swim and Tennis Club property.

4. Lullaby Lane Property – No address, Parcel 0384 1202 A1.

This unimproved 4,933-square-foot parcel fronting on Lullaby Lane S between Harmony Drive SW and Melody Lane SW. Bear Branch Stream runs through the property.

MAP 7.2: UNCLASSIFIED PROPERTIES



5. Moorefield House Property – 900 Moorefield Hill Court SW

Originally the location of the historic Moorefield House, this 0.7135-acre parcel located in the center of the Townes of Moorefield currently includes part of the community tot lot playground, parking, and a walking trail. The Moorefield House Property was acquired by the Town in 1975 with the intention of restoring it as a cultural site. Unfortunately, the 1789 wood-frame farmhouse building fell into disrepair. It was dismantled in 2003, with its parts placed into storage.

While some sites, such as the Annex and Robinson Property, have been explored for potential parks and recreation uses, others may ultimately support different functions based on community needs and Town priorities.

Pictured left: Maud Robinson, former Town Council Member (left) and Charles Robinson, former Mayor of Vienna , whose home is listed above (right)

Vienna Recreational Programs

The Town of Vienna provides a wide array of year-round recreational, cultural, and wellness programs that enhance the quality of life for residents of all ages. Through seasonal offerings in fitness, arts, enrichment, and sports, the Town fosters lifelong learning, healthy lifestyles, and community connection.

Most programs are held at the Vienna Community Center and the Bowman House and include both structured classes and drop-in opportunities. The Town also hosts numerous special events throughout the year, which play a vital role in building community pride and engagement.

Program planning is informed by evaluative methods that include resident feedback, needs assessments, lifecycle analysis, demographics, and review of trends at the local, regional, and national levels to ensure offerings are inclusive, diverse, and responsive to the evolving interests of Vienna's population. Specific goals, strategies, and implementation details related to programming and special events are outlined in the Town's Parks and Recreation Master Plan or managed directly by the Department.

The Department is committed to fostering an inclusive environment where all residents feel welcome and supported. Staff strive to accommodate needs whenever possible and are dedicated to creating programs and spaces that are accessible to all. When the Department is unable to provide specific accommodation, staff make every effort to connect patrons with additional resources and services available through Fairfax County or other community partners.

Vienna Special Events

The Town of Vienna's special events program, operated by the Department of Parks & Recreation, offers dozens of opportunities throughout the year for residents and visitors alike to create lifelong memories. From large regional draws like *Chillin' on Church* to cherished local traditions such as the annual egg hunts and the family-friendly fishing rodeo, these events serve as a central feature in Vienna's strong sense of community. Many families point to these experiences as a key reason they chose to move to or remain in Vienna, while others return year after year, making these events a meaningful part of their own family traditions. Whether gathering neighbors, celebrating the seasons, or simply offering a space to connect, Vienna's special events continue to shape the town's character and bring people together in joyful, lasting ways.

Two of Vienna's largest events, *ViVa! Vienna!* and *Oktoberfest,* are hosted in partnership with local civic organizations. *ViVa! Vienna!* is presented by the Rotary Club of Vienna and held each Memorial Day weekend, celebrating community, honoring service, and supporting charitable and educational causes through funds raised during the event. *Oktoberfest*, organized by the Vienna Business Association, transforms the town into a lively hub of entertainment each fall with live music on multiple stages, beer and wine gardens, children's activities, an artisan market, and themed expos. Both events attract thousands of visitors from across the region and exemplify the collaborative spirit that makes Vienna's event culture so vibrant and successful.

Alternative Recreation & Fitness Providers

Private Recreational Facilities

A variety of private recreational facilities are located within the Town of Vienna and contribute to the overall recreational landscape. Notably, Westwood Country Club, situated in the northeast section of Town adjacent to Maple Avenue, offers full country club amenities, including an 18-hole golf course, tennis facilities, and a swimming pool.

In the southwest quadrant of town, two seasonal, membership-based recreation clubs—Vienna Woods Swim and Tennis Club and Vienna Aquatic Club—serve local residents. Additionally, George C. Yeonas Park, a privately owned facility operated by Vienna Little League and located adjacent to Southside Park, includes three ballfields and is slated for future renovations.

Health and wellness services are also widely available through private businesses throughout Vienna, including gyms, yoga and Pilates studios, and boutique fitness providers. These businesses complement the Town's public offerings by providing flexible, specialized fitness and wellness opportunities.

Other Public Parks and Recreational Facilities

Although not located in the Town, four major parks and recreational facilities operated by the Fairfax County Park Authority (FCPA) are readily accessible to Vienna residents. In addition to the co-management of Peterson Lane Park with FCPA, the closest of these is Nottoway Park, which adjoins the Town along the southwestern edge and offers tennis courts, ball fields, walking trails, picnic facilities, and an historic community house. FCPA also operates Oakmont and Spring Hill Recreation Centers, in Oakton and McLean respectively, which provide full indoor recreational, fitness, and aquatic opportunities as well as outdoor athletic amenities. Meadowlark Gardens, managed by NOVA Parks, on Beulah Road northeast of the Town, provides 95 acres of natural and manicured gardens and fields, a visitor center, and walking trails.

Washington & Old Dominion Railroad Regional Park

The Washington & Old Dominion Railroad Regional Park, operated by NOVA Parks, follows the route of the former W&OD railroad, which ceased operations in 1968. Constructed in segments between 1974 and 1988, the paved multi-use trail now spans 45 miles across Northern Virginia. It accommodates walking, running, cycling, skating, and horseback riding. The portion of the W&OD Trail that passes through Vienna is approximately two miles long and traverses the Town's southeast and northeast quadrants. The trail serves as both a recreational amenity and a transportation corridor, linking Vienna to surrounding communities and regional parks. It also runs within an easement for Dominion Energy's high-voltage power lines, which coexist with the trail through a long-standing agreement between Dominion Energy and NOVA Parks.

Addressing Gaps and Future Opportunities

Despite strong community support and high-quality offerings, some gaps remain in walkable access to parks and the availability of certain recreational amenities. These gaps are addressed as part of the Parks & Recreation Master Plan and are periodically evaluated through a community needs assessment. The Master Plan identified service shortfalls, particularly in the northwest and southeast quadrants of Town, in areas such as paved trails, outdoor fitness stations, and inclusive play spaces, guiding future investment priorities.

The Town continues to explore opportunities to expand park access in underserved neighborhoods and to adapt facilities and programming to evolving community needs through a variety of partnerships and outreach.

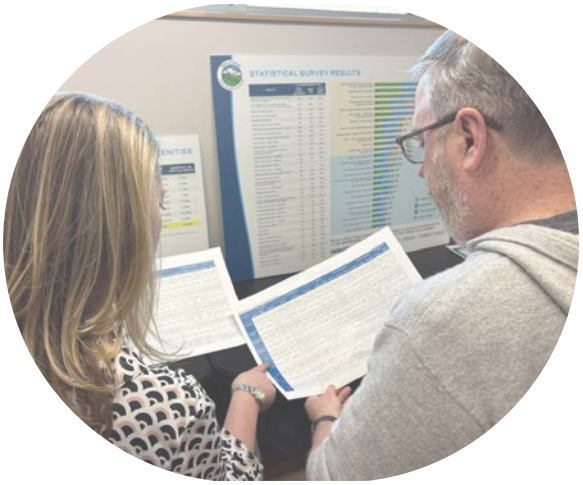
Future efforts will consider small-scale land acquisition, strategic redevelopment of existing properties, and partnerships with public and private organizations to increase access and enhance offerings.

Community Engagement and Planning

The development of *Our Plan to Play* Parks and Recreation Master Plan included extensive public input through surveys, workshops, and stakeholder discussions. This engagement confirmed broad satisfaction with existing programming and strong interest in maintaining existing facilities through regular maintenance and upgrades, expanded walking and biking options, and continued stewardship of green space. The Plan also identified the importance of improving outreach, marketing, and communication as key components of strengthening community engagement.

The Town will continue to formalize and expand strategic partnerships with schools, regional agencies, nonprofits, and private entities to broaden the impact of parks and recreation. Written agreements and shared programming initiatives will be used to strengthen collaboration. Additionally, Vienna will continue to track participation and satisfaction metrics to evaluate the effectiveness of public engagement efforts and ensure community voices are reflected in decision-making. As the Town seeks to expand community engagement efforts, implementation of recommendations may require additional staffing or funding for contracted services to support either the Public Information Office or the Department of Parks & Recreation.

Moving forward, the Town is committed to ongoing dialogue with residents to ensure that parks and recreation investments reflect community priorities and support a high quality of life for all.



Maintenance & Natural Resource Management

A well-maintained park system enhances community well-being and reflects Vienna's commitment to environmental stewardship. Through proactive strategies, sustainable landscaping, and a focus on tree canopy restoration and preservation, the Town fosters resilient and attractive green spaces that benefit both people and nature.

