

**FAIRFAX COUNTY PLANNING COMMISSION  
POLICY PLAN COMMITTEE  
THURSDAY, APRIL 3, 2025**

PRESENT: Phillip A. Niedzielski-Eichner, At-Large, Chairman  
Timothy J. Sargeant, Commissioner At-Large, Vice Chairman  
Mary D. Cortina, Braddock District  
Chris Landgraf, Franconia District  
John A. Carter, Hunter Mill District  
Alis Wang, Mason District  
Walter C. Clarke, Mount Vernon District  
Jeremy Hancock, Providence District  
James Thomas, Springfield District  
Candice Bennett, Commissioner At-Large

ABSENT: Alyssa Batchelor-Causey, Dranesville District  
Evelyn S. Spain, Sully District

OTHERS: Kelly Atkinson, Director, Planning Division (PD)  
Department of Planning and Development (DPD)  
Katherine Hermann, Branch Chief, PD, DPD  
Corinne Bebek, PD, DPD  
Carly Aubrey, PD, DPD  
Maya Dhavale, Office of Environmental and Energy Coordination (OEEC),  
Office of the County Executive  
Matthew Meyers, Division Director, OEEC, Office of the County Executive  
Christopher Herrington, Director,  
Department of Public Works and Environment Services (DPWES)  
Ellie Coddling, Deputy Director, Stormwater and Wastewater Division, DPWES  
Joni Calmbacher, Director, Stormwater Planning, DPWES  
Joe Gorney, Stormwater Planning, DPWES  
Cindy Speas, Chairman, At-Large, Fairfax County Tree Commission  
Perry Rhodes, Sully District, Fairfax County Tree Commission  
Larry Zaragoza, Chairman,  
Fairfax County Environmental Quality Advisory Council (EQAC)  
Kenneth Lanfear, Vice Chairman, EQAC  
Samantha Lawrence, Senior Deputy Clerk, Planning Commission,  
Department of Clerk Services

ATTACHMENTS

- A. POLICY PLAN AMENDMENT – COMMUNITY FEEDBACK REPORT - HANDOUT
- B. POLICY PLAN AMENDMENT – ENVIRONMENT ELEMENT – HANDOUT
- C. POLICY PLAN AMENDMENT – COMMUNITY FEEDBACK REPORT –  
PRESENTATION
- D. POLICY PLAN AMENDMENT – ENVIRONMENT ELEMENT - PRESENTATION

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Chairman Niedzielski-Eichner called the Policy Plan Committee meeting to order at 7:30 p.m. in Conference Room 11 of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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Chairman Niedzielski-Eichner provided an overview of Fairfax County's Policy Plan, the role of the Planning Commission's Policy Plan Committee, and its members.

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Chairman Niedzielski-Eichner requested that staff and Committee members introduce themselves to the audience.

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Chairman Niedzielski-Eichner stated there were two topic items on the agenda, a Community Feedback Report, and draft text for the Environment Element of the Policy Plan Amendment.

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Corinne Bebek, Planning Division (PD), Department of Planning and Development (DPD), introduced herself and Kelly Atkinson, Director, PD, DPD, and gave a presentation on the Community Feedback Report related to the Policy Plan Amendment. A copy of staff's presentation is in the date file.

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Upon his arrival to the meeting, Chairman Niedzielski-Eichner recognized Walter C. Clarke, Planning Commissioner, Mount Vernon District.

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There was a discussion between Ms. Bebek; Kelly Atkinson, Director, Planning Division, Department of Planning and Development; and multiple Committee members regarding the following:

- The Plan Forward Community Feedback Report, its process, outreach, research conducted, key metrics, community feedback on what they liked most about their neighborhood, and public input that summarized feedback received from May 2024 through February 2025;
- A discussion on whether the community understood policy and implementation for zoning cases;
- Supported staff's in person and virtual community presentations that summarized the elements of the Policy Plan Amendment;

- A discussion on the next door posts survey responses, links to the project's webpage, posts from previous surveys conducted, advertisements and notifications published, and the outcome of that endeavor;
- Staff provided the reasons why individual emails beyond residential public feedback received on the project was not included in the Community Feedback Report;
- Clarification that the development community attended in person and virtual meetings, and staff also attended attorney working group events, and received high level feedback;
- Staff presented the project to the community and explained the differences between state and local government policies; and
- The Community Feedback Report was posted on the County's website.

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Chairman Niedzielski-Eichner transition to the second half of staff's presentation related to the Environment Element of the Policy Plan Amendment.

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Ms. Bebek introduced Katherine Hermann, Branch Chief, Planning Division, Department of Planning and Development; Carly Aubrey, PD, DPD; Maya Dhavale, Office of Environmental and Energy Coordination (OEEC), Office of the County Executive; Matthew Meyers, Division Director, OEEC, Office of the County Executive; Christopher Herrington, Director, Department of Public Works and Environment Services (DPWES); Ellie Coddling, Deputy Director, Stormwater and Wastewater Division, DPWES; Joni Calmbacher, Director, Stormwater Planning, DPWES; and Joe Gorney, Stormwater Planning, DPWES. She added that the Committee would receive a presentation on the Environment Element of the Policy Plan Amendment. Staff followed a similar process from the Comprehensive Plan Overview Element, presented to the Committee on March 6, 2025, where the text was released and made available to the public. Ms. Bebek added that the Environment Element of the Policy Plan Amendment was in draft form and encouraged continued conversation and feedback. Ms. Bebek and Ms. Aubrey proceeded with the presentation. A copy of staff's presentation is in the date file.

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There was a discussion between Ms. Bebek; Ms. Atkinson; Ms. Aubrey; Matthew Meyers, Division Director, OEEC, Office of the County Executive; Cindy Speas, Chairman, At-Large, Fairfax County Tree Commission; Perry Rhodes, Sully District, Fairfax County Tree Commission; Christopher Herrington, Director, Department of Public Works and Environment Services (DPWES); Larry Zaragoza, Chairman, Fairfax County Environmental Quality Advisory Council (EQAC); Kenneth Lanfear, Vice Chairman, EQAC; and multiple Committee members on the following:

- Appreciation for staff's work on stormwater, specifically infiltration in higher areas of the County that recharged groundwater capabilities, seeps, and emerald streams that maintained water flow;
- The goal of capturing initial runoff that maximized the impact of the two-year channel forming event, helped stabilize stream banks, prevented tree loss, and improved sediment as it traveled through the stream channels. Reference made to Lake Accotink Creek;
- Concerns addressed regarding the Leadership in Energy and Environmental Design (LEED) certification standards for buildings that transitioned to LEED Gold and LEED Platinum, issues surrounding maintenance of those buildings, and including language that required developers maintain those certifications;
- A recommendation that staff include language that distinguished between achieving LEED Gold at the time of construction, and sustaining LEED Goal or Platinum performance throughout the operational lifespan of a building, to ensure that energy savings and sustainability goals were maintained into the future;
- Staff responded to a recommendation to include language that addressed LEED certification standards for green buildings;
- Staff addressed the challenges OEEC faced with maintenance and enforcement of LEED certification after bond release;
- Ongoing LEED for Building Operations and Maintenance Certification (LEED O+M) could not be requested after bond release and staff had no enforcement mechanisms;
- Clarification that the building energy in the community was one of the sectors within the Community-Wide Energy and Climate Action Plan (CECAP) dashboard, and was tracked through a variety of resources that provided aggregated data across community trends;
- Clarification that from a Comprehensive Plan Policy prospective, in the State of Virginia, there were no methods to verify an ongoing commissioning or operations maintenance certification; development proposals were included in proffers during the entitlement process;
- Metrics for stormwater that was applicable to storm events to be incorporated into the Policy Plan Amendment and applicable countywide, coordination efforts with DPWES staff, and incorporating potential language that addressed exceeding code requirements for water quality and quantity;
- Appreciation for staff's recognition of floodplains, future discussions on this item, incorporating language that would address ongoing changes, and the unforeseen impact on surrounding communities, developments, and erosion;

- A discussion on the Board of Supervisors' position on carbon neutrality, applicable language that would be incorporated into the Environment Element of the Policy Plan Amendment, staff's proposal to update Objective 13 of the Comprehensive Plan that further addressed carbon neutrality, and references that supported the County's climate goals;
- Staff clarified the Board of Supervisors' Operational Energy Strategy (OES) and the Comprehensive Plan's association with the Capital Facilities Sustainable Development Policy;
- A discussion on whether there was a specific element of the Policy Plan that had been identified as a primary focus for the County, the complexities of balancing the plan with the wide range of initiatives and directives set by the Board of Supervisors, and the importance of drafting adaptable and strategic language that reflected a countywide perspective;
- Feedback received from the building community on LEED Certification goals and policies that certified retrofit projects;
- A recommendation that concepts that addressed climate mitigation and climate adaptation be highlighted in the introduction of the plan, and incorporated in the greenhouse gas emissions and air quality section of the countywide objectives;
- Addressing runoff at highly impervious sites that no longer had natural hydrology, and the language in the Chesapeake Bay supplement that addressed the need for the Policy Plan Amendment to acknowledge the redevelopment loophole. An appendix in the Comprehensive Plan that addressed the Chesapeake Bay was referenced;
- Staff clarified that language that addressed downstream flooding was located in Chapter 124 of the Erosion and Stormwater Management Ordinance of the Fairfax County Code, and policy language was updated to "ensure preservation of the environment and downstream areas;"
- A discussion on lighting pollution policy and its focus on outdoor lighting and synergy as referenced in the Zoning Ordinance;
- Clarification that digital signage required proffers for projects with special exceptions;
- Supported comments and language change from "...residents and/or travelers..." to "...and human..." in the Environment Element of the Policy Plan Amendment and how that language interacted with the Transportation Element of the plan;
- Details on the County's Stormwater Policy which was part of the Policy Plan Amendment and the anticipated release date;

- A discussion on language that addressed the changes to conservation corridors in Objective 11 of the Environment Element of the Policy Plan Amendment. A redline copy of staff's handout which provided details on the discussion to the enhanced conservation corridor connectivity policy was provided;
- The equity and environmental justice of the Policy Plan Amendment, its context and focus was discussed;
- Staff clarified that the term environmental justice captured feedback received, its focus on the policy and objectives, the issues in the County and ways to address them. The term environmental injustice was not referenced in the plan;
- Acknowledgement that the draft copy of the Environment Element of the Policy Plan Amendment dated April 1, 2025, had not yet been reviewed by the Tree Commission;
- Support for new language that addressed items of importance to the tree canopy and ecosystem which included the natural environmental features;
- Support for efforts that focused on climate change and its impact;
- The need for resilience sustainable concepts and land use planning;
- Concerns regarding the adverse impact of imperious surfaces;
- The benefits of low impact development;
- Support for expanded discussions on light pollution;
- The benefits of conservation corridors;
- Supported focused efforts on vulnerable communities and heat islands;
- Objective 10's focused on the entire system and natural areas;
- There was a concern about the County's ability to meet the CECAP tree canopy goals;
- Zoning modifications that contributed to a potential decline in the tree canopy;
- There was a need for clear policy language that addressed the impact of road construction, linear infrastructure projects, and trails on the tree canopy, and determining whether that language should be incorporated into the Transportation or Environmental Element of the Policy Plan Amendment;
- Staff clarified that Objective 10 of the Environment Element of the Policy Plan Amendment addressed utility corridors, streetscapes, adaptive, and natural landscaping;

- Following the Tree Commission’s review of the Environment Element of the Policy Plan Amendment draft text, it was recommended that any feedback or comments be shared with staff and the Planning Commission;
- Supported the focus on sustainable and natural landscape practices and stronger encouragement for private land owners;
- The challenge of invasive species and threats to the urban forest should be emphasized;
- A suggestion that staff provide additional clarification regarding linear projects, and encouraged that such projects also prioritize the preservation and restoration of trees was noted;
- A suggestion was made to incorporate more flexible language that addressed poly-and per-fluoroalkyl substances (PFAS) and other chemicals that are hazardous to the environment. Staff acknowledged the suggestion and would consider the recommendation;
- A recommendation that the relationship between the County’s climate goals and incorporating new environmental technology be clearly defined. The carbon neutrality goal was referenced. Staff acknowledged the recommendation and would review in the context of all feedback received;
- Staff’s drafted policies that addressed the Occoquan water supply would put the County in a good position, would guide the discussion on the viability of the water supply, and its effect as a result of development in Prince William County;
- A discussion on EQAC’s [2024 Annual Report on the Environment](#), recommendations that included data centers, and the economic impact from the consumptive water use through the use of evaporative cooling on newly constructed facilities. Reference made to the Interstate Commission on the Potomac River Basin’s five year report on water use within the basin;
- EQAC’s 2024 Annual Report on the Environment that addressed “*Recommendation 3A-W-2024.3* – If large data centers are approved with evaporative cooling, approval conditions must consider (1) Possible water cutoff during periods of drought; (2) Use of recycled wastewater where feasible; and (3) No return of any “blowdown” to the Occoquan” was also cited;
- Staff acknowledged the recommendation and added that as part of the land use text that would be released this Spring, data center guidance would be included as part of the Land Use Policy;
- Elements and policy objective discrepancies in the drafted Environment Element of the Policy Plan Amendment that was shared with the Commission would be amended;

- Coordination efforts between DPWES and OEEC on Resilient Fairfax and CECAP;
- OEEC would continue its work on implementing climate action plans into policy, with a goal to reach carbon neutrality for staff operations by 2040, and community wide by 2050;
- It was noted that for internal operations, buildings were set to LEED Gold, with a focus on energy efficiency, and ultimately to net zero energy;
- Conversion targets of the County's fleet to electric, which was the other zero emission vehicles;
- Ninety percent of green house gases produced from building energy use as well as transportation and implemented strategies, not only focused on environment but also touched on other elements of the Policy Plan Amendment;
- Further discussion on amending and finalizing language that highlighted the climate goals;
- A discussion on whether the 50% undisturbed impervious open space for the non-residential in the R-C District was sufficient to protect the water supply in the Occoquan Basin, and a recommendation that DPWES staff review this item. Patrick S. Herrity's, Supervisor, Springfield District, Board Matter that reaffirmed the County's commitment to the R-C and the Occoquan Basin, was referenced and commended;
- Clarification that the research paper on green building noted that the lack of a specific number in the proposed plan for electric vehicle (EV) charging stations, allowed for the flexibility to increase over time, a recommendation of 10% charging spaces was successful through recent development projects, and OEEC's work on EV ready strategies had additional guidance related to recommended percentages;
- Staff was in the process of determining the types of materials, percentage, and proposed recommendations for the EV readiness strategy;
- Residential townhome developments with new garages, had a standard commitment where developers offered the option of having EV charging facilities or conduit installed;
- Clarification that developments with parking garages that had larger parking structures had fully ready to go EV charging stations, and 10% charging stations for expansions;
- Clarification that existing buildings were not demolished to add conduit for EV charging stations. Residences at Government Center II which was a multi-family housing, was referenced;
- A Policy Plan Committee meeting on the continuation of the Environment Element of the Policy Plan Amendment draft text was discussed. There was a consensus that the Policy

Plan Committee meeting scheduled for Thursday, April 10, 2025 at 8:30 p.m. be cancelled to allow for additional time for attendees to review, provide additional feedback, and submit comments on the draft text;

- A recommendation that the Policy Plan Committee meeting scheduled for Thursday, May 8, 2025 at 7:30 p.m. be combined to discuss feedback received regarding the Environment Element, and possibly discuss the Transportation and Land Use Elements of the Policy Plan Amendment;
- In order to facilitate a package for staff and the Commission's review, there was a request that all written feedback essential to the plan's draft text be submitted to the Chairman of the Policy Plan Committee; and
- Staff expressed their appreciation for the feedback received.

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Chairman Niedzielski-Eichner expressed his appreciation for staff's presentation, for all feedback received, and adjourned the meeting.

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CLOSING

April 3, 2025

The meeting was adjourned at 9:19 p.m.  
Phillip A. Niedzielski-Eichner, Chairman

An audio recording of this meeting is available in the Planning Commission Office,  
12000 Government Center Parkway, Suite 552, Fairfax, Virginia 22035.

Minutes by: Samantha Lawrence

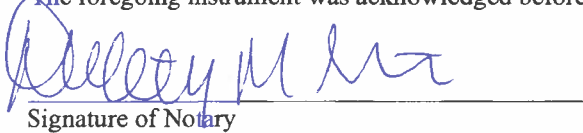
Approved: June 5, 2025



Nicole Blackwell, Clerk  
Fairfax County Planning Commission

County of Fairfax  
Commonwealth of Virginia

The foregoing instrument was acknowledged before me this 10 day of June 2025, by Nicole Blackwell.

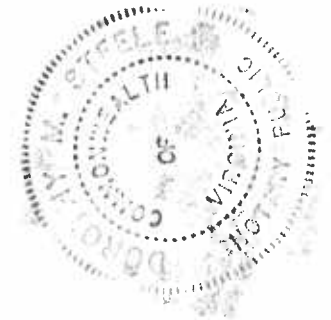


Signature of Notary

Notary Seal

Notary registration number: 7114113

Commission expiration: January 31, 2028





## **COMMUNITY FEEDBACK REPORT**

On December 6, 2022, the Board of Supervisors authorized the consideration of a Comprehensive Plan (“Plan”) amendment to update the Countywide Policy Plan. The Countywide Policy Plan consists of the following elements: Preface and Introduction, Land Use, Transportation, Housing, Environment, Economic Development, Heritage Resources, Public Facilities, Human Services, Parks and Recreation, Revitalization, and Visual and Performing Arts. The Policy Plan is one component of the Comprehensive Plan which also contains Area Plans and maps. The development and maintenance of Comprehensive Plans is required by the Code of Virginia.

With this Policy Plan amendment, the Board of Supervisors (Board) directed staff to:

- Review, update, and streamline the existing Policy Plan elements;
- Add new Policy Plan elements as needed; and
- Ensure the Policy Plan is in alignment with the Countywide Strategic Plan, the One Fairfax Policy, and other recently adopted policies and initiatives.

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](#) was developed in consultation with the Planning Commission’s Policy Plan Committee which divided the process into four phases occurring from May 2024 through the fall of 2025. This feedback report was developed as described by the Outreach Plan; it captures and summarizes the feedback received during the first two phases of community outreach (May 2024 through February 2025). Due to the large number of comments received, staff are not able to individually respond to each comment. However, staff reviewed each comment, identified commonalities and themes, summarized these comments, and provided responses on Pages 4-14. Comments obtained through PublicInput, can be found as Attachment 1. Items outside of the scope of this project have been identified and shared with the appropriate county agency.

Staff will continue coordinating with county agencies, industry, the Planning Commission, the Board, and the community as policies are developed and refined for consideration. Draft policy recommendations will continue to be discussed with the Planning Commission and Board of Supervisors at their meetings from March through May 2025. Additional community meetings, as proposed in the published Outreach Plan, will occur after publication of all draft policy recommendations (final publication tentatively scheduled for early May); these virtual meetings are scheduled for May 13, 2025, and May 15, 2025. Feedback will continue to be incorporated into the proposed policies, and final staff recommendations will be published with the Staff Report prior to a public hearing. Public hearing dates have not been scheduled at this time but are projected to occur in fall 2025.

## SUMMARY OF OUTREACH PHASES

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. Outreach Phase II occurred from June 2024 through February 2025 with a focus on specific topics within the Policy Plan, including solicitation of community feedback that informed staff’s research papers. During both phases, staff asked meeting participants what they enjoy about their community and what could be improved, as well as their vision for the future of Fairfax County. Responses to “What do you like about your neighborhood” are provided on Pages 15-17. A complete listing of past meetings and meeting materials is available on the [project webpage](#). The number of individuals reached, and the feedback received is reflected in the sections below.



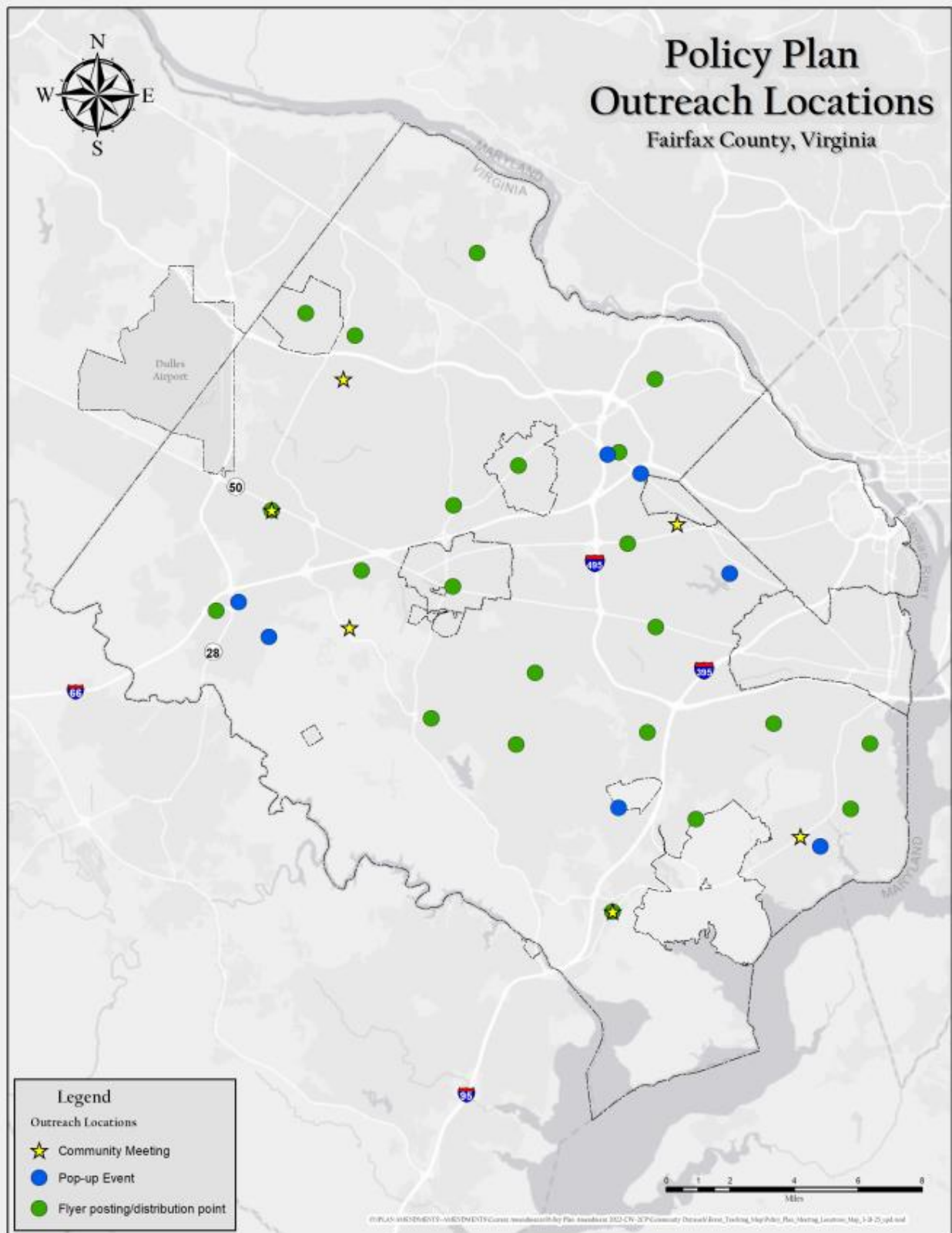
Plan Forward display at Bike to Work Day, May 2024

## OUTREACH METRICS

Metrics below include Outreach Phase I and Phase II engagement totals as determined by the number of individuals reached through the various communication methods utilized through February 14, 2025. Outreach during this time included: six community kick-off meetings; a community survey via PublicInput; pop-ups at community events, such as Bike to Work Day and Farmer’s Markets; Fairfax Connector ads; focused topic meetings; discussions with interest groups and Boards Authorities and Commissions (BACs); development of a [YouTube Playlist](#); and the development of research papers and meetings to discuss the findings. 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; a map of outreach locations is also provided below.

<b><u>Method of Engagement</u></b>	<b><u>Impact</u></b>
Channel 16 Videos	1,218 Cable Views (min.)
PublicInput Project Page	361 Participants   338 Subscribers
YouTube (20 videos)	2,130 Views
NextDoor (11 posts)	117,474 Impressions (views)
Facebook (10 posts)	2,028 Views   84 Interactions
Staff Kick-off Meeting (In-Person)	31 Participants
Community Meetings (In-Person)	30 Participants
Community Meetings (Virtual)	185 Participants

# OUTREACH MAP



## OUTREACH SUMMARY

### General

- Responses suggest streamlining the land use policies and processes to make them more accessible to the average person. Responses also suggest improving transparency in the planning process and more direct citizen input in shaping land use policies and planning decisions, to include during implementation. There are calls for clear policies that align with community needs and regional priorities. Clear access to planning documents and feedback mechanisms for citizens was also identified for the overall land development process.

*Response: One goal of this Policy Plan amendment is to streamline policies to make them more accessible and easier to understand; staff are using this guidance as they update and draft policies. The draft policies are informed by other documents such as the Countywide Strategic Plan, Resilient Fairfax and other county initiatives and feedback received during this process.*



Plan Forward Outreach Meeting,  
February 2025

*Community outreach is done through the Plan amendment process – each project has an outreach plan developed appropriate for the scale of the project. Some site- and area-specific Plan amendments include task forces appointed by the Board of Supervisors; other larger countywide Plan amendments rely on a broader engagement strategy to gain input from the maximum number of individuals possible. Detailed information about Community Participation in the Planning Process can be found in the draft [Comprehensive Plan Overview](#) element that has been published for community review and input. All feedback received during the land development process is reviewed by staff and incorporated as appropriate.*

*The land development process is designed to assess the potential impacts of development both now and in the future. Draft Comprehensive Plan language and policies are available for public review and comment; public hearings, feedback opportunities, and community forums are key parts of the decision-making framework, allowing community voices the opportunity to be heard. The Board of Supervisors provides the final approval of a project based on the staff recommendation, Planning Commission recommendation, and community input. As part of the land development process, the public can access applicant submissions, staff reports, proffers and development conditions, associated studies, and development proposals through the [PLUS system](#).*

## Equitable Development and Healthy Communities

- Comments regarding the need to address past inequities in land development were emphasized. Policies should promote equitable development, avoid displacement (especially in redevelopment areas), and ensure marginalized communities are not further disadvantaged. There should be emphasis on policies to support existing communities and offer equitable housing opportunities, particularly for low-income residents and underserved groups. There was a call to integrate regional principles for equitable development and make sure policies support diverse communities.

*Response: The Draft Comprehensive Plan Overview Element includes a Contextual Land Use Planning Narrative that provides a brief history of social and land use changes in Fairfax County, focusing on how population growth and development have led to suburbanization and its associated challenges. In this section, there is also a draft goal, “Advance equitable development in land use planning”, that serves as a framework for considering equity in each individual element. The Metropolitan Washington Council of Governments’ Regional Principles for Equitable Development have been reviewed as part of this process and are included as part of the Equitable Development paper that was published. Staff will be proposing residential and commercial displacement as a topic and policy area in the Land Use Element which can provide a framework for further study. While the Housing Element is not included in Phase 1, these comments may inform future changes to that element as part of Phase 2 of the Policy Plan.*

- How does the county define equity.

*Response: The One Fairfax policy defines equity as “the commitment to promote fairness and justice in the formation of public policy that results in all residents – regardless of age, race, color, sex, sexual orientation, gender identity, religion, national origin, marital status, disability, socio-economic status or neighborhood of residence, or other characteristics – having opportunity to fully participate in the region’s economic vitality, contribute to its readiness for the future, and connect to its assets and resources.” The One Fairfax policy commits the county to consider equity when planning, developing, and implementing policies, practices, and initiatives. The county’s inclusive community engagement framework aims to address equitable participation in the land development policy.*

- Regarding equitable accessibility, the following themes were identified:
  - Ensure that transportation planning addresses the needs of all residents, including those in underserved areas or with limited mobility options.
  - Provide safer and more equitable access to transportation services for everyone, including those who rely on public transit, bicycles, or walking.
  - Accessibility should go beyond physical ramps, addressing the needs of people with disabilities, including the deaf/hard of hearing and blind. The county is encouraged to consider materials, signage, and features that support accessibility for all residents, especially in public spaces.

*Response: The county is purposefully working to provide safe mobility options for all users. Providing multi-modal infrastructure options allows people to choose how they want to move throughout the county. Objectives in the Transportation Element will recommend connecting*

*pedestrian paths, sidewalks, and trails with communities and services in and around neighborhoods, town centers, and transit. Policies would also include recommendations to continuously seek funding to assist in building the pedestrian network. The ActiveFairfax Plan further includes criteria to prioritize investment where it is most needed, including communities that have been historically underserved. The Safe Streets for All program proposes a comprehensive initiative to address systemic transportation safety issues for people walking, biking and using other forms of active transportation. While the Comprehensive Transit Plan (CTP) guides bus routes and frequency, the Policy Plan may assist in setting broader policy objectives. Please see the Transportation section below for more information.*

- Healthy communities were seen as interconnected with other elements related to environmental quality, including clean air; safe streets; multi-modal transportation options; transit-oriented development; and walkability. Building healthy communities was prioritized, with a focus on food security, social connections, and addressing stressors related to poverty. The county is encouraged to integrate policies that promote healthy living environments; mental health services; opportunities for active living, such as community gardens and recreational spaces; and food production, distribution, and access to ensure healthier communities. Creating community gardens in new developments and near public hubs is recommended.

*Response: A draft goal within the Comprehensive Plan Overview, “Promote health through land use planning”, illustrates the inter-dependency of various determinants of health such as healthcare services, active recreation, transportation, and access to healthy food. The Policy Plan will include a new Healthy Communities element, informed by [the Healthy Communities paper](#), that will have policies on food systems, including objectives on production, distribution, waste, and access; healthcare and human services; active living; green infrastructure and climate health; and social connection.*



Plan Forward Outreach Meeting, June 2024

### Affordable Housing

- Affordable housing is a critical issue, particularly in the face of rising rents, redevelopment, and infrastructure projects such as road widenings. A recurring theme is the need for more affordable housing, including a mix of housing types (both market and affordable), throughout the county. Several responses stress the importance of process reforms, preservation of existing affordability, and policies that promote affordable housing development, particularly in areas near transit and in communities that are being redeveloped. Policies should aim to address housing instability and poverty-related stress by providing affordable housing (to include for seniors) and mental health support. There is also a need for intentional affordable housing and resources for those experiencing housing insecurity. Several responses identified increasing affordable housing, including for faith communities and through strategies like rent-to-own and affordable housing development in underused or institutional land.

*Response: The Countywide Strategic Plan identifies a need for planning and building more housing close to job centers and providing services in those areas. The draft goals within the*

*Comprehensive Plan Overview reinforce the need for access to affordable housing to facilitate the development of diverse housing options and expand opportunities to increase housing supply throughout the county. As noted above, the Land Use Element will provide policies related to residential displacement. Current policies within the Land Use and Housing Elements provide guidance on transit-oriented development, workforce housing, and preservation of existing affordable housing. While the Housing Element is not included in Phase 1, these comments may inform future changes to that element as part of Phase 2 of the Policy Plan.*

## Land Use

### Growth Management and Uses

- Concerns about overdevelopment and approval of development projects were raised, emphasizing the need for growth that aligns with community needs, environmental goals, and existing infrastructure. Sustainable development practices should be prioritized, with a focus on maintaining ecological connections. Additionally, balance residential growth with commercial and industrial development, supporting gradual increases in residential density through mixed housing types to ensure sustainable growth and increases in housing supply, while remaining compatibility with existing communities. Comments also identified the need to ensure developers account for the impacts of their projects, including infrastructure strain, environmental degradation, and community displacement
- Comments provided related to the siting of data centers and their associated infrastructure to include specific recommendations for performance standards related to energy efficiency, solar energy systems, limiting their reliance on diesel backup power, water use, noise and other environmental impacts. Comments about how schools are factored into the Policy Plan were provided. Responses identified the need to protect the history, culture, and sense of community, especially in ethnic or historically marginalized neighborhoods. Efforts should be made to avoid gentrification that erases cultural landmarks or displaces long-standing residents.

*Response: The draft Comprehensive Plan Overview includes a draft goal for a dynamic, strategic, efficient, and ordered pattern of land uses, served by adequate public facilities and utilities, that accommodates anticipated growth, promoting a vibrant mix of uses, providing access to multimodal transportation, enhancing and revitalizing community assets, and preserving environmental and cultural resources. An additional goal reinforces the need for access to arts, culture, recreation and lifelong learning. Additional objectives to accomplish these goals are included in the individual elements.*

*The Concept for Future Development directs the location of growth and development in the county and density/intensity recommendations are informed by the Area Plans. Most areas of the county are planned for only their current uses and densities/intensities. Mixed use activity nodes are planned in several locations in the County as shown on the Concept for Future Development and further described in the Area Plans.*



Plan Forward Outreach Meeting, June 2024

*Guidelines for data center development are being created for consideration within the Land Use Element which aim to address energy demand, noise, and additional factors. Schools and other public facilities are addressed within the Public Facilities Element of the Policy Plan. Public facilities, to include schools, pursuing a change through the zoning entitlement or 2232 process are subject to the Policy Plan and accompanying Area Plan guidance.*

### Transit-Oriented and Mixed-Use Development

- A focus on promoting transit-oriented development (TOD), especially around Metrorail and Bus Rapid Transit (BRT) stations was identified. The need for more mixed-use areas that prioritize proximity between residential, commercial, office and transit centers to create land-use patterns that reduce automobile dependence and support transit and active transportation were highlighted. There were suggestions to improve pedestrian-scale street lighting, reduce traffic congestion, and enhance bus and rail access, especially around transit corridors. Additional comments received included increasing the focus on vehicles while reducing the associated traffic congestion that may arise from new developments.

