

| REF # | Action | | Topic | Draft Plan Approach / Current Language | Page Reference | Key Discussion Points | Question(s) and Council Direction | Status |
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| 1 | No Change | Change | Residential Rezoning Criteria & Neighborhood Mixed Use | (Land Use Chapter) Criteria established for evaluating future residential rezonings involving higher-density housing types and neighborhood mixed use. | 30-31, 52 | Councilmembers discussed proposed criteria for evaluating future residential rezonings involving higher-density housing types, particularly in response to prior discussions regarding townhouse redevelopment proposals near Madison High School. Discussion focused on whether the draft plan appropriately establishes a “high bar” for such rezonings while still allowing a pathway for carefully designed neighborhood-serving mixed-use development. One Councilmember expressed support for maintaining flexibility for neighborhood-scale mixed-use uses, provided adjacent neighborhoods support the concept and impacts such as parking remain well-contained. | Does Town Council agree with the proposed criteria for evaluating future residential rezonings and neighborhood mixed-use concepts? Council Members who spoke supported the criteria. None asked for change. | |
| 2 | No Change | Change | Housing Affordability & Housing Diversity | (Land Use Chapter) Housing policies are integrated throughout the Land Use Chapter, including Land Use Goal 2, Special Planning Areas, and pages 32-33. The draft also introduces a “Mixed Use with Ground Floor Residential” future land use category | 30-33, 48-49 | Staff noted that State expectations regarding housing planning have evolved in recent years and that the draft plan attempts to expand housing policy guidance while remaining consistent with Vienna’s community character and planning goals. Discussion acknowledged that the draft plan does not contain a standalone housing chapter but instead integrates housing policies throughout the document, particularly within the Land Use chapter under Goal 2 and within the Special Planning Areas framework. Planning Commission representatives also noted that some housing-related concepts are effectively extensions of policy choices already embedded within the new regulations adopted as part of the Code Create | Does the Town Council agree with this discretion and the policies presented regarding Housing Affordability and Housing Diversity? Council Members who spoke supported the new land use category and locations. None asked for change. | |
| 3 | No Change | Change | Housing Affordability & Housing Diversity | (Land Use Chapter) The draft plan expands policy language related to housing affordability and housing diversity. | 32-34 | Town Council may wish to discuss whether the draft plan’s policy approach appropriately addresses housing objectives, neighborhood character, and long-term community goals. | No change requested. | |

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| 4 | No Change. | Change | Potential Future State Legislation Related to Transit-Oriented Development (TOD) and Development Density. | Not addressed. | N/a | <p>Town Council may wish to discuss whether the Comprehensive Plan should address potential future State legislation related to transit-oriented development or whether the Town should defer consideration of such issues until additional direction is provided at the state level.</p> <p>Senate Bill 717 was intended to encourage significantly more housing near transit by requiring localities to allow higher-density residential development by right within specified distances of major transit stations and corridors. For Vienna, the concern was that, although no Metro station is located within the Town limits, portions of the Town fall within one mile of nearby Metro stations and would therefore potentially be subject to State-mandated higher densities, particularly within proximity of the</p> | <p>Does the Town Council wish for the Plan to address this topic in anticipation of potential legislation or to wait to see if such legislation is approved and then respond with a relevant amendment to the Comprehensive Plan?</p> <p>Staff will draft new language emphasizing the importance to Vienna of maintaining land use authority, for Town Council review.</p> | |
| 5 | No Change | Change | Future Land Use Policy Map: Town-Owned Properties and Parkland Discussion - Beulah Road and Maud Robinson properties. | <p>The Planning Commission’s draft plan shows the Beulah Road property as “Governmental” to reflect 1) the site’s traditional use as a site for public works operations, and 2) The Town Council’s not yet having determined the future use of the property. The Land Use Policy Map on page 49 colors the property blue, indicating Governmental. There is also a brief description of the property on p. 123.</p> <p>The Maud Robinson property is shown in the Future Land Use Policy Map as “Low Density Residential”, in the color yellow. A brief description is provided on p. 146.</p> | 49, 123, 146 | <p>Public comments and prior discussions of boards and commissions raised questions regarding the future treatment of the Beulah Road and Maud Robinson properties. Specifically, the Conservation and Sustainability Committee (CSC) asked, through their public comments, that these two properties be zoned as parkland. The Comprehensive Plan’s role is to provide land use policies that would support the Town Council’s preferred zoning. Those policies are shown in the Future Land Use Policy Map on page 49 of the draft plan.</p> <p>If the Town Council wished to present these sites as future parkland, it could change the map to show the sites as “Parks, Recreation, and Open Space, in the color green. If it is wished to show them as "Governmental," they would be shown as the color blue. If housing, they should be the color yellow.</p> <p>The Parks and Recreation Master Plan, called "Our Plan to Play," which was adopted on July 7, 2025, included scenarios for the Maud Robinson site were it to become a park. However, no formal decision was made in that plan and at least one Council Member has raised the idea of that site being appropriate for housing diversity, as it is situated similarly as other sites where such housing has been approved.</p> | <p>Does the Town Council wish to change the land use category to Parks, Recreation, and Open Space for either, or both, of these sites; or to wait until decisions are made on the future use(s) of the sites?</p> | |