Routine maintenance ensures that playgrounds, trails, fields, and infrastructure remain safe and welcoming. The Town incorporates sustainable practices such as energy-efficient lighting and smart irrigation systems, and partners with local organizations and volunteers on beautification efforts.

Horticulture efforts emphasize native and adaptive species that require less water and promote biodiversity. Landscaping is guided by sustainability principles, including organic and integrated pest management techniques. These efforts also include the removal of invasive species to support the health of native ecosystems. Community-driven efforts such as pollinator gardens and shared gardening spaces encourage public participation in creating and caring for these environments.

Vienna also prioritizes tree canopy preservation as a vital part of its urban ecology. The Town maintains a comprehensive inventory of trees on public property and follows best practices for planting, pruning, and maintenance. Initiatives like school-based tree plantings and neighborhood greening projects support education and engagement while expanding coverage. Since the previous Comprehensive Plan, the Town has developed a new area of service through the establishment of Urban Forestry & Tree Canopy Preservation within the Parks Maintenance Division of the Department of Parks and Recreation. This function is focused on both preserving and expanding Vienna's tree canopy. In 2024, the Town passed a new Tree Conservation Ordinance to codify the Town's goal of preserving and enhancing the tree canopy.

Looking ahead, the Town will continue to advance its sustainability goals through preventative and seasonal maintenance plans, planting programs, preservation requirements for new development, and by establishing an Urban Forest Management Plan and a Natural Resources Management Plan. Public involvement, educational workshops, and ongoing grant and partnership funding will help sustain these efforts. An efficiency study conducted during the summer of 2025 should be used to help guide future resource allocation as this service continues to develop and expand.

By investing in maintenance, landscaping, and urban forestry, Vienna will ensure that its parks remain beautiful, accessible, and ecologically resilient for future generations.

Goals, Policies, and Strategies

Goal 1: Maintain and enhance parks, facilities, and services with a focus on long-term sustainability and accessibility.

A well-maintained and accessible park system supports the Town's vision of a healthy, vibrant community. The Town will prioritize sustainable investments and the resources to support them, while also enhancing connectivity to improve the quality and usability of its parks and facilities.

Policy 1.1: Implement the Parks & Recreation Master Plan.

The Parks Master Plan is intended to be implemented through 2035 with annual work plans, as outlined in the implementation section of the plan.

Strategy 1.1.1: Strategically select existing or proposed properties for expanding access to greenspace and recreational opportunities by considering existing service levels to prioritize unmet needs. Develop unclassified properties owned by the Town that are deemed appropriate for passive or active recreation, or support access to nature. If resources are available, acquire land in underserved areas.

Strategy 1.1.2: Prioritize physical improvements to parks by upgrading outdated amenities, improving accessibility, and addressing safety needs identified through inspections and community input.

Strategy 1.1.3: Periodically use needs assessments and track local, regional, and national trends to update the Parks and Recreation Master Plan at regular intervals. Updates should reflect changing community needs, demographic shifts, emerging recreational trends, and available resources.

Policy 1.2: Improve multi-modal connectivity.

Strategy 1.2.1: Develop a plan for expanding sidewalks, trails, and bike paths that prioritize improving connections to or between parks and recreational facilities.

Strategy 1.2.2: Encourage broader public use through publicly accessible maps of parks, facilities, and trails and branded wayfinding signage to facilitate navigation for all users.

Policy 1.3: Strengthen facility upgrades and maintenance.

Strategy 1.3.1: Continue conducting regular inspections of parks and recreation facilities using industry best practices to support safe, accessible, and welcoming environments for all users.

Strategy 1.3.2: Plan and implement long-term facility investments, including major renovations and new development projects that respond to evolving recreational needs and support universal access.

Strategy 1.3.3: Establish design standards for parks and recreational facilities and amenities that integrate principles of universal design.

Goal 2: Support a healthy, engaged, and connected community through diverse programs and events by leveraging partnerships, including with Fairfax County, community organizations, and private entities, to guide planning, policy, and investment decisions.

Diverse programs and events bring the community together and improve public health outcomes. Strong partnerships and robust community engagement ensure that parks and recreation initiatives are inclusive, forward-thinking, and responsive to community needs. Vienna will continue to prioritize accessible, inclusive programming, spaces, and amenities to meet the needs of all residents through regular collaboration, coordination, and resident driven feedback. Per the Master Plan, any expansion of programming or event offerings should be carefully balanced with existing resources and may require additional staffing or contracted support to ensure sustainability.

Policy 2.1: Expand and formalize strategic partnerships.

Strategy 2.1.1: Regularly evaluate agreements and partnerships for the effectiveness and benefit of all parties.

Strategy 2.1.2: Continue to utilize partnerships with organizations and regional authorities to develop collaborative opportunities, shared services, volunteer opportunities, and programs in public spaces (e.g., Arts in the Park, environmental workshops, or hiking clubs).

Strategy 2.1.3: Collaborate with regional tourism and business associations to cross-market programs, events, and Vienna's parks and recreation system.

Policy 2.2: Advance inclusive access and community representation.

Ensure that parks and recreation planning, programming, and facility development reflect the variety of needs, interests, and lived experiences of Vienna's residents—now and in the future—by fostering equitable access, removing barriers to participation, and creating welcoming spaces for all.

Strategy 2.2.1: Continue to formalize mechanisms for gathering community input, particularly from individuals with disabilities, seniors, veterans, accessibility advocates, and historically underserved or underrepresented groups, during the planning and design phases of Capital Improvement Program (CIP) projects to inform inclusive, accessible facility development.

Goal 3: Advance environmental sustainability and resilience through parks and recreation.

Parks and recreation spaces play a vital role in supporting Vienna's environmental health. The Town will incorporate sustainable design, maintenance practices, and green infrastructure to reduce environmental impacts, enhance biodiversity, and build long-term community resilience.

Policy 3.1: Continue to integrate green infrastructure and expand natural habitats within parks to support native species, enhance biodiversity, and provide residents with greater access to nature.

Strategy 3.1.1: Expand the use of green infrastructure, such as native plantings, rain gardens, and sustainable landscaping, in park designs to create a more resilient natural environment that will benefit future generations.

Strategy 3.1.2: Continue to utilize town-owned properties and rights-of-way to increase the Town's tree canopy and maintain green spaces that enhance air quality and biodiversity.

Strategy 3.1.3: Integrate environmental design practices across all capital projects.

Policy 3.2: Reduce the environmental impact of Parks and Recreational facilities.

Strategy 3.2.1: Promote environmental stewardship by implementing sustainable landscaping and turf maintenance practices.

Strategy 3.2.2: Continue to implement sustainable practices, such as recycling, composting, energy and water conservation, and reducing single-use materials, to operations, facilities, events, and applicable programs and activities.

Policy 3.3: Support natural resource and urban forest management.

Proactively steward Vienna's natural resources and urban tree canopy by implementing and updating the Town's Natural Resources Management Plan and create and implement an Urban Forest Management Plan, while ensuring alignment with parks and recreation priorities.

Strategy 3.3.1: Support development of a Natural Resources Management Plan in coordination with relevant boards or commissions.

Strategy 3.3.2: Identify and pursue alternative funding and partnerships that support invasive species removal, tree canopy expansion or preservation, native habitat restoration, and climate resilience goals.

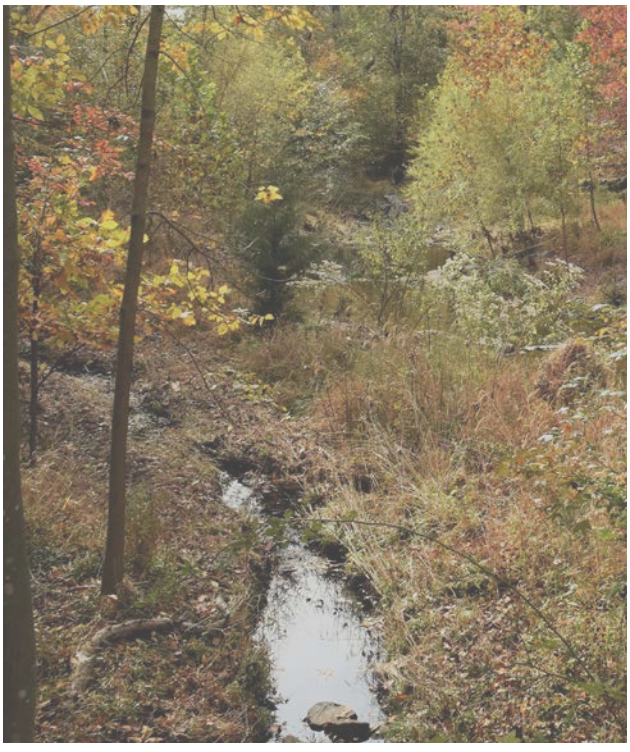
ENVIRONMENT AND SUSTAINABILITY

Vision

The Town of Vienna strives to be a community where residents and other members of the community can achieve a sustainable lifestyle that preserves the natural environment, conserves finite resources, and supports resiliency for future generations. Vienna recognizes its role in helping improve air quality and promoting energy efficiency and sustainable practices, all of which contribute to a healthier and more vibrant community.