*Response: Mixed use activity nodes are currently planned in several locations in the County as shown on the Concept for Future Development and further described in the Area Plans. Encouraging transit-oriented development is a long-standing objective in the Fairfax County Comprehensive Plan. The draft Comprehensive Plan Overview reinforces the need for a dynamic, strategic, efficient, and ordered pattern of land uses and safe, welcoming and walkable urban design to reduce automobile dependency. This includes encouraging transit-oriented developments and other higher density/intensity mixed-use centers that are less automobile-dependent and promote healthier, more connected communities, and prioritizing active transportation options such as pedestrian access and bike-friendly facilities that integrate with bus, bus rapid transit, and rail transit. Transit-oriented development is being addressed in the Policy Plan update through the development of additional guidelines in the Transportation Element. Transit-oriented development (TOD) policies and guidelines in the Land Use Element will be revised to reflect that TOD also includes Bus Rapid Transit (BRT). The [Comprehensive Transportation Analysis \(CTA\) paper](#) includes various Measures of Effectiveness (MOEs) and additional metrics to be incorporated into the planning process. Acknowledging that a one-size-fits-all approach would not work in Fairfax County, as the County includes a variety of land uses with different transportation needs, the CTA classified the County into five area types with varying modal priority to include a focus on vehicles for industrial, low density residential and suburban neighborhoods and a more multi-modal approach for suburban centers, urban centers and transit station areas.*



Plan Forward RECenter Flyer Posting, March 2025

### Placemaking

- There is a strong desire for intentional placemaking and the inclusion of community-serving businesses. The importance of creating hubs where residents naturally gather, such as near transit

stations, libraries, community centers, and green spaces, is emphasized. This includes the need for accessible cultural, recreational, and green spaces like parks, museums, arts venues, and community gardens. Prioritizing these spaces and developing areas that promote gathering and a sense of place was identified as a key to fostering stronger community connections.

*Response: The draft land use vision within the draft Comprehensive Plan Overview speaks to fostering a sense of place by providing diverse housing options, ample employment and business opportunities, essential services, preservation of the natural environment for future generations, provision of safe and walkable communities connected by multimodal transportation, and provision of cultural, recreational, and healthy spaces. Current policies within the Land Use Element will be revised to more explicitly address placemaking; additional policies may be provided in other elements.*

### Commercial and Economic Redevelopment and Revitalization

- There was a strong emphasis on promoting economic opportunity and resiliency, particularly for small and minority-owned businesses, commercial corridors, redevelopment areas like Tysons, McLean, and Route 7, and those areas that may be impacted due to redevelopment. Policies should ensure equitable access to resources, opportunities to return to the area through redevelopment, supporting local businesses, and addressing displacement risks, especially in revitalization areas.

*Response: The draft goals within the Comprehensive Plan Overview reinforce the need for economic opportunity and resiliency with special attention paid to supporting small and minority-owned businesses, ensuring that they have equitable access to opportunities and resources. This goal further speaks to prioritizing economic growth through policies that accommodate future employment growth directed to the county's Activity Centers and revitalization areas. As noted above, the Land Use Element will provide policies related to residential and commercial displacement. [The Clarion Retail Trends Report](#) provides additional background on the topic of retail displacement.*

- There is support for redeveloping areas like Richmond Highway with a focus on sustainable development, including the use of public-private partnerships and the strategic conversion of underused properties like office buildings into housing. Some comments highlight the need for equitable investment in revitalization areas, ensuring that displaced communities are supported.

*Response: The Embark Richmond Highway Plan (part of the Comprehensive Plan) provides recommendations and guidance for the redevelopment of Richmond Highway; other revitalization areas of the County have similar guidance. Appendix 13 of the Land Use Element accommodates office to residential conversions subject to locational criteria. [The Clarion Office Trends Report](#) provides additional considerations for Appendix 13 that are being considered as part of potential edits to the Land Use Element. Additional responses on equitable development and displacement are provided above.*

### **Transportation**

- Several comments emphasize the need to expand reliable, accessible, and affordable public transportation, including more bus lines, better transit frequency, improved infrastructure (e.g.,

bus shelters), dedicated bus lanes, and additional connections, especially in underserved areas, to serve as an alternative to driving. The concept of "15-minute neighborhoods," where most services are within walking or biking distance, was highlighted, along with promoting Bus Rapid Transit (BRT) as a key strategy for enhancing transit efficiency. Additionally, there is a strong focus on prioritizing active transportation (biking and walking) over traditional road expansion, with suggestions to reallocate funds from road projects to improve bike lanes, pedestrian infrastructure, and public transit. Support was expressed for initiatives like protected bike lanes, safer pedestrian crossings, and the inclusion of Active Fairfax in the Policy Plan to encourage alternative modes of transport.

- Comments and responses also focused on the need to reduce congestion and reflected community concerns over increased development leading to increased congestion within the county.
- Creating safe, accessible transportation options for all residents, particularly the elderly, disabled, pedestrians, cyclists, and those without cars, was emphasized. Respondents emphasize the importance of addressing traffic fatalities, improving safety at intersections, and ensuring safer travel conditions on roads. There are calls for safer routes to schools; safety measures like lighting, sight lines, traffic calming, raised crosswalks, road diets, better sidewalks, and crosswalks; as well as investments in safer street designs and traffic management.

*Response: Proposed changes to a transportation system or planned land use may require a transportation impact study. [The Comprehensive Transportation Analysis \(CTA\) paper](#) discusses alternative Measures of Effectiveness (MOEs) to inform the review of Plan amendments and entitlement applications. This includes transit, pedestrians, vehicles, bicycles and other items such as crashes, with a goal of applying a context-sensitive mitigation approach, prioritizing the travel modes that best reflect each area's unique transportation system needs. Existing policies within the Transportation Element will be revised based on this paper.*

*[The Activating and Completing Fairfax County Streets paper](#) speaks to safety as a core component of complete streets with a focus on three objectives of a Safety System Approach: Safer People, Safer Roads, and Safer Speeds. The Safe Streets for All program proposes a comprehensive initiative to address systemic transportation safety issues for people walking, biking and using other forms of active transportation, as posted on the [Safe Streets for All Recommendations](#) website. This could inform the future development of a Complete Streets Guide in Fairfax County; however, safety is of the upmost importance when the County or VDOT designs projects.*



Plan Forward Outreach Meeting,  
February 2025

*The Transportation Element will include policy recommendations for pedestrian and bicycle facilities, to coincide with the new ActiveFairfax transportation plan, which will emphasize pedestrian and bicycle safety and encourage connections with surrounding communities and neighborhoods. Walkable communities will also be addressed under the Land Use, Health, Equity and Transportation Elements. Transit is also being addressed through the development of guidelines in the Transportation Element. The Comprehensive Transit Plan (CTP) guides bus routes and frequency, as noted on the [Comprehensive Transit Plan](#) website, and the Policy Plan may assist in setting broader policy objectives.*

*While the Policy Plan may guide budget decisions, grants, and capital improvement planning, funding allocations for all transportation projects must align with available resources, community needs, and regional priorities. The Board sets budget priorities with input from the community and county staff. Funded projects are determined through the Transportation Priorities Plan (TPP), as on the [Transportation Priorities Plan](#) website, as approved by the Board.*

## **Parks, Open Space, and Environment**

### Playground and Recreation Infrastructure

- Comments include specific requests for improving the quality and variety of playgrounds to meet community needs, inspired by neighboring counties like Arlington and Montgomery, to include playgrounds that encourage physical movement and strength development, as well as adding lighting and water features such as spraygrounds and community pools.
- The need for policies that align park development with increased residential and commercial density was discussed, with a focus on ensuring that the increased density does not burden surrounding communities without adequate park spaces.

*Response: The Fairfax County Park Authority (FCPA) serves as the county's parks and recreation provider. The Park Authority offers over 420+ parks across the county. The Parks, Recreation, Open Space, and Access (PROSA) Strategy highlights the need for Complete Park Access, which focuses on access to a variety of park experiences like active recreation, passive/contemplative recreation, environmental/cultural recreation, and social recreation. Access to a variety of park experiences will be incorporated into revisions of the Parks and Recreation Element. The Park Authority conducts a countywide Needs Assessment every 5-10 years, most recently in 2016. An updated Needs Assessment is currently underway, accepting public input from mid-March to June 1, 2025. See the Park Authority's 2026 [project website](#) for additional information and to provide input on park and recreation needs. As part of Phase 2 of the Policy Plan and as informed by the ongoing Needs Assessment, staff will be reviewing the Urban Parks Framework for potential modifications. The Urban Parks Framework is used*

*during the review of Plan amendments and entitlement applications to ensure adequate park space is provided for redevelopments.*

#### Biodiversity and Ecological Goals in Parks

- There was a strong emphasis on increasing green space over paved areas in urban parks to counterbalance growing density and pressures on parks. This includes supporting better conservation policies, such as preserving mature forests, planting native species, and removing invasives to promote ecological health. Additionally, there is support for integrating biodiversity goals in park investments, focusing on improving habitats, soil health, and wildlife corridors.

*Response: FCPA supports native plantings and the removal of invasive, non-native plant species from FCPA parks. Additional information about the Park Authority's invasive plant removal program is available at the following link: [Invasive Management Area Program | Park Authority](#). In addition, several existing policies in the Parks and Recreation Element explicitly support biodiversity.*

#### Environmental and Health Considerations

- Comments provided related to air quality, especially residential uses near commuter garages and gas stations. Several responses also highlight the positive impacts of reducing car usage, such as improved air quality, reduced pollution, and better community health outcomes. Encouraging walking, cycling, and transit use was seen as a way to improve the environment and promote more sustainable transportation patterns.

*Response: Uses such as gas stations are regulated through the federal and state government. Through the Policy Plan, staff considers compatibility with adjacent uses and recommends site design or other measures to minimize impacts. The provision of commuter garages can support other goals to support transit ridership, reduce congestion and vehicle miles travelled, and reduce greenhouse gas emissions, which improves air quality. As noted above, multi-modal options will be included more explicitly as part of updates to the Transportation Element.*

#### Climate

- The need to integrate climate change considerations directly into the Comprehensive Plan, particularly through carbon footprint reduction, energy efficiency, resilience, reduction in vehicle miles travelled, conservation of natural resources, and greenhouse gas emissions reduction was emphasized. Recommendations were noted to align the Policy Plan with existing initiatives like CECAP and Resilient Fairfax, ensuring future impacts of climate change are considered in planning.

*Response: The Board of Supervisors directed staff to align the Policy Plan with other recently adopted policies and initiatives such as CECAP and Resilient Fairfax. Climate health is one of the sub-topics for the Healthy Communities Element, which includes priorities to address extreme heat and local air quality. This will also be addressed in the Transportation Element, specifically as it relates to Vehicle Miles Traveled (VMT) through the development of guidelines. Finally, the Environment Element will provide objectives related to these topics.*

## Sustainability

- Adaptive reuse of buildings, including the integration of vertical farms and promoting the use of renewable energy in buildings (e.g., rooftop solar) was emphasized.
- There was a focus on aligning policies with sustainability goals like net-zero and higher LEED standards (e.g., LEED Gold and Platinum). Discussion on updating building codes and incentivizing higher energy efficiency standards for both private commercial and residential buildings was noted.
- The inclusion of environmental justice into policy planning was emphasized.
- Electric vehicle charging infrastructure in both new developments and older neighborhoods was identified to include recommendations for improving EV readiness, with a suggestion to ensure 10% of parking spaces in new developments have EV chargers.

*Response: [The Green Building Policies paper](#) provides additional background related to higher LEED standards for private development and EV charging. Currently Objective 13 of the Environment Element encourages the use of renewable energy such as solar; updates to this policy will include the explicit encouragement of on-site renewable energy generation to further emphasize the concept. Objective 13 currently encourages LEED certification or the equivalent for projects subject to an entitlement; a higher certification level is being considered with updates to the Environment Element. Further, data from the county's implementation of net zero energy policies will be reviewed and incorporated as appropriate. Additionally, the current policies related to green building practices include an emphasis on energy efficiency as adopted by the Board of Supervisors in 2019. Updates to Objective 13 are continuing to emphasize energy efficiency as well as climate concepts thought the modifications within Policy A. The building code review process is outside of the scope of the Policy Plan.*

*Environmental justice is being incorporated into the Environment Element as it pertains to environmental design to include policies that focus on minimizing heat island effect and urban flooding, and enhanced tree plantings.*

*The Environment Element currently includes policies related to incorporating electric vehicle charging within new and redevelopment areas. No specific percentage was provided to allow the policy to be flexible and respond to the changing market; this has allowed staff to gradually increase the electric vehicle expectation over time. The Office of Energy and Environmental Coordination administers the Charge Up Fairfax Program which helps to bring electric vehicle charging opportunities to interested HOAs in low, medium and high vulnerability areas where they do not currently exist.*

## Tree and Vegetation Preservation

- Encourage policies that support increasing tree canopy, such as Fairfax County's goal for 60% canopy by 2050, and incentivize tree and natural vegetation preservation, particularly preventing clear-cutting by developers. Also, plant trees along roads, in parks, and across public lands to



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combat urban heat islands and promote shade, with a preference for native and non-invasive plant species. The inclusion of soil health and habitat preservation as key elements in planning and development were noted. Emphasis on pollinators (especially in medians) and integrating bird-friendly design practices into building and land-use policies was provided.

*Response: [The Conservation Corridors paper](#) identifies pollinator opportunities for inclusion in the Environment Element. While bird friendly design commitments are identified during the entitlement process, an explicit policy is being developed for consideration. The lighting policy is also under review to further address the impacts of lighting on the environment; this includes reviewing dark sky lighting practices. Current policies emphasize tree preservation where feasible and incorporation of new plantings on developing sites. Current implementation also focuses on native and non-invasive plantings; this will be further clarified through policy updates. Policies related to soil health are being developed for consideration.*

### Water Quality & Protection

- Ensure better protection and monitoring of water sources like the Occoquan Reservoir, and address issues like shoreline damage and pollution (like PFAS). Support policies to prevent harmful land practices, such as soil erosion or fertilizer runoff, that compromise water quality.
- Incentivize enhanced stormwater management due to stronger, more frequent storms. Redevelopment of properties developed prior to modern stormwater controls presents an opportunity to exceed minimum stormwater code requirements and use green infrastructure over gray infrastructure, both to the greatest amount practicable.

*Response: [The Stormwater Management paper](#) provides additional background on this topic. Through the Plan amendment and entitlement process, staff works with nominators and developers to secure additional commitments to both water quantity and quality, where appropriate. Updated stormwater management policies are being developed as part of this update to the Environment Element. A policy regarding pollutants such as PFAS is also being developed for consideration.*

**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.

- Playgrounds and recreation for kids.
- Sidewalks.
- The Rec Center.
- It's very clean and safe and there are a lot of places to sit outside and read.
- Riding bikes in my neighborhood.
- The neighbors helping people out.
- The local pools.
- Lots of things are close and I can walk to them.
- Safety.
- The scenery.
- Playgrounds.
- Neighbor's dogs.
- Nice people.
- Playing at the playground with my friends.
- The park.
- Kids play areas and sports leagues.
- Everyone is caring and kind.
- Sports for kids.
- FCPS student transit benefits.
- Park spaces, the rec center, pools, and basketball courts.
- The community.
- Convenience and walkability.
- La limpieza
- Comer seguro
- Est.
- My dog.
- Sidewalks, trees, and people walking.
- My community.
- I like the parks and the pets!
- Green spaces
- Accessible to/from many roads.
- Walkability.
- Best friends.
- The food.
- Friends.
- Playgrounds.
- The strong community.
- Safe (no police) you can walk at night.
- Feeding the squirrels.
- Public sector and private sector contracts.
- Safety, great services and resources.
- Stream valley parks.
- Trails and open space.
- Playing with my friends.
- Friendly neighbors.
- The leasing office.
- Swings.
- Food.
- Princess.
- Playgrounds.
- Dogs.
- Community, everyone helps.
- The community is nice.
- Walkable and close to Metro.



# Plan Forward: The Countywide Policy Plan Update

## Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
3,738	361	2,455	597	338

**Tell us about yourself and sign up to stay informed!**

No data to display...

**Optional: Sign-up to receive news and small group meeting information about any specific Plan Forward topics.** Select one or multiple topics listed below, and make sure your email address is provided above

88%	Land Use	279 ✓
68%	Transportation	216 ✓
66%	Environment	211 ✓
61%	Parks and Recreation	194 ✓
43%	Equity	136 ✓
41%	Community Health	131 ✓
40%	Human Services	127 ✓

318 Respondents

**If you attended a Plan Forward Open House, please share with us any comments or feedback.** Please include the meeting date and location in your response.

---

June 11th virtual meeting

6 days ago

---

Please keep me posted on any future events and meeting seminars that are going on in this area

20 days ago

---

Add 7 Day Bus service on Braddock Road, it is very underserved.

26 days ago

---

i am interested in affordable housing and allowing religious organization use their land for such; change the comp plan to not limit it to 'institutional use" . Need better traffic control in Tysons. Rail and buses are not reducing auto use.

one month ago

---

Franconia

3 months ago

---

Last night's meeting was very sparsely attended. I wish we had more input from the community.

4 months ago

---

I emigrated from Ireland in 1985 - I am vigilant in preserving the green life of great falls I do not the WALL.E effect to smother the gift God gave us. I will try to deter any proposal that will destroy the wholesomeness of the environment for the ease of a commuter route. It invites the extinction of the very ground we live on.

4 months ago

---

N/a

4 months ago

---

Legalise mixed use multifamily zoning county wide, highway removal, Control the roads from VDOT, mandate sidewalks, crosswalks, protected bike lanes and bus lanes. Cancel all road widening projects and invest in public transit

5 months ago

---

I attended the presentation to the McLean Citizens Association Planning and Zoning Committee on August 27, 2024. Bob Pikora mentioned that, as part of the Plan Forward process, ideas were being solicited regarding funding for transportation improvements, including active transportation improvements. I recommend that the County update its Policy Plan and other relevant plans to provide for periodic bond referendums that solicit citizen approval of bond funding for transportation and other infrastructure improvements, including a component that includes bond funding for active transportation. For instance, if bond referendums alternate every other year between bonding for school improvements and bonding for other infrastructure improvements, I recommend that the bond referendums in the non-school years include an active transportation component. Otherwise, the list of unfunded active transportation projects in the County will continue to increase and the County will fall further and further behind in its objective to meet the active transportation needs of its residents.

5 months ago

---

Fairfax County is so behind the times with adequate facilities for seniors...and housing with activities...it's quite pathetic... (Myrtle Beach is 25 years ahead of Fairfax). Our population is aging!

7 months ago

---

The open house was informative.

8 months ago

---

Just heard about it. Was not advertised by Franconia District Supervisor to my knowledge.

8 months ago

---

we received this information too late to attend any information sessions.

8 months ago

---

Virtual kickoff 6/27

8 months ago

---

Sorry, did not attend.

8 months ago

---

June 11 12 noon online. Excellent overview and presentation. I look forward to following the process on behalf of our urban forest and all the benefits it provides our residents.

8 months ago

---

I would like to discuss easing the restrictions of ALU's at the Community Kick-Off Meeting  
Monday, June 24, 2024, 6:30 p.m. – 8:30 p.m.  
James Lee Community Center, 2855 Annandale Rd, Falls Church, VA 22042

9 months ago

---

NA

9 months ago

---

I would like to suggest some improvements for South Reston.

9 months ago

---

## 1. Rate the quality of life in Fairfax County.

Average



Very Low Quality of Life

Very High Quality of Life

---

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, bike trails, kayaking routes, more bike shares and public transport options convenient to women, mothers and others historically excluded in data collection and decisionmaking in transport planning processes ). Encourage the sharing of art (concerts, mural painting projects, art exhibitions, etc) and other skills (tool shares, community gardens, social circles). Host more coed and women's adult sport leagues.

8 months ago

👍 12 Agree

these are great ideas.

7 months ago

👍 1 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?

8 months ago

👍 9 Agree

---

I am satisfied by my car dependence.

4 months ago

---

too much traffic and mass transportation is not convenient;

9 months ago

👍 5 Agree

---

Too expensive to live in Fairfax County

9 months ago

👍 5 Agree

---

Too many cars & too few options for getting around or just living without a car. Too much noise, especially leaf blowers and internal combustion vehicles. Otherwise, life is good.

8 months ago

👍 4 Agree

---

Pros:

- Good schools,
- diverse community,
- generally safe,
- clean most place I go,
- family oriented,
- great libraries (which I am guilty of visiting seldom),
- generally good parks with playgrounds.

Cons:

- Car-dependent city design continues to be a cause for congestion. More convenient and reliable public transportation could cut down on traffic congestion, and encourage more people to use it instead of it being perceived as a means of transportation for lower income individuals (e.g., bus, and mini-bus public transports, providing a low cost alternative into congested areas; Springfield to Tysons, Fairfax/Vienna to Tysons).
- Creating more outdoor covered spaces for the public (e.g., covered green spaces that kids can play) instead of relying on the Corporations to provide it at a Mall, or on a roof top of their corporate venue (The Perch).
- Many areas in the county are not pedestrian friendly/Walkable or even biker friendly, making a short trip anywhere another car ride. -----Some roads, like Ravensworth Rd, can use a turn lane in the middle cutting down on the stop and go traffic.

7 months ago

👍 2 Agree

---

We're essentially pockets of greatness (think mosaic) surrounded by seas of mediocrity. We better zoning and transportation priorities (biking, walking, public transportation)

8 months ago

👍 2 Agree

---

It depends on who you are.

8 months ago

👍 2 Agree

---

To start, reduce the number of policies associated with the focus areas in the Comprehensive Plan Policy Plan and ensure that there is no overlap and confusing language. The Comprehensive Plan Policy Plan is a labyrinth that perplexes the public. To illustrate the complexity of navigating and comprehending the Policy Plan and the interconnections among the fourteen focus areas, consider the Land Use section [Amended in 2022]. It features a Board of Supervisors' Goal, eight (8) Objectives, and sixty-eight (68) Policies. The Transportation section [Amended 2018] includes a Board of Supervisors' Goal, thirteen (13) Objectives, and ninety (90) Policies. Public Facilities, in conjunction with the Public Facilities Element [Amended in 2020], presents six (6) Board of Supervisors' Goals, forty-eight (48) Objectives, and two hundred (200) Policies. This amounts to three hundred and fifty-eight (358) Policies covering just three of fourteen focus areas. When you factor in the other eleven focus areas, the number of objectives, particularly policies, becomes astronomical. With this volume, there are likely policies that contradict each other. At over three hundred pages, the Policy Plan is not only a weighty read but also far from user-friendly for the average person.

8 months ago

👍 2 Agree

---

There is too much traffic, too much density, too many panhandlers, and too few police officers.

8 months ago

👍 2 Agree

---

Crime on rte 1 getting out of control

9 months ago

👍 2 Agree

---

Crime on Rte 1 out of control!

9 months ago

👍 2 Agree

---

Missing public transportation so we have traffic clogging our roads and not as many parks as other nearby areas such as Arlington and Alexandria

9 months ago

👍 2 Agree

---

Need to pay more attention to what local communities want and need, not what the county officials decide is appropriate, More emphasis on environmental issues.

20 days ago

👍 1 Agree

---

I'd wish would be more affordable living here. Maybe a way to compensate for some of car taxes that are ridiculously high.

21 days ago

👍 1 Agree

---

VDOT is the most corrupt and arrogant group of "civil servants" I have ever come across in my lifetime of living in this area. They answer to NO ONE not even the courts or governor.

4 months ago

👍 1 Agree

---

Too car dependent. Need more travel options, safe and convenient bike and walk connections, and focus limited transportation funding on alternatives to driving. To date, transit and bike/walk options are mostly focused around certain centers (e.g., Mosaic) at the expense of the rest of the County. Need a county wide and regionalist approach to provide more transportation options.

7 months ago

👍 1 Agree

---

Taxes are too high for what is being provided. Needing better marked bike lanes near for miles going to and from Huntington Metro.

7 months ago

👍 1 Agree

---

I live in Bucknell Manor and there is not an outdoor public swimming pool nearby or any water feature, and no shade trees where you sit at Bucknell Manor park and the summers are very hot here. There is lack of landscaping at the Bucknell Manor park. The schools are marginal and higher grades are overcrowded. Roads are not kept up.

7 months ago

👍 1 Agree

---

Driver behavior on 495, etc. is dangerous and I never see anything done about this.

9 months ago

👍 1 Agree

---

The Board of Supervisors pays a great deal of lip service to environmental issues but largely ignores the real impact its building policies have on the County's dwindling natural resources, including groundwater. The FFX County Police do not list traffic enforcement as a priority (check the FCPD's input into the County's strategic planning document), yet multiple communities are literally begging for even minimal enforcement in school zones, and when horrific accidents occur due to speeding and reckless driving, our supervisors offer "their thoughts and prayers" rather than pushing the FCPD to do more. The Board seems unable to conceive that they need to instill budget discipline in the County government, and when the sole non-Democrat on the Board offers a proposal for an audit. McKay and the other supervisors (or is it McKay sycophants?) don't have the courage to support Herrity's efforts.

9 months ago

👍 1 Agree

---

The current Board of Supervisors development policies have been disastrous. Our once beautiful tree-plentiful suburb has exploded with ugly, dense housing developments, attendant heavy traffic, more crime including violent crime, and impaired access to health care. The Board's advocacy of Equity policies ignores the controversy and current trend of government and business departure from Equity policies. Further, the Board's socialist redistribution of wealth via the Fairfax County budget has resulted in an extraordinary tax burden on county property owners. Planners should engage a local academically based entity to investigate and report on contemporary Fairfax County - such as George Mason University's Institute for Philosophy and Public Policy- instead of reliance on the outdated One Fairfax construct.

9 months ago

👍 1 Agree

---

Hi, I'm a resident of one of those new "dense housing development communities ". I'm not going to argue that they're not eyesores and a utopia because neither are true, but without that, a lot of people like me would have no place to live because we can't afford to buy a huge single family home or maintain it properly.

8 months ago

👍 1 Agree

---

There are many residents that are struggling with the housing and food costs.

6 days ago

---

Introduction of high density housing in traditional residential neighborhoods is problematic. Limited access to public transportation in many neighborhoods either due to limited schedules of buses or lack of buses at all makes everyone reliant on automobiles. Also allowing destruction of remaining forested land for development adds to air pollution, loss of plant and animal habitat, and adds to congestion.

7 days ago

---

I don't understand why Fairfax County doesn't have a single fine arts museum.

10 days ago

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Too many SUVs and pickups driven all the time when they aren't needed. Can residential developers, in exchange for various permits/county services, be required to purchase 1 SUV per X number of residences that would be available to the residents and to impose a covenant that runs with the lands prohibiting vehicles with a wheelbase in excess of [whatever would cover medium and larger SUVs]? This could help with fossil fuel consumption, with mitigating injury in accidents by reducing the weight discrepancies among vehicles, and with traffic flow (smaller vehicles have better stopping distance and can follow more closely).

13 days ago

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Pros:

The schools are very well funded and I love all of my teachers.

There are libraries everywhere

There are lots of recreational trails and paths

There are lots of community centers but their isn't much for kids, it's mostly boomer oriented

Cons:

I appreciate that Fairfax County tries to incorporate density into their developments, but the developments almost feel too segregated. There are a lot of the high density developments right next to single family/townhouse housing. Most high density, affordable housing is in huge, cookie cutter developments.

Some of the areas around high quality transit infrastructure are very car-oriented (especially Mclean, Tysons and Springhill).

Many areas (strip-malls) look straight from the 70s and are ripe for redevelopment (think Mclean).

The bus network is very extensive but lacks any sort of priority.

The school maps were made in a way where some people live like 10 minutes from the closest school but go to a school that is 30 minutes away (Great Falls, Wolf Trap, Reston).

18 days ago

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I love the greenery, low housing height, the sidewalks, no significant litter, beautiful parks but too many down trees, good walking paths, good neighbors, low crime but homeless in our neighborhoods, good police, helpful and friendly. convenient to all major roads, free cue bus, many small businesses available for convenience.

19 days ago

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As a Fairfax county master naturalist who volunteers for invasive plant control in parks I've noticed that the Tysons corner gravity sewer project and it's impact along the cross county trail is not known to the vast majority of people. I personally am quite concerned about the impacts to hydrology since areas set for disturbance show serious flash flood damage with evidence that in large storms strong enough currents wash through to carry trees and scour the asphalt trail. Preservation of parkland is important to me especially with the need to get away from social media. I also have noticed in recent years that the development of higher quality mature oak hickory forest seems to be undervaluing the appreciating impacts of these pockets of more mature 50+ yr old woods. Public access to natural green spaces is important but this should not come at the expense of rare sensitive ecosystems. Car dependence has knock on effects environmentally that need to be accounted for particularly it's hydrological impacts, given the research showing the counterintuitive impacts of road widening due to induced demand or how sometimes removing roads can improve traffic flow it seems this issue is not well understood by the general public and given the disproportionate economic burden that car dependent infrastructure has on taxpayers more focus needs to be done on assessing and mitigating the negative economic and environmental impacts of car dependence and the limited public awareness of these issues.

20 days ago

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I would like to see more law enforcement in Fairfax especially in apartments complexes in the Richmond Hwy corridor area

20 days ago

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While many of us don't like the traffic or crowded conditions we experience as we go about our daily lives, there is so much opportunity and great amenities here that we need to acknowledge how attractive it is to live here - that's why so many of us have made this choice.

21 days ago

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Lots of great food and amenities. Roads in good condition. A wide range of housing types. Walkability and creating more focused pedestrian friendly places is an area of improvement for the county. Also, affordability of housing.

21 days ago

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A good quality of life, without too much mass transportation and land use can often be mediocre at best. Fairfax needs to invest in high-quality transit corridors and promoting Metrorail/buses.

21 days ago

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Good access to parks and county facilities. Need more local restaurants, more community spaces, better active and mass transit (buses) because the traffic is terrible. Need to avoid displacement of local residents and businesses in redevelopment activities. Grow local businesses in place.

22 days ago

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expensive, traffic congestion getting worse, schools getting worse, homeless and illegal aliens all over

one month ago

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Way too expensive, especially the property taxes. Very poor planning, with shopping centers instead of walkable towns. County government corruption ruins quality of life. Crime is left unchecked.

one month ago

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High quality of life except there is way too much pavement compared to other areas of the country like metropolitan Maryland and metropolitan eastern Massachusetts.

one month ago

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need more walkability

2 months ago

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traffic awful, and staff is too slow in working through permits and come plan changes

4 months ago

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traffic awful. too slow to improve RT 1

4 months ago

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Sidewalk are missing in neighborhood areas, out street is close to Gerry Connolly Across Country TRL, but there is no walkway or space to bike, so cannot use it as much as we would like. Most bus stops around us don't have benches or roof when raining! Wish there were some coffee shops close the kids parks for parents to sit down. We need more outdoor seating options when it comes to restaurants and coffee shops in general, not just pick up places. Small grocery stores that are walking distance from residential area would be great addition! We also need safer and more lit crosswalks. Meet to normalize growing fruit trees around here.

4 months ago

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We need more east west transport. Not everything happens in DC.

4 months ago

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You need to create and enforce a law that prohibits the free roaming cats and to move away from Trap Neuter Reabandon. Failure to do these things is horribly damaging to the ecosystem and to public health, to say nothing of the welfare of the cats themselves. You should also do more to support native species lawns and a built environment that's conducive to people reducing (even to zero) their VMT. I would also like to see more robust lactation support for new parents. Also we would benefit from having a clinic that provides abortion care. Currently one needs to go to Falls Church or ALX or DC for that. We also need to crack down on "crisis pregnancy centers".

4 months ago

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Quality of life depends on income and neighborhood.

4 months ago

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We are being taxed out of our futures here. Our children cannot get a home here, they can barely support themselves, because of the tax rates that provide services to people who are illegal here. Additionally the school support program is out of whack, they should be forced to participate in a zero based budgeting process to find out where the inordinate amount of tax dollars go to in their program

4 months ago

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Some good, some bad. Parks are very good. Crime, panhandlers, etc along route 1 is very bad - and getting worse since apparently the commonwealth's attorney is deciding not to prosecute criminals. Reducing the speed limit on route 1 has appeared to have no impact on safety, but has had an impact on people who drive lawfully.

4 months ago

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Very happy here!

4 months ago

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while there are activities parks events it is so crowded that nothing can be attended and enjoyed. we sat in over an hour in traffic to get to Frying Pan Park last week only to arrive and be told it was too crowded. We live near scotts run but have never been able to go bc ppl park on Georgetown Pike and we can't find anywhere to park near a trail or even get a ride bc of bumper to bumper traffic. We went to the open house at spring hill and there were no games for kids and no one engaged with us so we stood around then eventually left.

4 months ago

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The amenities are very low if you do not own a car and all the services are geared towards SFH and MCmansion luxury homes. VDOT controls a lot of our lives and should be kicked out of Fairfax and FCDot to control all of our road planning. Lack of public transportation, bike and pedestrian infrastructure

5 months ago

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The noise pollution from the increased number of cars with modified mufflers decreases quality of life.

5 months ago

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The noise pollution from the increased number of cars with modified mufflers decreases quality of life.

5 months ago

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Fairfax County is a very convenient place to live, with proximity to urban/semi-urban centers, parks / nature, and other amenities. Prioritizing walking access to these areas (e.g., sidewalks, trails, trees to provide shade while walking) would make living here more pleasant.

6 months ago

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Fairfax is soooo behind the times....does nothing to attract and retain seniors...putting senior centers in depressing old elementary school building... ZERO in tax breaks so all my family and professional friends left...years ago. The population is AGING! Myrtle Beach is 25 years ahead of Fairfax.....with beautiful senior center buildings as well as mental health...easy access...adequate parking...lots of activities... affordable over 55 apartments with activities...NOT like assisted living in Fairfax...Fairfax is pathetic.

