

History

Early Beginnings

Originally inhabited by the Algonquian-speaking Tauxenent tribe, the Vienna area was initially settled 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 the both the family as a whole and Carter and Vivian 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.

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.

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. Salisbury. 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.

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.

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.

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.

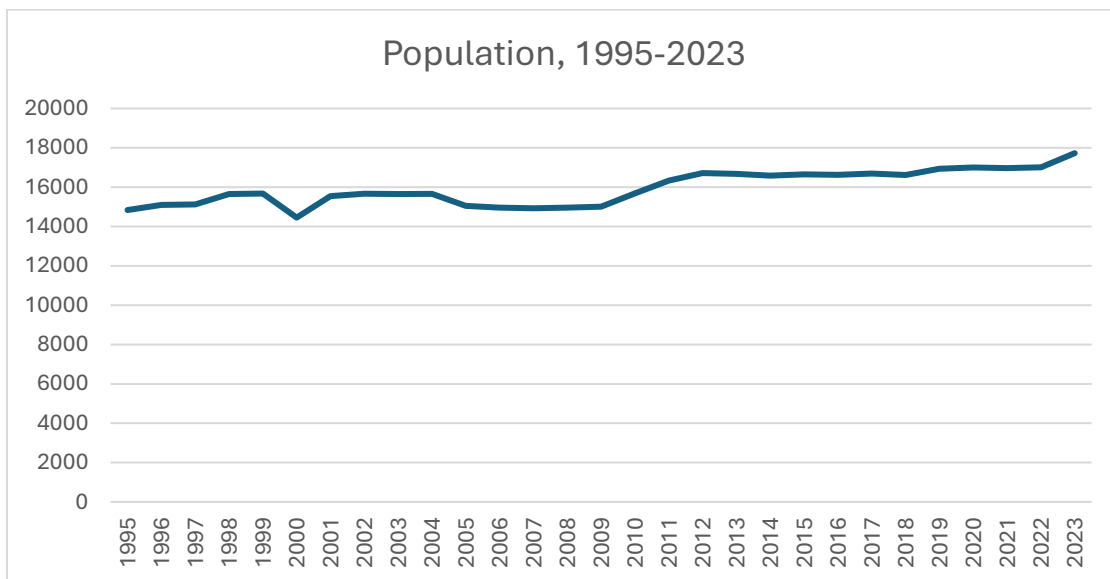
Demographics

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.

From 2010 to 2020, Vienna's population grew from 15,687 to 17,004, 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.



Source: 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 which 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.

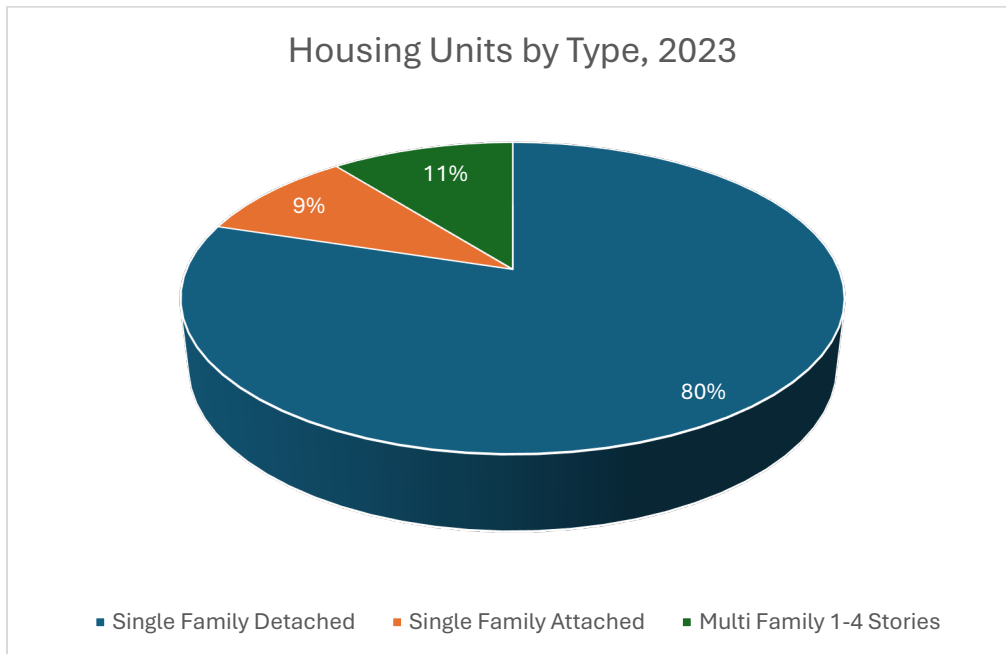
Estimated and Forecasted Population, 2023-2050