Goals

1. Preserve and enhance the Town's natural environment.
2. Reduce sources of pollution and excess energy use within the Town.
3. Serve as a model for small communities in environmentally friendly, sustainable, and resilient operations.
4. Engage and empower the community to achieve goals for environment and sustainability.



Introduction

The Environment and Sustainability chapter of the Comprehensive Plan outlines the Town's commitment to protecting natural resources, reducing pollution, promoting energy efficiency, and building a resilient community for future generations. This chapter sets forth a vision for sustainability and provides a framework of goals, policies, and strategies to guide Town operations, development, and community engagement.

Vienna recognizes its responsibility to preserve its green and open spaces, enhance tree canopy, improve water and air quality, and address the impacts of future weather events. The chapter also highlights the importance of community-wide education, regional collaboration, and innovation to support environmental stewardship.

By investing in sustainable infrastructure, encouraging environmentally conscious choices, and prioritizing resiliency in planning and decision-making, Vienna aims to serve as a model for other small jurisdictions.

Environment

The Town of Vienna is located within the Virginia Piedmont region of gently rolling hills, just west of the fall line separating the coastal plain from the Blue Ridge Mountains. The Town is situated approximately five miles from the closest point of the Potomac River, northeast of Vienna.

Private development consists primarily of low-density residential neighborhoods with single-family detached homes. During the past decade, many lots with older homes have been redeveloped with newer and larger houses, resulting in the loss of many mature trees, reducing the Town's overall tree canopy, and increasing the amount of impervious surface in the Town. More-dense housing types have also been developed, especially in areas between the Maple Avenue corridor and single-family neighborhoods. These developments also tend to reduce tree canopy, at least in the short run until new trees grow to full maturity.

Landscaping along the Maple Avenue commercial/mixed-use corridor is sporadic, though recent investments have enhanced its visual appeal. On the whole, there is relatively little tree cover or other green areas within private developments, resulting in a majority of the corridor having impervious surfaces. A similar situation exists in the light-industrial area along Mill Street NE and Dominion Road NE. Though no comparable investments in landscaping have been made in this area, the W&OD Trail that runs between Mill and Dominion offers some trees and plants in its open spaces, despite Dominion Energy's recent removal of a significant number of trees along the corridor.

Some natural settings remain, primarily in parks and along stream valleys; however, these areas often include non-native invasive species or need interventions to improve waterflow and reduce erosion. Wildwood, Southside, and Northside parks are all heavily wooded and follow stream valley corridors.

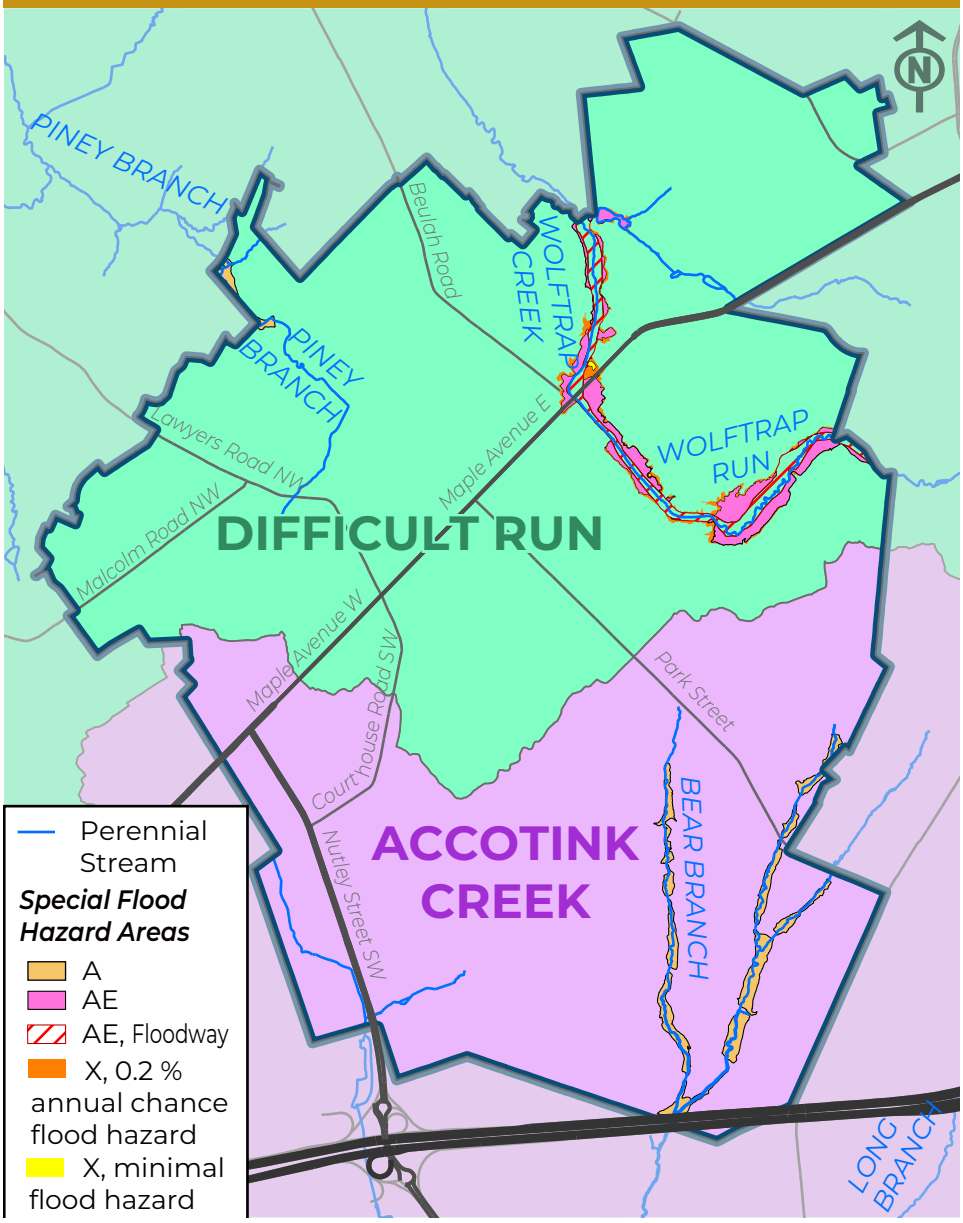
Watersheds

Several separate watersheds pass through the Town. Wolftrap Creek, a tributary of Difficult Run, runs north through the eastern portion of the Town. Piney Branch begins near Mill Street NE and flows north into Difficult Run. Bear Branch, a tributary of Accotink Creek, flows south from the southwest part of the Town. Hunters Branch has its origins near Moorefield Park and flows south into Accotink Creek.

Floodplains

Floodplains are located within three of the Town's four quadrants. They flank the streams of Bear Branch in the southwest quadrant and Piney Branch in the northeast quadrant. Floodplains are also present along Wolftrap Creek and along a section of Piney Branch within Northside Park in the eastern half of Town. Many lots abutting these floodplains are prone to flooding.

MAP 8.1: WATERSHEDS & FLOODPLAINS



The Floodplain Ordinance (Chapter 18.1 of the Town of Vienna Code of Ordinances) restricts new construction and redevelopment of old structures from taking place in delineated flood plains. Because the ordinance imposes land use controls on development, residents are eligible for participation in the Federal Flood Insurance program administered by the Federal Emergency Management Agency (FEMA). Affected property owners within a Special Flood Hazard Area also are eligible for lower insurance rates through the Town's participation in FEMA's Community Rating System. The Town's efforts under this program include distributing information on the Town's website regarding the National Flood Insurance Program (NFIP) and guidance on how to protect people and property from flooding.

Chesapeake Bay Preservation Areas

The Chesapeake Bay Preservation Act ("Bay Act") requires that the Town implement land use regulations to mitigate nonpoint source pollution and protect the quality of streams and tributaries flowing into the Chesapeake Bay. The Bay Act establishes two levels of land use control to protect water quality: Resource Protection Areas (RPAs) and Resource Management Areas (RMAs).