7 months ago

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I have lived here for almost 5 years now. People do not realize all the good things that this county has going for it. Lots of nice parks, a vigorous Master Gardener program with a lot of community gardens, bike and walking trails and a decent transportation system. We would all like less traffic and a perfect life, but people need to be realistic. Data centers can be an issue and perhaps there could be a way to have them contained a little further from population centers. Keep adding Greenspace and walking trails and require builders to add them into developments. Get communities to give input from civic leagues and civic organizations. Poll people at community events, sport fields, and as many public gatherings as possible. I work all over the county, and the one item I hear complained about more than any other is hoa fees. Is there a low maintenance method of policing those. And ensuring people are getting enough bang for the bucks they pay. Perhaps making monthly or quarterly financial reports available for people to see? I personally don't pay these fees and I am unsure about the rules that govern them, but everyone dislikes them it seems.

7 months ago

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Very expensive and crime and undesirables are increasing

7 months ago

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Something has to be done about the loitering outside establishments like 7/11 and crime on route 1.

7 months ago

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too much traffic, shopping centers are mostly car dependent

8 months ago

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In order to continue to be a community with a good quality of life attractive to new employees, we need to make Fairfax more of a walkable, bike able community and less of a car-oriented place. The county could to more to promote the concept and get people out of their cars, especially for short, local trips.

8 months ago

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too much development. the infrastructure cannot support the development in progress much less future development

8 months ago

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Traffic!! No one seems to care that it can take 40 minutes to go 5 miles on Route 7 and this is without the West Falls Church Development/Metro projects being complete. Haycock is also a mess and will just get worse. There will be 5 lights on Haycock (2 new- Rte7, Magnolia, Mustang, FallsChurchDr, MetroRd). I drive this everyday and it's been a nightmare for almost 2 years with construction. Your dream of everyone abandoning their cars is a joke and NOT based on data. You need to keep in mind the true impact of traffic.

8 months ago

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Traffic is continuing to deteriorate. More and wider roads are not the answer. Fostering proximity between home and work would help. Infill developments only compound already difficult traffic situations.

8 months ago

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Great services and amenities. Fairfax invests our tax dollars well. I hope we can continue to invest so others at lower income levels can remain and thrive in our community. It takes ALL OF US!

8 months ago

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Fairfax County is great for me because I can afford it. But too many lower income families are being priced out.

8 months ago

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Funding is not invested equitably across county. The Southeast region deserves and needs more funding to attract investors and support growth.

8 months ago

---

Parks and housing are good, but traffic is the issue.

9 months ago

---

Parks, housing, services are good. Traffic is the concern.

9 months ago

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Access to great health care, trails and parks, lots of amenities, and a local government that is responsive, especially in the areas of soil and water conservation, tree preservation, and well and septic issues.

9 months ago

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Over the almost 40 years I've lived here costs of all kinds have gone up while services of all kinds don't keep up with the needs of a whole lot of people and county ordinances are applied to some sporadically and not to others at all. I echo the comment that states not putting "traffic enforcement as a priority (check the FCPD's input into the County's strategic planning document), yet multiple communities are literally begging for even minimal enforcement in school zones, and when horrific accidents occur due to speeding and reckless driving," Currently living at Mt Vernon "Speedway" myself at all hours; what happened to my quiet, peaceful neighborhood?

9 months ago

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Good people, lots of opportunities, good public transit, quality government services, multicultural and intellectually engaging for adults and children, nature, access to airports and other cities.

9 months ago

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Decent, but Mason District gets shafted on school quality. Justice HS has no leadership. Mason District needs more bike lanes and bike and pedestrian bridges and infrastructure safely linking it to trails.

9 months ago

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No Comment

9 months ago

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Our local government could care less about residents. They keep trying force people onto energy guzzling Metro that is used by only a handful of residents with huge taxpayer subsidy

9 months ago

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Quality of life has deteriorated. Crime has increased. Taxes have increased.

9 months ago

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Depends in large measure on your income level. I don't think the quality is necessarily low for low or moderate income individuals or families, but the high cost of living definitely makes it a struggle compared to those of us fortunate enough to have substantial incomes.

9 months ago

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Traffic is bad and it is painful to pay personal property taxes for owning a vehicle. I feel the county almost wants it to be painful to own a car as a way to manipulate the number of cars in the county. Minimizing options (such as not owning cars) lowers the quality of life.

9 months ago

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Its hard to gauge the quality of life in Fairfax County. Quality of life, based on what?

9 months ago

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

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

8 months ago

⬆️ 5 Agree

for air and noise pollution. Excellent idea.

7 months ago

⬆️ 1 Agree

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

9 months ago

⬆️ 4 Agree

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I have to agree. We seem to favor centralization without providing sensible, multi-modal public transportation, which will inevitably lead to miserable traffic congestions for those who work there, have business to conduct, or are visiting.

7 months ago

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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, bike trails, kayaking routes, more bike shares and public transport options convenient to women, mothers and others historically excluded in data collection and decisionmaking in transport planning processes ). Encourage the sharing of art (concerts, mural painting projects, art exhibitions, etc) and other skills (tool shares, community gardens, social circles). Host more coed and women's adult sport leagues.

8 months ago

👍 3 Agree

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Add more public transport options, particularly trains

9 months ago

👍 3 Agree

---

Tackle the invasive plant problem before it takes down our trees and destroys all our natural spaces.

9 months ago

👍 3 Agree

---

More density along transit corridors so we can invite more people into our county, reduce the cost of housing, and improve transit.

9 months ago

👍 3 Agree

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Covered bus stops with benches everywhere. Sidewalks everywhere at least on one side of the street, more (safe, secure) bike lanes. Smaller grocery stores and coffee shops closer to residential or by kids parks so it is more walking accessible.

Glass recycling more easy to collect, bins located in each neighborhood for drop off.

More event for all ages in public libraries. Plant more tree on main roads for shade.

Ban gas powered leaf blowers. Educate people about composting leaves.or leaving them be and not throwing them to waste.

Save existing trees by cutting the vines suffocating them.

Reduce daily toll on i66 that come up to as high as \$40 from N495 to DC One way!! It should be fixed toll, not variable.

4 months ago

👍 2 Agree

---

More walkable communities. Open up cul de sacs and comminuted where possible (eg Shadeland Dr in 7 Corners

6 months ago

👍 2 Agree

---

More/better public transit. Greater walkability / bikeability.

6 months ago

👍 2 Agree

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Better marked bike lanes for two miles in every direction to and from Huntington Metro . A public swimming pool near or around Bucknell Manor Park. A water feature for children at Bucknell Manor park, landscaping and lights for the evening. The summers are so hot and people don't go to the park until evening in the summer since it is so hot, so we need lighting at Bucknell Manor park. Community gardens and more events to bring people together.

7 months ago

👍 2 Agree

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Change zoning regulations to allow for higher density development, more mixed use development, prioritize public mass transportation over roadway development, improve cycling infrastructure, buy vacant lots and turn them into parks

8 months ago

👍 2 Agree

---

Hold developers more financially accountable for the impacts of their projects - increases in: school costs, fire & police costs, traffic, and environmental degradation.

8 months ago

👍 2 Agree

---

Make housing more affordable through positive zoning and planning policies. Housing is the key to everything - what school your family attends, available, close transportation, access to health care.

8 months ago

👍 2 Agree

---

Narrower roads, taller buildings, more protected green space, protected bike lanes, more sidewalks - a transit and mobility oriented future with mixed use zoning and less space dedicated to single family homes and car inducing roads. Let kids walk to school safely!!

8 months ago

👍 2 Agree

---

Put some actual rules on developers so they can't cut down trees.

9 months ago

👍 2 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.

9 months ago

👍 2 Agree

---

Reduce taxes and stop development of Tyson's area.

9 months ago

👍 2 Agree

---

Public transportation has a major flaw: it is not useful and therefore misuses funds. Perhaps due to a noble but impractical aspiration to reach every household, buses have zigzagging routes that attempt to cover places that are not in a straight line. They divert through certain neighborhoods and return via the same path to rejoin the main line, repeating this pattern multiple times throughout the route. This makes the journeys too long and unappealing to potential users. That's why we almost always see them empty. Additionally, the driver is responsible for collecting the fare, which adds more time to the journey and further delays the arrival at the destination. I believe these two hindrances need to be addressed to make this service more efficient and perhaps achieve economic self-sustainability.

9 months ago

👍 2 Agree

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Preserve trees rather than clear cutting for expanded roads and traffic circles and for housing or other development. uses We need Oxygen and Shade and beauty of the Trees. There should be a law to prevent clear cutting trees for new housing development. My development was built in the late 1970s and trees were only cut to accommodate the footprint of the house. We now have beautiful mature trees in our yards and common areas. It is beautiful and provides shade.

3 months ago

👍 1 Agree

---

Keep single home zoning and get tougher on crime

7 months ago

👍 1 Agree

---

More green space and protection of tree cover. No variances for reduced parking space needs for developers and no reduction in parking space size to "add more parking." Try and park at the Giant at Broad and Birch with a large SUV and stay within the lines and not hit the neighboring car when getting out. People who make these decisions need to get out into the field to experience what is going on and their impact - not just listen to the developer's spin on everything.

8 months ago

👍 1 Agree

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Better development standards are needed for data centers to mitigate their increased demand for fossil fuel generated electric power. The county should promote solar panel development projects and pressure Dominion Energy to cease their obstructive policies. Greater priority should be given to the development of charging stations for electrical vehicles and improved/expanded bike paths.

8 months ago

👍 1 Agree

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De-emphasize diversity, equity, and inclusion and environmental social governance.

8 months ago

👍 1 Agree

---

increase housing and workforce development, continue to be a leader in creating climate sustainability

8 months ago

👍 1 Agree

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Stop building massive developments allegedly under the guise of "live/work/play/shop" and stop pretending that there is a robust, reliable public transportation network akin to New York City, Chicago or even Arlington. Stop catering to "industry" when it comes to reducing parking at these developments which results in communities. Your taxpayers' opinions should matter to you more than some executive vice president of a developer who has come into the community for profits. Start holding FC Public Schools to account for its spending. Michelle Reid's 10 percent budget increase request this past year was appalling given the financial constraints many residents face. The mantra "World Class Schools" rings hollow when FCPS can't seem to budget within fiscal constraints, or naively believed pandemic era funding would continue. Cap the number of FCPS "managers" who have nothing to do with the classroom.

8 months ago

👍 1 Agree

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Ban gas-powered leaf blowers. Allow & promote local neighborhood centers where residents can walk or bike to work, school & stores. Build infrastructure so children, disabled & elderly can use it; then it's accessible to all. Install raised tables to slow drivers thru neighborhoods. Mark all crosswalks for pedestrians (yes, I said all).

8 months ago

👍 1 Agree

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Better transit services, continued redevelopment like the old shopping mall redevelopment site.

9 months ago

👍 1 Agree

---

emphasize an abundance of trees, especially old trees. charge residents and developers for trees that they remove without good reason. punish dangerous driver behavior.

9 months ago

👍 1 Agree

---

Limit building, especially new apartments.

9 months ago

👍 1 Agree

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Lower real estate taxes. Reduce funding of special interest groups.

9 months ago

👍 1 Agree

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Limit housing development, retain as much county forest land as possible, continue supporting parks and recreation, increase transparency in public schools, implement more accessible public meetings - not every household has access to technology - and not all online meetings allow participation. Enforce existing laws, prohibit marijuana marketing, prevent gambling, prevent assisted suicide legislation. Attend to our Veterans and Military. Without them we might not be having this opportunity.

9 months ago

👍 1 Agree

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Improve transportation in south reston, improve trails, improve public lightening.

9 months ago

👍 1 Agree

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lower tax.

9 months ago

👍 1 Agree

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Balance immediate planning needs for low cost housing for older adults, adults with disabilities and young families. More older adult workforce training is needed for returning to work to live in such a high cost area.

6 days ago

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Reduce destruction of green spaces. Secure more green space from private individuals to maintain natural elements within the county. Continue to preserve FCPA nature centers including their surrounding green/wooded space.

7 days ago

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Museums and fine arts

10 days ago

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We need a lot more museums.

10 days ago

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Develop more mixed use, walkable communities at/ near transportation hubs including future orange line Metro stops. Plan for Metro stops near existing community infrastructure. I.e. in Centreville at Trinity Center instead of Stringfellow Road or Stone Road bus stations.

12 days ago

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Sidewalks would encourage walking for health purposes, would create community, and could possibly lessen vehicle use.

13 days ago

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I would make the on-ramp at the inner loop (495N) and Little River Turnpike metered at rush hour by installing traffic lights with traffic cameras. (as done on 395). The traffic volume entering the Beltway needs to be slowed down. This would improve rush-hour traffic immensely. The highway engineers did not take into account human nature when they extended the on-ramp. Everyone zips to the end of the ramp (barreling ahead of the cars in the right lane) and merges which then slows down the right lane. They were supposed to match the highway traffic speed and execute a zipper merge.

15 days ago

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More parks and like seriously there are no good restaurants in mclean.

18 days ago

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Allowed mixed and multi-use zoning. I want there to be an option for me to live above or next door to businesses on my street. Also, our busses are great and the drivers are so friendly. But I can't plan to use the bus when they are 20 minutes late because of traffic! For the love of everything public, can we have a bus lane running Annandale Road?!

19 days ago

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No more homeless services without showing results to get homeless off streets, too many traffic camera, got you, taxes are too high now, sewerage rate is way to high, parks are too full of dead tree, sell to firewood people, politicians are too liberal and care free about the taxpayers money, we are sanctuary city, why, follow the federal laws, too many primaries in the area.

19 days ago

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Improve food security and healthier eating by supporting the development of more community gardens. Create more native habitats and add more native plants/landscaping to development projects. Help build more and stronger social ties among FC residents to improve mental health and well-being (e.g., see The Village Movement). Transform and clean up old, ugly strip malls, abandoned lots/buildings, and transportation corridors (e.g., along Rt. 1) into green spaces, native habitats, community gardens, etc.

20 days ago

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Our County Board and School Board, lean too far left! Often this left leaning thinking is not to the advantage of a great many FFX Co. homeowners. Present FFX Co. homeowners deserve greater consideration in all discussions and decision the County and School Board make. It is the homeowners through the taxes paid that provides the lion's share of the county revenue. Seems present homeowners have earned and paid for some greater consideration in receiving benefits from the taxes paid.

20 days ago

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No more strip malls. Push harder, faster with the Tyson's city grid plan and the Merrifield mainstreet corridor. Let's allow a convenience store in a neighborhood. More through streets; don't let the complaints of the few outweigh the benefit to the many.

20 days ago

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More green spaces, reduce light pollution, strive for eco-friendly office buildings.

20 days ago

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More open space with trail access. Make Metro cheaper (for example reduce parking fees at Metro stations) Reduce light pollution at night by having offices, retail buildings, car sales locations reduce or eliminate illumination at night. Provide more affordable housing.

20 days ago

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Recognize that without more frequently available / convenient bus transportation, the metro is useless. An hour to get to metro for a 45 minute trip on the metro... vs 1 hr to drive an electric or hybrid car? Fairfax, do the math!

When you reach the point where even 5% of the employees at the government center are using mass transit to get to work, you'll know your system is working.

21 days ago

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Constant increase in population density without commensurate increase in parks. Claiming County park "credit" for every neighborhood green space with a swing set is cheating the people who love here. So-called community parks that have no parking and can only be entered by walking through somebody's apartment parking lot are a ruse not to divert funds for real parks. In Franconia District the answer to every 500 new "dwelling units" is to drive to the existing District Park. Get real. Add real parks - they don't have to be giant. Add a few small "spraygrounds" for local residents. Add a few community outdoor pools. That is how you improve our quality of life. Not by gaming the park "system" but by funding it.

21 days ago

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Move away from car-dependence. Focus on quality pedestrian connections and environments. More funding for maintaining and improving the quality of existing green spaces. These are essential for public health.

21 days ago

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Provide better conditions and incentives for businesses in older neighborhoods. Fix and light sidewalks to all can safely walk to bus stop. More free or low-cost mental health services esp for youth. More affordable housing for all ages.

22 days ago

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More tree canopy is needed. In addition to adding new trees, increase funding and support for the removal of invasive vines that are killing all of the existing trees. Restrict the sale of invasive vines and plants.

23 days ago

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Enable multifamily housing development, make our neighborhoods more walkable and providing multiple options for transit. We need denser housing built next to key services like grocers/pharmacies to lower costs & make neighborhoods more accessible!

26 days ago

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replace at-grade intersections with interchanges in select areas on Route 50; maybe 29. Definitely on the Fairfax County Parkway.

one month ago

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Investigate the corruption in the government that leads to tax money disappearing and poor planning. Establishment of towns instead of shopping centers. Get rid of the dependence on unconstitutional federal agencies and public schools as a source of household income.

one month ago

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Reign in VDOT. Reduce pavement widths. Save more trees from VDOT impacts. Increase public transit options and safe, pleasant biking options.

one month ago

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Allow more density in all areas including accessory dwelling units in single-family zoning areas, remove height limitations, incentivize additional density and FAR near transit, eliminate parking minimum requirements, require improvements that promote walkability and vehicle speed reduction including narrower/fewer road lanes

2 months ago

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Increase or maintain green spaces and pocket parks. Improve transportation infrastructure (open VRE on weekends and run as frequently to stay open or as late as metro so there are more options), allow buses to run more frequently. Expand what is already being offered at county buildings to create community (food trucks or small businesses features at the library or rec/community centers, parks by inviting food trucks, performers, host small business festivals, farmers markets) that is easily accessible by different modes of transportation.

2 months ago

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More social services for folks

2 months ago

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No more people, only promote business and commercial development. 1.1 million is already way too many folks.

3 months ago

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Stop over-development

3 months ago

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Invest in infrastructure to make the county less car dependent, including better public transportation and multi-modal options, and safer protected bike lanes on all major roads. Add more shade to frequently used walk ways and side walks.

3 months ago

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Add more bus routes with more frequent runs

3 months ago

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make the planning and development process quicker

4 months ago

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Significantly expand public transportation, and allow more mixed-use zoning so that neighborhoods can have coffee shops, pharmacies and corner stores within walking distance

4 months ago

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Truely affordable housing, run by competent staff targeting those in need.

4 months ago

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Improve access to quality-of-life amenities: e.g., the arts, parks and recreation, continuing education.

4 months ago

 1 Agree

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Start by changing out the clueless Board of Supervisors.

4 months ago

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Stop all new development for a year to allow the newly introduced "improvements" to take shape and see how they are impacting our welfare. Then have EVERY project application go through a citizen review prior to it getting sent to eh BOS or county planners. If the citizens say no, it does no further

4 months ago

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More bike trails and pedestrian safe zones. I have also seen quite a number of car accidents on the intersection of Ox and Zion Road this year. I was personally involved with one and witnessed another. May warrant some further investigation as to why cars are crashing there.

4 months ago

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Ease of use for post offices and transportation!

4 months ago

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Make a more just system of justice. When people commit crimes, there should be a consequence. If there is no consequence, the criminal will simply repeat the bad action and another innocent person will suffer.

4 months ago

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Limit higher density development, aka "urbanization."

4 months ago

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Legalise mixed use multifamily zoning county wide, VDOT leaves fairfax county, mandate sidewalks, protected bike lanes, cancel all road widening, road diets, highway removal, remove parking minimums, Fund public transit

5 months ago

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Improve transportation options

5 months ago

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Improve cost, availability, safety and reliability of public transportation. Create more opportunities and incentives for walking and biking including financial incentives and accessibility. This will reduce the need for more parking lots and the frustration and danger that comes with driving, parking, and paying for car maintenance and fuel.

5 months ago

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Improve cost, availability, safety and reliability of public transportation. Create more opportunities and incentives for walking and biking including financial incentives and accessibility. This will reduce the need for more parking lots and the frustration and danger that comes with driving, parking, and paying for car maintenance and fuel.

5 months ago

---

provide more bond funding for active transportation projects  
stick to requirements in the Comprehensive Plan instead of overriding them in individual zoning and planning decisions  
require that data centers and other development provide and pay for the utilities (electricity, water, sewer, ...) needed for such development as condition of approval

5 months ago

---

I live in McLean and while it seems like a wonderful place to age in place, the area's amenities/offerings have not adapted to the needs of the younger families that are moving to the area. A more walkable (e.g., sidewalks, shade), attractive (plantings, trees, seating areas), and convenient (e.g., more restaurant, business, children's classes options) town center would be lovely, as would more affordable housing options for both, the young and old.

6 months ago

---

More public outreach, involvement, and meaningful social gatherings.

6 months ago

---

Put data centers in one, non residential area. Jeep adding parks and Greenspan, trails and the like.  
Try to keep up with growth vs traffic demands

7 months ago

---

More options for public transportation. Way too many cars on the road. Traffic in untenable

7 months ago

---

More affordable housing and accessible public transportation. Also more trees and green spaces

7 months ago

---

more investment in parks and green spaces, especially in lower/middle income areas, reduce dependency on cars, more eco friendly (eg ban gas power lawn equipment, composting at school, solar govt buildings)

8 months ago

---

Make affordable housing a priority!

8 months ago

---

Intentional affordable housing. Day centers for people experiencing housing insecurity.

8 months ago

---

Enhance public transportation and keep it affordable

8 months ago

---

protect trees

8 months ago

---

Increase climate change resilience, relocalize economy, especially food chains.

8 months ago

---

Follow the science when it comes to environment and wildlife, not experienced lobbyists!

8 months ago

---

more investment in third spaces for people and less car-dependent transportation (better public transportation, sidewalks, bike lanes, etc.)

8 months ago

---

Ease the traffic (I'm in Tysons), address the panhandlers everywhere, address the crime, increase housing affordability.

8 months ago

---

Commit to carve out an equitable portion of funding and resources in Southeast Fairfax to thoughtfully and smartly expand mass transit while also dedicating green space for walking and biking.

8 months ago

---

Increase setbacks and reduce FAR maximums for residential and commercially-zoned lots, especially for infill residential lots. Require more underground parking spaces. Triple the number of employees in code compliance, so that office can be more effective and not just rely on neighbors to report and document noncompliance.

8 months ago

---

Limit building new developments of "McMansions" that too many people can't afford and are taking up all the green spaces. Limit all new building without developers' dollars and plans and for road, land, drainage et al improvements.

9 months ago

---

Increase density where we have already built. Preserve undeveloped land as parks and preserves. Create "places" and destinations, particularly along cycling corridors. Ensure all new developments prioritizes pedestrians and cyclists before cars. Remove parking minimums. Engage with <https://dutchcycling.nl/> to redesign areas around metro/dense areas for bikes and walking. Avoid the cyclic trap of expand roads, small reduction in congestion, Induce demand, more congestion than before. Understand and try to bring along the vocal small group of people who will resist any change, and will try to keep things car-centric.

9 months ago

---

We need more bike and pedestrian safety infrastructure. More sidewalks and bike lanes, and bridges, to make it easier to get to Metro in Mason District.

9 months ago

---

Bus service that will take us in the Mason District along Edsall Road directly to the new hospital complex on Duke Street-the previous Landmark Mall and not leave us looking at the medical facility while riding the bus to the medical centers in Springfield. A pedestrian concrete walkway over Edsall Road to get to Bren Mar Park.

9 months ago

---

Improve access to transit, rebuild the office market, add intense density around the metro stations to reduce housing shortage and create enticing potential new office and retail locations.

9 months ago

---

Create a clear multi-decadal vision for the county so that these periodic multi-year exercises are more forward looking but provide the opportunity to assess how we are doing relative to our long-term vision of the county. Taking a longer look to the future is the only way to responsibly assess and address quality of life for future generations

9 months ago

---

Limit residential development to low-rises. Cut taxes. Audit the budget, especially Fairfax County Public Schools.

9 months ago

---

More trees and active elimination of invasive species. Develop an integrated bike and walking network for Fairfax County (with Fairfax City and Falls Church). Develop a public transportation system between Tysons and Bethesda, a system that recognizes the reality that the American Legion bridge is the Main Street of the DMV. Develop an alternative crossing across the Potomac, perhaps limited to public transportation.

9 months ago

---

Prioritize County services to reduce the real estate tax burden. High taxes are making the County less attractive to businesses.

9 months ago

---

Leave more ornamental landscaped areas. Don't build on every blade of grass. Preserve existing single family homes. Housing options should be broad and include having your own private yard.

9 months ago

---

Drop the over-emphasis on diversity, inclusion, and equity.

9 months ago

---

### 3. Please rank the following land use priorities.

100%	Creation of housing choices to serve people across all ages, incomes, and needs.	Rank: 3.17	52 ✓
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: 3.23	52 ✓
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: 3.77	52 ✓
100%	Investment in environmental stewardship and resilience.	Rank: 3.81	52 ✓
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: 4.08	52 ✓
100%	Investment in cultural and recreational opportunities.	Rank: 4.81	52 ✓
100%	Investment in economic vitality, including job creation and encouragement of more office and retail space throughout the county.	Rank: 5.13	52 ✓

52 Respondents

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

68%	Transportation	78 ✓
61%	Environment	70 ✓
57%	General Land Use	66 ✓
55%	Parks and Recreation	63 ✓
32%	Community Health	37 ✓
29%	Equity	33 ✓
19%	Human Services	22 ✓
6%	Other	7 ✓

115 Respondents

• Access to Cultural and Recreational Opportunities

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

8 months ago

⊕ 10 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.

8 months ago

⊕ 7 Agree

Address storm water quality and erosion.

9 months ago

⊕ 6 Agree

---

There are not enough libraries, parks, pools, trails, etc. that kids can access without having their parents drive them. Everything other than the WOD trail seems to be based in town or commercial centers, with very little to serve county residents who live outside town lines. There are even fewer art galleries or movie theaters.

4 months ago

👍 2 Agree

---

Create more community building spaces and activities. Encourage the sharing of art (concerts, mural painting projects, art exhibitions, etc) and other skills (tool shares, community gardens, social circles). Host more coed and women's adult sport leagues.

8 months ago

👍 2 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.

9 months ago

👍 2 Agree

---

FCPA has too much emphasis on recreation as it is (though they do a good job at that) and not enough on preserving natural habitat.

9 months ago

👍 2 Agree

---

Protect natural corridors from impacts from utilities, roads, high impact recreation. Improve ecology of natural corridors to provide increased biodiversity that is accessible to all residents within 1 mile of all residences. This will serve to provide access to cultural and recreational opportunities.

one month ago

👍 1 Agree

---

Maintaining our tree canopy, keeping developers from clear cutting trees. Remove Invasive vines - especially English and Kudzu from parks and VDOT owned right of ways. Gov. Youngkin vetoed a bill to preclude the selling of English Ivy. Can Fairfax County rule that English Ivy not be sold?

3 months ago

👍 1 Agree

---

leveraging development to add arts-related amenities/venues; incentivizing creation of arts venues, public art, parks, recreation experiences using proffers and development processes

4 months ago

👍 1 Agree

---

Data centers are environmental disasters and everyone knows it!

8 months ago

👍 1 Agree

---

Id like new buildings to take into account public space with particular attention paid to greenery and walkable areas.

9 months ago

👍 1 Agree

---

Improve access and security in trails. Provide additional opportunities for kids.

9 months ago

👍 1 Agree

---

Have diversity in including the variety of cultures in Fairfax County as an opportunity to be inclusive of all residents

6 days ago

---

Be realistic about taking away car lanes to make bike lanes. Bike lanes whenever possible should be on streets paralleling main automobile arteries.

13 days ago

---

On a human scale, I have very few opportunities for recreation in my neighborhood. The little park on Jefferson Avenue could host a Calisthenics set up similar to what is in the park near Shirlington. There is also plenty of space there for a community garden.

19 days ago

---

a lower priority

20 days ago

---

More community spaces. Trail access to parks. Supports the Park Authority financially so that use fees are not so high and people could more easily participate.

20 days ago

---

More open space, maintain trails and parks.

20 days ago

---

Better access to transit or SOV alternatives

Access to parks without having to drive

Infrastructure capacity for more dense/affordable housing communities

21 days ago

---

We need more cultural opportunities in the eastern part of the county. Need more local theater and music venues. Also need to encourage cultural offerings from ethnic neighborhoods. More community gathering places.

22 days ago

---

Housing is too expensive, and people cannot afford to live here. We need to lower housing costs by increasing the supply of housing, and building it in walkable neighborhoods with the requisite services.

26 days ago

---

we need pickleball courts! dedicated pickleball courts. dog parks with grass or artificial turf -- not dirt. Trees and green space in tysons

one month ago

---

County government should not be involved in this at all. They would just be stealing tax dollars.

one month ago

---

walkability

2 months ago

---

Use existing county buildings, like rec centers, libraries, parks and structures (parking garages) to host more of these cultural and recreational events. Invite local food trucks, small business owners, local artists and musicians to a cultural festival or flea market. I agree we do not have any access to museums without going to DC.

2 months ago

---

N/A

2 months ago

---

Stop the residential developments, or at least make them pay for open and park space

3 months ago

---

Too many resident in this area with same amount of road and cars and no additional metro lines.

4 months ago

---

Variety is important.

4 months ago

---

Adult living facilities should be closer to parks and recreation centers.

4 months ago

---

I don't think the government should spend tax money on this.

4 months ago

---

Clean up Lake Accotink

4 months ago

---

Really make the opportunities accessible!!

4 months ago

---

Avoid excessive regulation. Although it is often done with good intention, over-regulating can stifle effective use of the land.

4 months ago

---

Connect the. Hiking and or biking trails.

5 months ago

---

Build more Grass fields for soccer and replace the turf with real grass. More businesses mixed use with residential, More events and nightlife areas served by transit

5 months ago

---

More opportunities to support diverse local business including culturally diverse shopping, restaurants, grocery stores, etc instead of more large chain corporations. The County should support these local businesses instead of letting them fall away or get eaten by larger businesses.

5 months ago

---

More opportunities to support diverse local business including culturally diverse shopping, restaurants, grocery stores, etc instead of more large chain corporations. The County should support these local businesses instead of letting them fall away or get eaten by larger businesses.

5 months ago

---

Green space access and acquisition. Art and architecture.

5 months ago

---

maintain parks and recreational centers

5 months ago

---

Create a more appealing link for all local county happenings and updates.

6 months ago

---

Allowing the public to be the main participators and decision makers of each viable plan.

6 months ago

---

Increase open park space and the activities that go with them. Sports fields, bike and hiking paths, picnic tables. Increase these as population increases

7 months ago

---

I agree with others : Redesign Bucknell Manor area, mount vernon for less car dependency and more walk/bikeability; more (and significant) . Better marked bike lanes. Take large measures to protect environment, plant trees, better landscaping at Bucknell Manor Park and other neglected areas of Fairfax county. More sidewalks with better visibility with proper signs and posts for crosswalks, Fix damaged sidewalks and park equipment. Access to public outdoor swimming pool near Bucknell Manor Park.

7 months ago

---

take better care of parks and green spaces, especially in less wealthy areas (you guys abdicated care on lake accotink and then were just going to completely neglect it into oblivion); redesign for less car dependency and more walk/bikeability; more (and significant) measures to protect environment and reduce our contribution to climate change

8 months ago

---

My biggest concern is that the developer's (in respect to the West Falls Church developments) had much more say and influence over new projects than the citizens that live, work, and pay taxes in Fairfax. Don't pull together "work groups" and then ignore their concerns which is a waste of everyone's time. I am fearful this is what the "Plan Forward" project is all about. Appear to have community input and then vote with the developer's, especially those that donate \$500,000 for road improvements right before the final vote.

8 months ago

---

An expanded bicycle path network is needed for recreation and to reduce motor vehicle traffic.

8 months ago

---

I think Fairfax is quite good in the area and seems to be continuing to evolve our parks and recs programs to meet changing needs

8 months ago

---

Teach children to love the arts. Give FCPS students (K-12) more hours per week of strings, band, and chorus. Start strings in grade 1 at all elementary schools, and let ES students opt out of general music to take strings. Increase after-school free arts programs in ES and MS, and pay local professional musicians to work with students on their parts. Start botany classes and after-school gardening clubs in every FCPS school, to teach students to grow food and other plants on school property. Create incentives for students to join and excel at all these activities, with public recognition, awards, etc.

8 months ago

---

Every resident should be able to walk to a park.

8 months ago

---

the number of parks is commendable

9 months ago

---

No casino

9 months ago

---

Low on my personal list

9 months ago

---

Put pedestrians, cycling, metro, and buses before cars in development.

9 months ago

---

Bike lanes and pedestrian walkways.

9 months ago

---

Ease restrictions on ALU's. We need more missing middle housing.

9 months ago

---

Not important

9 months ago

---

Stop densification! Stop the 15 minute community that forces you to buy at only sole source walkable high price retailers.

9 months ago

---

Shuttle buses from Edsall Road to George Mason Library and county Recreation Centers, all year.

9 months ago

---

Most definitions of recreation include the concept of refreshment of strength and spirits after work and are not solely focused on REC centers or fields for sports. This broader approach to recreation should be used in land use planning wherein access to green areas (undeveloped) is available for most residences within walking distances. An example of where land use planning considerations including nearby green space was successful was the low income housing units near the Tyson Forest.

9 months ago

---

Technology has created many opportunities to engage culture. We are fortunate to live in a culturally rich region with many cultural opportunities. Fairfax County Government doesn't need resource this arena. However, recreational opportunities, especially recreational youth sports, are essential for youngsters' health and development.

9 months ago

---

This is very important.

9 months ago

---

Increase the number of sports fields and support arts organizations.

9 months ago

---

I am concerned that when one culture is highlighted, others feel left out. A balance for cultural appeal must be struck to be all-inclusive.

9 months ago

---

Good stewardship for recreation

9 months ago

---

## • 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.

9 months ago

👍 12 Agree

I agree.

7 months ago

---

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

9 months ago

👍 10 Agree

---

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

9 months ago

👍 8 Agree

---

LED lights were installed in our HOA without the input of the all the owners. Someone misrepresented the support for it. I know LED's are more efficient, but they also act as light pollution for night time critters and humans who want to sleep.