2023	2025	2030	2035	2040	2045	2050
17,279	17,456	17,551	17,552	17,552	17,552	17,552

Source: Fairfax County Department of Management and Budget

Housing and Households

Fairfax County's Department of Management and Budget estimates 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%).



Source: Fairfax County Department of Management and Budget

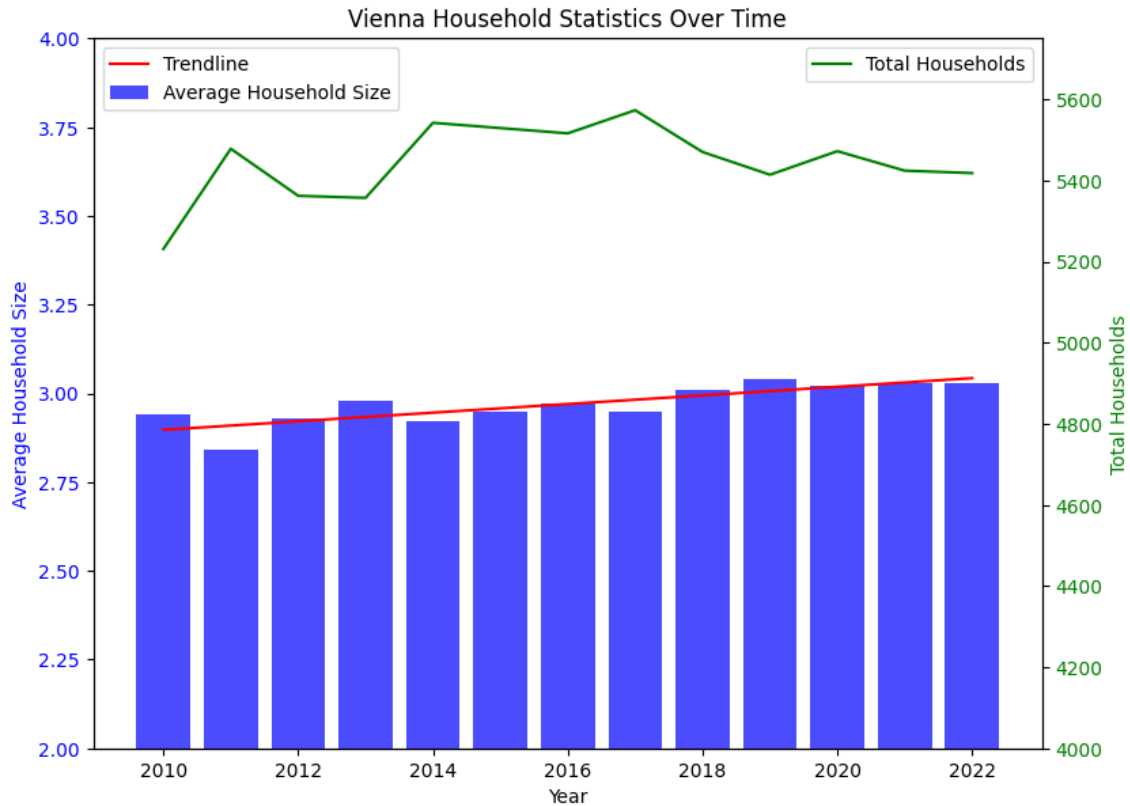
Like projected population growth, Fairfax County estimates housing unit growth will soon taper off, given historic land development trends. By 2030, the Town is estimated to peak at 5,899 units, remaining constant through at least 2050.

