

OUTREACH PHASE I SUMMARY

The Policy Plan amendment is utilizing the County’s Inclusive Community Engagement framework to inform the outreach process and build upon previous engagement efforts associated with the Countywide Strategic Plan, Resilient Fairfax, and other similar initiatives. The goals of the outreach process are, strive to reach as many community members as possible; create clear messages; employ new tools and techniques; provide engagement opportunities in multiple formats; and maximize existing county resources. An [Outreach Plan](#) has been published and has divided the process into four phases which will occur from May 2024 through the fall of 2025.

Outreach Phase I occurred from May through June 2024 with a focus on informing and understanding. Key messages for this phase focused on general project details, including an overview of the Comprehensive Plan and Policy Plan and how it impacts development in the county. We asked people what they enjoy about their community and what could be improved, as well as their vision for the future of Fairfax County. The amount of individuals reached, and the feedback received during Outreach Phase I is reflected in the sections below.

OUTREACH PHASE I METRICS

Metrics from Outreach Phase I are determined by the number of individuals reached through the various communication methods utilized during this phase through July 31, 2024.

Six community kick-off meetings were hosted, a community survey was released via PublicInput, and staff began participating in pop-ups at community events, such as Bike to Work Day. While the in-person engagement opportunities provided meaningful feedback and discussion, higher participation was recorded through virtual engagement opportunities. Below is a summary of engagement metrics.

<u>Method of Engagement</u>	<u>Impact</u>
Channel 16 Kick-off Video	758 Cable Views (min.)
PublicInput Project Page	153 Participants 143 Subscribers
YouTube (3 videos)	532 Views
Fairfax Connector Ads	840,200 Riders (est.)
NextDoor (10 posts)	108,136 Impressions (views)
Facebook (9 posts)	1,524 Views 77 Interactions
Staff Kick-off Meeting (In-Person)	31 Participants
Community Kick-off Meetings (In-Person)	18 Participants
Community Kick-off Meetings (Virtual)	57 Participants

OUTREACH PHASE I FEEDBACK

Feedback Received at Community Meetings

General

- Difference of areas in county should be acknowledged through planning as needs are different everywhere and protection of older neighborhoods should occur.
- Protection of existing uses should be considered.
- Invest in areas and keep people where they are. Build for those that live here and not just those coming in the future. There should be ways to help people stay where they want to be.
- Would be helpful if the data supporting the plan included the percentage and trends of workers in the county (schools, parks and others) actually living in Fairfax. How far away do others need to commute?
- Land use committee makeup concerns and request for reevaluation of the distribution and weight carried among districts.
- As the Policy Plan looks to the future, how is it designed to address emerging or currently unknown issues that could arise? Is that handled through adding to the appendix? For example, things like data centers that weren't a significant issue in the 1990s but today and in the future are emerging things for the Policy Plan to consider.
- Does FCPS factor into this plan? Are they subject to the Policy Plan?
- Where do smaller plans fit into the larger picture? Thinking of the 2019 Tree Action Plan, will these be reviewed and incorporated into the larger plan?
- How many people attended previous meetings?
- Consider underrepresented groups in the process.
- Data center concerns raised about Policy Plan applicability limited to entitlement applications.
- What is the percentage of development that the Policy Plan will apply to in the future? What will be captured? Requesting to better understand how much development will be affected by the Policy Plan vs. our ordinances? Are there more SEs, rezonings or more by-right? What's the breakdown (if that's possible to do)?
- Single family housing is a net drain on county resources. It costs more for the county to supply infrastructure than we get in tax returns. Dense housing and multiuse development are a net gain, they are the ones who subsidize single-family housing.
- Food security needs to be part of long-term planning, increasing support of locally sourced food.
- How much does single family zoning cost us in lack of revenue? Lots of good questions out there in this regard.
- Need overarching policy and guiding principles. Land use decision should not be incremental – look at environmental impacts before land use decisions are made. If redeveloping an older area, developers should improve stormwater management. What is the connection with schools – do they need to meet environmental goals (Justice HS example where a park was removed for parking).
- Every time a change comes along, we change the Plan (more in regard to Site Specific Plan Amendments than Policy Plan). Even though we have policies they are ignored. You are asking for public input, but will we have a chance to review and with appropriate time

to do so? How will we know if information is posted for review. Recommend sending notice to Land Use Committees about the project.