3 months ago

---

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

7 months ago

👍 4 Agree

---

Better zoning regulations for more dense development. Single family housing is a net drain on economic development, and it takes up the majority of our land use in the county

8 months ago

👍 2 Agree

---

Conversion of empty/underused office space and shopping centers into housing, health and community services.

9 months ago

👍 2 Agree

---

Reduce light at night. Too many office buildings keep lights on at night. Too much light pollution. Limit pavement and impervious surfaces in parking lots. Promote green buildings and rooftops

20 days ago

👍 1 Agree

---

Most employers are offering flex working so that a no time 100% of their office space used. Provide incentives for consolidation and use extra office space for housing, stores, parks, etc.

4 months ago

👍 1 Agree

---

redevelopment of run down areas like the Rt1 corridor. Require new development to provide a large percentage of redevelopment funds for identified redevelopment opportunities instead of expecting tax payers to fund them

4 months ago

👍 1 Agree

---

Support small businesses instead of franchises and chains. If a business is displaced help them stay in the county

5 months ago

👍 1 Agree

---

Businesses should be connected by sidewalk and have pedestrian and cyclist friendly accessibility like bike parking and bike locks outside of restaurants and stores. That way there would be less of a need for parking garages and parking lots. Require these businesses to also be invested in the local community by providing/maintaining these pedestrian/cyclist friendly facilities at their store.

5 months ago

👍 1 Agree

---

## Stricter zoning for data centers

6 months ago

👍 1 Agree

---

I agree with the 1st statement: 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. Redesign all areas, not just the wealthier areas. Fairfax county has high taxes and all areas should reflect improving areas at the parks and sidewalks and things that are offered.

7 months ago

👍 1 Agree

---

County needs to encourage office to housing conversions as office space occupancy rates descend. This would also potentially reduce some home to work commutes - a big plus.

8 months ago

👍 1 Agree

---

Make clear to people that if they don't want data centers, casinos, and meal taxes, either services will suffer or real estate taxes, including residential real estate taxes, will go up.

13 days ago

---

We have serval lots that could benefit from infill. For example, the lot behind the Goodwill on the corner of Annandale and Arlington is never full. It doesn't need half of those spots. The lot across Jefferson Ave from the Goodwill has sat abandoned for over two years and there is a bus stop right next to it. These could be redone to allow for denser spaces for businesses. Smaller spacers are cheaper and open to more citizens of Fairfax.

19 days ago

---

### higher priority

20 days ago

---

Increase location settings for small businesses (retail, F&B, consulting services to put down roots and grow.

21 days ago

---

IN addition to bringing in tech businesses and training new tech workers, we need plans to develop older neighborhoods from the ground up by encouraging local businesses and helping them locate along Richmond highway where they are being priced out.

22 days ago

---

The big problem is empty office space. Much could be done to allow it for mixed use (residential and retail and office). Affordable housing is critical. can't attract jobs without housing

one month ago

---

End the dependence on illegal federal agencies for employment.

one month ago

---

more density and employment options near residential areas

2 months ago

---

N/a

2 months ago

---

Livable wages

4 months ago

---

incentivize mixed use projects

4 months ago

👍 1 Agree

---

Before inviting more companies to come into VA, assure housing, transportation, schools, rec facilities available where most will live.

4 months ago

---

Businesses should be connected by sidewalk and have pedestrian and cyclist friendly accessibility like bike parking and bike locks outside of restaurants and stores. That way there would be less of a need for parking garages and parking lots. Require these businesses to also be invested in the local community by providing/maintaining these pedestrian/cyclist friendly facilities at their store.

5 months ago

---

With the growth in jobs where people work from home, using the internet is a must. Work with companies to find ways to accommodate this growth in home use without sacrifice of the views and costing more and more. Why don't the tech companies develop a type of 5g-business system that would only work with company software. The free up regular wifi access for personal use, not so much business use.

7 months ago

---

promote and fight for teleworking. DC's mayor is fighting to have Fairfax Co residents come in more when it reduces traffic and our coffee/linch/happy hour money can stay in our local communities

8 months ago

---

Incentives should be provided to create job and retail shopping opportunities close to affordable housing and Metro stations.

8 months ago

---

Listen to the employers who are having trouble finding employees because of the high cost of housing. We need to be able to attract potential employees to Fairfax as we develop economically.

8 months ago

---

put parking lots underground. data behemoths too. more concern for pedestrians and residents.

9 months ago

---

no suggestions

9 months ago

---

Create conditions for small businesses to thrive. Big businesses are the economic engine, the small businesses create community, residency, and are loyal to the area and the people.

9 months ago

---

Redevelop areas with large parking lots to be pedestrian and bike friendly first, with green space and public areas that businesses will naturally surround.

9 months ago

---

Put a freeze on all new high rise construction,

9 months ago

---

If you want to attract businesses, you need to reduce property taxes so that employees can afford to live here.

9 months ago

---

.

9 months ago

---

Ensure needed retail services are available to communities, such as grocery stores, laundromats, and drug stores, Resist the urge to replace retail with residences if that creates a food desert or otherwise forces people to do more driving around.

9 months ago

---

Make the County more attractive to tech and other clean businesses.

9 months ago

---

Concern: Economic development will be overlooked while we are currently focused on building more residential housing.

9 months ago

---

## • Enhanced Mobility and Transportation

---

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

9 months ago

⊕ 11 Agree

---

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

9 months ago

⊕ 10 Agree

---

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

9 months ago

⊕ 8 Agree

---

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

9 months ago

👍 5 Agree

---

Protected bike lanes, bus only lanes (combined with more frequent service!), narrower car lanes to disincentive speeding. "Slow streets" in residential neighborhoods with bulbs and speed bumps. Other countries manage to have perfectly good fire and police response times even with narrow streets; only the US fire and police departments insist it's a problem. Coincidentally the US has one of the biggest issues with fire and police vehicles crashing into civilian vehicles.

8 months ago

👍 4 Agree

---

more public transportation or easy access to public

9 months ago

👍 4 Agree

---

Safer and more comfortable streets (complete streets and road diets where appropriate). Investments in high quality walking and biking infra (separated and safe). High frequency transit connections to metro stations and other key destinations. Avoid widening highways at great expense to the County. Make new activity centers car lite or car free. Plan for future BRT and metro expansion in the County.

7 months ago

👍 3 Agree

---

We should invest in:

- 1) cycling infrastructure
- 2) mass transportation
- 3) pedestrian infrastructure

We should divest from car infrastructure, and put a halt on all lane additions in the county

8 months ago

👍 3 Agree

---

County and state need to try little fixes [bus turn offs, turning lanes, etc.] to move traffic along rather than jumping at always wanting wider roads and more roads.

8 months ago

👍 3 Agree

---

Expand access to electrical charging stations for electric vehicles. Expand the bike path network and encourage better access to shared bicycles. Provide funding and necessary subsidies to expand bus routes and reduce wait times.

8 months ago

👍 2 Agree

---

We need to continue to evolve from a suburban, residential county and get out of our cars. We are becoming more and more urban and although there are those who think this change is detrimental, it is coming, We need to stop trying to stop it and accept that it is here to stay and address the new/different transportation needs that means better transit, less traffic, Development that addresses walkability and proximity is needed.

8 months ago

👍 2 Agree

---

Build sidewalks or trails on streets that currently have neither, especially within 1.5 miles of all schools, so FCPS doesn't have to provide bus service to students who could walk if there was a safe route. Maintain and replace (if necessary) existing sidewalks and trails. Change land use rules so there's enough space between the street and the front of the buildings for generously-sized sidewalks and/or trails. Substitute small buses or large minivans for large buses on Fairfax Connector routes where large buses are often empty or almost empty.

8 months ago

👍 2 Agree

---

more EV chargers

8 months ago

👍 2 Agree

---

Increase walkability and create a environment that preferences public and walking transport over driving card. Establish more open spaces and promote their use (cross country trails, bike trails, kayaking routes, more bike shares and public transport options convenient to women, mothers and others historically excluded in data collection and decisionmaking in transport planning processes ).

8 months ago

👍 2 Agree

---

Diversify the bus system to use different size vehicles on each route based on passenger load. Too often large buses are used where only a few riders travel.

9 months ago

👍 2 Agree

---

Improve public transportations from South Reston to Vienna and Reston.

9 months ago

👍 2 Agree

---

Consider needs of older adults and those with mobility issues. Make it easy to get to bus stop on even, well-lit sidewalks.

22 days ago

👍 1 Agree

---

It should be easier to walk to a bus stop. Fix and light sidewalks in older neighborhoods. Consider older adults and those with mobility disabilities in planning transportation.

22 days ago

👍 1 Agree

---

Buses don't go very far into the suburbs - the nearest stop is a mile from my house.

4 months ago

👍 1 Agree

---

The HOT lanes are elitist, make HOV only

8 months ago

👍 1 Agree

---

Rapid transit buses, even on beltway.

9 months ago

👍 1 Agree

---

the free buses are great.

9 months ago

👍 1 Agree

---

Control VDOT. They are out of control.

9 months ago

1 Agree

---

Enforce traffic laws to promote road safety. Automobile insurance policyholder fees have hugely increased to cover the cost of uninsured drivers in Virginia. Where's their incentive for such drivers to pay for their own auto insurance? In states, drivers without insurance have their drivers' licenses revoked. Although Fairfax County legislators are not in a position to do so, they should urge state legislators representing Fairfax County to introduce similar legislation,

9 months ago

1 Agree

---

More attention to families with children, older adults with electric wheelchairs accessing public transportation, revisit quality of bus stops to be safe for those with disabilities, pulling luggage, protection from the elements and wheelchair accessible.

6 days ago

---

Develop more mixed use, walkable communities at/ near transportation hubs including future orange line Metro stops. Plan for Metro stops near existing community infrastructure. I.e. in Centreville at Trinity Center instead of Stringfellow Road or Stone Road bus stations.

12 days ago

---

If you want people to use public transportation, they have to be able to walk to it easily -- and "people" means people with desk jobs, who may not be super fit, who are carrying briefcases or backpacks, and don't have more than 10 or at most 15 minutes to walk to a bus or metro. And who would like to have sidewalks to walk on, especially in the dark.

13 days ago

---

Probably more commercial areas near houses. The only things I can walk to are a library, and a school (and I think even that is rare).

18 days ago

---

Too much of the rapid transit network runs along highways. It makes building the transit more expensive because then they have to put in these enormous bridges.

18 days ago

---

Many streets could use road diets (please do Old Dominion road diet.) Connect cul-de-sacs with walking paths. Better bike infrastructure.

18 days ago

---

GET THEM BUS LANES BRO. ALSO LIMIT THROUGH TRAFFIC THROUGH RESIDENTIAL STREETS BRO :)

18 days ago

---

Our best means of enhancing mobility and transportation is to make sure buses run on time and take us to places we want to be. Yet buses are stuck in the same traffic as cars. Bus lanes running in either direction of 50 and Annandale would be a great start towards making the bus reliable. In essence, we should consider Bus stops when we are having discussions about transit oriented development in the county.

19 days ago

---

Road improvements first

20 days ago

---

Recognize that many of the roads date back to the 19th century or earlier and cannot be improved. Stop trying to force more cars through bottleneck locations. Why was I-66 widened with Express lanes instead of extending Metro out to serve more people? Provide more reasonably priced shuttle bus service to Metro or major work locations

20 days ago

---

Let mass transit work! Limited bus schedules mean long rides. When most of the people at the government center work in Fairfax County, and only a few people use the bus... You have a problem. Even getting to the FCGC for residents is up to 2.5 hrs. 20 min drive from RTC or 1 hour by bus... To get to work.

You can't complain about low ridership when using it is painful.

Incentivize employers to encourage employees to use mass transit locally.

21 days ago

---

I am actually skeptical of adding bike and pedestrian options, especially removing general purpose lanes for cars, trucks and buses, and only allowing them for bikers/joggers. The County really has to face reality that the Car is Here and is King and all the money thrown into buses, bike paths and Metro is really not addressing the congestion problem. We desperately need bypasses to alleviate the Beltway, but Maryland is just stuck in the mud and our local and federal officials seem unwilling to stand up to Gov. Wes Moore and insist he go back to the P3 for the Legion Bridge widening. We really need to re-examine Tysons. It's never going to be less auto-dependent and we have to move the traffic. We may have to upgrade Leesburg Pike to an expressway. I like the idea of mixed use and making things more "walkable" but it's not happening quickly enough and the quality of life here is eroding. Vienna, for one, could use a bypass around the town to get traffic off 123. Very difficult to do since there is little right of way, but some creative thinking could be helpful.

one month ago

---

Stop with the bogus "mass transportation" thing. SURVEY residents to be sure transportation plans work. Most important, drastically reduce the inflated living costs so people can work less.

one month ago

---

more walkability, less focus on cars in road design

2 months ago

---

Higher quality safer transportation

2 months ago

---

## Free transportation

4 months ago

---

## East - West transportation options

4 months ago

---

add bus and rapid transit to mixed use, activity center and high-density or low-income housing areas

4 months ago

---

I'm very tired of the pedestrian push. Get a grip on the reality of the size of the county.

4 months ago

---

Great need by seniors to have public transportation nearby their residence. The feeling of isolation must be addressed.

4 months ago

---

Don't be over zealous. Encouraging mass transit and people-powered transportation is a good thing, but it can be taken too far. For example, taking a four lane road and converting it to a two lane road so you can have bike paths on both sides is likely not a good thing. You are trying to get more people to ride bikes, but instead will likely just cause traffic jams and accidents.

4 months ago

---

## Better bike trails. Walkability

5 months ago

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Remove all road widening project, highway removal, mandate sidewalks, crosswalks, street lights and trail lights, Bus lanes. Dedicated funding for public transit and new projects. Replace BRT with LRT.

5 months ago

---

Connect neighborhoods to schools to Rec Centers to businesses. Improve safety and financial access to public transportation. Build sidewalks to connect communities.

5 months ago

---

Connect neighborhoods to schools to Rec Centers to businesses. Improve safety and financial access to public transportation. Build sidewalks to connect communities.

5 months ago

---

## more bike connectivity

6 months ago

---

Prioritize walkability and bike-ability around new residential and commercial development.

6 months ago

---

Yes. Enable easier commuting into and out of Fairfax County for those who can't afford living here but need to work here.

7 months ago

---

Better marked bike lane 2 miles in every direction from Huntingtown Metro.

7 months ago

---

Continue great work around bike lanes and running paths

8 months ago

---

Have you ever wondered why 87 pages of the 117 page Transportation Plan is devoted to the Bicycle Master Plan? How does the emphasis on bicycles and bicycling enhance mobility and transportation? What percentage of the population uses bicycles to go to work, or grocery shopping, or taking kids to school, or going to a doctor appointments? When it takes longer for one to go from point A to point B using public transportation and less time by an automobile, why would any choose public transportation? And if public transportation is so important, why aren't all bus stops covered against the weather and conveniently located?

8 months ago

---

Recognize the reality that single-occupancy vehicles are not the problem. Increased (forced) density is.

8 months ago

---

More traffic control of speeders, reckless drivers so people can walk their own streets safely

9 months ago

---

More bike lanes, protected paths, and safe road crossings. Mason District needs safe ways to connect to transit areas and existing bike paths. Less car-centric.

9 months ago

---

Stop wasting money on Metro and Fairfax Connector, Huge taxpayer subsidy to a handful of people, Most developers benefit.

9 months ago

---

Interface with Alexandria's bus system, scooters and bicycles.

9 months ago

---

Conduct campaigns to promote good driving habits: enforce signaling, place barriers to prevent drivers changing lanes from blocking traffic, charge those who block turn lane access by not pulling up at stop lights, etc.

9 months ago

---

Use more data analysis to identify the right solutions in the right places.

9 months ago

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• 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.

9 months ago

⬆️ 16 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.

8 months ago

⬆️ 12 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.

8 months ago

⬆️ 5 Agree

---

Require developers and builders to use permeable driveway and patio surfaces, instead of asphalt, concrete, etc. on new buildings. For existing buildings, offer financial incentives for owners to replace impermeable driveways and patios with permeable driveways and patios.

8 months ago

⬆️ 5 Agree

---

Fine builders for cutting down trees greater than a certain size, create greater incentives for native landscaping and permeable pavement

9 months ago

⬆️ 5 Agree

---

## • Housing

---

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

9 months ago

⬆️ 10 Agree

---

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.

9 months ago

⬆️ 6 Agree

---

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

8 months ago

⬆️ 5 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.

9 months ago

👍 4 Agree

---

Conversion of empty/failing commercial properties into mixed income housing.

9 months ago

👍 3 Agree

---

## • Security and Safety

---

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

9 months ago

👍 9 Agree

---

Slow down traffic and invest in road safety (bike lanes, sidewalks, road diets, roundabouts, raised crosswalks, and other traffic calming). Implement a county-wide complete street / road diet policy - evaluate every repaving project (including VDOT projects) for a potential road diet consistent with FHWA guidance. If the road is under the threshold, the default rule should be to implement the road diet. Prioritize safety treatments near parks, schools, transit stops, activity centers, etc.

7 months ago

👍 6 Agree

---

Increase sidewalks, bike paths and protective barriers for them

9 months ago

👍 6 Agree

---

There is too little enforcement of speeding and red light running. If there are not enough police officers to monitor traffic it might be time to use camera enforcement.

7 months ago

👍 3 Agree

---

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

8 months ago

👍 3 Agree

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## • Other

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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.

7 months ago

7 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)

7 months ago

4 Agree

---

Please consider more public conserved green spaces, at least one major one in each town. My family and I frequently enjoy the state parks such as Great Falls and Scott's Run but they are so overly crowded with people and cars backing up for miles down the road to get in. I know these parks are particularly popular but by conserving more park spaces like these within Fairfax County could draw attraction to each town instead of having to drive all the way to only these two options. Each town should have a major park destination. With more development of housing, we also need to think of conservation for local recreation areas. Arlington is very pedestrian, cyclist, and dog friendly and I'd like to see more of that in Fairfax County.

5 months ago

3 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

8 months ago

2 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.

9 months ago

2 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 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.

8 months ago

5 Agree

---

allow increased density. Ease restrictions on ALU's.

9 months ago

4 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.

9 months ago

👍 4 Agree

---

Mature tree preservation and dark skies

9 months ago

👍 3 Agree

---

ADUs, townhomes, tall apartment buildings, and no more ugly 5-over-1 buildings. And get rid of setbacks.

20 days ago

👍 1 Agree

---

Reduce noise pollution! DC has implemented noise cameras to fine cars with modified loud exhausts. We need those in Fairfax County! Fairfax City has more cameras, sidewalks, and compost collection and feels like it progresses faster than Fairfax County. Ban gas powered lawn equipment and leaf blowers and give businesses and individuals a credit to trade-in their gas powered machines and appliances for electric ones.

5 months ago

👍 1 Agree

---

The areas Master Gardener program runs the community gardens. From my own personal experience there is a great demand for more spaces. I waited 3 years before a spot came available, and it was so far away I had to give it up after one year. These unsung heroes that run the program put a lot of time and effort into it and give a great product,, but more spaces are needed. Work with the local Master Gardeners to develop more plots. Personally I would appreciate that. And I know there are others that would also. Perhaps you could even encourage developers to set aside land in townhouse and condo and apartment communities for community gardens.

7 months ago

👍 1 Agree

---

Affordable housing and green space

7 months ago

👍 1 Agree

---

Zoning reform and a switch to a more urban focus. We already have a higher population density than several major US cities so we need to stop pretending we're a sleepy bedroom community and become the thriving great American city we can be

8 months ago

👍 1 Agree

---

Adopt best practice recommendations for the development and maintenance of data centers.

8 months ago

👍 1 Agree

---

Of the nine Magisterial Districts only Franconia, Hunters Mill, and Springfield have either a land use committee or land use advisory committee. This means that there is no consistency within the county regarding land use issues and it gives the impression that, for the remaining six districts, citizens have no input into the process at any level. One respondent decries the influence of "home owners" associations. Common interest communities (homeowner and condominium associations) and civic associations by and large keep to themselves unless there is an issues directly affecting the association and its members. Most have a hard time handling their own internal problems and even engaging renters within the association. Additionally, the Land Use section of the Comprehensive Plan Policy Plan has one Board of Supervisors' Goal, eight Objectives, and sixty-eight Policies.

Plan Forward appears to be using touchy feely approach, given the emphasis of the questions in this section. The 300+ page Policy Plan has numerous goals, objectives, and and over 500 policies that may be contradictory and surely make governance difficult at best. Reducing the bureaucratic mishmash will make Fairfax County an even more pleasant place to live and work.

8 months ago

👍 1 Agree

---

The Board of Supervisors would like to see all parts of the County looking like Tysons, Reston, and parts of Falls Church at the expense of stable suburban neighborhoods (e.g., Rose Hill, Loisdale Estates, Bush Hill/Brookland, Kingstowne). Density is the focus even when the infrastructure can't handle the additional populace and there is no plan to fix the infrastructure before inviting more people and businesses into an area. Traffic is exacerbated by factors having little to do with single occupant vehicles and everything to do with funding.

8 months ago

👍 1 Agree

---

Expand the land use processes in the County to include input from renters. Decrease the power/influence of home owner associations which tend to be small and not representative of the community they say they speak for. Diversify and expand the voices that influence land use policies in each magisterial district.

8 months ago

👍 1 Agree

---

Route 1 corridor and its rapid bus lanes/revitalization

8 months ago

👍 1 Agree

---

Topics are interconnected. Transit options with more green space, range of businesses, and housing options make life in Fairfax county better.

9 months ago

👍 1 Agree

---

native plantings. dark skies. less sprawl.

9 months ago

👍 1 Agree

---

The VDOT won't implement traffic calming unless it is found that people are routinely speeding more than 10 MPH above the speed limit. The 85th percent test, and the requirement for significant excessive speed is leaving a lot of dangerous streets in Fairfax, without traffic calming. Can you work with VDOT to revise the Traffic Calming Practice to align with the 'Safe System Approach.'

9 months ago

👍 1 Agree

---

Reduce density allowed.

9 months ago

👍 1 Agree

---

Stop the over development of housing projects in Fairfax County.

9 months ago

👍 1 Agree

---

Need to have more green space reserved before a house is built on it in the most crowded and precarious manner.

6 days ago

---

Please, please, adopt policies to allow areas to develop multiple uses over time.

19 days ago

---

Roads that keep traffic flowing

20 days ago

---

Support the Park Authority with more funding to maintain trails and parks and reduces usage fees. Require more open space in developments. Too many paved surfaces cause too much runoff that is damaging our streams..

20 days ago

---

Green spaces (roofs, patios, etc.) and reasonably usable local mass transit. And, safety. Lower the speed race throughout the county.

20 days ago

---

I love the diversity of Mt Vernon District neighborhoods and would hate to see the Embark project make it look all the same. We are hoping for a walkable bikable main street that brings locals out to local businesses, but fear we may end up with chain stores and that many of our neighbors may be priced out of the county.

22 days ago

👍 1 Agree

---

more walkability and focus on pedestrian safety, more density to increase availability of housing types

2 months ago

---

How about prioritizing green spaces and encouraging community gardens near county buildings to really build more of a place-making/community gathering area? We need "hubs" where people will naturally gather, whether it is at school, libraries, rec centers, etc. If those county buildings are chosen with intention and in an area that is easily accessible by public transportation, walkable, and close to grocery stores or food options, it makes sense to start with that building to create a hub-like area where folks will naturally gather.

2 months ago

---

Environments Justice

2 months ago

---

Please jeep heat maps in mind when considering new construct or revitalization and include appropriate green space and adaptive architecture

4 months ago

---

It is good to emphasize how the county can more effectively use its land. However, please also put some thought into how you can make it more pleasant to own property here - without having to deal with unreasonable restrictions.

4 months ago

---

Mixed use zoning and public transit, walkability and cycling

5 months ago

---

I took the other survey about zero-waste and would like to propose Fairfax County to provide individuals more opportunities and financial support/tax-breaks/credits for supporting their local environment. It isn't cheap or easy to be green. It is way more expensive to buy and install/maintain solar panels and EV than to keep gas guzzling and using oil heating. Why wait for the state to make a decision when our county can be leaders in change? Install more bike parking and EV chargers at local establishments and public spaces. Require stores to refill, trade-in, or provide recycling drop off for their products. Provide residents with financial help to move away from resource intensive lawns and start a garden. The number of daily roadkill on Waples Mill RD to Fox Mill RD to Lawyers RD will indicate the dangerous driving and reduction of wildlife habitat and that is an indicator of how dangerous it is for humans too. Homeowners want to be part of the community too - provide a credit to maintain/fix up old houses instead of allowing developers to tear down a perfectly good house in order to profit. Invest more resources in public transportation and making it safe for any gender, age, race, disability and make it financially accessible. Partner with WMATA to have shuttles to/from Great Falls, Wolftrap Park, FFX government center, other popular destinations to reduce vehicle use.

5 months ago

---

Leave options for the public to collectively make decisions on how they would like to utilize a specific portion of funds their taxes fully cover.

6 months ago

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Outdoor pool near or around Bucknell Manor park. Water feature for children at Bucknell Manor Park. Landscaping for Air and Noise pollution for Bucknell Manor Park. Lights for Bucknell Manor Park. Better and more bike lanes 2 miles in every direction from Huntingtown Metro.

7 months ago

---

Upzoning requests for infill projects need to be more carefully scrutinized - even in a state that holds individual landowner rights dear. The up zonings are more about making the project more profitable than in serving the County's needs.

8 months ago

---

Stop building. Too much building, less green space, more traffic.

9 months ago

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A pedestrian concrete walkway over Edsall Road to get to Bren Mar Park.

9 months ago

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Given the changing climate, continuing increasing population, and dependence on limited surface water resources, it is not clear that county-wide land use planning is comprehensively looking at water and sewer capacity or addressing aging infrastructure.

9 months ago

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Save the trees. Counter the advertising for mosquito and tick spraying that is so destructive.

9 months ago

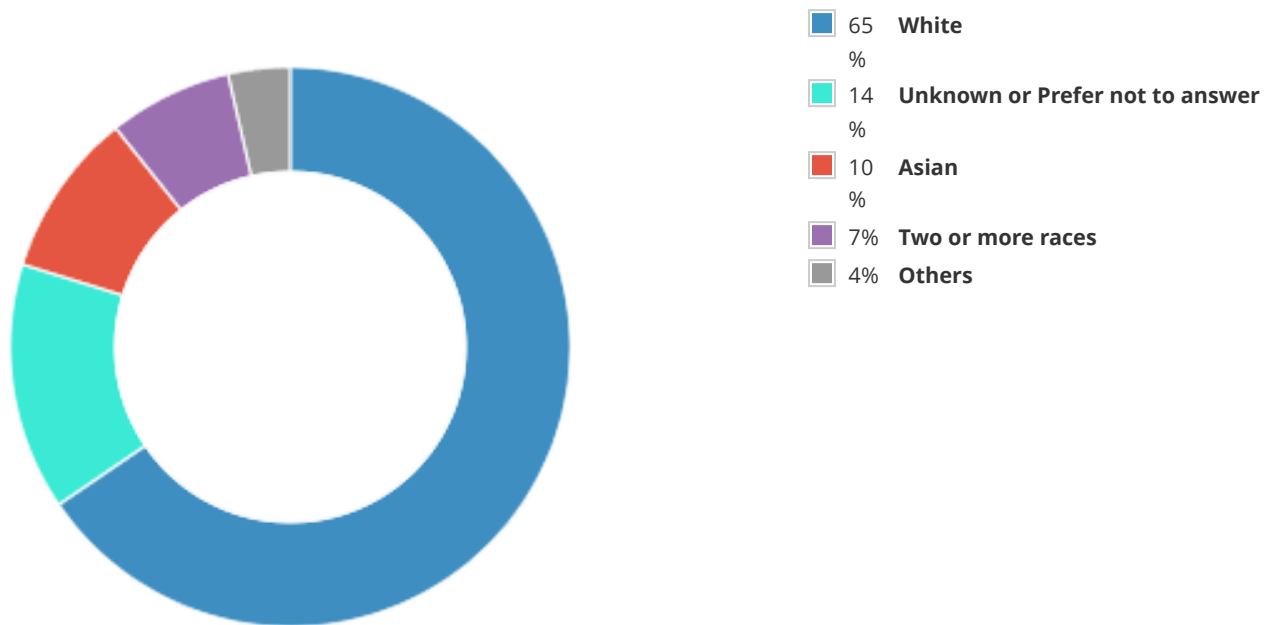
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Preserve our lakes. People need open water for good mental health. Once they're gone, they're gone.

9 months ago

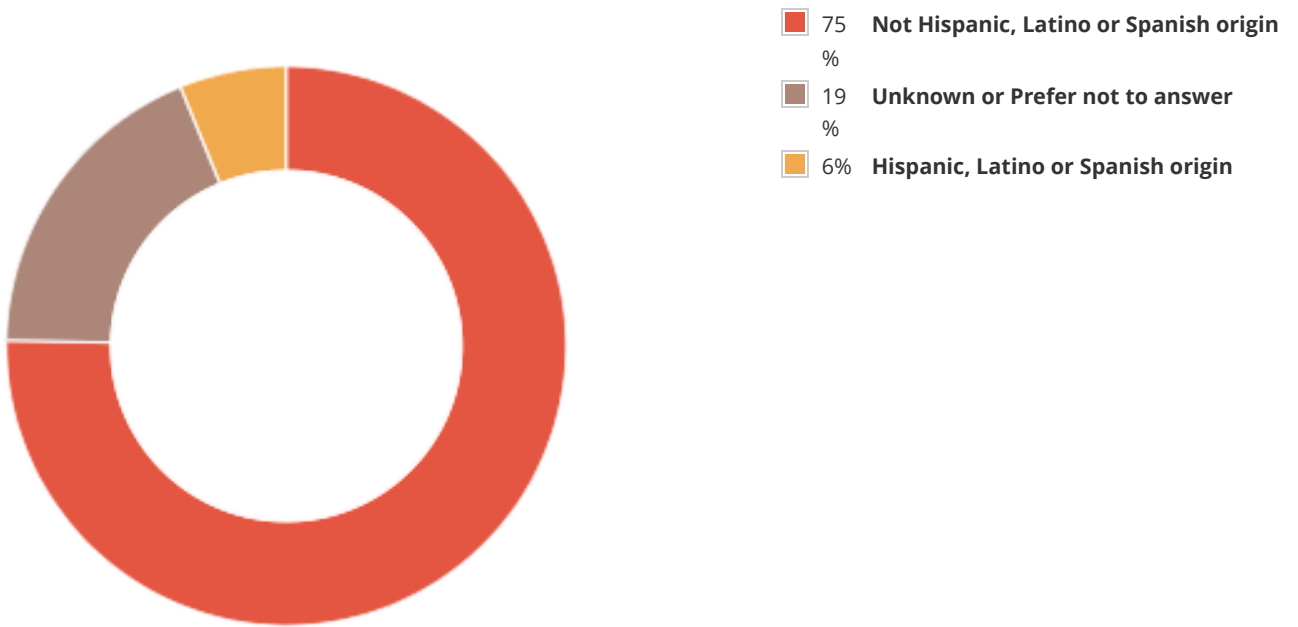
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What is your race:



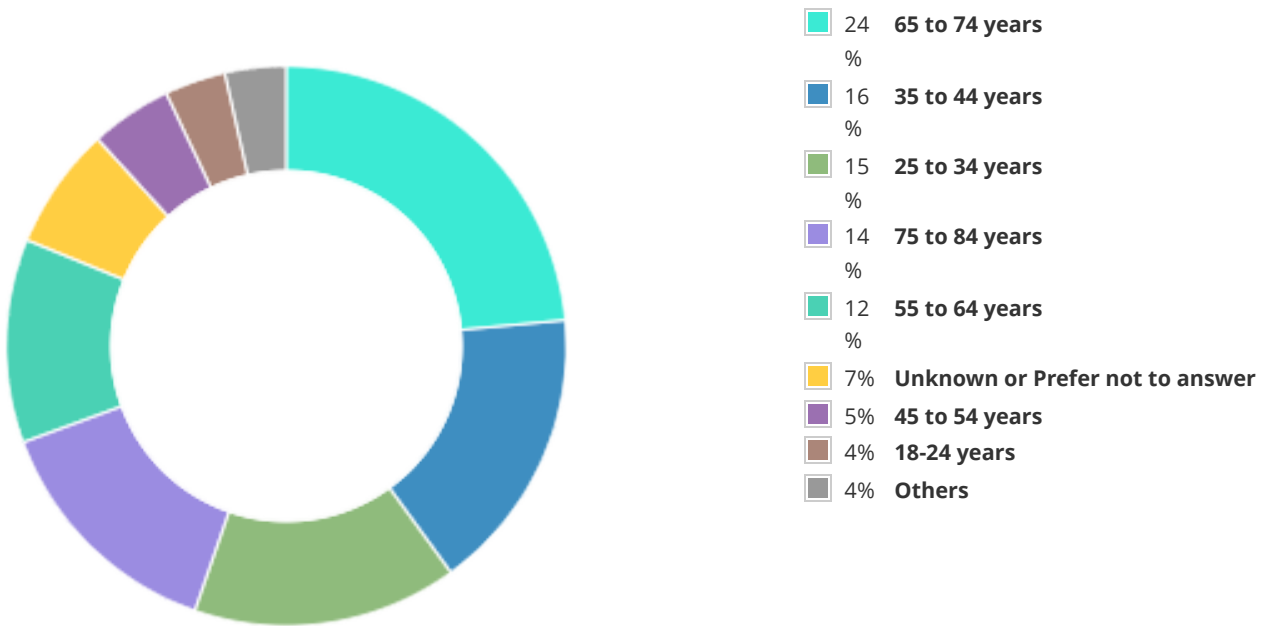
84 respondents

What is your ethnicity:



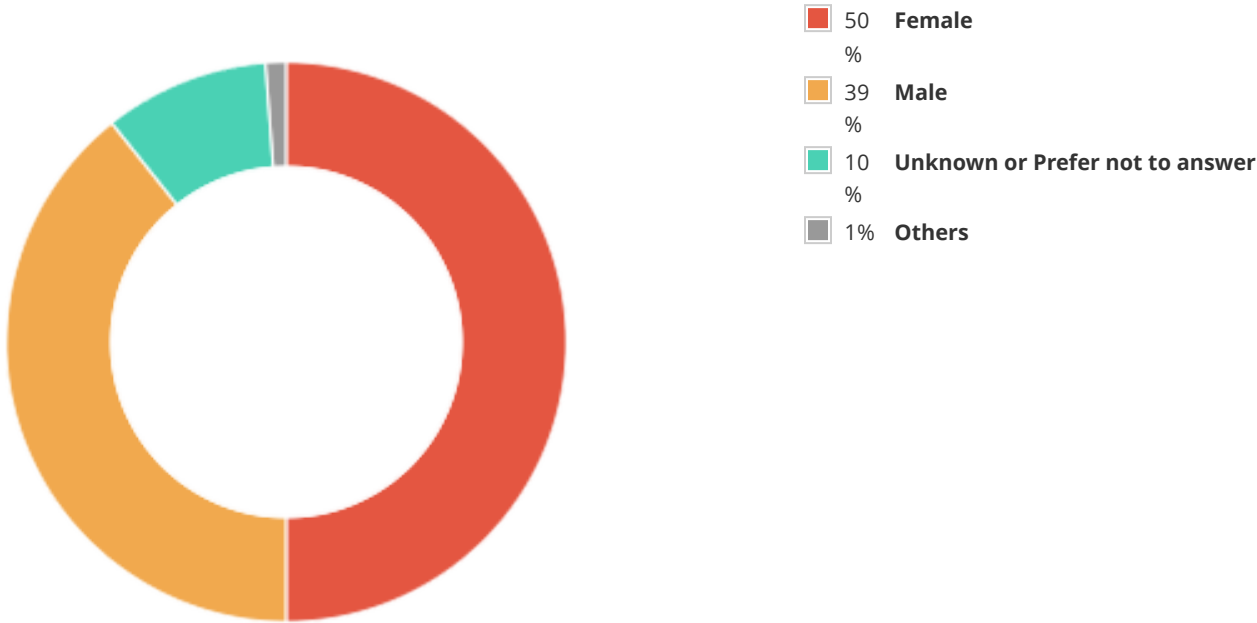
81 respondents

What is your age:



85 respondents

Do you think of yourself as:



84 respondents



## Policy Plan Amendment Environment Element 4/1/2025

### PROJECT BACKGROUND

The Department of Planning and Development (DPD), in collaboration with multiple agencies, the Board of Supervisors, and the Planning Commission, is updating the Comprehensive Plan Policy Plan (Policy Plan) authorized by the Board of Supervisors in December 2022. Phase One of the project includes revisions to key elements such as the Preface, Land Use, Parks and Recreation, Transportation, Environment, and Human Services. It will also integrate themes of equity and healthy communities to include a new Healthy Communities element. The Policy Plan serves as a guide for planning and development in Fairfax County, shaping future growth while protecting natural and cultural resources. This update will help inform future planning and development decisions across the county.