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

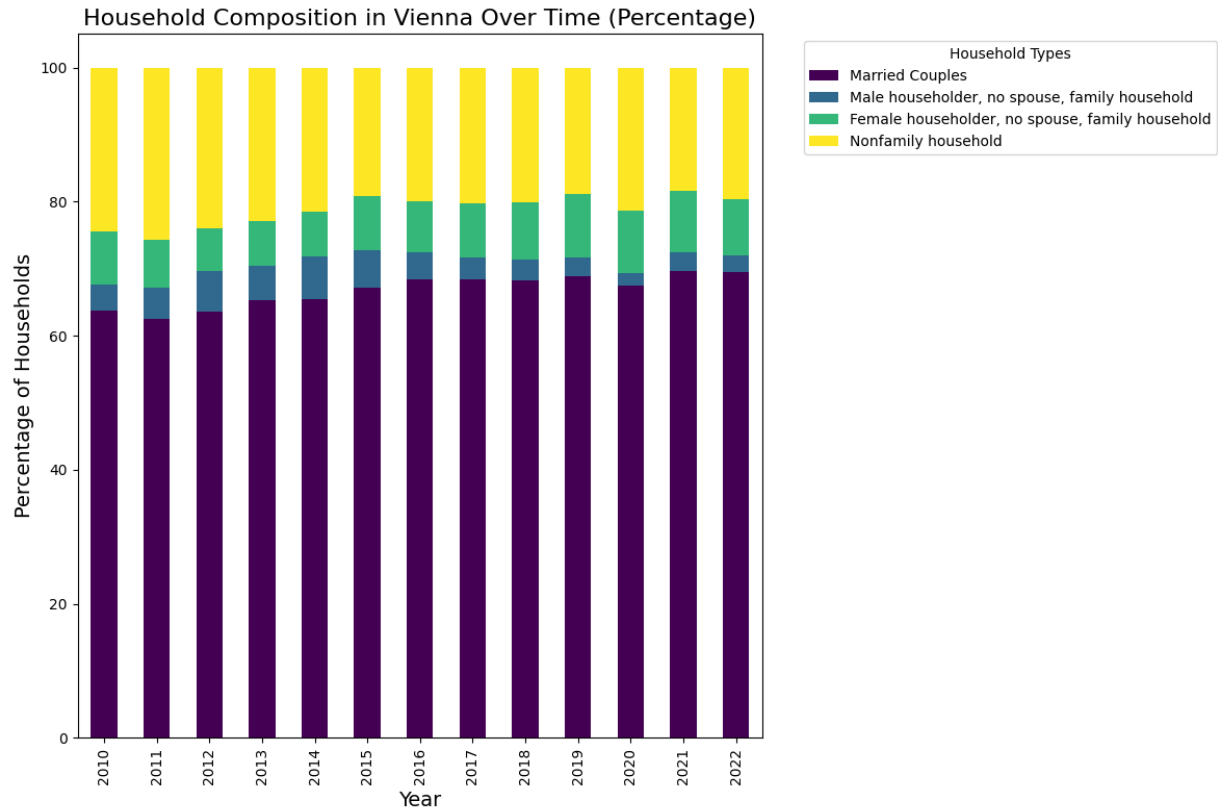
Source: Fairfax County Department of Management and Budget

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



Source: U.S. Census Bureau

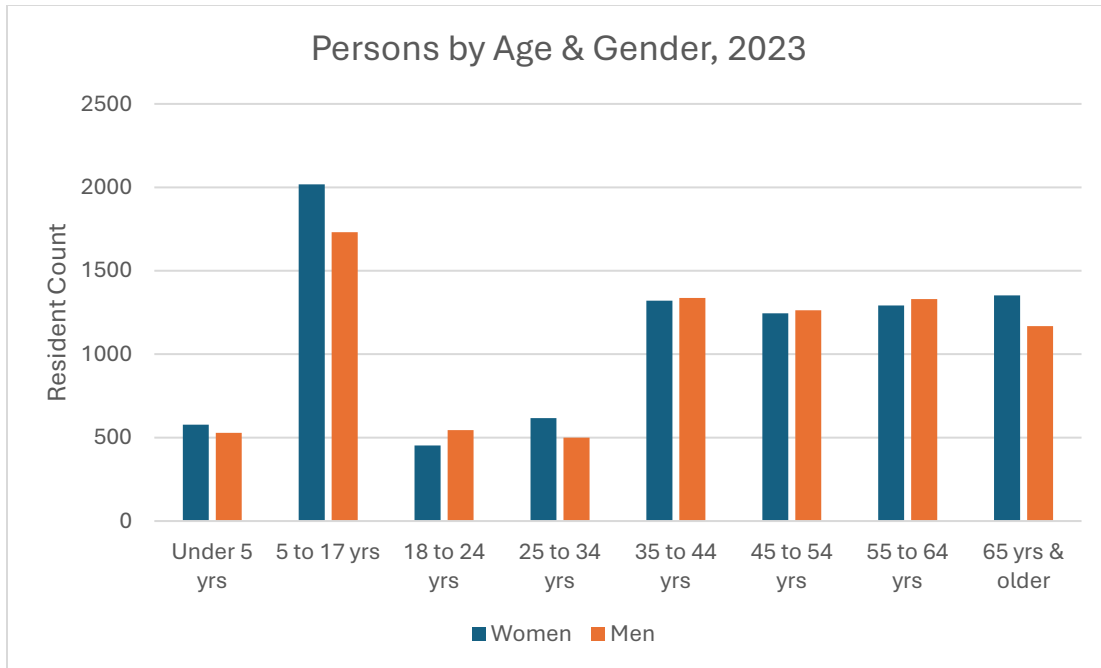
As in previous years, the majority of households in Vienna are married couple households, comprising 69.4% of all households in 2022. Non-family households account for 19.6% of all households, while the remaining 11.0% are either female or male householders with no spouse present.