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| 6 | No Change | Change | Maximum Allowable Heights and Commercial Viability in Mixed-Use Areas | A discussion of Maple Avenue as a Special Planning Area is provided on pages 42 and 43. The discussion includes the recounting that the updated zoning ordinance established that the center area of the corridor was established as having a higher maximum height (42 feet) than is allowed in the east and west sections (35 feet). The discussion does not clearly state, however, that the these adopted heights are the Comprehensive Plan policies of Vienna. | 42, 43 | <p>The Town Council may wish to consider what policy statements it may wish to make that would inform heights within the Comprehensive Plan. Staff recommends not establishing specific numbers related to height in the plan because it would reduce the Town Council's flexibility to make minor modifications without conducting a Plan amendment. However, general directional language could be helpful.</p> <p>The Town Business Liaison Committee provided input during the Planning Commission process that they wished for the plan to adopt clear language that zoning should allow three stories of mixed-use development. Discussion on this topic also included financial feasibility of redevelopment projects.</p> <p>Individual Council members have also raised this topic with staff.</p> | Options for the Town Council include, but are not limited to: 1) Leave the language as recommended by the Planning Commission, 2) Add language to the plan stating that the entire mixed-use extent of the Maple Avenue Corridor should be able to accommodate three, stories of mixed-use development. 3) Add such language to other mixed-used areas, specifically Church Street, 4) Other approaches. | |
| 7 | No Change | Change | Maximum Allowable Building Heights and Topography | Not addressed | Land Use Chapter | During the joint work session, staff presented a concept, first raised by the Town Manager, of considering whether the Town's policies for the maximum heights of buildings should take into account topography of the site and nearby sites. Staff suggests that developing such zoning would take analysis of the potential areas of town where such an approach would be relevant. Staff recommends that the role of the Comprehensive Plan would be to provide general language that would enable such zoning, were the Town Council to decide to adopt it. | Does the Town Council wish to include general language in the Land Use Chapter of the Comprehensive Plan? | |
| 8 | No Change | Change | Tree Canopy and Environmental Policies | Discussion of the tree canopy is presented within the draft plan's Chapter 8 - Environment & Sustainability, on page 160. Policy 1.3 and its associated strategies are provided on page 170. These items, especially the policy and strategies, have a new presentation as compared to the existing (2016) Comprehensive Plan. | 160, 170 | Environmental sustainability and the health of the town's tree canopy have risen in importance in the recent past. Significant focus by the Town has been on reversing the decline, preserving older trees, and enhancing the canopy. Because of its importance to the Town Council, staff is highlighting this area to ensure that the plan captures how the Town Council wants this topic to be presented. | Does the Town Council support, or wish to amend, how the item is discussed on page 160 and/or the policy and strategies as presented on page 170? | |

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| 9 | No Change | Change | <p>Transportation and Intersections of Concern</p> | <p>In Chapter 5 - Transportation, on page 91, two lists are presented: 1) Intersections where there has been recurring rush hour congestion, and, 2) Intersections that have been identified as challenging because they experience "safety, operational or design concerns." The concept is new to Vienna's Comprehensive Plan framework and is intended to identify locations that may warrant future study or operational improvements. The second list was developed, on request of the Planning Commission, by the Transportation Safety Commission (TSC) working with Transportation Staff, and then reviewed and finalized by the Planning Commission.</p> | 91 | <p>The topic was discussed at the joint work session with the Planning Commission. As requested by the Council, staff discussed the list with the Police Chief, who was supportive of the list. The language in the draft plan is careful not to commit the Town to any particular solutions, but it identifies areas where improvements may, after analysis, be warranted. During the work session, the Town Attorney also helpful pointed out that including such locations in the Comprehensive Plan can help the Town in securing additional right-of-way, when needed during development projects. It may also help in securing grant funds.</p> | <p>Does the Town Council support including the lists of intersections? Is the Town Council satisfied with the intersections that are on the lists and how they are presented?</p> | |
| 10 | No Change | Change | <p>Town-Owned Properties and Future Planning Flexibility</p> | <p>Town-owned properties for which no decisions have yet been made regarding their future uses are presented in two places. One property (442 Beulah Road NE, discussed above) is presented on page 123, within Chapter 6 - Community Facilities and Infrastructure. Other "Unclassified" Town-owned properties presented on page 146, in Chapter 7 - Parks and Recreation. No policy prescriptions are presented in either plan location, or within any policy or strategy or either chapter.</p> | 123, 146 | <p>Council members have discussed how Town-owned properties should be addressed within the Comprehensive Plan, including whether certain properties should remain categorized according to their current uses or whether broader flexibility should be maintained pending future Town decisions. The discussion reflected an interest in balancing long-term planning guidance with flexibility for future Council decisions regarding public land use and facilities planning. Staff suggests that it may be helpful for the Comprehensive Plan to include a strategy, perhaps stated in both Chapters 6 and 7, that the Town should identify the future uses of all Town-owned unclassified properties through a process that includes analysis of options community input.</p> | <p>Options for the Town Council include, but are not limited to: 1) Leave the presentation of the properties as they are, 2) Include new language that states that the Town should identify the future uses of all Town-owned unclassified properties through a process that includes analysis of options and community input, 3) Combine all properties into one location (Chapter 6 or Chapter 7), and/or 4) Another option</p> | |