### PROCESS FOR REVISIONS

This paper summarizes the draft revisions and methodology for updating the [Policy Plan Environment Element](#). The Environment Element provides countywide guidance pertaining to environmental considerations that should be incorporated within the design and construction of developments within the county. It also includes programmatic guidance to recognize existing county efforts that ensure the continued environmental health of the county related to land development. The updates to this element ensure alignment with county priorities as identified through the Countywide Strategic Plan, Community Energy and Climate Action Plan (CECAP), Resilient Fairfax, and other recently adopted or endorsed plans, programs, and guidance.

The element has undergone multiple reviews, including coordination with various county agencies and review by representatives from Planning and Development, Transportation, Health and Human Services, and the Park Authority.

Additionally, staff gathered input from the public and external entities through two phases of community outreach from May 2024 through February 2025. Staff met with the Environmental Quality Advisory Committee (EQAC), or with its representatives, four times from September 2023 through December 2024 to gather additional feedback prior to drafting revised Plan language. Feedback obtained through the outreach process was consistent with the Board authorization to align the current Environment Element more closely with the CECAP and Resilient Fairfax plans, as well as the Tree Action Plan. Other feedback from community meetings and outreach events included some programmatic recommendations which are better suited for other Policy Plan elements or county plans, or are outside of the scope of the Policy Plan. Feedback from the community outreach to date has informed this revised element.

Finally, staff prepared research papers ([Conservation Corridors](#), [Green Building Policies](#), and [Stormwater Management](#)) and coordinated with county agencies to inform the revised Environment Element. Through this coordination and research, the element was found to be strong and providing appropriate flexibility to adapt to changing circumstances. The proposed modifications better align the element with recent county initiatives and adopted county plans, provide streamlined

information, formalize practices that have been successfully implemented through the development process, and include modernized guidance through addressing current and anticipated issues such as a changing climate, health and equity, improved environmental quality.

## NEXT STEPS

The draft text for the Comprehensive Plan Environment Element is included as Attachments I and II and is available for the public, Planning Commission, and Board of Supervisors to provide feedback. The element will be discussed with the [Planning Commission Policy Plan Committee](#) at their April 3, 2025, meeting which will include representatives from EQAC and the Tree Commission, and with the [Board of Supervisors Land Use Policy Committee](#) at their May 20, 2025, meeting. Feedback can be sent to the public input email at [PlanForwardFFX@PublicInput.com](mailto:PlanForwardFFX@PublicInput.com) and may inform future revisions to this draft text in advance of a final round of community outreach before finalizing the staff report and draft text this summer. Public hearings on the revised Policy Plan Elements, including the Environment Element, are expected to take place in fall 2025. Additional information on the project, meeting updates, and draft text can be found at [Plan Amendment 2022-CW-2CP | Planning Development \(fairfaxcounty.gov\)](#).

## ATTACHMENTS

Attachment I: Draft Environment Element (Clean Version)  
Attachment II: Draft Environment Element (Redline Version)

## ENVIRONMENT

### INTRODUCTION

This element provides guidance for achieving a balance between the need to preserve the environment, while planning for the orderly development and redevelopment of the county. The objectives and policies listed below have been designed to help decision makers implement policies and regulations regarding the use of land that will conserve and restore a legacy of natural resources. The objectives and policies in this element are intended to work together and be considered holistically, while considering environmental features and county directives to ensure a high-quality environment for future generations.

In order to describe the environmental considerations that are relevant to the development and redevelopment of land in Fairfax County and to formulate policies to address those issues, it is appropriate to review the context of environmental planning within this largely urban and suburban community. The expectation for the preservation, management, and rehabilitation of meaningful components of the county's environmental heritage should be high, given the large number of people who live here and the importance of local environmental resources to the quality of life. It is also important to incorporate natural environmental features into all aspects of planning to ensure that the benefits of nature can contribute to healthy communities such as recreational opportunities, energy conservation through reduced water use and increased tree canopy shading, transportation connections in the form of hiking and biking trails, enhanced stream health, improved water quality, reduced flood risk, and enhanced ecosystems and habitats.

The opportunities and limitations on what may be achieved through environmental planning are affected by past actions and by the county's function as a home and employment center to a large number of people. Because thousands of acres of forest and agricultural land have been converted to urban and suburban development since the 1950s, the ability to achieve environmental preservation goals by limiting future development no longer exists. The scarcity of certain environmental amenities focuses current and future environmental planning efforts on the conservation of remaining resources and the rehabilitation of degraded environments. Furthermore, climate change has highlighted the need for resilient and sustainable concepts to be used in land use planning and development, particularly in areas disproportionately affected by climate change impacts. Preserving and restoring healthy ecosystems and encouraging the use of nature-based solutions can provide natural resilience to climate hazards, by absorbing flood water, dissipating heat, and dampening storm energy, among other benefits.

### COUNTYWIDE OBJECTIVES AND POLICIES

Preserving the built and natural environment in Fairfax County is challenged by the many different categories of concerns that are called "environmental". Solving environmental problems is further complicated by the environmental impacts that may result from efforts to resolve other major topical concerns, such as land use, transportation, recreation, and public facility issues. Many topics that have secondary environmental components are considered elsewhere. This Element of the Plan focuses primarily on environmental concerns which impact, or are impacted by, the development of land.

Environmental concerns have been grouped into three broad categories for consideration:

- Environmental pollution: This category provides guidance on air quality, water quality, noise and light pollution and includes mitigation measures to minimize impacts.
- Environmental hazards and climate resilience: This category provides guidance on problematic soils, flooding, and certain utility impacts.
- Environmental resources: This category provides guidance on preserving and enhancing the environmental resources of the county through Environmental Quality Corridors (EQC), healthy vegetation and soils, conservation easements, mitigation of development impacts, sustainable development practices, and minimizing disproportionate impacts.

Many of the environmental policies listed below will be implemented on a case-by-case basis as land is developed or redeveloped. These policies should be applied as appropriate to both private and public development. Development proposals should identify environmental assets and constraints, and incorporate site design with mitigation measures consistent with the guidance contained in the element to reduce impacts on the environment.

## ENVIRONMENTAL POLLUTION

Our decision to occupy and alter Fairfax County's landscape has resulted in increased volumes and concentrations of specific pollutants in the air, in surface and ground waters, and in the soil. These pollutants can harm both the natural and the built environment.

In recognition of the impacts of human activity on the environment, most existing regulatory authority to preserve the environment has been focused on the control of pollution.

Although Fairfax County does not have to contend with the more serious forms of pollution associated with heavy industry, the conversion of land to urban uses and our dependence on the automobile have resulted in unacceptable amounts of pollution.

### Air Quality

Over the past three decades, the region has made significant progress in improving air quality. All six criteria pollutants (ground-level ozone, fine particulate matter, nitrogen dioxide, sulfur dioxide, carbon monoxide, and lead) regulated by the federal Clean Air Act have shown a downward trend in the region. Except for ozone, all other criteria pollutants are substantially below the federal standards. The region is classified as moderate nonattainment area for ozone as it failed to attain the standard by a 2020 deadline. However, ozone dropped below the standard and continues to show a downward trend since 2022.

Community-wide greenhouse gas (GHG) emissions have been tracked in Fairfax County since 2005 by the Metropolitan Washington Council of Governments by creating an inventory of all GHGs emitted by various sources each year. More than 90% of GHG emissions are from residential and commercial building energy consumption and transportation. Remaining emissions are from other sources, including solid waste, wastewater treatment, and process and fugitive emissions (fugitive emissions are leaks and irregular releases). The main drivers of increased GHG emissions in the county are primarily growth in population, increased commercial development, and use of synthetic refrigerants called hydrofluorocarbons. The main drivers of decreased emissions are improved energy efficiency, an increasingly less carbon-intensive electricity grid, and more fuel-efficient vehicles.

Air quality plans and emissions control measures necessary to maintain the region's compliance with air quality standards are pursued at the regional level by the Metropolitan Washington Air Quality Committee. Local actions and practices have air quality benefits. These practices can be applied during the land development process and are found within varying objectives of this element.

**Objective 1: Preserve and improve air quality, and reduce greenhouse gas emissions.**

- Policy a. Establish land use patterns and transportation strategies and facilities that encourage the use of public transportation, electric vehicles, non-motorized transportation, and reduce trip lengths to reduce emissions of oxides of nitrogen, carbon monoxide, and hydrocarbons from automobiles. Consistent with other Land Use and Transportation objectives, support and encourage the following during the reviews of development proposals, particularly for proposals in mixed use centers:
- The concentration of growth in mixed-use transit-oriented centers in a manner that will optimize the use of transit and non-motorized trips, minimize vehicular trips and traffic congestion, and provide facilities to support transit use and other non-motorized transportation.
  - In mixed-use developments, the provision and orientation of employment, shopping, and recreational opportunities in close proximity to residences in a manner that will minimize motor vehicle use.
- Policy b. Support air quality improvement through tree preservation, tree planting and natural landscaping practices consistent with Objective 10 of this element of the Policy Plan.
- Policy c. Support energy conservation, minimization of indoor air pollution and other green building practices consistent with Objective 13 of this element of the Policy Plan.
- Policy d. Support the application of episodic pollution reduction measures that can be applied when air quality conditions are predicted to be poor.
- Policy e. Support the use of low-emissions maintenance and landscaping equipment.
- Policy f. Apply best available technology toward the minimization of emissions from stationary sources of air pollution.
- Policy g. In cooperation with federal, state and regional agencies, maintain compliance with national air quality standards.

Water Quality

The Department of Public Works and Environmental Services (DPWES) monitors ecological conditions within county streams, in support of watershed management planning efforts. These assessments routinely indicate that most county streams are impaired and lack biological diversity. DPWES also monitors surface waters throughout the county for pollutants and water quality indicators such as fecal coliform bacteria, dissolved oxygen, chloride, sediments,

phosphorus, and nitrate nitrogen.

Streams provide habitat for aquatic species, serve to replenish water sources that may ultimately provide drinking water, and are places of natural beauty that provide recreational and aesthetic opportunities, contributing to the quality of life in Fairfax County. Much of the county's parkland consists of stream valley parks, and much of the county's existing and planned trail system is located near streams. Land use and development activities have the potential to degrade the ecological quality of streams through the direct transport of pathogens and pollutants, as well as through hydrologic changes that can alter the character of flow in streams, resulting in alterations to stream morphology (e.g., stream bank erosion). Further, stormwater runoff from impervious surfaces can have elevated temperatures adversely impacting cooler water species. This can result in dissolved oxygen depletion and the ecological degradation of streams draining urban land. Some effects of this ecological degradation related to elevated stream water temperatures may include rapid changes in stream flows, elevated concentrations of nutrients and contaminants, altered channel morphology, and reduced biotic richness, with increased dominance of tolerant species. The preservation and restoration of the ecological quality of streams is important to the conservation of ecological resources in Fairfax County. Therefore, efforts to minimize adverse impacts of land use and development on the county's streams should be pursued.

The Occoquan Reservoir, one of Fairfax County's principal sources of drinking water, and many smaller impoundments in the county are highly stressed due to the impacts of stormwater runoff. With increasing population and development pressure, traditional nonpoint sources of pollution will continue to have the potential to threaten reservoir water quality, in addition to emerging contaminants, such as salt and poly- and per-fluoroalkyl (PFAS) substances.

Freshwater salinization syndrome has resulted from increases in salt concentrations in freshwater bodies. This syndrome is due to human activities such as road salt application, water softening, commercial and industrial processes, weathering of concrete, sea level rise, and fertilizer application. Excessive salt in freshwater can harm aquatic life, pollute drinking water, damage infrastructure, and cause other pollutants to become more concentrated and mobile. DPWES coordinates with these and state and regional entities on salt management efforts including a formal chloride total maximum daily load (TMDL) action plan, addressing salinization in the Occoquan Reservoir, and monitoring trends in salinization and specific ions to better inform salt management strategies in county watersheds.

Poly- and per-fluoroalkyl substances (PFAS) are a group of over 6,000 manufactured chemicals used in industry and consumer products since the 1940s. Certain PFAS, such as perfluorooctanoic acid (PFOA) and perfluorooctanesulfonic acid (PFOS), do not breakdown in the environment, can bioaccumulate in living beings, and can adversely impact human health and the environment. The majority (two-thirds or more) of human exposure to PFOA/PFOS comes from diet, and approximately one-quarter comes from drinking water.

Certain areas of the county, including residences and businesses, are served by individual well water supplies in Fairfax County. The county's Health Department operates the well monitoring program and tests for several environmental parameters. Additional health and safety considerations should be evaluated when locating hazardous materials or underground storage tanks within areas in proximity to wells.

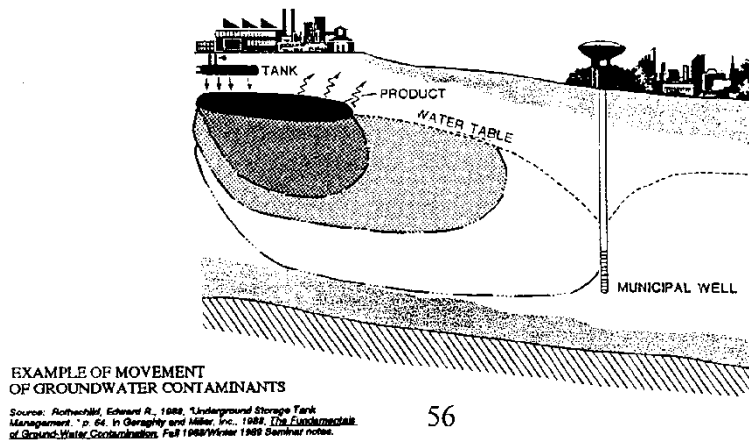


FIGURE 1

**Objective 2:** Prevent and reduce pollution of surface and groundwater resources. Preserve, restore, and enhance the ecological integrity of streams in Fairfax County.

**Policy a.** The County will pursue the following programmatic strategies:

- Maintain a best management practices (BMP) program for Fairfax County and ensure that new development and redevelopment complies with the county's best management practice (BMP) requirements;
- Update BMP requirements as newer, more effective strategies become available;
- Update erosion and sediment regulations and enforcement procedures as new technology becomes available;
- Monitor the performance of BMPs;
- Monitor Fairfax County's surface and groundwater resources;
- Regulate land use activities to preserve surface and groundwater resources;
- Support watershed management planning.

**Policy b.** For new development and redevelopment, apply low-impact development (LID) techniques that mimic natural hydrologic runoff characteristics through avoidance, minimization, and mitigation. Such techniques should be considered at the earliest stages of site design to reduce the impacts of stormwater runoff (quality and quantity), increase groundwater recharge when such recharge will not degrade groundwater quality, increase preservation of natural areas, and provide climate resiliency benefits. In order to minimize the impacts that new development and redevelopment projects may have on the county's streams, lakes, ponds, and wetlands, some or all of the following practices should be considered:

- Exceed minimum code requirements for water quality and quantity, with measures designed to reduce pollutants and protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable and appropriate for specific watershed conditions.

- Manage stormwater (quantity and quality) as close to the source as possible with nutrient reduction requirements being met on-site to the greatest extent possible.
- Minimize the amount of impervious surface created and convey drainage from impervious areas into pervious areas.
- Where site conditions are appropriate encourage the use of BMPs and bioengineering practices that are innovative, nonstructural, maximize infiltration, and designed to be adaptive to climate change.
- Design stormwater management facilities to provide multiple benefits, such as habitat creation, biodiversity, recreation, traffic calming, educational, and aesthetic while maintaining safety.
- Maximize the use of infiltration landscaping with native or adapted (non-invasive, climate-resilient) species, including within streetscapes.
- Encourage the establishment of coordinated stormwater controls within a development site or over multiple development sites, when possible, by incorporating multiple BMPs in sequence to enhance the treatment of runoff.
- Encourage fulfillment of tree canopy requirements through tree preservation instead of replanting where existing tree canopy permits. Encourage tree canopy and preservation thresholds that exceed the minimum Zoning Ordinance requirements.
- Encourage the preservation of wooded areas and steep slopes particularly when adjacent to stream valley EQC areas, Resource Protection Areas and floodplains.
- Encourage cluster development when designed to maximize preservation of ecologically valuable land.
- Encourage shared parking between adjacent land uses where permitted, and use pervious parking surfaces in low-use parking areas.
- Minimize and phase clearing and grading during construction to limit erosion.

Policy c. Where practical and feasible, retrofit older stormwater management facilities to perform water quality functions to better preserve downstream areas from degradation.

Policy d. Preserve water resources by maintaining high standards for discharges from point sources.

- For proposed land uses known or likely to use PFAS, encourage monitoring of wastewater and stormwater discharges, best management practices for PFAS use and storage, and the use of PFAS alternatives.
- Encourage monitoring of cooling system discharge into the wastewater

system and, if needed, provide pre-treatment for applicable uses. Additionally, for such uses in the Upper Occoquan Service Authority (UOSA) service area, encourage the use of cooling systems that do not discharge to the wastewater or stormwater systems, or that use non-chemical and non-water-based cooling systems.

- For proposed land uses known or likely to contaminate water sources through animal waste or other pollutants, in consultation with county agencies responsible for monitoring of water quality and/or wastewater, ensure relief areas are connected to the wastewater system, or alternative measures are provided, to reduce bacteria loads at the source before waste or other pollutants leave the site and adversely affects stormwater runoff/receiving waters.

Policy e. Encourage preservation of stream channels and associated vegetated riparian buffer areas along stream channels upstream of Resource Protection Areas (as designated pursuant to the Chesapeake Bay Preservation Ordinance) and Environmental Quality Corridors, to further mitigate against stormwater impacts and enhance corridor quality and connectivity. To the extent feasible establish boundaries of these buffer areas consistent with Objective 9 of this element of the Policy Plan.

Policy f. Consider watershed management plans that are adopted or endorsed by the Board of Supervisors as a factor in making land use decisions to ensure preservation of the environment and downstream areas.

Policy g. Development and redevelopment projects should ensure the following regarding toxic substances and hazardous materials, as applicable:

- Sites that have been subject to contamination by toxic substances or other hazardous materials are remediated to the extent that they will not present unacceptable health or environmental risks for the specific uses proposed for these sites and that unacceptable health or environmental risks will not occur as a result of contamination associated with nearby properties.
- Proposals that include the use or storage of hazardous materials should provide adequate containment facilities, monitoring, and spill prevention strategies to preserve surface and groundwater resources consistent with state regulations. Site investigations and remedial actions, as appropriate, should be pursued to ensure that site contamination on or near properties subject to development proposals will not present unacceptable health or environmental risks.

Policy h. Encourage commitments for salt management plans that are provided to building owners and property managers for the purpose of creating awareness of the adverse impacts of excess salt use and provide recommendations for efficient salt use while maintaining safety.

Policy i. Non-residential developments requiring special exception or special permit approvals in the Residential-Conservation (R-C) zoning district should retain at least 50% of the site as contiguous, undisturbed open space (e.g. tree preservation area, environmentally sensitive area, etc.) to mitigate impacts on Occoquan Reservoir water quality.

Programs to improve water quality in the Potomac River/Estuary, and Chesapeake Bay will continue to have significant impacts on planning and development in Fairfax County. There is abundant evidence that water quality and the marine environment in the Bay has not improved on a consistent basis over the past twenty years are deteriorating, and that this deterioration is the result of land use activities throughout the watershed. Land use activities throughout the watershed, such as agriculture, and urban and suburban development, continue to adversely impact water quality. Storm intensification resulting from climate change will also lead in more pollutants entering waterways.

In order to preserve the Chesapeake Bay, other waters, and wetlands of Virginia from degradation resulting from runoff pollution, the Commonwealth has enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate "Chesapeake Bay Preservation Areas", within which land uses are either restricted or water quality measures must be provided. Fairfax County has adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations.

The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. In Fairfax County, RPAs include the following features:

- water bodies with perennial flow;
- tidal wetlands;
- tidal shores;
- nontidal wetlands contiguous with and connected by surface flow to tidal wetlands or water bodies with perennial flow;
- a buffer area not less than 100 feet in width around the above features; and
- as part of the buffer area, any land within a major floodplain.

The other, less sensitive category of land in the Preservation Areas is called the "Resource Management Area (RMA)." Development is permitted in RMAs as long as it meets water quality goals and performance criteria for these areas. These goals and criteria include stormwater management standards, maintenance requirements and reserve capacity for on-site sewage disposal facilities, erosion and sediment control requirements, demonstration of attainment of wetlands permits, and conservation plans for agricultural activities. In Fairfax County, any area that is not designated as an RPA is designated as an RMA.

A *Chesapeake Bay Supplement* has been prepared to address a range of issues related to water quality and is incorporated by this reference as part of the Comprehensive Plan.

**Objective 3: Preserve the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.**

Policy a. Support the analysis and recommendations contained in the *Chesapeake Bay Supplement* to the Comprehensive Plan.

Policy b. Where tidal shoreline erosion control measures are needed, apply techniques that are consistent with the "Guidelines for Tidal Shoreline Erosion Control Measures" in Appendix 1 of this element. Consistent with this guidance and with guidance developed by the Virginia Institute of Marine Science pursuant to §15.2-2223.2 of the Code of Virginia and § 28.2-104.1 of the Code of Virginia, support the application of living shoreline approaches as preferred approaches for stabilizing eroding tidal shorelines where practicable.

- Policy c. Support efforts to mitigate or compensate for losses of wetlands near the area(s) of impact.

### Noise

Transportation-generated noise impacts the lives of many who live in the county. Some county residents are subjected to unhealthy levels of noise from highway traffic, aircraft operations and railroads, including WMATA's Metrorail. Federal agencies with noise mitigation planning responsibilities have worked with the health community to establish maximum acceptable levels of exposure (Guidelines for Considering Noise in Land Use Planning and Control). These guidelines, expressed in terms of sound pressure levels, are: DNL 65 dBA for outdoor recreation areas; DNL 50 dBA for office environments; and DNL 45 dBA for residences, schools, theaters and other noise-sensitive uses. While federal guidelines consider all land uses to be compatible with noise levels below DNL 65 dBA, adverse noise impacts can still occur at levels below DNL 65 dBA. Planning goals supporting new residential development in the DNL 60-65 dBA airport noise contours could be supported under specified conditions.

**Objective 4: Minimize human exposure to unhealthy levels of transportation-generated noise.**

- Policy a: Regulate new development to ensure that unhealthy levels of transportation noise are reduced.
- Policy b: Reduce noise impacts in areas of existing development.

To achieve these standards new noise-sensitive development in areas impacted by highway noise between DNL 65 and 75 dBA will require mitigation strategies determined through the provision of noise studies. New residential development should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA or projected aircraft noise exposures exceeding DNL 65 dBA.

In order to avoid exacerbating noise and land use conflicts and to further the public health, safety and welfare, where new residential development is considered in the DNL 60-65 dBA aircraft noise contours the following should be fulfilled:

- A noise study that documents the expected noise impacts is conducted during the development review process.
- Commitments to construction standards and materials are provided during the development review process to ensure that noise levels within interior living spaces do not exceed 45 dBA.
- Pre-construction noise modeling for building components is conducted and documentation submitted to the County for review and approval prior to building permit issuance to ensure noise levels within interior living spaces do not exceed 45 dBA.

- Verification letters are submitted to the County certifying that the noise-modeled components have been properly installed prior to issuance of a Residential Use Permit.
- Post-development noise studies are conducted, if requested by Fairfax County prior to issuance of a Residential Use Permit in order to evaluate the effectiveness of the noise mitigation measures.
- Adequate assurances are provided by the property owner at the time of rezoning to address potential conflicts or threats to the long-term viability of Dulles Airport. These assurances may include such things as recorded avigation easements/plats, hold harmless agreements, and/or similar assurances.
- All promotional and marketing materials and leasing and purchasing agreements include disclosure statements that disclose the presence of the airport and potential associated impacts, as well as a map of Dulles Airport, the DNL 65 dBA noise contour line, and general locations of residential units and private active recreation spaces. Such disclosure statements, as well as a map of Dulles Airport and the DNL 65 dBA noise contour line are included in any community association documents and recorded in the land records. Notice of such statements, maps, and noise contours are made to all initial and subsequent lessors and purchasers.

### Lighting

Light pollution, the excessive use of artificial light, can negatively impact human health, plant and wildlife behavior, and the ability to observe the night sky. Plants and animals depend on natural light and dark cycles to govern behaviors such as reproduction, nourishment, sleep, and protection from predators. Increasing urbanization requires that care be taken to reduce unfocused emissions of light and that efforts be made to avoid creating sources of light glare and trespass which may interfere with plant and animal behaviors, and human visual acuity, as well as serve as potential sources of energy waste.

**Objective 5: Minimize light emissions to those necessary and consistent with general safety.**

- Policy a. Recognize the nuisance and harmful impacts on humans, plants and wildlife resulting from light emissions that are unfocused, unshielded, or have excessive brightness or color temperature (Kelvins).
- Policy b. Encourage incorporation of principles for responsible outdoor lighting design.
- Use light only when and if it is needed.
  - Target direct light to places for safety purposes.
  - Consider brightness levels of necessary lighting and use lower-level light when appropriate.
  - Use warmer color lights.

**ENVIRONMENTAL HAZARDS AND CLIMATE RESILIENCE**

Resilience is defined as the capacity of a community, business, or natural environment to prevent, withstand, respond to, and recover from a disruption. As a result of changes in the climate, Fairfax County now experiences more frequent and intense storms, more extreme flooding events, expansion of flood-prone areas, and increased flood risk due to sea level rise and tidal surges. These events can have significant impacts on community members and the local economy. Environmental hazards in Fairfax County range from urban flooding, storm severity, heat, problem soils, and drought conditions.

Some soils in the county can cause hazardous conditions during development. Marine clay soils found in the eastern part of the county and shrinkswell clay soils found primarily in the western area can cause foundation failures, cracked and shifting walls, and in extreme cases, catastrophic slope failure. Asbestos bearing soils may pose a health risk to construction workers requiring special precautions during excavation. The preservation and restoration of healthy soils is also an important consideration in the land development process. Policies related to healthy soils are included in Objective 10 of this element.

**Objective 6: Ensure that new development either avoids problem soil areas, or implements appropriate engineering measures to protect existing and new structures from unstable soils.**

Policy a: Limit densities on slippage soils, and cluster development away from slopes and potential problem areas.

Policy b: Ensure new development on problem soils provides appropriate engineering measures to ensure against geotechnical hazards.

**Objective 7: Minimize the exposure of new development to the potential of flood impacts.**

Policy a: Prohibit new structures within flood impact hazard areas.

Policy b: Appropriate data sources should be used to account for predicted changes in groundwater and flood levels due to sea level rise and potential increases in rainfall to ensure resiliency of the built environment.

Fairfax County is crossed by several major gas and petroleum pipelines. Ruptures of these lines could cause environmental degradation from spillage, or could result in a fire or explosion with the possibility of loss of life.

**Objective 8: Minimize the exposure of county residents to potential pipeline ruptures and explosions and avoid hazards from electrical transmission and distribution facilities.**

Policy a: Ensure pipeline safety and minimize the hazards associated with gas and petroleum pipelines through improved construction inspection and quality assurance during construction and by requiring appropriate construction practices and building setbacks.

- Policy b: Ensure new development minimizes unnecessary human exposure to unhealthful impacts of low-level electromagnetic fields from electrical transmission lines.

## ENVIRONMENTAL RESOURCES

The preservation and restoration of environmental resources is a key priority of the county. Although not all open space land is ecologically significant or appropriate for preservation, data indicates a cumulative loss of some of Fairfax County's environmental resources, and a fragmentation of remaining ecologically significant land. Large tracts of natural land are scarce in the more urban inner part of the county; however, several areas of low-density development and ecologically significant areas remain throughout the county. While low-density zoning has been used as a conservation tool within some areas of the county, such as the Occoquan Basin, as a single measure it is not an adequate means to conserve our resources.

Larger, contiguous tracts of natural open space provide scenic variety within the county, an attractive setting for and buffer between urban land uses, essential habitats for scarce or sensitive plant and animal species, and have the capacity to reduce air, water and noise pollution. A conserved network of different habitats including natural vegetation and stream valleys, established through the Environmental Quality Corridor (EQC) policy can serve to connect these larger areas and provide similar benefits. In addition to the establishment of EQCs, there are opportunities through the site design process to further create a network of natural lands, working landscapes, and varying types of natural areas that can further serve as conservation corridors. The retention of environmental amenities on developed and developing sites is important to this concept. The most visible of these amenities is the county's tree cover. It is possible to design new development in a manner that preserves some of the existing vegetation in landscape plans and to restore lost vegetation through replanting. The mission of a forest conservation program is to preserve and enhance the county's urban forests by upholding tree conservation ordinance requirements, promoting sustainable development, and retaining and restoring meaningful amounts of the county's tree cover. The identification of potential connectivity between areas of tree cover, as well as meadows, wetlands, and even streetscapes and green roofs, can offer multiple benefits, such as improving biodiversity, mitigating impacts of climate change, and providing opportunities for passive recreation. Habitat nodes and corridors can be designed to be context and species sensitive. For example, small urban parks and streetscape plantings may not support the movement of larger animals but could comprise a corridor adequate for smaller animals and pollinators if designed correctly.

Biodiversity has been defined as “the diversity of life in all its forms, and at all levels of organization”. Biodiversity is important because of tangible products of natural systems (e.g. wood products from forests), and more broadly because of the services that diverse ecosystems provide. In addition to climate change, invasive plants are a leading cause of biodiversity loss and are a detriment to the ecological health of community landscapes, particularly where contiguous forests and soils are disturbed and where edge habitats are created.

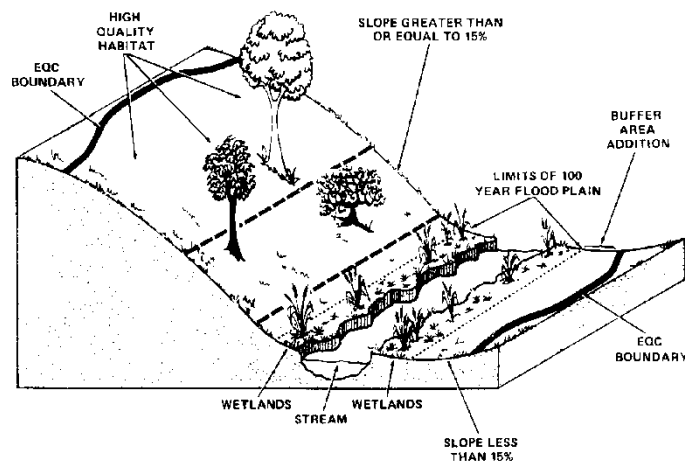
Healthy soils include a complex community of organisms including fungi, bacteria, insects, and small animals. This soil food web facilitates the decay of organic matter and the cycling of nutrients, helping to bind soil particles and form soil structure. The benefits of healthy soils include, but are not limited to, carbon sequestration, increased water infiltration and groundwater recharge, better rooting environment and habitat for flora and fauna, and absorbing nutrients, sediments, and pollutants.