- Will topics like office to residential conversions and data centers be considered?
- How can the policy plan focus on breaking down the current siloed approach to planning?
- We desperately need zoning reform in addition to changing transportation policies.
- The current zoning is absolutely protective of single-family zoning, and that needs to change.
- There is no right to live somewhere just because you really want to live there. Fairfax County doesn't have to build housing for everyone who wants to live here. I'd like to live in Malibu, but I can't afford it. So, I live here. Our recent property tax hike shows we don't have enough money to take care of the people who already live here. Why are we trying to cram in more people?
- Having more retail zoning in strictly residential areas would help reduce some local traffic congestion.

Equitable Development and Healthy Communities

- A study on displacement (housing and commercial) should be done, there is a loss of culture occurring.
- Are meeting the challenges of extreme heat included in the Health section?
- Affordable housing is impacted by road widenings. If rents are lower, less people will need to live outside of the county and commute in – need more places for healthcare, county, and service workers.
- There are benefits to ensuring people can live where they work. If we're not making space for the people coming here for work, then we're instead making room for roads that don't provide for richer communities in the long term. Lots of videos out there about this concept.
- I want to point out the connection between affordable housing and road building. I live near Route 1 and 495. a few years after the Woodrow Wilson Bridge was widened congestion is as bad as before. WHY? Workers in Fairfax County often live in Maryland where rents are lower. There is a massive migration of workers every day. If we had more inclusive zoning county low-income workers could live here. I hope the new policy plan can leave the door open for inclusive zoning in the future.
- Land use policies are very defensive of single-family dwellings and should be more accommodating for duplexes, triplexes, and quadplexes.
- How does the county define equity?
- Consolidation is the enemy of equity.
- Very happy to see community health as a topic, a healthy community is built on a healthy environment.
- One Fairfax and equity policies should consider the past and data on racial covenants to point to future remediation.
- Keep the history of communities and affordable housing.
- Case study of different parts of the county to see how areas implement equity (concerns with gentrification associated with replanning efforts).

- Appreciate the focus on “One Fairfax” and equity. Will the plan amendment seek to illustrate and redress the past pattern of racial exclusion in housing? See the history of racial covenants that created current housing demographics.
<https://documentingexclusion.org/mapping-nova/>

Transportation

- Active transportation funding is limited, if higher priority is placed on this in the Policy Plan will that change the fund allocation?
- Active Transportation facilities should have a higher priority than road projects.
- We could remove one major road widening project to likely fund all outstanding ped/bike projects.
- If we reduce single occupancy vehicle use, then people NEEDING cars won't have as much traffic. And it will improve traffic for those who MUST drive.
- We really need to reduce car lane miles and increase other options. Taking car lane miles and switching them to bike lanes, BRT, and other mass transit will improve the economy, community health, environmental health, and equity.
- It is possible to get around for some people to get around by bike and foot if facilities are safe and convenient. Widening roads never solves the problem for very long.
- Lots of people can't get to their workplaces via mass transit or bike (and who wants to show up to the office all sweaty?!). Lots of us don't feel safe on public transportation even where available and not catching on fire (Metro).
- Surveys frequently cite about 50-60% of people who would be interested in cycle commuting if there was adequate infrastructure. As a cycle commuter myself, it's not a big deal, bring a change of clothes and you're ready for your day (and never have to do dedicated cardio).
- We should be building world class transportation networks which we do NOT have in Fairfax right now. For example - google for the free Dallas bus service that services a pedestrian-only downtown area. I get that Fairfax Co is different than the City of Dallas, but it's inspiring to see different ways of serving residents.
 - Our population density is actually not that different than Dallas. If they can do it, we can do it.
 - Denver example: <https://www.youtube.com/watch?v=8UR4FYQAU7c>
- The county needs a policy on the use of on-street parking. VDOT does not have such a policy nor does the county. Alexandria does have such a policy:
<https://media.alexandriava.gov/docs-archives/tes/info/alexandriamobilityplan=curbspaceparkingchapter.pdf>
- Almost 50% of traffic fatalities are pedestrians. We should allocate funding accordingly until that number is reduced.
- Will the transportation plan map be updated as part of Plan Forward? If so, maybe it's time to modify some of the widening plans.
- Fairfax's urban density is higher than some small cities and should be treated like a city. Great concern over transportation budget priorities between active facilities and road expansions.