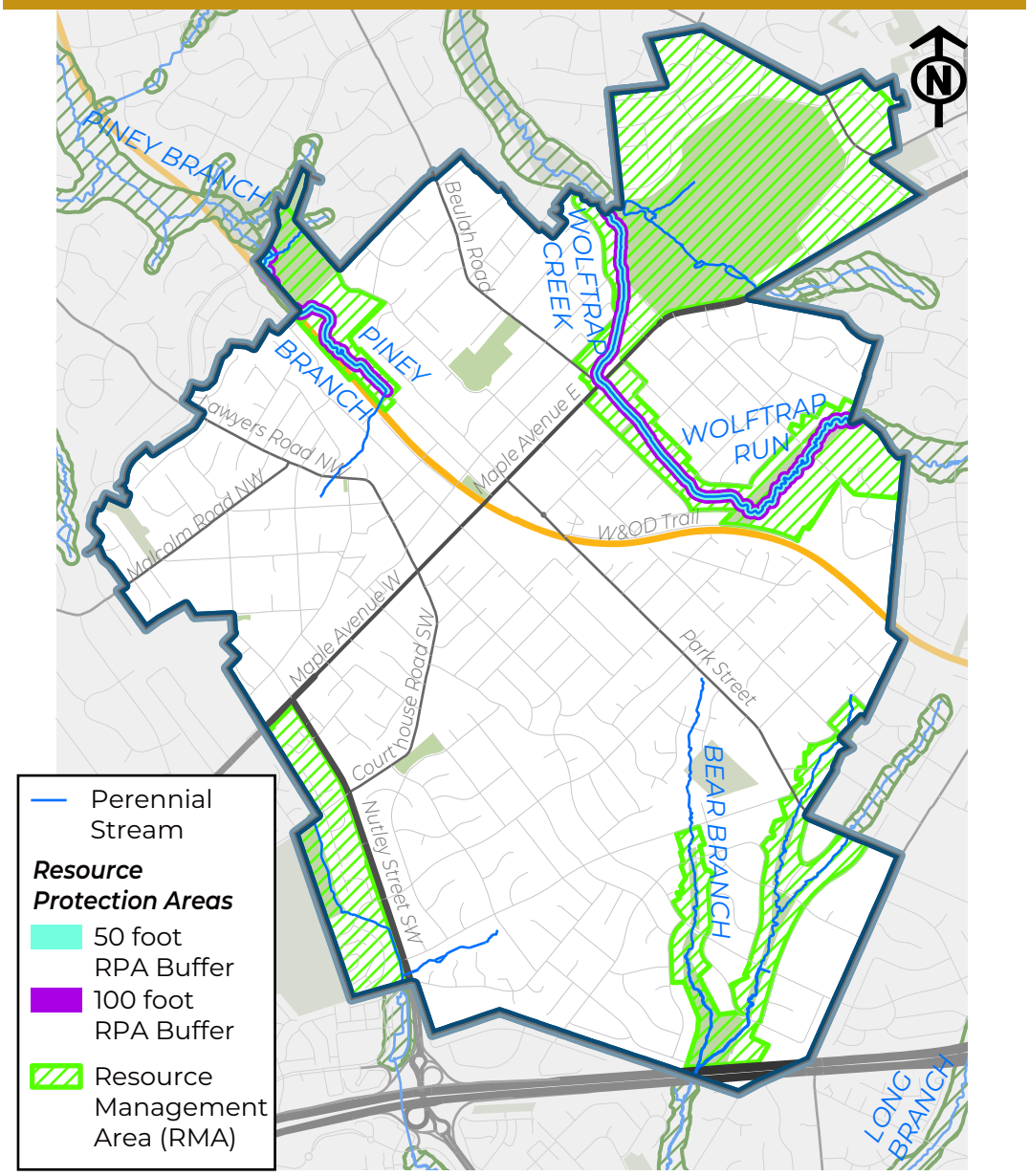
Resource Protection Areas

RPAs are 100-foot buffer areas adjacent to and along both sides of perennial streams. RPAs are subject to strict land use controls, as these areas are required to remain free of construction activities except under very restricted conditions.

Resource Management Areas

RMAs are designated in areas that have potential for contributing to significant water quality degradation through pollution runoff in the natural drainage system. These areas include floodplains and intermittent streams, and lands with sensitive soil conditions, such as hydric or highly erodible soils and soils with high water tables.

MAP 8.2: CHESAPEAKE BAY PRESERVATION AREAS



Climate

Vienna's climate is classified as "Cfa" by the Köppen climate classification. Cfa climates are characterized as humid subtropical climates with long and hot summers and cool-to-mild winters. If climate trends continue, it is likely that the Town will experience an increased number of hot days each year. Further, as ocean water evaporation increases, it is likely that there will be an increased number of high-precipitation events.

Trees and Landscaping

Having been recognized as a Tree City USA every year since 2001, the Town has long recognized the contribution of trees and landscaping as community assets and natural resources that need to be protected. However, between 2011 and 2021, extensive redevelopment led to a decline in Vienna's overall tree canopy of 13% percentage points. In some residential neighborhoods, the losses were even higher.

In 2023, the Town's Conservation and Sustainability Commission (CSC) presented a report that explored ways that the Town could better preserve and manage its tree canopy. This report recommended both major and minor changes to help Vienna retain, replace, and add trees. In addition, the Town commissioned an Urban Tree Canopy Assessment, completed in 2022, and a street tree inventory, completed in 2023, that targeted tree species and planting locations that would help rebuild the lost canopy, culminating in the Town's Green Streets Project.

To put these studies into action, in 2024 the Town adopted an alternative approach available under Virginia law to regulating tree canopy during redevelopment. Vienna established new regulations under the Virginia Tree Conservation Code, as Chapter 17 of the Town Code; formed the Tree Advocacy Committee (TAC); and updated its Tree Preservation and Planting Guide, which is tied to the new code provisions and provides guidance and requirements regarding tree planting, canopy, and preservation.

Together, these provisions provide more incentives to developers to preserve existing trees and plant trees that are native to the region. Vienna's Town Council has consistently indicated a desire to adopt even stricter requirements to protect and enhance the Town's tree canopy. While Virginia law limits the Town's flexibility in certain aspects, the TAC will recommend options for the Town to consider, not only with respect to preservation but also planting initiatives., but current Virginia law limits the Town's flexibility in this area. The TAC also intends to influence private actions on private land through outreach, advocacy, and education to overcome any lack of regulatory flexibility the Town may have under Virginia law.

Pollutant Identification and Reduction

Water Pollution

Water pollution can come from two main sources: point sources and nonpoint sources. A point source is a single identifiable origin of pollution, such as a leaking gasoline tank or discharge from a wastewater treatment plant. Nonpoint sources are more diffuse and typically result from various land use activities across urban and rural landscapes.

Point Sources of Potential Pollution

Two commercial car washes are located within the Town, both of which are required to manage and recycle their wash wastewater on-site. Vienna also has several commercial gasoline stations with underground storage tanks and two municipal fueling stations with above-ground tanks. All gasoline stations are required to inspect their underground storage tanks and ensure compliance with applicable state and federal standards. There have been no reported leaks from underground storage tanks in the Town within the last fifteen years. If leaks are reported or suspected, the Town works with the Virginia Department of Health to investigate the situation and, when necessary, requires full on-site remediation systems including groundwater/free-product recovery wells, granular activated carbon systems, and/or monitoring wells.

Other potential water pollution sources include leaching trash dumpsters, improperly stored refuse, auto repair shops, and the pickup and disposal of hazardous waste. These situations are prohibited by the Town's Refuse Storage, Collection and Disposal Ordinance and are enforced by Town staff. The Town has no landfills or dumps, though the Town's Department of Public Works maintains its road salt supply under cover at the Northside Property Yard. Stormwater management at that site prevents downstream pollution from the stored road salt. In the past, the Town instituted stormwater management measures to filter run-off at the Beulah Road mulch site, though the Town no longer processes mulch at that location. The Town of Vienna has also recently implemented water quality improvements at the Northside Property Yard including secondary containment for the salt brine storage tanks and a canopy over existing exposed storage stockpiles.

Business sites that produce wastewater with potentially polluting substances are tightly regulated. Wastewater discharge forms, required for every new business application, are designed to identify regulated substances from commercial and industrial sites discharged into the Town's sanitary sewer system and, ultimately, into the regional treatment plants. A business or industry that generates wastewater with a regulated substance is required to design and implement a plan to treat the wastewater consistent with the National Categorical Pretreatment Standards, adopted by reference in the Town Code. In the absence of a Town-approved treatment system the business would be precluded from discharging into the Town's sanitary sewer system.

Nonpoint Sources of Potential Pollution

The Town also strives to prevent nonpoint source water pollution. Vienna has instituted requirements and programs to prevent pollution of surface water and ground water. The Town Code prohibits the deposit of any substance or material, including leaves, in any storm drainage facility (including gutters, ditches, and water courses) that would lead to

water pollution. To encourage proper materials disposal and prevent additional nonpoint source water pollution, the Town collects yard debris, leaves, and automobile waste (including used motor oil, antifreeze, and batteries). Fairfax County maintains a collection center for other hazardous waste, including pesticides, fertilizers, and paints.

The Town has 50 underground stormwater management/detention systems used to control the quantity and quality of stormwater flow. During a storm event the water is detained underground and held for slow release. This detention process results in the settlement of particles and pollutants that can be regularly cleaned out by the Town's Department of Public Works.

There are also privately owned and maintained stormwater systems throughout the Town, most notably the retention/wet pond on the Navy Federal Credit Union campus in the southeastern quadrant of Town. The system was designed in 1995 in full compliance with the Bay Act. The system includes a Bentonite layer and vegetation for filtration of the retained stormwater and is regularly inspected by the Department of Public Works to ensure it is not leaking into the Town's streams. Navy Federal plans to enhance their current facilities with new environmental technologies.