**Objective 9: Identify, preserve, and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.**

Policy a: Identify, preserve, restore, and enhance the Environmental Quality Corridor system (EQC). Lands may be included within the EQC system if they can achieve any of the following purposes:

- **Habitat Quality:** The land has a desirable or scarce habitat type, or one could be readily restored, or the land hosts a species of special interest. This may include: habitat for species that have been identified by state or federal agencies as being rare, threatened or endangered; rare vegetative communities; unfragmented vegetated areas that are large enough to support interior forest dwelling species; and aquatic and wetland breeding habitats (i.e., seeps, vernal pools) that are connected to and in close proximity to other EQC areas.
- **Connectivity:** This segment of open space could become a part of a corridor to facilitate the movement of wildlife and/or conserve biodiversity. This may include natural corridors that are wide enough to facilitate wildlife movement and/or the transfer of genetic material between core habitat areas.
- **Hydrology/Stream Buffering/Stream Preservation:** The land provides, or could provide, buffering to one or more streams, ponds or lakes through: the provision of shade; vegetative stabilization of stream banks; moderation of sheet flow stormwater runoff velocities and volumes; trapping of pollutants from stormwater runoff and/or flood waters; flood control through temporary storage of flood waters and dissipation of stream energy; separation of potential pollution sources from streams; accommodation of stream channel evolution/migration; and preservation of steeply sloping areas near streams from denudation.
- **Pollution Reduction Capabilities:** Preservation of this land would result in significant pollutant reductions. Water pollution, for example, may be reduced through: trapping of nutrients, sediment and/or other pollutants from runoff from adjacent areas; trapping of nutrients, sediment and/or other pollutants from flood waters; preservation of highly erodible soils and/or steeply sloping areas from denudation; and/or separation of potential pollution sources from streams.

While the core of the EQC system will be the county's stream valleys, additions to the stream valleys should be selected to augment the habitats and buffers provided by the stream valleys, and to add representative elements of the landscapes that are not represented within stream valleys. The stream valley component of the EQC system shall include the following elements (See Figure 2):



A TYPICAL ENVIRONMENTAL QUALITY CORRIDOR

Source: Fairfax County Office of Comprehensive Planning

FIGURE 2

- All 100 year flood plains as defined by the Zoning Ordinance;
- All areas of 15% or greater slopes adjacent to the flood plain, or if no flood plain is present, 15% or greater slopes that begin within 50 feet of the stream channel;
- All wetlands connected to the stream valleys; and
- All the land within a corridor defined by a boundary line which is 50 feet plus 4 additional feet for each % slope\* measured perpendicular to the stream bank. This measurement should be taken at fifty-foot intervals beginning at the downstream boundary of any stream valley on or adjacent to a property under evaluation.

*\*The % slope used in the calculation will be the average slope measured within 110 feet of a stream channel or, if a flood plain is present, between the flood plain boundary and a point fifty feet up slope from the flood plain.*

Modifications to the boundaries so delineated may be appropriate if the area designated does not benefit any of the EQC purposes as described above. In addition, some disturbances that serve a public purpose such as unavoidable public infrastructure easements and rights of way may be appropriate. Disturbances for access roads should not be supported unless there are no viable alternatives to providing access to a buildable portion of a site or adjacent parcel. Disturbances should be minimized and occur perpendicular to the corridor's alignment, if practical, and disturbed areas should be restored to the greatest extent possible.

The following efforts within EQCs support the EQC policy and are

encouraged with appropriate coordination with Fairfax County:

- Natural channel design methods should be applied to stream stabilization and restoration efforts to the greatest extent possible, and native species of vegetation should be used.
- Replanting efforts in EQCs that would restore or enhance the environmental values of areas that have been subject to clearing; native species of vegetation should be applied.
- Removal of non-native invasive species of vegetation from EQCs to the extent that such efforts would not be in conflict with county ordinances; such efforts should be pursued in a manner that is least disruptive to the EQCs.

Other disturbances to EQCs should only be considered in extraordinary circumstances and only where mitigation/compensation measures are provided that will result in a clear and substantial net environmental benefit relating to most, if not all, of the EQC purposes listed above that are applicable to the proposed disturbances.

Policy b. Preservation of EQCs should be achieved through dedication to the Fairfax County Park Authority, if such dedication is in the public interest. Otherwise, EQC land should remain in private ownership within common open space with appropriate commitments for preservation. The use of conservation easements as a means of preservation should be considered.

Policy c. To provide an incentive for the preservation of EQCs while maintaining the integrity of the EQC system, allow a transfer of some of the density from the EQC portion of developing sites to the less sensitive areas of these sites. The increase in effective density on the non-EQC portion of a site should be no more than an amount which is directly proportional to the percentage of the site that is preserved, and should not be so intense as to threaten the viability of the habitat or pollution reduction capabilities that have been preserved on the EQC portion of the site. Overall site yield will decrease as site constraints increase. Maximum density should be determined based upon the ratio of EQC land to total land. This policy is in addition to other plan policies which impact density and does not supersede other land use compatibility policies.

**Objective 10: Preserve and enhance tree cover, natural areas, and soils to, among other benefits, enhance environmental resources.**

Policy a: Preserve, restore, or enhance the maximum amount of tree cover on developed and developing sites consistent with planned land use and best silvicultural practices.

Policy b: Encourage energy-conscious landscaping efforts such as the planting of trees to provide shading of buildings and parking lots during the summer months.

Policy c: Encourage natural landscaping design and techniques.

- Landscaping plant species should be native to the mid-Atlantic region or adapted (non-invasive, climate-resilient), and be non-invasive (as identified by the Virginia Department of Conservation and Recreation).
- Landscaping design should strive to create habitat, promote biodiversity, reduce turf grass coverage, and minimize the need for mowing, fertilizers, herbicides, and pesticides.

Policy d: Encourage native and adapted street trees, understory, and/or groundcover plantings within road medians, along roadways, and within utility corridors, where consistent with safety and in a manner that does not impact accessibility.

Policy e: Encourage the rebuilding of soil profiles to ensure adequate organic matter and aeration in all planting and pervious areas to satisfy the cultural requirements of trees, shrubs and groundcovers and provide other benefits of healthy soils.

Policy f: Identify invasive plant species within development and redevelopment sites and provide appropriate management plans for eradication. Invasive plant species management plans should include the common and scientific names of the invasive species targeted for management, the designated management area, control and disposal methods, treatment timing and monitoring procedures, program duration, and any necessary reforestation efforts.

Policy g: Establish a county-wide conservation corridor connectivity network plan for use in the review of new and redevelopment projects.

Policy h: Identify existing or potential conservation corridor areas on or adjacent to new and redevelopment projects and encourage site design approaches that place tree preservation, natural landscaping, green infrastructure, and other environmental features within and/or adjacent to those areas. Habitat nodes and corridors should be designed in relation to local conditions and target species.

Policy i: Ensure both public and private development proposals identify environmental constraints and opportunities, and demonstrate how environmental impacts will be mitigated.

**Objective 11: Promote the use of open space/conservation easements as tools to preserve environmental resources and create or enhance conservation corridor connectivity.**

Policy a: Use open space/conservation easements for the preservation of Environmental Quality Corridors, Resource Protection Areas, and other environmentally sensitive areas such as land along the Potomac and Occoquan Rivers.

Policy b: Use open space/conservation easements to preserve open space in already developed areas in order to provide natural areas, preserve environmentally sensitive resources and wildlife habitats in an urban or suburban context.

Policy c: Use open space/conservation easements as appropriate to support stream restorations, and preserve woodlands, monarch trees, and/or rare or otherwise significant stands of trees, as identified by the county.

Policy d. Where appropriate, use conservation easements outside of private residential lots as a mechanism to preserve environmental resources.

**Objective 12: Identify approaches which address the environmental and health impacts of development with particular attention to vulnerable areas, or populations, in the county that are disproportionately impacted by heat, urban flooding, lack of trees, or other environmental considerations.**

Policy a. Appropriate data sources should be used when considering policy changes and in the review of new and redevelopment projects, such as heat maps, flood risk assessments, and other available information to identify communities most susceptible to increased health and safety risks.

Policy b. Recognize adverse environmental impacts such as but not limited to flooding, urban heat island effect, poor air quality, and site contamination, and mitigate the impacts through increased tree conservation/plantings, green infrastructure, enhanced connectivity within vulnerable areas, and other remediation efforts within new and redevelopment opportunities.

Policy c. Consider the effects and proximity of major environmental pollution sources during the review and update of area plans. Ensure appropriate mitigations are provided.

**Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently in support of reducing greenhouse gas emissions, improving resiliency, and minimizing short- and long-term negative impacts on the environment and building occupants.**

Policy a. In consideration of other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. These practices may include, but are not limited to:

- Encourage the inclusion of professionals with green building accreditation on development teams;
- Sustainable landscape and site design which reduces impacts to ecological systems;
- Optimization of energy performance of structures and inclusion of energy-efficient design;
- Use of renewable energy resources and on-site renewable energy generation, such as but not limited to, solar, wind, and/or geothermal systems. Additional support for the provision of building designs that will facilitate future retrofits for on-site energy generation;
- Building electrification to include the use of energy efficient appliances, heating/cooling systems, lighting and/or other strategies;

- Application of best practices for water conservation, such as water efficient landscaping and innovative wastewater technologies, that can serve to reduce the use of potable water and/or reduce stormwater runoff volumes that contribute to urban flooding and/or hazardous conditions;
- Reuse of existing building materials and recycling/salvage of non-hazardous construction, demolition, and land clearing debris;
- Use of recycled and/or rapidly renewable building materials that originate from nearby sources;
- Reuse, preservation and conservation of existing buildings, including historic structures;
- Retrofitting and upgrading existing building systems to reduce building energy use and improve efficiency;
- Improve building occupant experience through provision of natural lighting for occupants and reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials;
- Energy and water usage data collection and performance monitoring;
- Solid waste and recycling management practices for multiple waste streams to improve diversion rates in support of increased waste reduction and the county's climate goals;
- Provision of vegetated and/or highly reflective roofs to increase resilience and reduce impacts of heat island;
- Provision of infrastructure to support multimodal transit (e.g. showers and lockers for employees, secure bicycle parking facilities for employment, retail, institutional, and multifamily residential uses); and
- Provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs.

Policy b. Encourage commitments to certification under established green building rating systems for the design and construction of new buildings (e.g., the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) program for any new construction or other equivalent program\*).

*\*An equivalent program is one that is independent, third-party verified, has regional or national recognition, is comprehensive in scope, and has comparable implementation to the LEED rating system.*

Policy c. Within Suburban Centers, Community Business Centers, and Industrial Areas as

identified on the Concept Map for Future Development, unless otherwise recommended in the applicable Area Plan, ensure that zoning proposals for nonresidential development incorporate green building practices sufficient to attain certification at the LEED Silver level using LEED or an equivalent program.

Ensure that zoning proposals for nonresidential development in Transit Station Areas (TSAs) and the Tysons Urban Center as identified on the Concept Map for Future Development, or where developments with exceptional intensity or density are proposed (e.g. at 90 percent or more of the maximum planned density or intensity), incorporate green building practices sufficient to attain certification at the LEED Gold level using LEED or an equivalent program.

Ensure zoning proposals for multifamily residential development within the above-mentioned areas identified on the Concept Map for Future Development incorporate green building practices sufficient to attain certification at the LEED Silver level using LEED or an equivalent program.

- Policy d. Ensure that zoning proposals for residential development that are not otherwise addressed in Policy c above attain certification under an established residential green building rating system such as EarthCraft or an equivalent program as defined in Policy b above. As intensity or density increases, the expectations for achievement in the area of green building practices would commensurately increase.
- Policy e. Promote implementation of green building practices by encouraging commitments to monetary contributions in support of the county's environmental and climate initiatives, with such contributions to be refunded upon demonstration of attainment of certification under the applicable LEED rating system or equivalent rating system.
- Policy f. Ensure applicants involved in public-private partnerships where land is leased or provided by the county meet or exceed county operational policy for green building certification.
- Policy g. Ensure the provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals.
- Policy h. Ensure all fenestration and lighting is "bird-friendly" consistent with guidelines published by the American Bird Conservancy or equivalent standards.
- Policy i. Ensure zoning proposals pursuing an adaptive reuse, major renovation, or building retrofit incorporate green building practices sufficient to attain certification through LEED or an equivalent program.

**APPENDIX 1**

**GUIDELINES FOR TIDAL SHORELINE  
EROSION CONTROL MEASURES**

Measures to control erosion along the county's tidal shoreline are often pursued in order to protect adjacent property. Where county approval of tidal shoreline erosion control measures is needed, the Virginia Marine Resources Commission Habitat Management Division's Tidal Wetlands Guidelines should be consulted. Consistent with this guidance artificial shoreline structural elements should only be pursued where there is active, detrimental shoreline erosion which cannot be otherwise controlled, and such structures should be constructed in a manner that minimizes adverse wetlands impacts.

Living shoreline approaches to shoreline stabilization (approaches that apply biological techniques, using native plant species) have been identified by the Commonwealth of Virginia as the preferred stabilization methods for tidal shorelines. Only living shoreline approaches should be permitted unless the best available science shows that such approaches are not suitable. If the best available science shows that a living shoreline approach is not suitable, then elements of living shoreline approaches should be incorporated into permitted projects to the maximum extent practicable. Unless otherwise advised through such guidance, best available science resources include:

- Virginia Marine Resources Commission Habitat Management Division's Tidal Wetlands Guidelines,
- Virginia Institute of Marine Science's Comprehensive Coastal Resource Management Portal, and
- Virginia Institute of Marine Science as the Commonwealth's designated science advisor on coastal and marine natural resource-related issues.

**Key for Text Modifications:**

- Standard black text: Existing Plan language proposed for retention.
- Blue text with wavy underline: Existing Plan language that has been relocated.
- ~~Red text with strikethrough~~: Existing Plan language proposed for removal.
- Blue text with straight underline: New proposed Plan language.

**ENVIRONMENT****INTRODUCTION**

This element provides guidance for achieving a balance between the need to ~~protect~~ preserve the environment, while planning for the orderly development and redevelopment of the county. The objectives and policies listed below have been designed to help decision makers implement policies and regulations regarding the use of land that will conserve and restore a legacy of natural resources. The objectives and policies in this element are intended to work together and be considered holistically, while considering environmental features and county directives to ensure a high-quality environment for future generations.

In order to describe the environmental ~~issues~~ considerations that are relevant to the development and redevelopment of land in Fairfax County and to formulate policies to address those issues, it is appropriate to review the context of environmental planning within this largely urban and suburban community. The expectation for the preservation, management, and rehabilitation of meaningful components of the county's environmental heritage should be high, given the large number of people who live here and the importance of local environmental resources to the quality of life. It is also important to incorporate natural environmental features into all aspects of planning to ensure that the benefits of nature can contribute to healthy communities such as recreational opportunities, energy conservation through reduced water use and increased tree canopy shading, transportation connections in the form of hiking and biking trails, enhanced stream health, improved water quality, reduced flood risk, and enhanced ecosystems and habitats.

The opportunities and limitations on what may be achieved through environmental planning are affected by past actions and by the county's function as a home and employment center to a large number of people. Because thousands of acres of forest and agricultural land have been converted to urban and suburban development since the 1950s, the ability to achieve environmental ~~protection~~ preservation goals ~~simply~~ by limiting future development no longer exists. The ~~current~~ scarcity of certain environmental amenities focuses current and future environmental planning efforts on the conservation of remaining resources and the rehabilitation of degraded environments. Furthermore, climate change has highlighted the need for resilient and sustainable concepts to be used in land use planning and development particularly in areas disproportionately affected by climate change impacts. Preserving and restoring healthy ecosystems and encouraging the use of nature-based solutions can provide natural resilience to climate hazards, by absorbing flood water, dissipating heat, and dampening storm energy, among other benefits.

**~~BOARD OF SUPERVISORS GOALS~~**

~~Fairfax County has adopted two goals, "Environmental Protection" and "Open Space" that relate to conservation of the natural environment. These Goals read as follows:~~

~~**Environmental Protection**—The amount and distribution of population density and land uses in Fairfax County should be consistent with environmental constraints inherent in the need to preserve natural resources and to meet or exceed federal, state and local standards for water quality, ambient air quality and other environmental standards. Development in Fairfax County should be sensitive to the natural setting, in order to prevent degradation of the county’s natural environment.~~

~~**Open Space**—Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.~~

~~In addition, three other goals, “Quality of Life,” “Land Use” and “Transportation,” cite the need to protect the environment. The Fairfax County Goals reflect the belief of the community that environmental protection and preservation are overarching components of the quality of life. The Goals demonstrate an understanding of the interdependence of decisions regarding private development, transportation, and public works with the environment. Decisions made about the scale, location, and type of human activity on the landscape affect, and are affected by the natural environment.~~

## COUNTYWIDE OBJECTIVES AND POLICIES

~~Protecting Preserving~~ the ~~built human~~ and natural environment in Fairfax County is ~~challenged complicated~~ by the many different categories of concerns that are called "environmental". Solving environmental problems is further complicated by the environmental impacts that may result from efforts to resolve other major topical concerns, such as land use, transportation, recreation, and public facility issues. Many topics that have secondary environmental components are considered elsewhere. This Element of the Plan focuses primarily on environmental concerns which impact, or are impacted by, the development of land.

Environmental concerns have been grouped into three broad categories for consideration:

- ~~Environmental pollution;~~ This category provides guidance on air quality, water quality, noise and light pollution, and includes mitigation measures to minimize impacts.
- ~~Environmental hazards and climate resilience;~~ and: This category provides guidance on problematic soils, flooding, and certain utility impacts.
- ~~Environmental resources;~~ This category provides guidance on preserving and enhancing environmental resources in the county through Environmental Quality Corridors (EQC), healthy vegetation and soils, conservation easements, mitigation of development impacts, sustainable development practices, and minimizing disproportionate impacts.

~~These categories have been selected to recognize that issues pertaining to the environmental impacts of past development, the hazards posed by both human-made and natural environmental constraints, and the management of our environmental heritage are somewhat distinct categories.~~

Many of the environmental policies listed below will be implemented on a case-by-case basis as land is developed or redeveloped. These policies should be applied as appropriate to both

private and public development. Development proposals should identify environmental assets and constraints, and incorporate appropriate site design with mitigation measures consistent with the guidance contained within this element to reduce impacts on the environment. ~~not be approved unless and until issues generated by the application of these policies have been resolved.~~

## ENVIRONMENTAL POLLUTION

Our decision to occupy and alter Fairfax County's landscape has resulted in increased volumes and concentrations of specific pollutants in the air, in surface and ground waters, and in the soil. These pollutants can harm both the natural and the human built environment.

In recognition of the impacts of human activity on the environment, most existing regulatory authority to ~~protect~~ preserve the environment has been focused on the control of pollution.

Although Fairfax County does not have to contend with the more serious forms of pollution associated with heavy industry, the conversion of land to urban uses and our dependence on the automobile have resulted in unacceptable amounts of pollution.

### Air Quality

~~Air quality in Fairfax County and in the Washington, D.C. area in general has been improving. However, the region has not yet attained federal air quality standards for ozone and fine particulate matter. In April 2004, the metropolitan Washington, D.C. area was designated by the U.S. Environmental Protection Agency as a moderate non-attainment area for the eight-hour ozone standard, and in December 2004, the region was designated as a non-attainment area for fine particulate pollution.~~

Over the past three decades, the region has made significant progress in improving air quality. All six criteria pollutants (ground-level ozone, fine particulate matter, nitrogen dioxide, sulfur dioxide, carbon monoxide, and lead) regulated by the federal Clean Air Act have shown a downward trend in the region. Except for ozone, all other criteria pollutants are substantially below the federal standards. The region is classified as moderate nonattainment area for ozone as it failed to attain the standard by a 2020 deadline. However, ozone dropped below the standard and continues to show a downward trend since 2022.

Community-wide greenhouse gas (GHG) emissions have been tracked in Fairfax County since 2005 by the Metropolitan Washington Council of Governments by creating an inventory of all GHGs emitted by various sources each year. More than 90% of GHG emissions are from residential and commercial building energy consumption and transportation. Remaining emissions are from other sources, including solid waste, wastewater treatment, and process and fugitive emissions (fugitive emissions are leaks and irregular releases). The main drivers of increased GHG emissions in the county are primarily growth in population, increased commercial development, and use of synthetic refrigerants called hydrofluorocarbons. The main drivers of decreased emissions are improved energy efficiency, an increasingly less carbon-intensive electricity grid, and more fuel-efficient vehicles.

~~High ozone concentrations can adversely affect human health. The Washington, D.C. area has not met the EPA standard for ozone since that standard was established. High ozone concentrations result from the interactions of oxides of nitrogen (NO<sub>x</sub>) and volatile organic compounds (VOCs) with sunlight (See Figure 1). In the Washington, D.C. area, major sources of NO<sub>x</sub> emissions include motor vehicles, utilities and other stationary sources, and non-road construction vehicles. Significant quantities of NO<sub>x</sub> are also transported into the Washington,~~

~~D.C. area from areas to the south and west. Major sources of emissions of VOCs include motor vehicles, lawn and garden equipment and small area sources such as surface coatings and solvent use.~~

~~There are a variety of sources of fine particulate matter in the Washington, D.C. area, including motor vehicles, point sources (primarily power plants), construction sites, commercial/industrial businesses, tilled fields, unpaved roads and the burning of wood. Other fine particulate matter can form in the air from chemical reactions of gases released from motor vehicles and point sources. While no exceedances of fine particulate standards have been recorded in Fairfax County as of 2007, the county is included within the regional nonattainment area. Exposure to high concentrations of particulate matter can adversely affect human health, particularly for sensitive populations.~~

~~High carbon monoxide (CO) concentrations are also harmful to human health. While high CO concentrations can potentially occur in "hot spots" near points of traffic congestion, Fairfax County is considered to be in attainment of federal carbon monoxide standards. Other monitored air quality indicators in Fairfax County comply with state and federal standards.~~

~~The development of plans to identify Air quality plans and emissions control measures that will be necessary to bring maintain the region's into compliance with ozone and fine particulate matter air quality standards is are being pursued at the regional level by the Metropolitan Washington Air Quality Committee. Ozone control strategies have focused largely on federal and state controls on point source emissions, motor vehicle emissions, evaporative VOC emissions from refueling operations, surface coatings, solvents, industrial/automotive repair activities and open burning restrictions. However, transportation control measures designed to improve traffic flow, reduce vehicle miles traveled and/or reduce vehicle trips have also been incorporated into these strategies. Additional Local actions and practices can have air quality benefits, but have not, as of 2007, been incorporated into emissions reduction strategies. These actions include: "smart growth planning" that supports transit use and nonmotorized transportation; integrated pest management (which can reduce evaporative VOC emissions); transportation demand management efforts; enhanced bicycle and pedestrian access to transit stations; parking management; the application of "green building" practices; and urban tree canopy expansion efforts. Many of these These practices can be applied during the land development process and are found within varying objectives of this element.~~

~~Tree preservation and planting efforts can also have air quality benefits. While trees can emit VOCs, they also remove gaseous and particulate air pollutants through absorption and deposition. Trees also reduce ambient air temperatures through evapotranspiration and shading; cooler temperatures lower the potential for ozone formation. Shading by trees can also reduce energy use in buildings and reduce evaporative emissions from parked motor vehicles. Tree preservation and landscaping efforts that stress the planting of trees and low-maintenance vegetation can reduce mowing, thereby reducing emissions associated with maintenance.~~

**Objective 1: Preserve and improve air quality, and reduce greenhouse gas emissions.**

- Policy a. Establish land use patterns and transportation strategies and facilities that encourage the use of public transportation, electric vehicles, non-motorized transportation, and reduce trip lengths to reduce emissions of oxides of nitrogen, carbon monoxide, and hydrocarbons from automobiles. Consistent with other Land Use and Transportation objectives, support and encourage the following during the reviews of development proposals, particularly for proposals in

mixed use centers:

- The concentration of growth in mixed-use, transit-oriented centers in a manner that will optimize the use of transit and non-motorized trips, ~~and~~ minimize vehicular trips and traffic congestion, and provide facilities to support transit use and other non-motorized transportation.
- In mixed-use developments, the provision and orientation of employment working, shopping, and recreational opportunities in close proximity to residences in a manner that will minimize motor vehicle use.

~~— The provision of facilities to support transit use (e.g., bus shelters, park-and-ride lots).~~

~~Policy b. — Implement transportation strategies that reduce auto travel, minimize dependence on single-occupant automobiles and improve traffic flow, thereby reducing auto emissions. Consistent with other Land Use and Transportation objectives, support and encourage the following during the reviews of development proposals, particularly for proposals in mixed use centers and for development proposals with the potential to cause substantial increases in auto-related air pollutants:~~

~~— Incorporation of telework options, flexible work schedules, transit use incentives, ridesharing/carpooling programs, shuttle buses and other transportation demand management measures.~~

~~— Provision of infrastructure, facilities and/or programs (e.g., on-site transportation coordinators) to support telework efforts and other transportation demand management measures.~~

~~— Development of parking management strategies in transit station areas to encourage transit and high-occupancy vehicle use and minimize single-occupant vehicle trips.~~

~~— Establishment of and/or participation in transportation management associations.~~

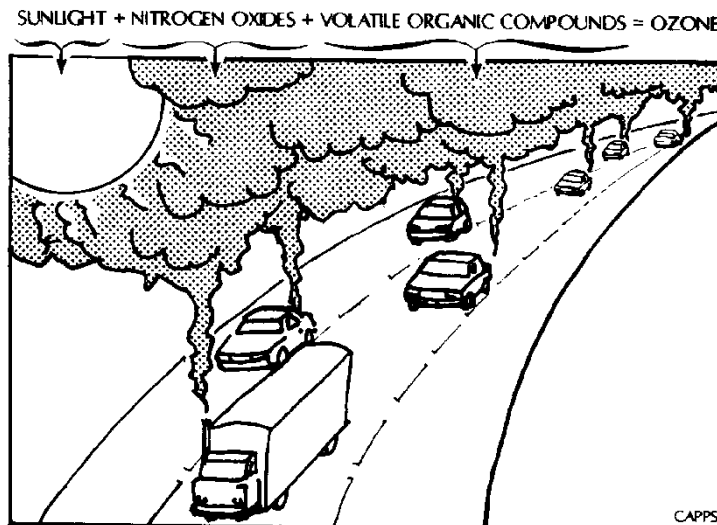
~~— The location, design and construction of trails, dedicated bicycle lanes and crosswalks to facilitate nonmotorized transportation among residential uses, transit facilities, commercial areas, public facilities and recreational opportunities.~~

~~— The provision of facilities that support nonmotorized transportation, such as bicycle parking facilities and changing/shower facilities in office buildings.~~

Policy be. Support air quality improvement through tree preservation, tree planting and sensitive natural landscaping practices. Support and consistent with Objective 10 of this element of the Policy Plan following during the reviews of development proposals.:

- ~~— Maximization of tree preservation consistent with planned land use and good silvicultural practices.~~
- ~~— Maximization of tree planting/tree cover restoration consistent with planned land use and good silvicultural practices.~~
- ~~— Pursuit of energy-conscious landscaping efforts such as the planting of trees to provide shading of buildings during the summer months.~~
- ~~— Preservation and/or planting of trees to shade parking lots, thereby reducing heating of parked vehicles and associated evaporative emissions.~~
- ~~— Planting of street trees within road medians and along thoroughfares where consistent with safety.~~
- ~~— Pursuit of landscaping practices that optimize the planting of native species of trees, shrubs and other vegetation in a manner that minimizes the need for mowing and other maintenance activities, particularly during the hotter months of the year.~~
- ~~— Minimization of applications of pesticides with reactive VOC content through integrated pest management approaches to pest control.~~

- Policy cd. Support energy conservation, minimization of indoor air pollution and other green building practices consistent with Objective 13 of this ~~section~~ element of the Policy Plan.
- Policy de. Support the application of episodic pollution reduction measures that can be applied when air quality conditions are predicted to be poor.
- Policy ef. Support the use of low-emissions maintenance and landscaping equipment.
- Policy fg. Apply ~~state-of-the-art~~ best available technology toward the minimization of emissions from stationary sources of air pollution.
- Policy gh. In cooperation with federal, state and regional agencies, ~~bring-maintain Fairfax County into~~ compliance with ~~federal primary and secondary~~ national air quality standards, ~~as soon as practicable~~.



**FIGURE 1— to be removed**

### Water Quality

~~Some Fairfax County streams and lakes are characterized by poor water quality. The Department of Public Works and Environmental Services (DPWES) maintains a monitoring station at Kingstowne and monitors storm sewer outfall discharges to assess the impact of urban development on the county's water resources. In addition, DPWES monitors ecological conditions within county streams as part of the Fairfax County Stream Protection Strategy Study and through the countywide Stream Physical Assessment program, in support of watershed management planning efforts. These assessments routinely indicate that most county streams are impaired and lack biological diversity. The Fairfax County Department of Public Works and Environmental Services DPWES also routinely monitors surface waters throughout the county for pollutants and water quality indicators such as fecal coliform bacteria, dissolved oxygen, chloride, sediments, phosphorus, and nitrate nitrogen. Fecal coliform bacteria concentrations frequently exceed state water quality standards.~~

~~The core of Fairfax County's Environmental Quality Corridor (EQC) system is its stream valleys. Streams provide habitat for aquatic species, and are an integral component of stream valley habitat systems. Streams also serve to replenish water sources that may ultimately provide drinking water, and are places of natural beauty, that provide recreational and aesthetic opportunities, contributing to the quality of life in Fairfax County. Much of the county's parkland consists of stream valley parks, and much of the county's existing and planned trail system is located near streams. Land use and development activities have the potential to degrade the ecological quality of streams through the direct transport of pathogens and pollutants, as well as through hydrologic changes that can alter the character of flow in streams, resulting in alterations to stream morphology (e.g., stream bank erosion). Further, stormwater runoff from impervious surfaces can have elevated temperatures adversely impacting cooler water species. This can result in dissolved oxygen depletion and the ecological degradation of streams draining urban land. Some effects of this ecological degradation related to elevated stream water temperatures may include rapid changes in stream flows, elevated concentrations of nutrients and contaminants, altered channel morphology, and reduced biotic richness, with increased dominance of tolerant species. The protection preservation and restoration of the ecological quality of streams is important to the conservation of ecological resources in Fairfax County. Therefore, efforts to minimize adverse impacts of land use and development on the county's streams should be pursued.~~

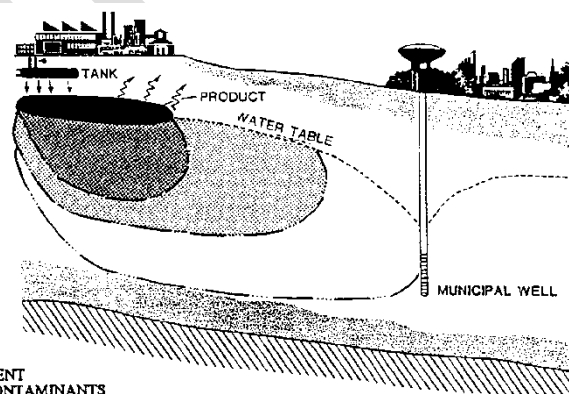
The Occoquan Reservoir, one of Fairfax County’s principal sources of drinking water, and many smaller impoundments in the county are highly stressed due to the impacts of stormwater runoff. With increasing population and development pressure, traditional nonpoint sources of pollution will continue to have the potential to threaten reservoir water quality, in addition to emerging contaminants, such as salt and poly- and per-fluoroalkyl (PFAS) substances.

Freshwater salinization syndrome has resulted from increases in salt concentrations in freshwater bodies. This syndrome is due to human activities such as road salt application, water softening, commercial and industrial processes, weathering of concrete, sea level rise, and fertilizer application. Excessive salt in freshwater can harm aquatic life, pollute drinking water, damage infrastructure, and cause other pollutants to become more concentrated and mobile. DPWES coordinates with state and regional entities on salt management efforts including a formal chloride total maximum daily load (TMDL) action plan, addressing salinization in the Occoquan Reservoir, and monitoring trends in salinization and specific ions to better inform salt management strategies in county watersheds.

Poly- and per-fluoroalkyl substances (PFAS) are a group of over 6,000 manufactured chemicals used in industry and consumer products since the 1940s. Certain PFAS, such as perfluorooctanoic acid (PFOA) and perfluorooctanesulfonic acid (PFOS), do not breakdown in the environment, can bioaccumulate in living beings, and can adversely impact human health and the environment. The majority (two-thirds or more) of human exposure to PFOA/PFOS comes from diet, and approximately one-quarter comes from drinking water.

~~Point source pollution from sewage treatment plants and heavy industry is not currently a problem in the county. Care should be taken to anticipate and prevent ground and surface water contamination.~~

~~There are approximately 12,000 single-family residences and businesses that are served by individual well water supplies in Fairfax County. The county's Health Department operates the well monitoring program and tests for several environmental parameters. Additional health and safety considerations should be evaluated when locating hazardous materials or underground storage tanks within areas in proximity to wells. well monitoring program is limited. Little is known about the potential for hazardous materials and leaking underground storage tanks to contaminate these wells. (See Figure 2.)~~



EXAMPLE OF MOVEMENT OF GROUNDWATER CONTAMINANTS

Source: Rothchild, Edward R., 1989, 'Underground Storage Tank Management,' p. 64. In Gersaghy and Miller, Inc., 1989, *The Fundamentals of Ground-Water Contamination*. Fall 1989/Winter 1990 Seminar notes.