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| 11 | No Change | Change | Shared Mobility Device (SMD) Ordinance | Transportation Strategy 3.2.5 (page 117) of the draft Plan states that the Town should “Adopt a 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.” | 117 | At the Town Council work session on December 9, 2024, the Town Council decided not to develop a permanent SMD ordinance and to continue under the pilot program option indefinitely. As of this writing, only one vendor has participated in the Town’s pilot program. Staff’s view, similar to that of the Town Council in 2024, is that continuing with and adjusting the pilot program provides more flexibility than a permanent ordinance. Staff therefore recommend that the Council consider removing Transportation Strategy 3.2.5. | Does Town Council support removing Transportation Strategy 3.2.5, consistent with the Town Council's decision in 2024? |
| 12 | No Change | Change | Electric Vehicle (EV) Charging Infrastructure | Transportation Strategy 4.2.1 (page 118) of the draft Plan states that the Town should “Require EV-ready infrastructure in new public facilities and redevelopment projects.” More broadly, Transportation Policy 4.2 strongly encourages, and sometimes calls for, requiring electric vehicle (EV) infrastructure be developed and made available. | 118 | Where Town property is involved, there are budgetary implications of such a policy. The language is similar to, but is slightly different than, language in Environment & Sustainability Strategy 2.3.5, which “Encourage[s] the installation of electric vehicle charging stations to promote the expanded use of electric vehicles.” Staff recommend that the Council decides on a preferred path for electric vehicle infrastructure in regards to new development—requiring it, recommending it - or remains silent on whether or not it should be included. | Does Town Council support requiring EV-ready infrastructure in new development, or should the language be revised to encourage rather than require EV infrastructure? Does the Town Council wish to state that all Town-owned facilities should include EV-ready infrastructure? |
| 13 | No Change | Change | Board & Commission Input in Project Development | Transportation Strategy 6.1.1 (page 119) states that the Town should “engage the Transportation Safety Commission, Bicycle Advisory Committee, Pedestrian Advisory Committee, Conservation and Sustainability Commission, and Tree Advocacy Committee in project development.” | 119 | Staff’s view is that these bodies are designed for policy-level guidance, rather than project management. Staff recommend that the strategy be revised to state “Engage the relevant boards and commissions with project updates.” | Does Town Council support revising the strategy to state: “Engage the relevant boards and commissions with project updates”? |

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| 14 | No Change | Change | Wireless Telecommunications Policy | Draft plan shifts away from traditional coverage maps and instead focuses on policy direction and strategies. | 132, 138 | <p>On May 11, 2026, the Town Council held a work session on how to improve wireless coverage in Vienna. Staff explained that the draft plan moves away from older mapping approaches and instead incorporates more intentional policy language expressing the Town’s interest in improving wireless coverage and service reliability throughout the Town. The work session finished with the Town Council's request that staff work with the Town Attorney and return with options that would align Plan language with zoning and other policy items.</p> <p>Staff suggests that this topic be discussed at a future Comprehensive Plan work session, perhaps on July 6th.</p> | Staff suggests deferring this discussion until a few work session. | |
| 15 | No Change | Change | Implementation Framework | The draft Comprehensive Plan includes a significant number of policies and strategies intended to guide long-term Town decision-making across multiple topic areas. The end of each chapter includes policies and strategies related to the content of that chapter. Chapter 9 of the draft plan (page 179) presents an approach to implementing the plan. | 179 | The Planning Commission discussed the idea of an implementation guide accompanying the Plan. Such a guide would not be adopted into the plan, but would be a way to keep track of progress on plan items and to make decisions on regulations and capital improvements. The Council may want to discuss whether they support a future implementation/work program document to help prioritize actions, identify departmental responsibilities, establish timelines, and distinguish between short-term and long-term initiatives. | Does the Town Council support the approach presented by the Planning Commission, as discussed in Chapter 9 of the Plan? | |
| 16 | No Change | Change | | | | | | |
| 17 | No Change | Change | | | | | | |
| 18 | No Change | Change | | | | | | |