Air Quality

Air quality improvements are coordinated on a regional level through the Metropolitan Washington Council of Governments. The Clean Air Act requires the U.S. EPA to set national air quality standards to reduce pollutants that can harm our health and environment. These national standards limit the concentrations of six pollutants: carbon monoxide, lead, nitrogen dioxide, ground-level ozone, particulate matter, and sulfur dioxide.

Federal standards have been adopted to regulate emissions from vehicles, power plants and other sources of greenhouse gases. The Virginia Clean Economy Act establishes renewable portfolio and energy efficiency standards. Virginia has joined the Regional Greenhouse Gas Initiative, a program to cap and reduce carbon emissions from the power sector in the eastern United States. Virginia also implements programs to reduce methane emissions and has joined the regional Transportation Climate Initiative to reduce carbon emissions from the transportation sector.

Our area has not consistently met EPA ground ozone standards, known as a "non-attainment area." Eighteen air quality monitors located throughout the Washington, D.C. region measure pollutant concentrations throughout the day. Three are in Fairfax County, and the closest sampling station (testing facility) to the Town is in Annandale.

Energy

Energy use is an essential component of residential life and commercial enterprise. The Town recognizes that reliable and affordable energy must be readily available for basic functions of homes, businesses, and their multiple (and ever-increasing) devices, but must be provided in an environmentally friendly manner to reduce air pollution and address future weather conditions. While the Town does not have its own utility for residents and businesses, it seeks to ensure that resilient sources of energy can be tapped, including traditional and renewable sources such as solar and geothermal.

State Goals

The Commonwealth of Virginia's 2022 Energy Plan focuses on the use of nuclear, natural gas, renewables, and new energy sources to satisfy the increasing energy needs of the Commonwealth. The Virginia Clean Economy Act establishes renewable portfolio and energy efficiency standards and promotes offshore wind and solar generation. Virginia has also joined two regional programs – the Regional Greenhouse Gas Initiative (RGGI) and the Transportation and Climate Initiative (TCI) – to reduce carbon emissions from the power and transportation sectors, respectively.

Town Facilities and Operations

In 2018, the CSC conducted an energy use and greenhouse gas inventory for Town facilities and operations using baseline data from 2016. The inventory calculated energy use and greenhouse gas emissions from electricity, natural gas and vehicle fleet fuel use. Streetlights, park lights and several town buildings were identified as the largest energy users with the highest energy cost to the Town. The cost of gasoline and diesel fuel for vehicles was also significant. As the inventory is out of date, either Public Works or the CSC should conduct an update in order to understand current energy usage and greenhouse gas emissions.

Residential and Commercial Changes

The nature of Vienna's single-family residential character is evolving from modest, mid-20th century homes to larger, multi-story homes. New multi-story homes have larger square footage and require increased heating and air conditioning, though the new homes are sometimes constructed with more efficient energy and water systems. There are also more townhomes, duplexes and other attached and multi-unit residential facilities.

Waste Disposal

Solid Waste Disposal

The Town offers curbside waste collection to all Town residences, once weekly Monday-Friday. (The Town does not collect waste at assisted living facilities, which are considered commercial establishments.) Waste collection includes household trash, yard waste (20 container maximum pickup limit per day; containers should not weigh more than 20 lbs.), brush, and bulk items in a pile no larger than 8' x 4' x 4'. Seasonal yard waste and plant collections occur in January, when Christmas trees can be collected via curbside collection, and in the late fall when vacuum trucks collect leaves swept to the curb. While the Town previously had a leaf mulch program wherein residents could obtain free leaf mulch, the program was permanently cancelled in 2023. Leaves are now temporarily stored at Public Works' Beulah Road facility and then hauled out of town for disposal.

The Town does not pick up household hazardous waste products, including but not limited to fluorescent light tubes, fuel tanks, insecticides, paints, oil, and solvents. These may be disposed of at the Fairfax County Transfer Station at 4618 West Ox Road.

Recycling

As with waste collection, the Town collects household recycling once weekly Monday-Friday in a single stream, meaning recyclable materials may be comingled. The Town does not offer glass recycling, but Fairfax County offers glass recycling bins at locations throughout the county for intake glass. The two closest bins for Town residents are at 431 Mill Street NE and at the Providence Community Center at 3001 Vaden Drive.

The Town also offers drop-off battery recycling for almost any size regular or rechargeable battery, including lithium-ion and single-use batteries. Residents may drop off batteries for recycling at either Town Hall or the Community Center for recycling during business hours. They can also bring their batteries, electronics, and scrap metals to the Northside Property Yard on Quarterly Recycling Days held every March, June, September, and December; or to either the Fairfax County I-66 or I-95 Transfer Station at any time.

Composting

After the successful Conservation and Sustainability Commission composting pilot initiative at the Vienna Farmer's Market in 2024 and 2025, the Town opened a permanent composting drop-off location on November 17, 2025, at the 400 block of Mill Street NE adjacent to the glass recycling bin. Residents are encouraged to drop off their food scraps and other composting materials to this location and support the Town's sustainability goals. Residents may also choose to dispose of their compostables at either the Fairfax County I-66 or I-95 Transfer Station, at any Fairfax County farmers market (excluding the Vienna Farmers Market)or through private companies that will pick up compost from residents' homes for a fee.

Resiliency and Sustainability

Resiliency refers to the capacity of a community to anticipate, prepare for, respond to, and recover from significant multi-hazard threats with minimal damage to social well-being, health, the economy, and the environment. Resiliency is essential for communities like Vienna to prepare for and adapt to expected and unexpected impacts of future weather conditions. These impacts include more frequent extreme weather events, such as droughts, floods, storms, and heat waves. Additional impacts include changes to wildlife and habitats, increases in mosquito and tick-borne diseases, and related human health impacts. The Town should integrate resiliency into its policies, planning, programs and infrastructure, while also seeking innovative approaches to reduce greenhouse gas emissions and promote energy efficiency and sustainability.

Sustainability is a way of living that allows communities to meet current needs without compromising the ability of future generations to meet their needs as well. Pursuing community sustainability is especially important because many natural resources are finite, and the local effects of a changing environment are becoming more evident. Vienna has embraced the goal of sustainability to protect our natural environment and conserve finite resources. The Town should continue to explore and adopt new and innovative approaches to lower emissions, increase energy efficiency, and support sustainable practices.

These environmental goals are closely connected to the Town's emergency preparedness and infrastructure efforts, as described in the Community Facilities and Infrastructure chapter. The Town works with Fairfax County and the Commonwealth of Virginia to plan for emergencies, keep essential services running, and communicate with residents during extreme weather and other hazards. By connecting sustainability with emergency planning, Vienna strengthens its ability to protect residents and recover quickly from future challenges.

Partnerships and Collaboration

The Town chartered the Conservation and Sustainability Commission (CSC) to guide efforts related to sustainability, conservation, and resiliency ; as well as the Tree Advocacy Committee (TAC) to guide efforts related to trees.. The CSC collaborates with Town Council, other boards and commissions, Town departments, and the broader community to achieve its mission. The Town also participates in sustainability initiatives at the state, county, and regional levels, including efforts such as Fairfax County's Community-Wide Energy and Climate Action Plan (CECAP), the Local Energy Alliance Program, Solarize Virginia, and the Wildlife Sanctuary Program.

Community Sustainability Programs and Events

Vienna works to increase public awareness of environmental issues through a variety of programs and events aimed at educating residents and businesses and encouraging sustainable practices.

Solarize Vienna

Launched in 2015, Solarize Vienna promotes solar installations for homes and businesses through bulk purchase discounts and partnerships with vetted solar installers. .Federal legislation eliminated the federal tax credit for solar energy improvements beginning January 1, 2026, though Fairfax County still waives fees for solar permit applications, and offers streamlined permitting and a five-year tax exemption on the value of installed solar energy equipment. Solarize Vienna has also partnered with installers for fixed pricing and installation of electric vehicle (EV) chargers, which allows participants to bundle solar and EV charger installation. Solarize Vienna is run by the Local Energy Alliance Program in partnership with the Northern Virginia Regional Commission.

Vienna Eco-Efficient Homes Initiative

The Vienna Eco-Efficient Homes Initiative is managed by the CSC and recognizes architects, remodelers, builders, renters and homeowners who incorporate energy conservation and efficiency into design and construction. Recognized actions include installing grid-connected solar panels or shingles; participation in Solarize Vienna; construction to meet an independent third-party certification program like LEED, Energy Star, NAHB's National Green Building Standard, Earth Craft House or Passive House; 70 or better score on the Home Energy Rating Scale for existing homes or 65 or better for new homes; installing advanced energy efficiency technologies such as geothermal heating/cooling or solar heat collectors; and taking steps to reduce total energy consumption and waste. This program was paused in October 2025 but the CSC plans to update and relaunch it in 2026 under new guidance.