Objective 2: Prevent and reduce pollution of surface and groundwater resources. ~~Protect~~Preserve, and restore, and enhance the ecological integrity of streams in Fairfax County.

Policy a. The County will pursue the following programmatic strategies:

- ~~– Maintain a best management practices (BMP) program for Fairfax County and ensure that new development and redevelopment complies with the county’s best management practice (BMP) requirements.~~
- ~~– Update BMP requirements as newer, more effective strategies become available.~~
- ~~– Update erosion and sediment regulations and enforcement procedures as new technology becomes available.~~
- ~~– Monitor the performance of BMPs.~~
- ~~– Monitor Fairfax County’s surface and groundwater resources.~~
- ~~– Regulate land use activities to protect preserve surface and groundwater resources.~~
- ~~– Support watershed management planning and consider any watershed management plans that are adopted or endorsed by the Board of Supervisors as a factor in making land use decisions.~~

~~Policy e. Minimize the application of fertilizers, pesticides, and herbicides to lawns and landscaped areas through, among other tools, the development, implementation and monitoring of integrated pest, vegetation and nutrient management plans.~~

~~Policy d. Preserve the integrity and the scenic and recreational value of EQCs when locating and designing storm water detention and BMP facilities. In general, such facilities should not be provided within EQCs unless they meet one of the following conditions:~~

- ~~• They are consistent with recommendations of a watershed management plan that has been adopted by the Fairfax County Board of Supervisors; or~~
- ~~• They will:
  - ~~○ Either:
    - ~~○ Be more effective in protecting streams and better support goals of watershed management plans than stormwater management measures that otherwise would be provided outside of EQCs; or~~
    - ~~○ Contribute to achieving pollutant reduction necessary to bring waters identified as impaired into compliance with state water quality standards or into compliance with a Municipal Separate Storm Sewer System (MS4) permit in a manner that would be more effective and/or less environmentally disruptive than approaches that would be pursued outside of EQCs;~~~~~~

\_\_\_\_\_  
\_\_\_\_\_  
and

- ~~o Replace, enhance and/or be provided along with other efforts to compensate for any of the EQC purposes, as described in Environmental Objective 9, Policy a below, that would be affected by the facilities.~~

~~When stormwater management facilities within the EQC are determined to be appropriate, encourage the construction of facilities that minimize clearing and grading, such as embankment only ponds, or facilities that are otherwise designed to maximize pollutant removal while protecting, enhancing, and/or restoring the ecological integrity of the EQC.~~

~~Policy e. Update erosion and sediment regulations and enforcement procedures as new technology becomes available. Minimization and phasing of clearing and grading are the preferred means of limiting erosion during construction.~~

~~Policy f. Where practical and feasible, retrofit older stormwater management facilities to perform water quality functions to better protect downstream areas from degradation.~~

~~Policy g. Monitor the performance of BMPs.~~

~~Policy i. Monitor Fairfax County's surface and groundwater resources.~~

~~Policy j. Regulate land use activities to protect surface and groundwater resources.~~

Policy bk. For new development and redevelopment, apply better site design ~~low-impact development (LID) techniques that mimic natural hydrologic runoff characteristics through avoidance, minimization, and mitigation. Such techniques should be considered at the earliest stages of site design to reduce the impacts of stormwater runoff (quality and quantity), increase groundwater recharge when such recharge will not degrade groundwater quality, increase preservation of natural areas, and provide climate resiliency benefits.~~ and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the county's streams, lakes, ponds, and wetlands, some or all of the following practices should be considered ~~where not in conflict with land use compatibility objectives:~~

- ~~- Exceed minimum code requirements for water quality and quantity, with measures designed to reduce pollutants and protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable and appropriate for specific watershed conditions.~~
- ~~- Manage stormwater (quantity and quality) as close to the source as possible with nutrient reduction requirements being met on-site to the greatest extent possible.~~
- ~~- Minimize the amount of impervious surface created and convey drainage from impervious areas into pervious areas.~~

- Where site conditions are appropriate encourage the use of BMPs and bioengineering practices that are innovative, nonstructural, maximize infiltration, and designed to be adaptive to climate change.
- Design stormwater management facilities to provide multiple benefits, such as habitat creation, biodiversity, recreation, traffic calming, educational, and aesthetic while maintaining safety.
- Maximize the use of infiltration landscaping with native or adapted (non-invasive, climate-resilient) species, including within streetscapes.
- Encourage the establishment of coordinated stormwater controls within a development site or over multiple development sites, when possible, by incorporating multiple BMPs in sequence to enhance the treatment of runoff.
- Encourage fulfillment of tree canopy requirements through tree preservation instead of replanting where existing tree canopy permits. Encourage tree canopy and preservation thresholds that exceed the minimum Zoning Ordinance requirements.
- Encourage the preservation of wooded areas and steep slopes particularly when adjacent to stream valley EQC areas, Resource Protection Areas and floodplains.
- Encourage cluster development when designed to maximize preservation of ecologically valuable land.
- Encourage shared parking between adjacent land uses where permitted, and use pervious parking surfaces in low-use parking areas.
- Minimization and phasing of clearing and grading during construction are the preferred means of to limiting erosion during construction.
- Site buildings to minimize impervious cover associated with driveways and parking areas and to encourage tree preservation.
- ~~Where feasible, convey drainage from impervious areas into pervious areas.~~
- ~~Encourage cluster development when designed to maximize protection of ecologically valuable land.~~
- ~~Encourage the preservation of wooded areas and steep slopes adjacent to stream valley EQC areas.~~
- ~~Encourage fulfillment of tree cover requirements through tree preservation instead of replanting where existing tree cover permits. Commit to tree preservation thresholds that exceed the minimum Zoning Ordinance requirements.~~

- ~~— Encourage the use of open ditch road sections and minimize subdivision street lengths, widths, use of curb and gutter sections, and overall impervious cover within cul-de-sacs, consistent with county and state requirements.~~
- ~~— Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with county requirements~~
- ~~— Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with county requirements.~~
- ~~— Where feasible and appropriate, encourage the use of pervious parking surfaces in low-use parking areas.~~
- ~~— Maximize the use of infiltration landscaping within streetscapes consistent with county and state requirements.~~

Policy cb. Where practical and feasible, retrofit older stormwater management facilities to perform water quality functions to better protect preserve downstream areas from degradation.

Policy dh. Preserve ~~Protect~~ water resources by maintaining high standards for discharges from point sources.

- For proposed land uses known or likely to use PFAS, encourage monitoring of wastewater and stormwater discharges, best management practices for PFAS use and storage, and the use of PFAS alternatives.

- Encourage monitoring of cooling system discharge into the wastewater system and, if needed, provide pre-treatment for applicable uses. Additionally, for such uses in the Upper Occoquan Service Authority (UOSA) service area, encourage the use of cooling systems that do not discharge to the wastewater or stormwater systems, or that use non-chemical and non-water-based cooling systems.

- For proposed land uses known or likely to contaminate water sources through animal waste or other pollutants, in consultation with county agencies responsible for monitoring of water quality and/or wastewater, ensure relief areas are connected to the wastewater system, or alternative measures are provided, to reduce bacteria loads at the source before waste or other pollutants leaves the site and adversely affects stormwater runoff/receiving waters.

Policy el. ~~In order to augment the EQC system, e~~Encourage protection preservation of stream channels and associated vegetated riparian buffer areas along stream channels upstream of Resource Protection Areas (as designated pursuant to the Chesapeake Bay Preservation Ordinance) and Environmental Quality Corridors, to further mitigate against stormwater impacts and enhance corridor quality and connectivity. To the extent feasible ~~in consideration of overall site design, stormwater management needs and opportunities, and other Comprehensive Plan guidance,~~ establish boundaries of these buffer areas consistent with Objective 9 of this element of the Policy Plan. the guidelines for

~~designation of the stream valley component of the EQC system as set forth in Objective 9 of this section of the *Policy Plan*. Where applicable, pursue commitments to restoration of degraded stream channels and riparian buffer areas.~~

~~Policy m. Support watershed management planning and consider any watershed management plans that are adopted or endorsed by the Board of Supervisors as a factor in making land use decisions.~~

~~Policy fn. Optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals. Consider watershed management plans that are adopted or endorsed by the Board of Supervisors as a factor in making land use decisions to ensure preservation of the environment and downstream areas.~~

~~Policy ge. Development and redevelopment projects should ensure the following regarding toxic substances and hazardous materials, as applicable:~~

- ~~– Ensure that development and redevelopment sSites that have been subject to contamination by toxic substances or other hazardous materials are remediated to the extent that they will not present unacceptable health or environmental risks for the specific uses proposed for these sites and that unacceptable health or environmental risks will not occur as a result of contamination associated with nearby properties.~~
- ~~– Proposals that include the use or storage of hazardous materials should provide adequate containment facilities, monitoring, and spill prevention strategies to preserve surface and groundwater resources consistent with state regulations. Site investigations and remedial actions, as appropriate, should be pursued to ensure that site contamination on or near properties subject to development proposals will not present unacceptable health or environmental risks.~~

~~Policy h. Encourage commitments for salt management plans that are provided to building owners and property managers for the purpose of creating awareness of the adverse impacts of excess salt use and provide recommendations for efficient salt use while maintaining safety.~~

~~Policy i: Non-residential developments requiring special exception or special permit approvals in the Residential-Conservation (R-C) zoning district should retain at least 50% of the site as contiguous, undisturbed open space (e.g. tree preservation area, environmentally sensitive area, etc.) to mitigate impacts on Occoquan Reservoir water quality.~~

~~Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with state guidelines and regulations.~~

~~Proposals that include the use or storage of hazardous materials should provide adequate containment facilities, monitoring, and spill prevention strategies to protect surface and~~

~~groundwater resources consistent with state regulations. Site investigations and remedial actions, as appropriate, should be pursued to ensure that site contamination on or near properties subject to development proposals will not present unacceptable health or environmental risks.~~

Programs to improve water quality in the Potomac River/Estuary, and Chesapeake Bay will continue to have significant impacts on planning and development in Fairfax County. There is abundant evidence that water quality and the marine environment in the Bay has not improved on a consistent basis over the past twenty years ~~are deteriorating, and that this deterioration is the result of land use activities throughout the watershed.~~ Land use activities throughout the watershed, such as agriculture, and urban and suburban development, continue to adversely impact water quality. Storm intensification resulting from climate change will also lead to more pollutants entering waterways.

In order to ~~protect~~ preserve the Chesapeake Bay, ~~and~~ other waters, and wetlands of Virginia from degradation resulting from runoff pollution, the Commonwealth has enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate "Chesapeake Bay Preservation Areas", within which land uses are either restricted or water quality measures must be provided. Fairfax County has adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations.

The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. In Fairfax County, RPAs include the following features:

- water bodies with perennial flow;
- tidal wetlands;
- tidal shores;
- nontidal wetlands contiguous with and connected by surface flow to tidal wetlands or water bodies with perennial flow;
- a buffer area not less than 100 feet in width around the above features; and
- as part of the buffer area, any land within a major floodplain.

The other, less sensitive category of land in the Preservation Areas is called the "Resource Management Area (RMA)." Development is permitted in RMAs as long as it meets water quality goals and performance criteria for these areas. These goals and criteria include stormwater management standards, maintenance requirements and reserve capacity for on-site sewage disposal facilities, erosion and sediment control requirements, demonstration of attainment of wetlands permits, and conservation plans for agricultural activities. In Fairfax County, any area that is not designated as an RPA is designated as an RMA ~~RMAs include any area that is not designated as an RPA.~~

A *Chesapeake Bay Supplement* has been prepared to address a range of issues related to water quality ~~protection~~ and is incorporated by this reference as part of the Comprehensive Plan. ~~This Supplement includes a map of the county's Chesapeake Bay Preservation Area components as well as discussions and analyses of water quality issues as they relate to pollution sources, infill development, redevelopment, shoreline erosion control, and shoreline access.~~

**Objective 3:** Preserve ~~Protect~~ the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.

~~Policy a. — Ensure that new development and redevelopment complies with the county's~~

~~Chesapeake Bay Preservation Ordinance, as applied to Chesapeake Bay Preservation Areas adopted by the Board of Supervisors as generally depicted in Figure 5 of the Chesapeake Bay Supplement to the Comprehensive Plan, as may be amended by the Board of Supervisors.~~

Policy ~~ab~~. Support the analysis and recommendations contained in the *Chesapeake Bay Supplement* to the Comprehensive Plan.

Policy ~~be~~. Where tidal shoreline erosion control measures are needed, apply techniques that are consistent with the “Guidelines for Tidal Shoreline Erosion Control Measures” in ~~the Environment~~ Appendix 1 of this element. Consistent with this guidance and with guidance developed by the Virginia Institute of Marine Science pursuant to §15.2-2223.2 of the Code of Virginia and § 28.2-104.1 of the Code of Virginia, support the application of living shoreline approaches as preferred approaches for stabilizing eroding tidal shorelines where practicable.

~~Policy cd. Boating and other tidal shoreline access structures should be sited, designed, and constructed in a manner that minimizes adverse environmental impacts. Where county approval of tidal shoreline access structures is needed, the following guidelines should be consulted and considered in the decision-making process: the Chesapeake Bay Program’s document entitled “Chesapeake Bay Area Public Access Technical Assistance Report;” and the following guidelines issued by the Virginia Marine Resources Commission; “Shoreline Development BMPs,” “Wetlands Guidelines,” and “Subaqueous Guidelines.”~~

Policy ~~ce~~. Support efforts to mitigate or compensate for losses of wetlands near the area(s) of impact.

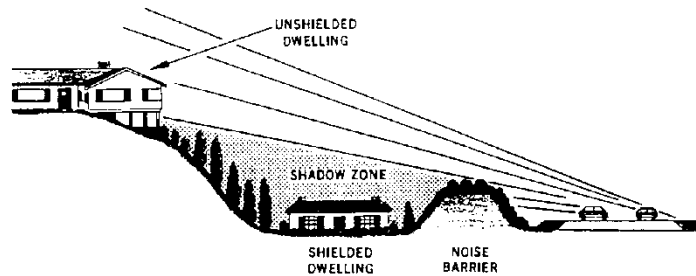
## Noise

Transportation-generated noise impacts the lives of many who live in the county. Some county residents are subjected to unhealthy levels of noise from highway traffic, aircraft operations and railroads, including WMATA's Metrorail (~~See Figure 3~~). Federal agencies with noise mitigation planning responsibilities have worked with the health community to establish maximum acceptable levels of exposure (Guidelines for Considering Noise in Land Use Planning and Control). These guidelines, expressed in terms of sound pressure levels, are: DNL 65 dBA for outdoor ~~recreation activity~~ areas; DNL 50 dBA for office environments; and DNL 45 dBA for residences, schools, theaters and other noise-sensitive uses. While federal guidelines consider all land uses to be compatible with noise levels below DNL 65 dBA, adverse noise impacts can still occur at levels below DNL 65 dBA. Planning goals supporting new residential development in the DNL 60-65 dBA airport noise contours could be supported under specified conditions.

**Objective 4:** **Minimize human exposure to unhealthy levels of transportation-generated noise.**

Policy a: Regulate new development to ensure that ~~people are protected from~~ unhealthy levels of transportation noise are reduced.

Policy b: Reduce noise impacts in areas of existing development.



#### EFFECT OF ACOUSTIC BARRIER

Explanatory Note: This figure illustrates the function of an acoustical barrier. The shadow zone indicates a mitigated area that is sheltered by a noise barrier and is therefore relatively quiet.

Source: American Association of State Highway and Transportation Officials, 1985, *Guide on the Evaluation and Attenuation of Traffic Noise*, p. 2.

**FIGURE 3 – to be removed**

~~New development should not expose people in their homes, or other noise sensitive environments, to noise in excess of DNL 45 dBA, or to noise in excess of DNL 65 dBA in the outdoor recreation areas of homes.~~ To achieve these standards new residential noise-sensitive development in areas impacted by highway noise between DNL 65 and 75 dBA will require mitigation strategies determined through the provision of noise studies. New residential development should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA or projected aircraft noise exposures exceeding DNL 65 dBA.

In order to avoid exacerbating noise and land use conflicts and to further the public health, safety and welfare, where new residential development is considered in the DNL 60-65 dBA aircraft noise contours the following should be fulfilled:

- A noise study that documents the expected noise impacts is conducted during the development review process.
- Commitments to construction standards and materials are provided during the development review process to ensure that noise levels within interior living spaces do not exceed 45 dBA.
- Pre-construction noise modeling for building components is conducted and documentation submitted to the County for review and approval prior to building permit issuance to ensure noise levels within interior living spaces do not exceed 45 dBA.
- Verification letters are submitted to the County certifying that the noise-modeled components have been properly installed prior to issuance of a Residential Use Permit.

- Post-development noise studies are conducted, if requested by Fairfax County prior to issuance of a Residential Use Permit in order to evaluate the effectiveness of the noise mitigation measures.
- Adequate assurances are provided by the property owner at the time of rezoning to address potential conflicts or threats to the long-term viability of Dulles Airport. These assurances may include such things as recorded avigation easements/plats, hold harmless agreements, and/or similar assurances.
- All promotional and marketing materials and leasing and purchasing agreements include disclosure statements that disclose the presence of the airport and potential associated impacts, as well as a map of Dulles Airport, the DNL 65 dBA noise contour line, and general locations of residential units and private active recreation spaces. Such disclosure statements, as well as a map of Dulles Airport and the DNL 65 dBA noise contour line are included in any community association documents and recorded in the land records. Notice of such statements, maps, and noise contours are made to all initial and subsequent lessors and purchasers.

#### Lighting LIGHT POLLUTION

Light pollution, the excessive use of artificial light, can negatively impact human health, plant and wildlife behavior, and the ability to observe the night sky. Plants and animals depend on natural light and dark cycles to govern behaviors such as reproduction, nourishment, sleep, and protection from predators. Increasing urbanization requires that care be taken to reduce unfocused emissions of light and that efforts be made to avoid creating sources of light glare and trespass which may interfere with plant and animal behaviors, and human residents' and/or travelers' visual acuity, as well as serve as potential sources of energy waste.

**Objective 5: Minimize light emissions to those necessary and consistent with general safety.**

Policy a. Recognize the nuisance and harmful impacts aspects on humans, plants and wildlife resulting from of unfocused light emissions that are unfocused, unshielded, or have excessive brightness or color temperature (Kelvins).

Policy b. Encourage incorporation of principles for responsible outdoor lighting design.

- Use light only when and if it is needed.
- Target direct light to places for safety purposes.
- Consider brightness levels of necessary lighting and use lower-level light when appropriate.
- Use warmer color lights.

ENVIRONMENTAL HAZARDS AND CLIMATE RESILIENCE

~~Unlike some parts of the United States, Fairfax County is not subject to major natural disasters such as earthquakes, or major forest fires. However the county is not free of natural and human-made hazards to new and existing development.~~

Resilience is defined as the capacity of a community, business, or natural environment to prevent, withstand, respond to, and recover from a disruption. As a result of changes in the climate, Fairfax County now experiences more frequent and intense storms, more extreme flooding events, expansion of flood-prone areas, and increased flood risk due to sea level rise and tidal surges. These events can have significant impacts on community members and the local economy. Environmental hazards in Fairfax County range from urban flooding, storm severity, heat, problem soils, and drought conditions.

~~There are hazards to property in some areas of the county posed by wet or unstable soils. Some soils in the county can cause hazardous conditions during development.~~ Marine clay soils found in the eastern part of the county and shrinkswell clay soils found primarily in the western area can cause foundation failures, cracked and shifting walls, and in extreme cases, catastrophic slope failure. Asbestos bearing soils may pose a health risk to construction workers requiring special precautions during excavation. The preservation and restoration of healthy soils is also an important consideration in the land development process. Policies related to healthy soils are included in Objective 10 of this element.

**Objective 6: Ensure that new development either avoids problem soil areas, or implements appropriate engineering measures to protect existing and new structures from unstable soils.**

Policy a: Limit densities on slippage soils, and cluster development away from slopes and potential problem areas.

Policy b: ~~Require~~ Ensure new development on problem soils ~~to~~ provides appropriate engineering measures to ensure against geotechnical hazards.

~~There is a hazard to people and property posed by potential failure of any one of the several larger dams in Fairfax County. The "Fairfax County Dam Safety Committee" oversees the development of emergency action plans for county owned dams and reviews the emergency plans for private dams. These plans will be activated in the event of a dam failure. Nevertheless, should a dam fail, there is a potential flood impact area down stream of the dam that may put a small number of people and property at risk.~~

**Objective 7: \_\_\_\_\_ Minimize the exposure of new development to the potential of flood impacts.**

Policy a: Prohibit new ~~residential~~ structures within flood impact hazard areas.

Policy b: Appropriate data sources should be used to account for predicted changes in groundwater and flood levels due to sea level rise and potential increases in rainfall to ensure resiliency of the built environment.

Fairfax County is crossed by several major gas and petroleum pipelines. Ruptures of these lines could cause environmental degradation from spillage, or could result in a fire or explosion with the possibility of loss of life.

**Objective 8:** ~~\_\_\_\_\_~~ **Minimize the exposure of county residents to potential pipeline ruptures and explosions and avoid hazards from electrical transmission and distribution facilities.**

Policy a: Ensure pipeline safety and minimize the hazards associated with gas and petroleum pipelines through improved construction inspection and quality assurance during construction and by requiring appropriate construction practices and building setbacks. ~~This could be done in a variety of ways, including but not limited to the following:~~

- ~~• prohibiting the planting of new trees and the corresponding intrusion of side growth of new trees within the easements;~~
- ~~• limiting the crossings over and under the pipelines to those structures deemed necessary for infrastructure improvements; and~~
- ~~• limiting the uses allowed within any pipeline easement.~~

~~Policy b: There exists a potential hazard to surface and ground water resources due to a leak or spill accident from petroleum or natural gas transmission pipelines. The potential hazards should be identified and should be minimized to the greatest extent feasible through emergency planning and planning for the location of future lines.~~

- ~~• The county should identify critical surface and ground water resource areas in the vicinity of pipelines, and the pipeline operators should prepare contingency plans for emergency response in case of an accident.~~

Policy be: ~~Regulate~~ Ensure new development ~~to~~ minimizes unnecessary human exposure to unhealthful impacts of low level electromagnetic fields from electrical transmission lines.

## ENVIRONMENTAL RESOURCES

~~The third category of environmental issues addresses t~~ The protection, preservation, and restoration of environmental resources is a key priority of the county. ~~These issues reflect a need to conserve, or restore, and enhance appropriate examples of the county's rapidly disappearing natural landscape, to protect and manage its ecological resources, and to provide visual relief in the form of natural vegetation between adjacent and sometimes incompatible land uses. The county continues to lose open space, much of which has been cumulatively significant for environmental resources. "Open space" land, as distinguished from developed land, includes parks, forested areas, conservation areas, private open space, and vacant land. The quantity of land included within these categories has diminished by more than 30 percent from 1975 to 1995, and is now less than 77,000 acres.~~ Although not all open space land is ecologically significant or appropriate for preservation, ~~the~~ data indicates a cumulative loss of some of Fairfax County's environmental resources, and a fragmentation of remaining ecologically significant land. Large tracts of natural

land are ~~especially~~ scarce in the more urban inner part of the county; ~~However~~, several areas of low-density development and ~~some~~ ecologically significant areas remain throughout the county. While low-density zoning is a valuable conservation tool within some areas of the county, such as the Occoquan Basin. ~~However~~, as a single measure it is not an adequate means to conserve our resources. ~~As currently prescribed in the Zoning Ordinance, neither conventional, nor cluster subdivision regulations are preserving the quality of the landscape that these low density zoning districts were enacted to protect.~~

~~It is desirable to conserve a portion of the county's land in a condition that is as close to a predevelopment state as is practical. A conserved network of different habitats can accommodate the needs of many scarce or sensitive plant and animal species. Natural open space also provides scenic variety within the county, and an attractive setting for and buffer between urban land uses. In addition, natural vegetation and stream valleys have some capacity to reduce air, water and noise pollution.~~

Larger, contiguous tracts of natural open space provide scenic variety within the county, an attractive setting for and buffer between urban land uses, essential habitats for scarce or sensitive plant and animal species, and have the capacity to reduce air, water and noise pollution. A conserved network of different habitats including natural vegetation and stream valleys, established through the Environmental Quality Corridor (EQC) policy can serve to connect these larger areas and provide similar benefits. In addition to the establishment of EQCs, there are opportunities through the site design process to further create a network of natural lands, working landscapes, and varying types of natural areas that can further serve as conservation corridors. The retention of environmental amenities on developed and developing sites is also important to this concept. The most visible of these amenities is the county's tree cover. It is possible to design new development in a manner that preserves some of the existing vegetation in landscape plans. It is also possible and to restore lost vegetation through replanting. An aggressive The mission of a forest conservation program urban forestry program could is to preserve and enhance the county's urban forests by upholding tree conservation ordinance requirements, promoting sustainable development, and retaining and restoring meaningful amounts of the county's tree cover. The identification of potential connectivity between areas of tree cover, as well as meadows, wetlands, and even streetscapes and green roofs, can offer multiple benefits, such as improving biodiversity, mitigating impacts of climate change, and providing opportunities for passive recreation. Habitat nodes and corridors can be designed to be context and species sensitive. For example, small urban parks and streetscape plantings may not support the movement of larger animals but could comprise a corridor adequate for smaller animals and pollinators if designed correctly.

Biodiversity has been defined as “the diversity of life in all its forms, and at all levels of organization”. Biodiversity is important because of tangible products of natural systems (e.g. wood products from forests), and more broadly because of the services that diverse ecosystems provide. In addition to climate change, invasive plants are a leading cause of biodiversity loss and are a detriment to the ecological health of community landscapes, particularly where contiguous forests and soils are disturbed and where edge habitats are created.

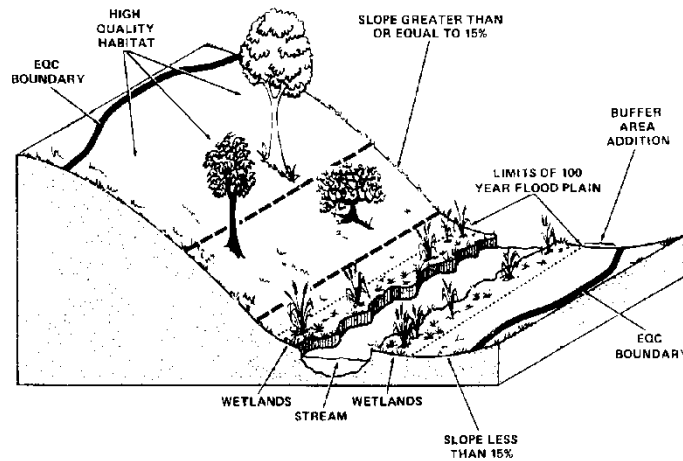
Healthy soils include a complex community of organisms including fungi, bacteria, insects, and small animals. This soil food web facilitates the decay of organic matter and the cycling of nutrients, helping to bind soil particles and form soil structure. The benefits of healthy soils include, but are not limited to, carbon sequestration, increased water infiltration and groundwater recharge, better rooting environment and habitat for flora and fauna, and absorbing nutrients, sediments, and pollutants.

**Objective 9:** Identify, ~~protect~~ preserve, and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.

Policy a: Identify, ~~protect~~ preserve, and ~~restore, and enhance an the~~ Environmental Quality Corridor system (EQC). ~~(See Figure 4.)~~ Lands may be included within the EQC system if they can achieve any of the following purposes:

- **Habitat Quality:** The land has a desirable or scarce habitat type, or one could be readily restored, or the land hosts a species of special interest. This may include: habitat for species that have been identified by state or federal agencies as being rare, threatened or endangered; rare vegetative communities; unfragmented vegetated areas that are large enough to support interior forest dwelling species; and aquatic and wetland breeding habitats (i.e., seeps, vernal pools) that are connected to and in close proximity to other EQC areas.
- **Connectivity:** This segment of open space could become a part of a corridor to facilitate the movement of wildlife and/or conserve biodiversity. This may include natural corridors that are wide enough to facilitate wildlife movement and/or the transfer of genetic material between core habitat areas.
- **Hydrology/Stream Buffering/Stream Preservation ~~Protection~~:** The land provides, or could provide, ~~protection~~ buffering to one or more streams, ponds or lakes through: the provision of shade; vegetative stabilization of stream banks; moderation of sheet flow stormwater runoff velocities and volumes; trapping of pollutants from stormwater runoff and/or flood waters; flood control through temporary storage of flood waters and dissipation of stream energy; separation of potential pollution sources from streams; accommodation of stream channel evolution/migration; and ~~protection~~ preservation of steeply sloping areas near streams from denudation.
- **Pollution Reduction Capabilities:** Preservation of this land would result in significant pollutant reductions. Water pollution, for example, may be reduced through: trapping of nutrients, sediment and/or other pollutants from runoff from adjacent areas; trapping of nutrients, sediment and/or other pollutants from flood waters; ~~protection~~ preservation of highly erodible soils and/or steeply sloping areas from denudation; and/or separation of potential pollution sources from streams.

While ~~the~~ core of the EQC system will be the county's stream valleys, ~~additions~~ to the stream valleys should be selected to augment the habitats and buffers provided by the stream valleys, and to add representative elements of the landscapes that are not represented within stream valleys. The stream valley component of the EQC system shall include the following elements (See Figure ~~4~~ 4X):



A TYPICAL ENVIRONMENTAL QUALITY CORRIDOR

Source: Fairfax County Office of Comprehensive Planning

FIGURE 4-2

- All 100 year flood plains as defined by the Zoning Ordinance;
- All areas of 15% or greater slopes adjacent to the flood plain, or if no flood plain is present, 15% or greater slopes that begin within 50 feet of the stream channel;
- All wetlands connected to the stream valleys; and
- All the land within a corridor defined by a boundary line which is 50 feet plus 4 additional feet for each % slope\* ~~the % slope used in the calculation will be the average slope measured within 110 feet of a stream channel or, if a flood plain is present, between the flood plain boundary and a point fifty feet up slope from the flood plain.~~ measured perpendicular to the stream bank. This measurement should be taken at fifty-foot intervals beginning at the downstream boundary of any stream valley on or adjacent to a property under evaluation.

*\*The % slope used in the calculation will be the average slope measured within 110 feet of a stream channel or, if a flood plain is present, between the flood plain boundary and a point fifty feet up slope from the flood plain.*

Modifications to the boundaries so delineated may be appropriate if the area designated does not benefit any of the EQC purposes as described above. In addition, some disturbances that serve a public purpose such as unavoidable public infrastructure easements and rights of way may be appropriate. Disturbances for access roads should not be supported unless there are no viable alternatives to providing access to a buildable portion of a site or adjacent parcel. ~~The above d~~Disturbances should be minimized and occur perpendicular

to the corridor's alignment, if practical, and disturbed areas should be restored to the greatest extent possible.

~~In general, stormwater management facilities should not be provided within EQCs unless they meet one of the following conditions:~~

- ~~• They are consistent with recommendations of a watershed management plan that has been adopted by the Fairfax County Board of Supervisors and are designed to maximize pollutant removal while protecting, enhancing, and/or restoring the ecological integrity of the EQC.; or~~
- ~~• They will:~~
  - ~~○ Either:~~
    - ~~○ Be more effective in protecting streams and better support goals of watershed management plans than stormwater management measures that otherwise would be provided outside of EQCs; or~~
    - ~~○ Contribute to achieving pollutant reduction necessary to bring waters identified as impaired into compliance with state water quality standards or into compliance with a Municipal Separate Storm Sewer System (MS4) permit in a manner that would be more effective and/or less environmentally disruptive than approaches that would be pursued outside of EQCs;~~

~~and~~

- ~~○ Replace, enhance and/or be provided along with other efforts to compensate for any of the EQC purposes, as described above, that would be affected by the facilities.~~

~~When stormwater management facilities within the EQC are determined to be appropriate, encourage the construction of facilities that minimize clearing and grading, such as embankment only ponds, or facilities that are otherwise designed to maximize pollutant removal while protecting, enhancing, and/or restoring the ecological integrity of the EQC.~~

The following efforts within EQCs support the EQC policy and ~~are should be~~ encouraged with appropriate coordination with Fairfax County:

- ~~• Stream stabilization and restoration efforts where such efforts are needed to improve the ecological conditions of degraded streams.~~ Natural channel design methods should be applied to stream stabilization and restoration efforts to the greatest extent possible, and native species of vegetation should be used.
- Replanting efforts in EQCs that would restore or enhance the environmental values of areas that have been subject to clearing; native species of vegetation should be applied.
- ~~• Wetland and floodplain restoration efforts.~~

- Removal of non-native invasive species of vegetation from EQCs to the extent that such efforts would not be in conflict with county ordinances; such efforts should be pursued in a manner that is least disruptive to the EQCs.

Other disturbances to EQCs should only be considered in extraordinary circumstances and only where mitigation/compensation measures are provided that will result in a clear and substantial net environmental benefit. ~~In addition, there should be net benefits~~ relating to most, if not all, of the EQC purposes listed above that are applicable to the proposed disturbances.

Policy b. Preservation of EQCs should be achieved through dedication to the Fairfax County Park Authority, if such dedication is in the public interest. Otherwise, EQC land should remain in private ownership within common open space separate undeveloped lots with appropriate commitments for preservation. The use of protective conservation easements as a means of preservation should be considered.