Source: U.S. Census Bureau

Age/Sex Distribution

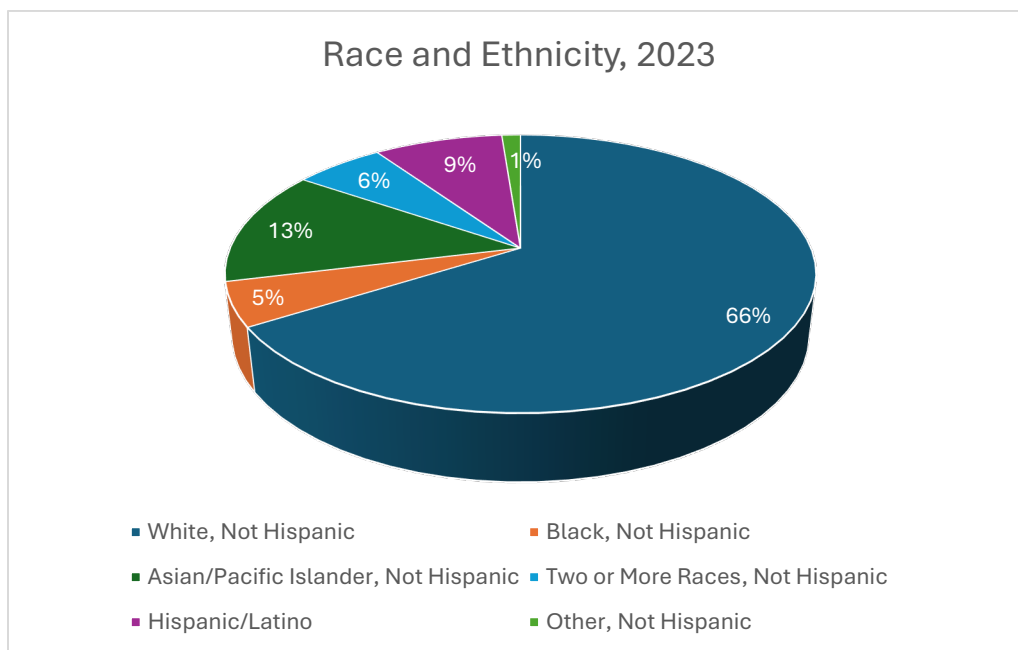
Of the 17,279 Town residents in 2023, there were 8,876 women and 8,403 men. The largest age group for both men and women is in the 5-17 age range, with 2,018 women (22.7% of women; 11.7% of all Town residents) and 1,731 men (20.6% of men; 10.0% of all Town residents). Combined, this age range makes up 21.7% of all Town residents. After the age of 17, the number drops significantly. Only 453 women (5.1% of women; 2.6% of all Town residents) and 545 men (6.5% of men; 3.2% of all Town residents) are between the ages of 18 and 24. The 25 to 34 age group includes 617 women (7.0% of women; 3.6% of all Town residents) and 500 men (6.0% of men; 2.9% of all Town residents). The drop-off may be explained by factors such as young adults moving away from home to attend college and the relative lack of apartments and less expensive housing options available within the Town.