Green Expo

The annual Green Expo, managed by the CSC, showcases local and regional examples of environmentally friendly products, services and practices and educates the public on how to live more sustainably. Exhibits focus on green landscaping ideas, composting, recycling, energy efficiency, solar power, water conservation, wildlife conservation and more. The expo also highlights winners of the annual student environmental creativity contest, where students submit artwork and essays in response to prompts about environmental sustainability.

Arbor Day Tree Plantings

Each year on the last Friday in April, the Town's Parks and Recreation Department and Tree Advocacy Committee hold tree planting events throughout the Town at different public sites. Elected officials, Town staff, scouting groups, and community members come together as volunteer tree planters to commemorate Arbor Day and the Town's commitment to increasing its tree canopy.

Thermal Cameras

Through the CSC, thermal cameras are available on loan for Town residents to identify hot and cold spots in their house caused by air leaks or poor insulation. These are some of the easiest home fixes to make, and these repairs have a direct financial benefit related to energy costs. The cameras attach to smartphones and take thermal photos of walls and around doors and windows. Two Android and two iPhone-compatible cameras are available for checkout at the Community Center.

Native Plants Sales and Tree Giveaway

Native plant sales, run by the CSC, are held in the spring and fall each year at the Community Center to make it easier for residents to acquire plants that are well-adapted to our area, require fewer resources, and enhance the population of pollinators and other beneficial insects and birds in the region. At the fall Tree Giveaway, the TAC offers bareroot seedlings in well-adapted native species for free to Town residents at the farmers market. Information on native plants and sustainable garden practices is also available during the sales and giveaways.

Goals, Policies, and Strategies

Goal 1: Preserve and enhance the Town's natural environment.

The Town is known for historically having a rich tree canopy; however, increased redevelopment over the past decade has reduced this canopy. It is vital that the Town uses its available tools to protect existing trees and encourage the planting of more trees in both public and private spaces. Encouraging planting and maintaining native, drought-resistant trees and other vegetation supports local biodiversity and ecosystems, provides food for pollinators, and contributes to the Town's beauty. In 2016, Vienna was also certified as a Community Wildlife Habitat by the National Wildlife Federation, recognizing its commitment to incorporating native plants into the community and gardening for wildlife.

Policy 1.1: Promote diverse native vegetation.

Strategy 1.1.1: During the development review process, support efforts to preserve and protect native habitat and vegetation.

Strategy 1.1.2: Continue to support collaborations between the Town and Fairfax County regarding stream valley enhancement that increase wildlife and aquatic habitat, increase groundwater recharge, stabilize stream flows, and decrease sedimentation.

Strategy 1.1.3: Increase Town plantings of native and drought-tolerant plants, shrubs and trees, including in rights-of-way and along roadways.

Strategy 1.1.4: Where appropriate and likely to be successful, encourage planting of native plants, shrubs, trees and pollinator gardens by residents and businesses.

Strategy 1.1.5: Under the auspices of the CSC, maintain Vienna's status as a Community Wildlife Habitat by promoting gardening for wildlife, offering native plant sales, and satisfying other recertification requirements.

Policy 1.2: Encourage the removal of harmful invasive species from publicly- and privately-owned land.

Strategy 1.2.1: Educate the public on how to identify invasive species and about the damage they cause.

Strategy 1.2.2: Adopt and promote policies encouraging the removal of invasive plants and trees.

Policy 1.3: Maintain and enhance the Town's tree canopy.

Strategy 1.3.1: Maintain, protect, and extend the mature tree canopy and green spaces by ensuring adequate funding in the Town budget to plant, maintain, and, as necessary, remove or replace trees in parks and public spaces.

Strategy 1.3.2: Enforce Vienna's Tree Conservation Ordinance during the redevelopment process, bolstering tree protection as permissible under Town and State law.

Strategy 1.3.3: Advocate to the Virginia State legislature for more flexibility to impose stricter tree-preservation and tree-planting requirements during the redevelopment process, with the goal of increasing the Town's tree canopy.

Strategy 1.3.4: Coordinate with NOVA Parks and other local jurisdictions to urge Dominion Energy to protect and replace the tree canopy along the W&OD Trail.

Strategy 1.3.5: Continue commitment to the Town's Tree City USA designation.

Strategy 1.3.6: Educate residents, businesses and developers about the economic and environmental value of preserving trees through existing and new Town programs.

Strategy 1.3.7: Prepare an Urban Forest Management Plan to provide goals, policies, and strategies to protect, enhance, expand, and preserve public trees and the tree canopy for the benefit of the community.

Strategy 1.3.8: Consider creating a heritage tree ordinance to protect trees of a certain size, species, and/or other qualities as appropriate.

Goal 2: Reduce sources of pollution within the Town.

Pollution creates both human health and environmental hazards, contributes to severe weather events, and reduces the attractiveness of a community. Mitigating pollution to the greatest extent possible is critical to keeping Vienna a community of choice both today and in the future.

Policy 2.1: Protect and preserve water resources and improve water quality.

Strategy 2.1.1: Adopt and promote policies encouraging residents, businesses and Town staff to reduce use of lawn chemicals and pesticides that result in polluted stormwater runoff.

Strategy 2.1.2: Adopt and promote policies encouraging residents, businesses, and Town staff to conserve water and use water-efficient products.

Strategy 2.1.3: Support collaborations between the Town and Fairfax County on stream restoration and enhancement projects that improve wildlife and aquatic habitat, increase groundwater recharge, stabilize stream flows, and decrease sedimentation.

Policy 2.2: Maintain effective stormwater management practices.

Strategy 2.2.1: Adopt policies reducing the amount of impervious surface in Town.

Strategy 2.2.2: Promote using permeable pavers and advanced rainwater collection surfaces for parking lots and sidewalks.

Strategy 2.2.3: Implement stormwater programs, policies and ordinances that meet or exceed state and federally mandated stormwater and Chesapeake Bay protection requirements.

Strategy 2.2.4: Enforce the Town's stormwater management regulations, erosion, and sedimentation control requirements, and Chesapeake Bay Preservation Act ordinance.

Strategy 2.2.5: Encourage tree preservation and planting, especially through the use of native landscaping, as a means of stormwater management and erosion control.

Strategy 2.2.6: Improve public and private stormwater infrastructure on an as-needed basis.

Strategy 2.2.7: Encourage use of rain barrels and rain gardens for residential stormwater collection, and the use of mulch to slow and absorb runoff.

Policy 2.3: Protect air quality by reducing emissions that are harmful to human health and the environment.

Strategy 2.3.1: Adopt and promote policies encouraging residents, business and Town staff to reduce energy use, purchase energy-efficient products, and use low-pollution transportation options.

Strategy 2.3.2: Reduce single-use occupancy vehicle travel by promoting transit and bicycle use; enhancing sidewalks, trails and pathways around Town; and establishing opportunities for visitors to park once and walk to multiple destinations.

Strategy 2.3.3: Conduct an inventory of new energy uses and greenhouse gasses inventory, managed by Public works and/or the CSC, and take steps to reduce energy use and greenhouse gas emissions at sources identified in the inventory.

Strategy 2.3.4: Continue to seek grants under the Congestion Mitigation for Air Quality (CMAQ) program for projects that reduce criteria air pollutants regulated from transportation-related sources.

Strategy 2.3.5: Encourage the installation of electric vehicle charging stations to promote the expanded use of electric vehicles.

Strategy 2.3.6: Implement new traffic signal system and signal timing strategies that reduce stops leading to increased vehicle emissions.

Strategy 2.3.7: Encourage residents and businesses to switch to electric-powered landscape equipment.

Policy 2.4: Identify and encourage means of reducing energy consumed through traditional sources.

Strategy 2.4.1: Promote solar panel installation, particularly through programs such as Solarize Vienna, as well as energy efficient products and upgrades in new construction, renovations, and remodels.