~~When preservation of EQC land is achieved through the development process it is appropriate to transfer some of the density that would otherwise have been permitted on the EQC land to the nonEQC portion of the property to provide an incentive for the preservation of the EQC and to achieve the other objectives of the Plan. The amount of density transferred should not create an effective density of development that is out of character with the density normally anticipated from the land use recommendations of the Plan. For example, town homes should not normally be built adjacent to an EQC in an area planned for two to three dwelling units per acre. Likewise, an increase in the effective density on the non-EQC portion of a site should not be so intense as to threaten the viability of the habitat or pollution reduction capabilities that have been preserved on the EQC portion of the site.~~

Policy cb. To provide an incentive for the preservation of EQCs while maintaining protecting the integrity of the EQC system, allow a transfer of some of the density from the EQC portion of developing sites to the less sensitive areas of these sites. The increase in effective density on the non-EQC portion of a site should be no more than an amount which is directly proportional to the percentage of the site that is preserved, and should not be so intense as to threaten the viability of the habitat or pollution reduction capabilities that have been preserved on the EQC portion of the site. Overall site yield will decrease as site constraints increase. Maximum density should be determined according to a simple mathematical expression based upon the ratio of EQC land to total land. This policy is in addition to other plan policies which impact density and does not supersede other land use compatibility policies.

~~The retention of environmental amenities on developed and developing sites is also important to this concept. The most visible of these amenities is the county's tree cover. It is possible to design new development in a manner that preserves some of the existing vegetation in landscape plans. It is also possible to restore lost vegetation through replanting. An aggressive The County's urban forestry program could aims to retain and restore meaningful amounts of the county's tree cover.~~

**Objective 10:** Preserve and enhance tree cover, natural areas, and soils to, among other benefits, enhance environmental resources. ~~Conserve and restore tree~~

~~cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.~~

Policy a: Preserve, ~~or~~ restore, or enhance the maximum amount of tree cover on developed and developing sites consistent with planned land use and ~~good~~ best silvicultural practices.

Policy b: Encourage energy-conscious landscaping efforts such as the planting of trees to provide shading of buildings and parking lots during the summer months.

Policy c: Encourage natural landscaping design and techniques.

- Landscaping plant species should be native to the mid-Atlantic region or adapted (non-invasive, climate-resilient), and be non-invasive (as identified by the Virginia Department of Conservation and Recreation).
- Landscaping design should strive to create habitat, promote biodiversity, reduce turf grass coverage, and minimize the need for mowing, fertilizers, herbicides, and pesticides.

Policy d: Encourage native and adapted street trees, understory, and/or groundcover plantings within road medians, along roadways, and within utility corridors, where consistent with safety and in a manner that does not impact accessibility.

Policy e: Encourage the rebuilding of soil profiles to ensure adequate organic matter and aeration in all planting and pervious areas to satisfy the cultural requirements of trees, shrubs and groundcovers and provide other benefits of healthy soils.

Policy f: Identify invasive plant species within development and redevelopment sites and provide appropriate management plans for eradication. Invasive plant species management plans should include the common and scientific names of the invasive species targeted for management, the designated management area, control and disposal methods, treatment timing and monitoring procedures, program duration, and any necessary reforestation efforts.

Policy g: Establish a county-wide conservation corridor connectivity network plan for use in the review of new and redevelopment projects.

Policy h: Identify existing or potential conservation corridor areas on or adjacent to new and redevelopment projects and encourage site design approaches that place tree preservation, natural landscaping, green infrastructure, and other environmental features within and/or adjacent to those areas. Habitat nodes and corridors should be designed in relation to local conditions and target species.

Policy ~~ia:~~ ~~Require~~ Ensure both public and private development proposals ~~to~~ identify environmental constraints and opportunities, and demonstrate how environmental impacts will be mitigated.

~~Policy b:~~ ~~Require new tree plantings on developing sites which were not forested prior to development and on public rights of way.~~

~~Policy e: Use open space/conservation easements as appropriate to perform stream restorations, and preserve woodlands, monarch trees, and/or rare or otherwise significant stands of trees, as identified by the county.~~

**Objective 11: Promote the use of open space/conservation easements as tools to preserve environmental resources and create or enhance conservation corridor connectivity.**

~~Policy a: Use open space/conservation easements for the preservation of Environmental Quality Corridors, Resource Protection Areas, and other environmentally sensitive areas such as land along the Potomac and Occoquan Rivers.~~

~~Policy b: Use open space/conservation easements to preserve open space in already developed areas in order to provide natural areas, protect preserve environmentally sensitive resources and preserve wildlife habitats in an urban or suburban context.~~

~~Policy c: Use open space/conservation easements as appropriate to perform support stream restorations, and preserve woodlands, monarch trees, and/or rare or otherwise significant stands of trees, as identified by the county.~~

~~Policy d: Where appropriate, use protective conservation easements in areas outside of private residential lots as a mechanism to protect preserve environmental resources. wooded areas and steep slopes.~~

## ~~ENVIRONMENTAL COORDINATION~~

~~Fairfax County has many regulations and policies designed to protect the environment and conserve our ecological resources. Environmental coordination is a remaining area of concern. In the final analysis, an environmental policy or a regulation that applies to development will only achieve the desired effect if it is identified at the time of application review, enforced during development, maintained after development is over, and monitored for continued performance.~~

~~Fairfax County does not have an integrated environmental management program. The responsibility for environmental planning, monitoring and enforcement is spread throughout the county government with coordination among agencies to ensure effective implementation of programs and policies. This administrative structure has resulted in a fragmented and inconsistent application of resources to environmental protection in Fairfax County. For example, several different county agencies are responsible for environmental monitoring. Many of these monitoring programs are quite modest. There is no central data base regarding environmental pollution. The individuals responsible for enforcing environmental regulations often have many additional enforcement responsibilities.~~

~~**Objective 12: Improve the identification and mitigation of environmental impacts, and the monitoring and enforcement of environmental policies as applied to land disturbing activities.**~~

~~Policy a: Require both public and private development proposals to identify environmental constraints and opportunities, and demonstrate how environmental impacts will be mitigated.~~

~~Policy b: Establish a centralized environmental planning and monitoring function with responsibility for coordinating the actions of individual county agencies to effect a comprehensive program to preserve and improve the environment.~~

**Objective 12:** Identify approaches which address the environmental and health impacts of development with particular attention to vulnerable areas, or populations, in the county that are disproportionately impacted by heat, urban flooding, lack of trees or other environmental considerations.

Policy a. Appropriate data sources should be used when considering policy changes and in the review of new and redevelopment projects, such as heat maps, flood risk assessments, and other available information to identify communities most susceptible to increased health and safety risks.

Policy b. Recognize adverse environmental impacts such as but not limited to flooding, urban heat island effect, poor air quality, and site contamination, and mitigate the impacts through increased tree conservation/plantings, green infrastructure, enhanced connectivity within vulnerable areas, and other remediation efforts within new and redevelopment opportunities.

Policy c. Consider the effects and proximity of major environmental pollution sources during the review and update of area plans. Ensure appropriate mitigations are provided.

## ~~RESOURCE CONSERVATION AND GREEN BUILDING PRACTICES~~

~~The energy shortage in the United States in the 1970s highlighted the finite nature of our natural resources. Since the 1970s, efforts have been pursued at the federal level to enhance energy efficiency and the efficient use of water resources. While such efforts are best addressed at the federal level, local efforts to conserve these resources should be encouraged. Recent events and trends have highlighted the increasing need for energy and resource conservation and efficiency, greenhouse gas reduction and green building practices. Many jurisdictions are now engaging in community energy planning and other strategies to best use available resources. The “green building” concept provides a holistic approach to the reduction of adverse environmental impacts associated with buildings and their associated facilities and landscapes.~~

**Objective 13:** **Design and construct buildings and associated landscapes to use energy and water resources efficiently in support of reducing greenhouse gas emissions, improving resiliency, and minimizing to minimize short- and long-term negative impacts on the environment and building occupants.**

Policy a. In consideration of other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. These practices may include, but are not limited to:

~~Environmentally sensitive siting and construction of development;~~

- ~~— Application of low impact development practices, including minimization of impervious cover (See Policy k under Objective 2 of this section of the Policy Plan);~~
- Encourage the inclusion of professionals with green building accreditation on development teams;
- Sustainable landscape and site design which reduces impacts to ecological systems;
- Optimization of energy performance of structures/ and inclusion of energy-efficient design;
- Use of renewable energy resources and on-site renewable energy generation, such as but not limited to, solar, wind, and/or geothermal systems. Additional support for the provision of building designs that will facilitate future retrofits for on-site energy generation;
- Building electrification to include the Use of energy efficient appliances, heating/cooling systems, lighting and/or other ~~products~~ strategies;
- Application of best practices for water conservation, such as water efficient landscaping and innovative wastewater technologies, that can serve to reduce the use of potable water and/or reduce stormwater runoff volumes that contribute to urban flooding and/or hazardous conditions;
- ~~— Reuse of existing building materials for redevelopment projects;~~
- Reuse of existing building materials and Recycling/salvage of non-hazardous construction, demolition, and land clearing debris;
- Use of recycled and/or rapidly renewable building materials that originate from nearby sources;
- Reuse, preservation and conservation of existing buildings, including historic structures;
- Retrofitting and upgrading existing building systems to reduce building energy use and improve efficiency; ~~Retrofitting of other green building practices within existing structures to be preserved, conserved and reused;~~
- ~~— Use of building materials and products that originate from nearby sources;~~
- Improve building occupant experience through provision of natural lighting for occupants and Reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials;

- ~~— Reuse, preservation and conservation of existing buildings, including historic structures;~~
- ~~— Retrofitting of other green building practices within existing structures to be preserved, conserved and reused;~~
- Energy and water usage data collection and performance monitoring;
- Solid waste and recycling management practices for multiple waste streams to improve diversion rates in support of increased waste reduction and the county's climate goals; ~~and~~
- Provision of vegetated and/or highly reflective roofs to increase resilience and reduce impacts of heat island;
- Provision of infrastructure to support multimodal transit ~~Encourage energy conservation through the provision of measures which support non-motorized transportation, such as the provision of (e.g. showers and lockers for employees, and the provision of secure short term and long-term bicycle parking facilities for employment, retail, institutional, and multifamily residential uses); and~~
- Provision of information ~~Encourage commitments to the provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs.~~
- ~~— Natural lighting for occupants.~~

Policy b.

~~Encourage commitments to implementation of green building practices through certification under established green building rating systems for the design and construction of new individual buildings (e.g., the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) program for any new construction New Construction [LEED-NC<sup>®</sup>] or the U.S. Green Building Council's Leadership in Energy and Environmental Design for Core and Shell [LEED-CS<sup>®</sup>] program, or other equivalent program\*)s with third party certification. An equivalent program is one that is independent, third party verified, and has regional or national recognition or one that otherwise includes multiple green building concepts and overall levels of green building performance that are at least similar in scope to the applicable LEED rating system. Encourage commitments to the attainment of the ENERGY STAR<sup>®</sup> rating where available. Encourage certification of new homes through an established residential green building rating system that incorporates multiple green building concepts and has a level of energy performance that is comparable to or exceeds ENERGY STAR qualification for homes. Encourage the inclusion of professionals with green building accreditation on development teams. Encourage commitments to the provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs.~~

~~*\*An equivalent program is one that is independent, third-party verified, and has regional or national recognition, is comprehensive in scope, and has comparable implementation to the LEED rating system. or one that otherwise includes multiple green building concepts and overall levels of green building performance that are at least similar in scope to the applicable LEED rating system.*~~

Policy ~~b~~c. Within ~~the Tysons Urban Center~~, Suburban Centers, Community Business Centers, and Industrial Areas ~~and Transit Station Areas~~ as identified on the Concept Map for Future Development, unless otherwise recommended in the applicable ~~a~~Area pPlan, ~~where these zoning proposals seek at least one of the following:~~

- ~~— Development in accordance with Comprehensive Plan Options;~~
- ~~— Development involving a change in use from what would be allowed as a permitted use under existing zoning;~~
- ~~— Development at the Overlay Level; or~~
- ~~— Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development potential and the maximum Plan intensity to constitute the high end of the range.~~

~~ensure that zoning proposals for nonresidential development or zoning proposals for multifamily residential development incorporate green building practices sufficient to attain certification at the LEED Silver level using through the LEED-NC or LEED-CS program or an equivalent program, specifically incorporating multiple green building concepts, where applicable, and encourage an emphasis on energy efficiency and conservation.~~

Ensure that zoning proposals for nonresidential development in Transit Station Areas (TSAs) and the Tysons Urban Center as identified on the Concept Map for Future Development, or wWhere developments with exceptional intensity or density are proposed (e.g. at 90 percent or more of the maximum planned density or intensity), incorporate green building practices sufficient to attain certification at the LEED Gold level using LEED or an equivalent program. ~~ensure that higher than basic levels of green building certification are attained.~~

Ensure zoning proposals for multifamily residential development within the above mentioned areas identified on the Concept Map for Future Development incorporate green building practices sufficient to attain certification at the LEED Silver level using LEED or an equivalent program.

Policy ~~e~~d. Ensure that zoning proposals for residential development that are not otherwise addressed in Policy ~~b~~c above ~~will incorporate green building practices sufficient to attain certification under an established residential green building rating system such as EarthCraft or an equivalent program as defined in Policy b~~ above. that

~~incorporates multiple green building concepts and that includes an ENERGY STAR Qualified Homes designation or a comparable level of energy performance. Where such zoning proposals seek development at or above the mid-point of the Plan density range, ensure that county expectations regarding the incorporation of green building practices are exceeded in two or more of the following measurable categories: energy efficiency; water conservation; reusable and recycled building materials; pedestrian orientation and alternative transportation strategies; healthier indoor air quality; open space and habitat conservation and restoration; and greenhouse gas emission reduction. As intensity or density increases, the expectations for achievement in the area of green building practices would commensurately increase.~~

- Policy ~~d~~e. Promote implementation of green building practices by encouraging commitments to monetary contributions in support of the county’s environmental and climate initiatives, with such contributions to be refunded upon demonstration of attainment of certification under the applicable LEED rating system or equivalent rating system.
- ~~Policy e. — Encourage energy conservation through the provision of measures which support non-motorized transportation, such as the provision of showers and lockers for employees and the provision of secure short-term and long-term bicycle parking facilities for employment, retail, institutional, and multifamily residential uses.~~
- Policy f. Ensure~~Encourage~~ applicants involved in public-private partnerships where land is leased or provided by the county ~~to meet or exceed county~~ operational policy guidelines for green building certification ~~for capital projects.~~
- Policy g. Ensure the~~Encourage~~ provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals, ~~particularly for residential where other opportunities are not available.~~
- ~~Policy h. — Encourage and participate in periodic regional and local evaluations of the outcomes achieved through the application of sustainable land use principles and technology, in coordination with the energy and resources providers and industry. Such evaluations should be based on pooled, anonymous source data, and should provide information helpful in decisions regarding the costs and benefits of green practices, including evaluations focused on innovative approaches and technology.~~
- Policy h. Ensure all fenestration and lighting is “bird-friendly” consistent with guidelines published by the American Bird Conservancy or equivalent standards.
- Policy i. Ensure zoning proposals pursuing an adaptive reuse, major renovation, or building retrofit incorporate green building practices sufficient to attain certification through LEED or an equivalent program.

## APPENDIX 1

### GUIDELINES FOR TIDAL SHORELINE EROSION CONTROL MEASURES

Measures to control erosion along the county's tidal shoreline are often pursued in order to protect adjacent property. Where county approval of tidal shoreline erosion control measures is needed, the Virginia Marine Resources Commission Habitat Management Division's Tidal Wetlands Guidelines should be consulted. Consistent with this guidance artificial shoreline structural elements should only be pursued where there is active, detrimental shoreline erosion which cannot be otherwise controlled, and such structures should be constructed in a manner that minimizes adverse wetlands impacts.

Living shoreline approaches to shoreline stabilization (approaches that apply biological techniques, using native plant species) have been identified by the Commonwealth of Virginia as the preferred stabilization methods for tidal shorelines. Only living shoreline approaches should be permitted unless the best available science shows that such approaches are not suitable. If the best available science shows that a living shoreline approach is not suitable, then elements of living shoreline approaches should be incorporated into permitted projects to the maximum extent practicable. Unless otherwise advised through such guidance, best available science resources include:

- Virginia Marine Resources Commission Habitat Management Division's Tidal Wetlands Guidelines,
- Virginia Institute of Marine Science's Comprehensive Coastal Resource Management Portal, and
- Virginia Institute of Marine Science as the Commonwealth's designated science advisor on coastal and marine natural resource-related issues.



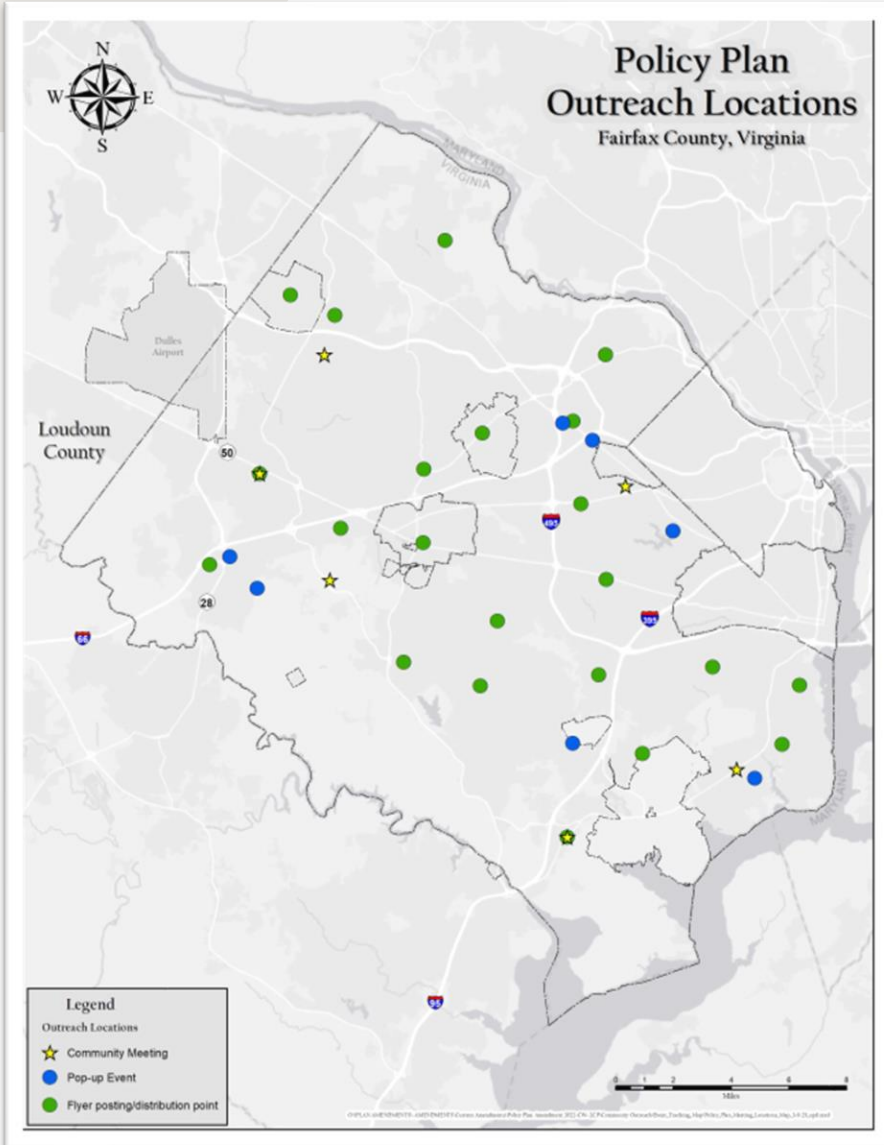
PLANNING & DEVELOPMENT



# Policy Plan Amendment: Community Feedback Report

Planning Commission Policy Plan Committee  
April 3, 2025

# Policy Plan Amendment Outreach Phases I & II Recap



**PLAN FORWARD**

**Policy Plan Amendment Focused Equity Meeting**  
 10/9/24  
 Michelle Stahlhut  
 Lia Niebauer

**Plan Forward**  
 by Fairfax County Government  
 Playlist • 20 videos • 119 views  
 Plan Forward with the Fairfax County Department of Planning and Development

Play all

**Join us as we plan ahead for the future of Fairfax!**

Plan Forward is Fairfax County's new, multi-year project to update the policies that impact future land use decisions and potential development throughout the county.

Scan the QR code to find out how you can get involved.

What is your favorite part about your neighborhood?  
  
**PLAN FORWARD**

**Join us as we plan ahead for the future of Fairfax!**

**Policy Plan Amendment Community Feedback Report**  
 A Fairfax County Department of Planning and Development Document  
 April 2025

# Policy Plan Amendment

## Outreach Phase I & II Metrics



<b>Method of Engagement</b>	<b>Impact</b>
Channel 16 Videos	1,218 Cable Views (min.)
PublicInput Project Page	361 Participants   338 Subscribers
YouTube (20 videos)	2,130 Views
NextDoor (11 posts)	117,474 Impressions (views)
Facebook (10 posts)	2,028 Views   84 Interactions
Staff Kick-off Meeting (In-Person)	31 Participants
Community Meetings (In-Person)	30 Participants
Community Meetings (Virtual)	185 Participants

# Policy Plan Amendment Research Papers

- Research areas and paper topics identified based on outreach completed in 2024. Developed to provide guidance ahead of making policy-related decisions.
- 8 staff research papers published:
  - [Activating and Completing Fairfax County Streets](#)
  - [Comprehensive Transportation Analysis](#)
  - [Conservation Corridors](#)
  - [Equitable Development](#)
  - [Green Building](#)
  - [Healthy Communities](#)
  - [Micromobility, Microtransit, Autonomous Vehicles](#)
  - [Stormwater Management](#)
- Clarion reports on [office](#), [retail](#), and [industrial](#) trends published October 2024.



**PLAN FORWARD** Office Building Repurposing

### INTRODUCTION

This paper presents the status of office building repurposing in the county.

Data provided during the summer of 2023 to the Planning Commission and Board of Supervisors included information related to vacancy rates through 2022. At the end of 2022, the office vacancy rate in Fairfax County reached 16.7 percent, the highest level in decades.<sup>1</sup> At mid-year 2023, the office vacancy rate was 17.1%.<sup>2</sup> At the end of 2022, the county's highest office vacancy rates were found in submarkets that are not served by rail transit, including Newington/Lorton (43.3%), Bailey's Crossroads (38.4%), Vienna (23.5%), and the Fairfax Center/Oakton Area (22.2%).<sup>1</sup>

Submarket	Vacancy Rate
Reston	3.0%
Manassas Park	3.4%
Manassas	11.4%
Westfield	12.3%
Chantilly	12.9%
Centreville	13.2%
Steele Corner	14.3%
Springfield/Fairfax	14.4%
Richmond Highway	15.3%
Herndon	16.7%
Tysons	16.7%
Reston	17.2%
Fairfax/Oakton	19.4%
Dulles	22.2%
Vienna	23.5%
Bailey's Crossroads	38.4%
Newington/Lorton	43.3%

Not evident in the chart is the fact that some of the county's vacancy rate reflects lease-up of newly constructed and highly amenitized buildings (considered "Class A" type) in proximity to Metro, that are in the process of being occupied. Other, older buildings, especially in the Reston and Tysons submarkets, have already been rezoned for redevelopment and are vacant while awaiting demolition.

<sup>1</sup> SOURCE: Fairfax County Economic Development Authority. [Real Estate Dashboard](#). 2022 year-end.  
<sup>2</sup> SOURCE: Fairfax County Economic Development Authority

Office Building Repurposing White Paper Page 1

# Policy Plan Amendment

## Community Feedback Report



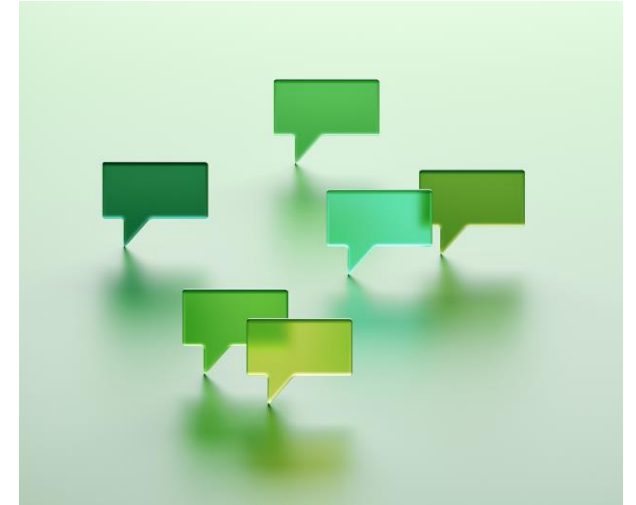
- Available on the project webpage: [Plan Forward Community Feedback Report](#)
- Feedback grouped into 6 general categories.
  - General comments highlight the need for streamlined policies and processes;
  - Support for incorporation of equitable development and healthy communities policies;
  - Recommendations for increased affordable housing and strategies;
  - Focus on Growth Management, Transit Oriented Development (TOD) and placemaking;
  - Expand reliable public transportation options and support vehicle use; and
  - Integrate data center policies, climate change, CECAP, and Resilient Fairfax into Plan.
- Comments generally reinforce existing Policy Plan guidance and support the Board direction to Staff for streamlining, alignment, and new policy development.

# Policy Plan Amendment

## Next Steps



- Continued release of draft Plan text through May 2025
- Planning Commission Policy Plan Committee: May 8<sup>th</sup>
  - Land Use and Transportation Elements Discussion
- Virtual Community Meetings
  - May 13, 2025
  - May 15, 2025
- Board of Supervisors Land Use Policy Committee: May 20<sup>th</sup>
  - Environment, Land Use, and Transportation Elements Discussion
- Feedback on draft text requested by May 31<sup>st</sup>



# Policy Plan Amendment

## Resources and Contact Information



- To learn more about the project, visit our project webpage: [Plan Amendment 2022-CW-2CP | Planning Development \(fairfaxcounty.gov\)](https://www.fairfaxcounty.gov/planning-development/plan-amendment-2022-cw-2cp)
- To review the current Policy Plan, please visit: [Policy Plan \(encodeplus.com\)](https://www.encodeplus.com/policy-plan)
- To provide comments or potential policy considerations please contact: [PlanForwardFFX@PublicInput.com](mailto:PlanForwardFFX@PublicInput.com)

# Policy Plan Amendment: Environment Element

Planning Commission Policy Plan Committee  
April 3, 2025

Attachment D



**PLANNING & DEVELOPMENT**

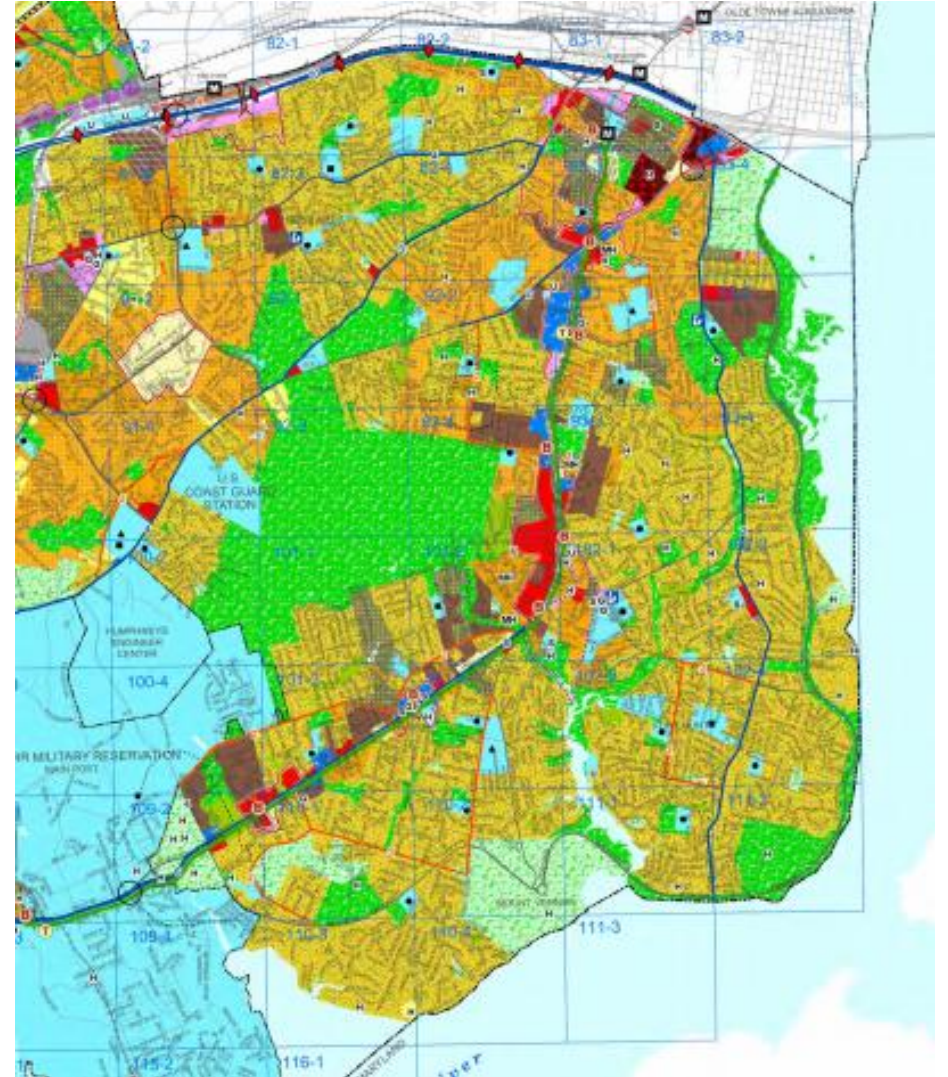


# Policy Plan Amendment

## Purpose of Comprehensive Plan



- The purpose of the Comprehensive Plan is to set policies to manage growth and development, and **balance the preservation of other resources, such as environmental resources.**
- The Plan reflects the community's long-term land-use vision for the future.
- The Plan is also a legally required document, however, it is important to note that the Plan provides recommendations, and is not law, like the Zoning Ordinance.



# Policy Plan Amendment

## Environment Element - Strategy for Revisions



- Review of existing policies
- Coordination with co-leads, Topic Leads team, Planning Commission Liaisons, the community, county agencies, and other non-county entities.
- Creation of research papers.
  - [Conservation Corridors](#); [Green Building Policies](#); and [Stormwater Management](#).
- Streamline the Element
- Alignment with recently adopted county plans and policies.
- Development of new policies.



# Policy Plan Amendment

## Environment Element - Past Meetings



Meeting Type	Quantity
PC Liaisons	6
DPWES	11+ (plus 2 research documents received)
OEEC	6 (plus 14 research documents received)
Other County Agencies & Staff	8
Inter-Agency Group 2	5
EQAC	4
Community Meetings & External Entities	14

*\*Listing is limited to meetings and does not include email correspondence or other methods of engagement with entities.*



# Policy Plan Amendment

## Environment Element - Description of Changes



- Entire element has been edited to address Board Authorization.
- Highlights:
  - Modified introduction to add ‘new’ concepts and clarify connections;
  - Streamlined to reduce redundancies and eliminate outdated information;
  - Aligned with CECAP, Resilient Fairfax, One Fairfax, and other guiding documents;
  - Health concepts explicitly added;
  - New objective for equity and environmental justice;



# Policy Plan Amendment

## Environment Element - Recurring Comments



Sustainable Site Design  
Enhanced Green Building  
Renewable Energy  
Electric Vehicle Charging  
Bird-Friendly Design

Climate  
Resiliency

Tree Canopy  
Native Vegetation  
Healthy Soils  
Green Space Preservation  
Biodiversity

Stormwater Management  
Water Supply Protection  
PFAS  
Salt

Environmental  
Justice

Lighting

Data  
Centers

Programmatic  
Recommendations  
Regulatory  
Requirements

# Policy Plan Amendment

## Environment Element - Enhanced & New Policies



Objective	Proposed Revisions
2	Stormwater Management, PFAS, Salt, Water Supply Protection
5	Light Pollution
10	Soil health, Native vegetation, and Tree Canopy
11	Green Space Preservation
12 (New)	Equity, Environmental Justice
13	Sustainable Site Design, Enhanced Green Building, Renewable Energy, Electric Vehicle Charging, Bird-Friendly Design
Throughout	Addressing Changing Climate and Resiliency (e.g. GHG, flooding, heat)
Land Use Element	Data Center Guidelines

# Policy Plan Amendment

## Environment Element - Revised Structure

### ENVIRONMENTAL POLLUTION

- Objective 1: Air Quality and Greenhouse Gas Emissions
- Objective 2: Water Quality
- Objective 3: Potomac Estuary and Chesapeake Bay
- Objective 4: Transportation-Generated Noise
- Objective 5: Lighting

### ENVIRONMENTAL HAZARDS & CLIMATE RESILIENCE

- Objective 6: Problem Soil Areas
- Objective 7: Flood Impacts
- Objective 8: Infrastructure Hazards/Utilities

### RESOURCE CONSERVATION

- Objective 9: Environmental Quality Corridors
- Objective 10: Tree Cover, Vegetation, and Soil Health
- Objective 11: Open Space/Conservation Easements, and Conservation Corridors
- Objective 12: ~~Identify/Mitigate Impacts; Monitor/Enforce Policies~~ Environmental Justice/Equity
- Objective 13: Green Buildings, Greenhouse Gas Emission Reduction, and Improving Climate Resiliency
- Appendix 1 - Guidelines for Tidal Shoreline Erosion Control Measures



# Policy Plan Amendment

## Contact Information and Resources



- To learn more about the project, visit our project webpage: [Plan Amendment 2022-CW-2CP | Planning Development \(fairfaxcounty.gov\)](https://www.fairfaxcounty.gov/planning-development/plan-amendment-2022-cw-2cp)
- To review the current Environment Element, please visit: [Document Viewer | Policy Plan](#)
- To review the draft Environment Element text, please visit: [Policy Plan Amendment Environment Element 4/1/2025](#)
- To provide comments please contact: [PlanForwardFFX@PublicInput.com](mailto:PlanForwardFFX@PublicInput.com)



# Questions and Discussion