- Transportation funding allocation concerns. County should not fund road widening projects but multimodal projects instead.
- Instead of trying to reduce single occupancy vehicle use, expand roads & work on moving cars more efficiently. Anyone with kids needs a car to drive to ballet, etc. Many seniors have balance or mobility issues. They aren't going to get on bikes or walk to their doctor's appointments and restaurants.

Environment, Open Space, and Parks

- Parks Count study from 2016 by the Park Authority should be reviewed.
- Will you review how other jurisdictions deal with environmental issues? Incremental impacts have impacts to the larger area.
- Encouraged to see ecological principles on Environment board (e.g. biodiversity, corridors, soil health, etc.).
- PROSA should include bike access, not just walking access. Bicycling is not explicitly mentioned in the report other than in a few captions.
- I didn't see direct mention of CECAP or Resilient Fairfax in any of these slides. What is their status in priority of making this revision?

Feedback Received via Index Cards at Kick-off Meetings

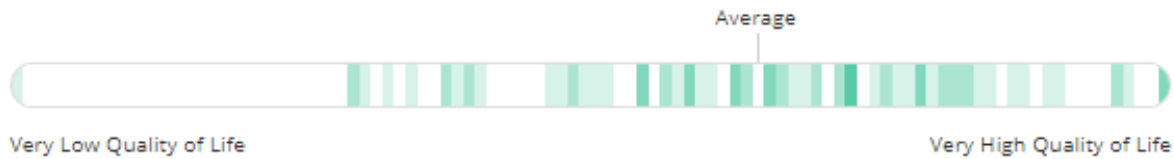
- Housing for less than \$500,000 and rent-to-buy opportunities.
- Make the water at parks safe to swim in.
- Increase commercial infill development while maintaining local businesses. Allow more opportunities for small businesses or developers to build on small plot sizes (less restrictive zoning, fire codes, and removal of parking minimums).
- Give Fairfax County control of their roads.
- Reduce single-family zoning and support mixed housing types.

Feedback Received via Email or Other Virtual Correspondence

- Requests for staff to join community group meetings.
- Increased commercial corridor along Route 7 and in the Wolf Trap region; promoting small businesses; reducing traffic congestion; shortening commutes; limit parcel sizes to allow small corner stores; better bus lines; and more sidewalks and streetlights are needed throughout the county.
- Discourage auto-oriented businesses next to Metro stations to reduce vehicle entrances and conflict points along pedestrian corridors; and ban right turns on red next to Metro stations.

Summary Report of Feedback Received via PublicInput

1. Rate the quality of life in Fairfax County.



Too expensive to live in Fairfax County

2 months ago

4 Agree

too much traffic and mass transportation is not convenient;

2 months ago

3 Agree

It depends on who you are.

one month ago

2 Agree

This place is way too car dependent. Planning and zoning are way too restrictive and hands-on; there is nowhere that even attempts to experiment with limited rules. What would happen if you allowed people to actually *build* the communities they wanted to see?

one month ago

2 Agree

2. What changes would you make in Fairfax County to improve the quality of life for current residents and future generations?

preserve and maintain green spaces with natural landscapes and thriving tree canopy.

one month ago

3 Agree

Stop developing Tysons and throwing money down the drain on little used METRO system.

2 months ago

3 Agree

Increase county public open space commensurate with development and increased density. The increased density of urban areas like Tyson's is putting pressure on outdoor public spaces in the surrounding suburban neighborhoods. The current public open space requirements for high density development are wholly inadequate and the formulas need adjustment.

2 months ago

2 Agree

Reduce taxes and stop development of Tyson's area.

2 months ago

2 Agree

3. Please rank the following land use priorities.

100%	Investment in multimodal transportation options, such as more pedestrian, bicycle, bus rapid transit, and investment in the transportation network around metro stations or other growth areas of the county.	Rank: 2.93	28 ✓
100%	Creation of housing choices to serve people across all ages, incomes, and needs.	Rank: 3.36	28 ✓
100%	Investment in environmental stewardship and resilience.	Rank: 3.64	28 ✓
100%	Investment in creating a sense of place or placemaking to invigorate the county's activity centers, revitalization districts, transit station areas and other growth areas of the county.	Rank: 3.75	28 ✓
100%	Investment in creating more equitable access for all county residents, so people have equal access to high quality infrastructure, public and private services, housing options and other land uses.	Rank: 4.00	28 ✓
100%	Investment in cultural and recreational opportunities.	Rank: 4.82	28 ✓
100%	Investment in economic vitality, including job creation and encouragement of more office and retail space throughout the county.	Rank: 5.50	28 ✓