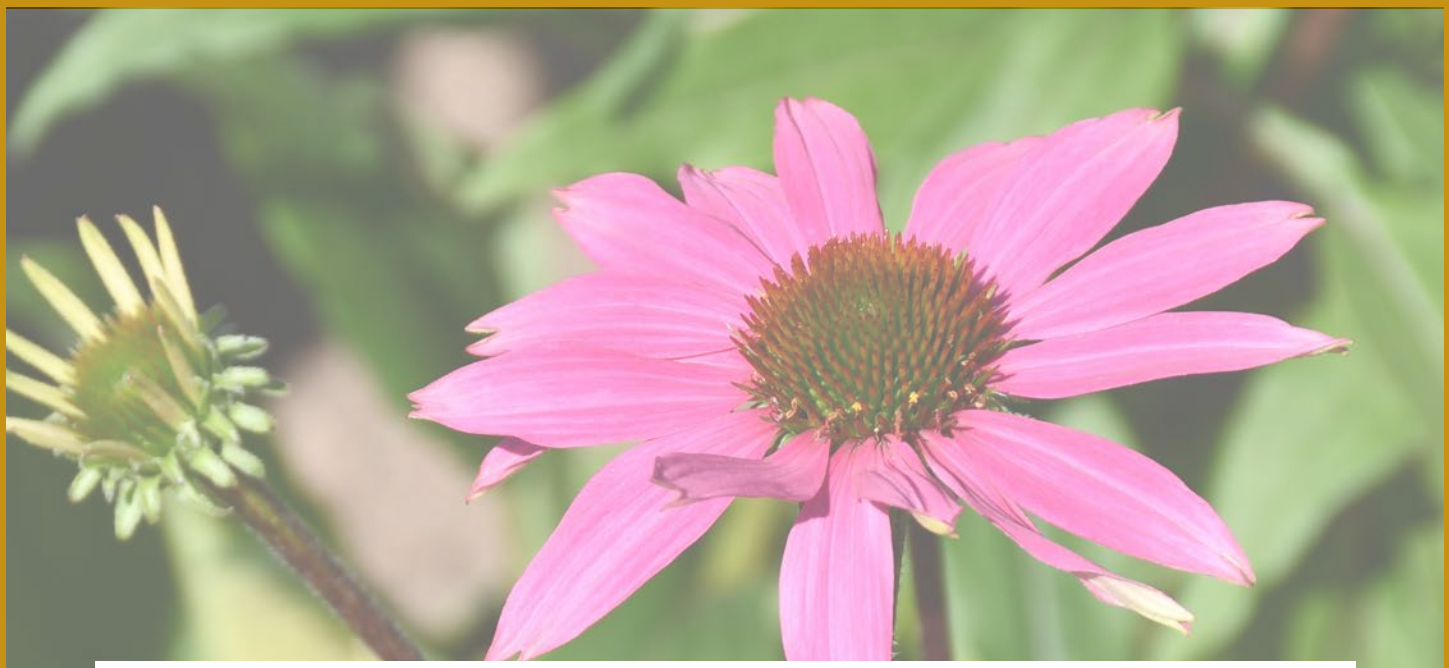
Strategy 2.4.2: Encourage businesses to reduce their energy consumption through LEED, ENERGY STAR, the Commercial PACE (Property Assessed Clean Energy) program in Virginia, and other relevant certification programs.

Policy 2.5: Encourage reduction and proper disposal of household and commercial waste.

Strategy 2.5.1: Maintain the Town's robust recycling program and develop strategies to increase recycling and reduce the amount of waste generated by residents, businesses and the Town.

Strategy 2.5.2: Engage in education efforts to promote the new Town composting drop-off site; and engage in efforts to encourage composting at home, at the Town or County composting drop-off sites, or through private companies.

Strategy 2.5.3: Educate community members about how to recycle properly so that unacceptable trash doesn't enter the recycling stream and negate recycling efforts. .



Goal 3: Serve as a model for small communities in environmentally friendly, sustainable, and resilient operations.

Though Vienna may not have the same resources as larger jurisdictions, it can be a leader in how smaller jurisdictions use available resources to make decisions and changes that positively impact the environment and prepare for a future increasingly impacted by severe weather events. Through taking energy-conserving and sustainable action with Town purchasing, operations, and policies, it demonstrates the behavior it wishes to encourage and provides both the encouragement and the structure for others within the Town to do the same.

Policy 3.1: Invest in environmentally friendly, resilient, and sustainable upgrades within the Town's facilities and utilities.

Strategy 3.1.1: Continue to make environmentally responsible, energy-saving renovations and upgrades at Town facilities.

Strategy 3.1.2: Continue to coordinate with Fairfax County and other partners on environmentally friendly updates to facilities and infrastructure that are not Town-owned.

Strategy 3.1.3: Require the adoption and implementation of cutting-edge green building practices for design, construction and operations of new and renovated Town facilities, and revise Town procurement policies to require purchase of Energy Star or other energy-efficient products and equipment.

Strategy 3.1.4: Invest in a Town fleet that includes low-emission and alternative fuel vehicles and install electric vehicle charging infrastructure in Town.

Policy 3.2: Develop, implement, and maintain sustainability initiatives, policies, and programs that meet the needs of the Town's current and future citizens and businesses.

Strategy 3.2.1: Monitor existing programs' efficiency and effectiveness; improving, modifying, or eliminating as needed to best suit the Town's needs and take advantage of new research and technologies pertaining to sustainability.

Strategy 3.2.2: Identify, develop, and/or promote programs so all residents and businesses can benefit from energy efficient improvements that save money on utility bills, regardless of income level.

Strategy 3.2.3: Consider future weather conditions, energy use, and the environment when making land use and zoning decisions.

Policy 3.3: Encourage green building strategies in new construction and renovations.

Strategy 3.3.1: Promote the adoption of third-party certified energy efficiency programs for new residential and commercial construction and major renovations in Town.

Strategy 3.3.2: Adopt policies and programs and utilize incentives to educate and encourage homeowners, homebuilders, and contractors to prioritize sustainable choices when renovating or constructing homes or commercial buildings.

Strategy 3.3.3: Advocate that Fairfax County adopt standards that incorporate sustainability standards in its building code for all new construction and renovation.

Policy 3.4: Develop and maintain a resiliency plan that addresses the effects of future weather conditions.

Strategy 3.4.1: Assess and update emergency plans for extreme weather events.

Strategy 3.4.2: Ensure that stormwater management practices are up-to-date and account for increases in flooding events, including through the use of native landscaping as a means to mitigate flooding.

Strategy 3.4.3: Work with regional and state agencies in combating the spread of vector-borne diseases that may be exacerbated by future weather conditions.

Goal 4: Engage and empower the community to achieve community goals for environment and sustainability.

Vienna residents are engaged in their community and understand that the decisions we make today impact future generations. By encouraging greater participation in environmental and sustainability events and programs and by recognizing those who commit to environmentally friendly and sustainable ways of life, the Town, residents, businesses, institutions and the environment all benefit.

Policy 4.1: Increase public awareness and education on environmental issues and sustainability.

Strategy 4.1.1: Expand public outreach through Town communication channels (e.g., newsletter, website, and social media) to share tips, resources, and event information related to sustainability.

Strategy 4.1.2: Develop and distribute seasonal guides (e.g., "Sustainable Spring," "Eco-Friendly Fall") highlighting timely actions residents and businesses can take.

Strategy 4.1.3: Partner with schools, libraries, and community organizations to offer sustainability workshops, speakers, and student projects.

Strategy 4.1.4: Continue and enhance annual community events like the Green Expo, native plant sales, and student environmental creativity contest.

Policy 4.2: Encourage hands-on resident participation in sustainability programs.

Strategy 4.2.1: Expand volunteer opportunities such as tree planting days, stream cleanups, invasive species removal, and garden builds.

Strategy 4.2.2: Launch a "Sustainability Ambassador" program to train and empower residents to lead initiatives in their neighborhoods or civic associations.

Strategy 4.2.3: Provide toolkits for schools and civic groups to host their own green events and projects.

Policy 4.3: Recognize and incentivize community sustainability leadership.

Strategy 4.3.1: Publicly recognize residents, students, businesses, and organizations that demonstrate leadership in sustainability through awards, spotlights, or Town Council recognition.

Strategy 4.3.2: Provide mini-grants or in-kind support for neighborhood-scale environmental projects (e.g., rain gardens, pollinator habitats, composting initiatives).

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IMPLEMENTATION

To accomplish the aims of the Comprehensive Plan over time, it will be crucial to monitor and track implementation of the many goals, policies, and strategies that provide direction for the town by virtue of the plan's adoption by the Town Council. This plan strongly encourages that an early implementation step must be to develop an implementation tool for such monitoring and tracking.

An Implementation Guide has been developed to accompany this Comprehensive Plan during plan development. This guide is in tabular form and includes the goals, policies, and strategies within chapters 3 through 8 of the Comprehensive Plan, which are: 3) Land Use, 4) Economic Development, 5) Transportation, 6) Community Facilities and Infrastructure, 7) Parks and Recreation, and 8) Environment and Sustainability. It also identifies the Town department that will lead each implementation process, the target completion timeframe for which the strategies are expected to be implemented, and updates that have been made in accomplishing the strategies (including whether a strategy has been completed).

This Implementation Guide should be revisited on a regular basis during the life of this plan to track progress on strategies and to aid in the development of the Town's operating and capital budgets. While some goals, policies, and strategies can be tracked using performance measures or indicators, it may be more appropriate for others to be tracked qualitatively. Where possible and meaningful, the Implementation Guide should track quantitative data and include these data in the periodic updates. When qualitative tracking is appropriate, care should be given to describe status and progress.

Implementation Lead
CPI – Communications & Public Information
DPZ – Planning & Zoning
ED – Economic Development
IT – Information Technology
PD – Police
PR – Parks & Recreation
PW – Public Works
TA – Town Attorney
TC – Town Council
TM – Town Manager

Target Completion
Ongoing – Town continually addresses this strategy
Short-Term – Implementation expected within three years of Comprehensive Plan adoption
Medium-Term – Implementation expected between three to five years of Comprehensive Plan adoption
Long-Term – Implementation expected beyond five years of Comprehensive Plan adoption

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APPENDIX

The appendix provides supporting materials that add depth and clarity to the Comprehensive Plan. While the chapters of the plan establish Vienna's vision, goals, policies, and strategies, the appendix includes reference tools, background information, and additional resources for readers who want to explore further detail.