Source: Fairfax County Department of Management and Budget

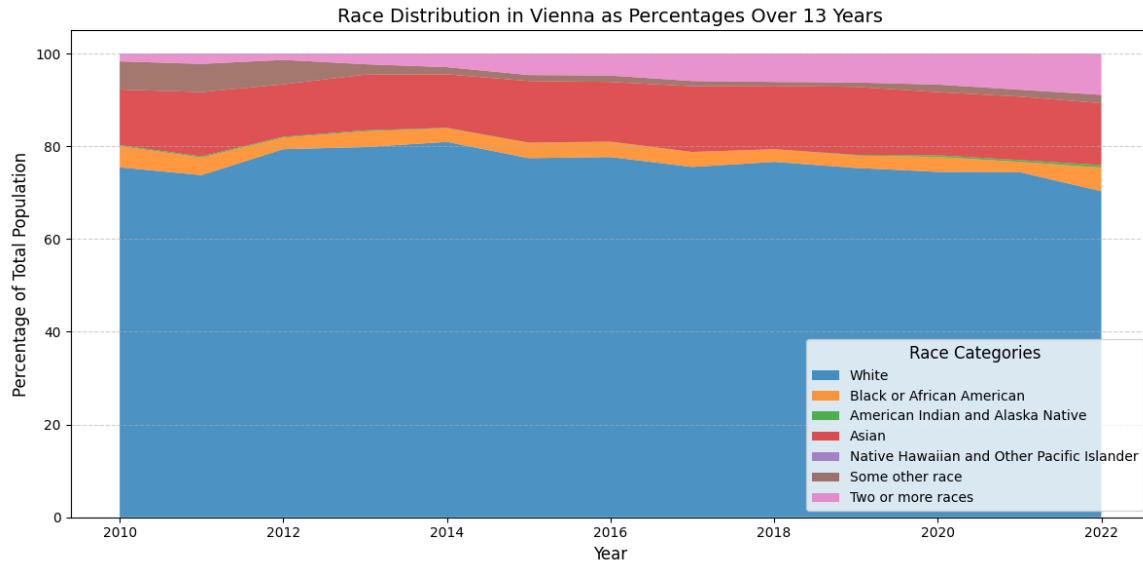
Race and Ethnicity

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%.



Source: Fairfax County Department of Management and Budget

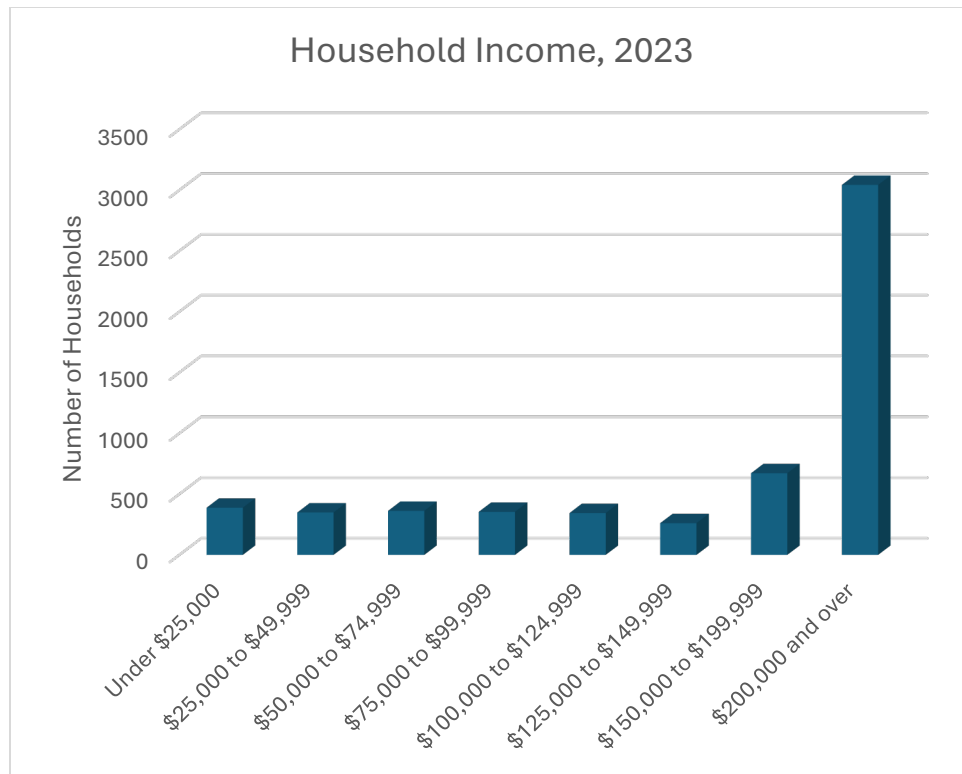
The percentage of Town residents who classify themselves as White has decreased from approximately 75.5% in 2010 to 70.3% in 2022. Those classifying themselves as some other race has decreased from 6.1% in 2010 to 1.8% in 2022, while the percentage of those classifying themselves as two or more races has increased from 1.6% in 2010 to 8.9% in 2022. 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 2022.