4. Which of the following land use topic areas are most important to you? Select all that apply.

64%	Transportation	37 ✓
60%	Environment	35 ✓
59%	Parks and Recreation	34 ✓
55%	General Land Use	32 ✓
26%	Community Health	15 ✓
24%	Equity	14 ✓
14%	Human Services	8 ✓
7%	Other	4 ✓

• Access to Cultural and Recreational Opportunities

More public "3rd places" with easy access for all residents (even without cars)

one month ago

3 Agree

Keep the soil and organic material on the landscape and out of the streams (and the few sad lakes that are filling in). Monitor & regulate construction. Encourage landowners to protect trees & vegetative cover. Focus development in fewer, denser areas.

one month ago

3 Agree

Address storm water quality and erosion.

2 months ago

3 Agree

Access to recreational opportunities and open space need to increase commensurate with densification. Densification is fine when services/resources are created to support it, but the burden of densification should not fall on the backs of the surrounding suburban communities. Dense population areas need their own parks and outdoor space.

2 months ago

1 Agree

• Economic Development

Make the area more attractive to tech employers by requiring more open space and pedestrian friendly areas around all new construction and redevelopment. People want to live and work in areas where there are opportunities to relax and de-stress during lunch and after work.

2 months ago

5 Agree

Limit lighted signage at night, require developers to build sidewalks, no tax incentives for data centers

2 months ago

3 Agree

We have many older strip malls with enormous parking lots. These are not friendly to pedestrians or to community building

2 months ago

3 Agree

We have to be careful about how we do this. Instead of urban sprawl and developing green space, invest in redeveloping rundown, inaccessible, and highly impervious areas. Develop them strategically with trees, green space, walkability, public transportation, and affordable housing

28 days ago

1 Agree

• Enhanced Mobility and Transportation

Prioritize walkability and pedestrian-safe areas around new residential and commercial development.

2 months ago

6 Agree

Dedicated bus lanes and a bus system that actually gets people where they need to go quickly.

2 months ago

6 Agree

Focusing on public transit and walkability with safe spaces for cyclists would make our county so much more accessible

2 months ago

5 Agree

Better bike trail connections in Mason District would be helpful. It's not pleasant to ride a bike from Springfield to points north.

2 months ago

3 Agree

• Environmental Sustainability

Prioritize green space over cement/paved urban parks. Developers should not receive the same credit for paved urban parks that they do for green space as is presently the case. For new development, adopt and apply separate formulas for green space and paved outdoor space.

2 months ago

5 Agree

This is a critical issue. We need to spend more on preserving and maintaining our parks. Natural resources receive an embarrassingly small percentage of the county's budget.

2 months ago

4 Agree

Allow and encourage people to use their yards (including front yards) for non-traditional non-lawn uses like food security, biodiversity and flood control - put in more incentives to make this a reality. Create more community building spaces and activities. Establish more open spaces and promote their use (cross country trails, kayaking routes, biking trails). Build swales and other modifications through use of nature to improve drainage and flood control.

one month ago

3 Agree

Develop policies (requirements/incentives) to reduce the energy demands of new and existing data centers and mitigate the demand for electrical power generated by fossil fuels. Adopt policies to promote solar panel installation in the county and oppose efforts by Dominion Energy to discourage such projects.

one month ago

1 Agree

• Housing

Drastically reduce land use reviews and delays, and reduce the charges for new development. These changes would encourage more affordable housing options and ensure the development of quality housing alternatives in the County.

2 months ago

🗳️ 5 Agree

We desperately need more housing! There is so much pent up demand. We need more condo buildings (not just townhouses or townhouse condos).

one month ago

🗳️ 3 Agree

encourage village type areas with shopping, restaurants, medical offices - all within walking distance. put parking underground. stop sprawl. green rooftops on all new buildings.

2 months ago

🗳️ 3 Agree

Ease Restrictions on ALU's. We need more missing middle Housing. The Two Acre minimum is too restrictive. Homeowners should have the option to build more on their property. Also increase the maximum size of ALUs to 2000 sq feet. Parking requirements should be eased if near public transit.

2 months ago

🗳️ 3 Agree

• Security and Safety

Increase the number of crosswalks with signals. Expand use of speed cameras around public schools.

2 months ago

🗳️ 4 Agree

Increase sidewalks, bike paths and protective barriers for them

2 months ago

🗳️ 3 Agree

Promote community policing practices and integrate mental health and social welfare resources.

one month ago

🗳️ 2 Agree

Improve security through CCTVs and lights in trails in Reston and wider.