The appendix includes:

Glossary of Terms: Plain-language definitions of planning terms, acronyms, and concepts used throughout the plan. The glossary is intended to make the plan more accessible to residents, businesses, and decision-makers.

Land Uses and Associated Zoning Districts: A crosswalk between land use categories in the Future Land Use Map and the zoning districts that implement them.

Historic Sites: A list of significant historic places within the Town of Vienna, reflecting its unique cultural heritage.

The appendix is a companion to the main document. It provides explanation and context but does not establish new goals, policies, or strategies on its own.

Glossary

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

Accessory Living Unit (ALU): A secondary dwelling unit located on the same property as a primary single-family home. ALUs may be inside the main house (such as a basement apartment) or in a separate structure (such as a garage apartment), and provide an additional, typically lower-cost housing option.

Capital Improvement Program (CIP): The Town's multi-year plan for funding and building major public projects, such as roadway improvements, park facilities, and water/sewer infrastructure.

Central Business District (CBD): The primary commercial area of the Town, generally centered around Maple Avenue and Church Street, where retail, restaurants, services, and offices are concentrated.

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

Chesapeake Bay Preservation Area: Environmentally sensitive lands regulated to protect water quality in the Chesapeake Bay and its tributaries. CBPAs include Resource Protection Areas (RPAs) and Resource Management Areas (RMAs).

Church Street Vision Plan: An incentive program adopted in 1999 to preserve and revitalize the historic Church Street corridor with design guidelines and development incentives.

Code Create Vienna: The Town's 2020–2023 zoning code update project, which modernized the zoning ordinance for the first time since 1969.

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

Conditional Use Permit (CUP): A special approval that allows a property to be used in a way not normally permitted in its zoning district, subject to conditions that minimize impacts.

Curb Management: The planning and regulation of curb space along streets to balance different needs, such as parking, loading zones, bike lanes, bus stops, and rideshare pick-up/drop-off areas.

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

Demand Management: Strategies to reduce travel demand on roads (for example, carpools, transit incentives, or staggered work hours).

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

Future Land Use Map: A map included in the Comprehensive Plan that shows the Town's vision for how different areas should develop in the future. It guides zoning and land use decisions but does not itself change zoning.

Goal: A broad, long-term desired outcome or condition that the Town seeks to achieve. Goals describe the community's vision for the future in general terms, such as "support a vibrant and resilient economy."

Green Infrastructure: A network of natural and engineered systems—such as trees, parks, rain gardens, and green roofs—that manage stormwater, improve air quality, and provide recreational and ecological benefits.

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

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

Implementation Guide: A companion document to the Comprehensive Plan that lists all goals, policies, and strategies in a tabular format. It identifies the responsible Town department, timeframes for completion, and progress updates.

Implementation Lead: The Town department or entity responsible for carrying out a specific strategy in the Implementation Guide.

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

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

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

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

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

Level of Service (LOS): A measure used in transportation planning to grade how well a road or intersection handles traffic, often described from "A" (free flow) to "F" (heavily congested).

Low Impact Development (LID): A design approach that uses natural features and small-scale techniques to manage stormwater close to where it falls.

Maple Avenue Commercial (MAC) Ordinance: A former voluntary mixed-use zoning program (2014–2020) that encouraged redevelopment along Maple Avenue before it was repealed.

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

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

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

Meals Tax: A tax collected on prepared food and beverages sold in the Town. In Vienna, meals tax revenue is dedicated to the Capital Improvement Program (CIP), which funds infrastructure, parks, and other public facilities.

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

Multimodal: A transportation system that supports multiple ways of getting around, including walking, biking, driving, and transit.

Northern Virginia Transportation Authority (NVTA): A regional body that plans and funds major transportation projects in Northern Virginia. NVTA develops the long-range transportation plan for the region and allocates regional sales and fuel tax revenues to priority projects.

Northern Virginia Transportation Commission (NVTC): A commission representing Northern Virginia jurisdictions that manages state and regional funding for transit, supports WMATA, and promotes efficient public transportation options.

Overlay District: A zoning district that applies additional rules or incentives on top of the underlying zoning for a specific area (e.g., historic overlay).

Policy: A guiding principle that explains how the Town will work toward a goal. Policies give direction for decision-making and set the framework for more specific actions, such as "encourage mixed-use development in designated areas."

Pollutant Load: The amount of a specific pollutant (such as nitrogen, phosphorus, or sediment) carried by stormwater into streams, rivers, or the Chesapeake Bay.

Proffer: A voluntary condition offered by a property owner during the rezoning process to help address the impacts of new development. Proffers may include design features, contributions to infrastructure, or other community benefits.

Public Engagement: The process of involving residents and other stakeholders in decision-making through meetings, surveys, workshops, and online tools.

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

Resiliency: The ability of a community to anticipate, prepare for, respond to, and recover from major challenges—such as flooding, severe weather, or economic disruption—with minimal long-term damage.

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

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

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

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

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

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

Special Planning Area: Specific areas of Town, such as Maple Avenue, Church Street, the W&OD Trail, and Windover Heights, that have unique land use policies and guidelines due to their community, historic, or economic importance.

Stakeholder: Any person, group, or organization with an interest in the outcome of a planning decision, such as residents, businesses, or community organizations.

Stormwater Management: Systems and practices (such as detention ponds, rain gardens, or green roofs) that manage rainfall to reduce flooding and improve water quality.

Strategy: A specific action or set of actions the Town will take to carry out a policy. Strategies are concrete and measureable steps that can be tracked or implemented. For example, a strategy might be to “add new sidewalks along major streets to improve walkability.”

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

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

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

Transitional Zoning: Zoning districts that serve as a buffer between more intense commercial uses and lower-intensity single-family neighborhoods. These areas often allow small offices, townhomes, or other moderate uses that “transition” between zones.

Typology: A way of grouping things into categories based on their shared features and purpose. In the Comprehensive Plan, typology is used to describe different types of streets (such as major roads, neighborhood streets, or bike-friendly streets) and different types of parks (such as neighborhood parks, community parks, or natural areas). Typologies help the Town plan, design, and manage each category in a consistent way.

Urban Development Area (UDA): An area designated for higher-density, mixed-use, and walkable development, consistent with Virginia Code.

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

Virginia Department of Transportation (VDOT): VDOT is mainly purpose is to build, maintain and operate the state's roads, bridges and tunnels. Virginia Department of Environmental Quality (DEQ): The DEQ's main purpose is to administer state and federal laws and regulations for air quality, water quality, water supply, and land protection.

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

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

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

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

Land Uses and Associated Zoning Districts

Future Land Use	Zoning Districts
Low Density Residential	RS-10, RS-12.5, RS-16
Moderate Density Residential	RMU
Mixed Use	NM, AC, AE, AW, CS, GS, T
Mixed Use with Ground Floor Residential	AC, AE, AW
Industrial/Flex	M
Employment Center	CP
Governmental	RS-10, RS-12.5, RS-16, CP
Institutional	RS-10, RS-12.5, RS-16
Parks, Recreation, and Open Space	PR, PC, RS-10, RS-12.5, RS-16

Historic Sites

The below list was created and maintained to track properties that have been deemed to have historic value. This list does not indicate any land use or zoning regulations related to these properties.

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

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

Register of Vienna Historic Structures, Sites and Places

1. Money and King Funeral Home
171 Maple Avenue West

2. Private Residence
331 Lewis Street NW

3. Private Residence
223 Walnut Lane NW

4. Moorefield House Site
900 Tapawingo Road SW

5. West End Cemetery
Lewis Street NW

6. Freeman House
131 Church Street NE

7. Salsbury Spring
Corner of Lawyers Road and Windover Avenue NW

8. Original Vienna Library
Mill Street NE, between Church Street and Maple Avenue

9. Moorefield Cemetery
Tapawingo Road SW

10. Broadwater Cemetery
Corner of Tapawingo Road and Frederick Street SW

Historic Sites

11. Bowman House
211 Center Street South

12. Private Residence
211 Walnut Lane NW

13. Private Residence
309 Windover Avenue NW

14. Private Residence
720 Center Street South

15. Lynn Street Cemetery and Hunter Cemetery
1008 and 1010 Lynn Street SW

16. Vienna Railroad Station
231 Dominion Road NE

17. Private Residence
200 Walnut Lane NW

18. Private Residence
308 East Street NE

19. Knights of Columbus
214 Lawyers Road NW

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

21. Joseph Berry House
200 Church Street NE

22.Private Residence
403 Creek Crossing Road NE

23. Private Residence
214 Nutley Street SW

24. Vienna Elementary School
128 Center Street South

25. Private Residence
417 Park Street SE