Source: U.S. Census Bureau

Income

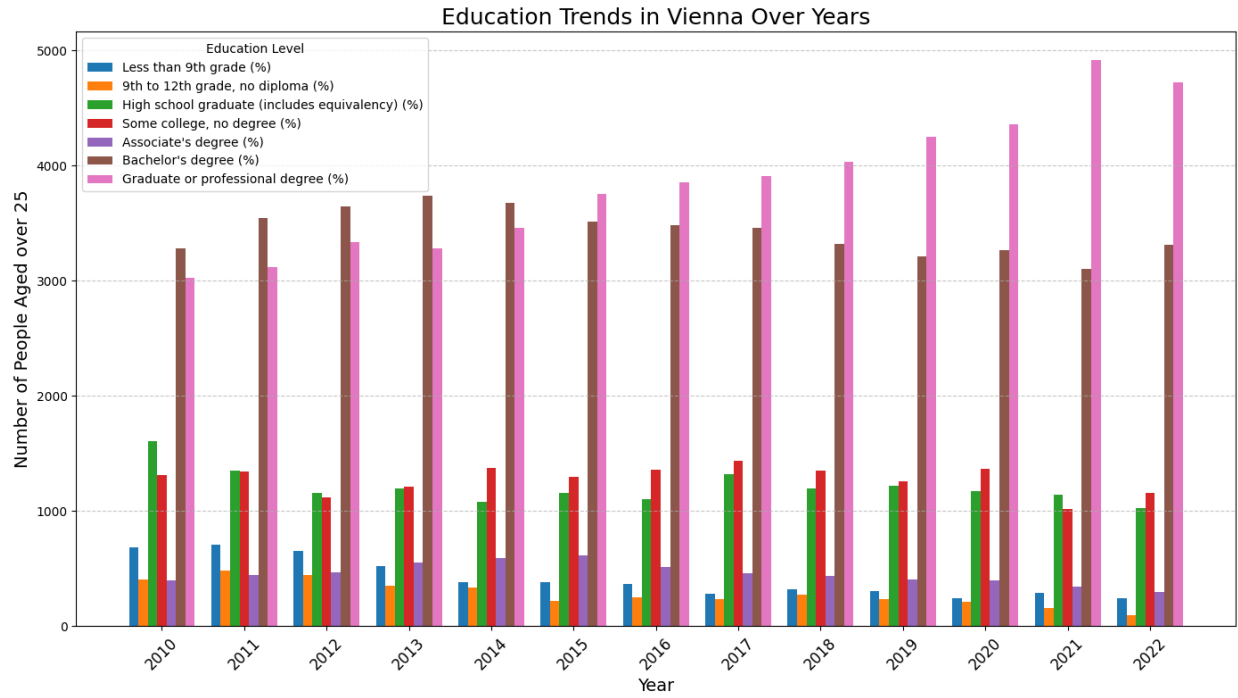
Vienna's median household income in 2022 was \$215,556, an 85% real increase over the Town's median household income of \$116,470 in 2010 (\$151,118 in inflation-adjusted dollars in January 2022). This is also 48.5% greater than Fairfax County's 2022 median household income of \$145,165. As of 2023, 52.7% of the Town's households had a median household income of \$200,000 or more.



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 2022, 43.5% 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 12.6% in 2022. Those attending some college with no degree or having attained an associate's degree also dropped from 12.2% and 3.7%, respectively, in 2010 to 10.6% and 2.7%, respectively, in 2022.



Source: U.S. Census Bureau