2 months ago

🗳️ 1 Agree

• Other

Need to address extreme heat and urban heat island. Reduce asphalt and grey infrastructure where possible. Invest in planting and maintaining street trees. Plant trees densely in public parks and on other public land - and maintain them (cutting ivy, etc.). Look into other solutions like white / cool pavements where pavement is necessary. And build more outdoor public pools.

14 days ago

 1 Agree

I agree with this comment: More and better playgrounds. Arlington playgrounds are far better and encourage more movement and strength development than our playgrounds. Please redo Bucknell Manor Playground to include water feature, lighting for night, landscaping trees (air & noise pollution)

21 days ago

 1 Agree

More and better playgrounds. Arlington playgrounds are far better and encourage more movement and strength development than our playgrounds. Need more climbing structures and need them in more places

one month ago

 1 Agree

Biggest challenge is rethinking economic development in light of pandemic disruption to office space. County needs more opportunity for small scale and neighborhood based commercial opportunities and businesses. Within walking and easy transit distances.

2 months ago

 1 Agree

6. Are there specific land use topics or considerations that you would like prioritized to make Fairfax County an even more pleasant place to live and work? If so, please explain.

Spend more on county parks, including raising staff salaries and increasing staffing. County park staff are so underpaid that it is difficult to attract and retain qualified people.

Begin implementing the principles of DarkSky International. Wildlife, plants and people are all being harmed by the increase in light pollution.

2 months ago

 4 Agree

Spend at least 1% of the County's General Fund to maintain the Park Authority's 24,000 acres of land. The County should not rely almost solely on volunteers to maintain this land.

one month ago

 3 Agree

allow increased density. Ease restrictions on ALU's.

2 months ago

 3 Agree

Increase the open space and especially green space requirements for all new high-density residential and commercial development. The current formulas are wholly inadequate and greatly burden the surrounding suburban residential spaces.

2 months ago

 2 Agree

Answers to “What do you like about your neighborhood?”

- Access to trails and playgrounds.
- Trails, trees, low speed limits.
- All the birds that nest there every year and watching the seasons change.
- Huntley Meadows and walking trails.
- Mount Zephyr: part of George Washington’s Mount Vernon estate; lots of old trees and beautiful flowers/gardens.
- Where I grew up. Some sidewalks, diversity, local schools, recreation, worship.
- Connections with neighbors.
- Proximity to restaurants.
- Walking and school bus to GRES (Graham Road Elementary School).
- Walkability in the neighborhood.
- Direct access to park and woods with paths.
- Trees! Proximity to parks (Burke Lake and Lake Royal).
- The stream valley park.
- Trails and connection to nature.
- Sidewalks.
- Open spaces and wildlife; sidewalks and trails; close to stuff.
- Heavily wooded environment.
- Parks and shopping centers.
- Diversity (housing, income, people).
- Seeing cute dogs and riding my bike.
- Long-time residents = solid community with unique annual traditions.
- Walkability – crosswalks and sidewalks are well maintained.
- Walkable to Metro and stores/restaurants.
- Proximity to schools and playgrounds; walkability.
- Walkable and in close proximity to Thaiss Park and Vienna Metro.
- Walkability.
- Walkable; visibly appealing; narrow roads with large sidewalks; multiple close transit options.
- Walkability to Metro.
- Walkability and access to needed services.
- Trees and walkability.
- Walkable to green and amenities (restaurants, services, farmers market, etc.).
- Access to resources and walkability.
- Dunn Loring Metro, the W&OD Trail, Mosaic District.
- Can get around without needing a car; the trails in Reston; facilities maintained by Reston Association; trails and the W&OD Trail.
- Tree canopy and walking trails.
- Green space.
- Love walking around the green space.
- Access to Lake Accotink Trail.
- Pocket park to Little Hunting Creek.
- Regional parks!
- The walkability to shops, green spaces, and the silver line.
- The trees are all around and I'm close to good bus lines.
- Mosaic District and the W&OD Trail.
- Walkability in shaded environs, access to library and diverse food venues, W&OD trail.
- Walkable to the Silver line, which was key to why I chose my residence in Herndon.
- Shouse Village - great community with numerous assets (pool, tennis courts, walking trails, tot lot, community center, basketball court) and great neighbors.
- Having pleasant places to walk on sidewalks and trails.