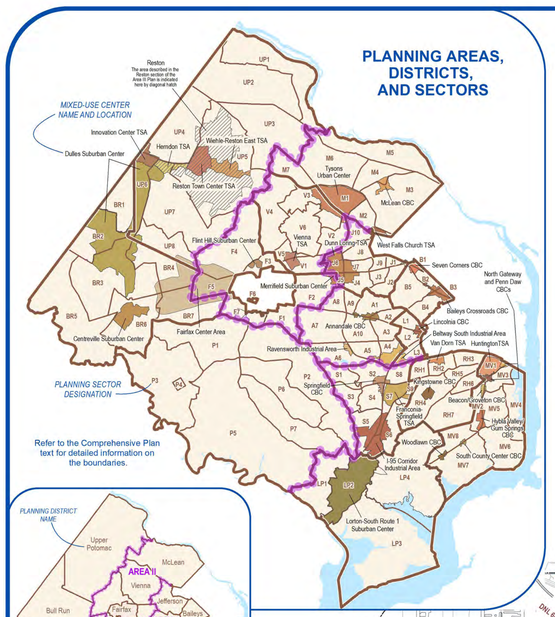
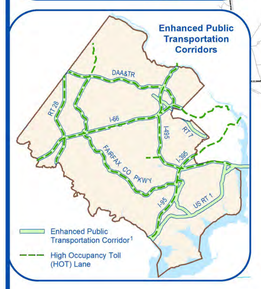
FAIRFAX COUNTY
COMPREHENSIVE LAND USE PLAN
BASELINE RECOMMENDATIONS

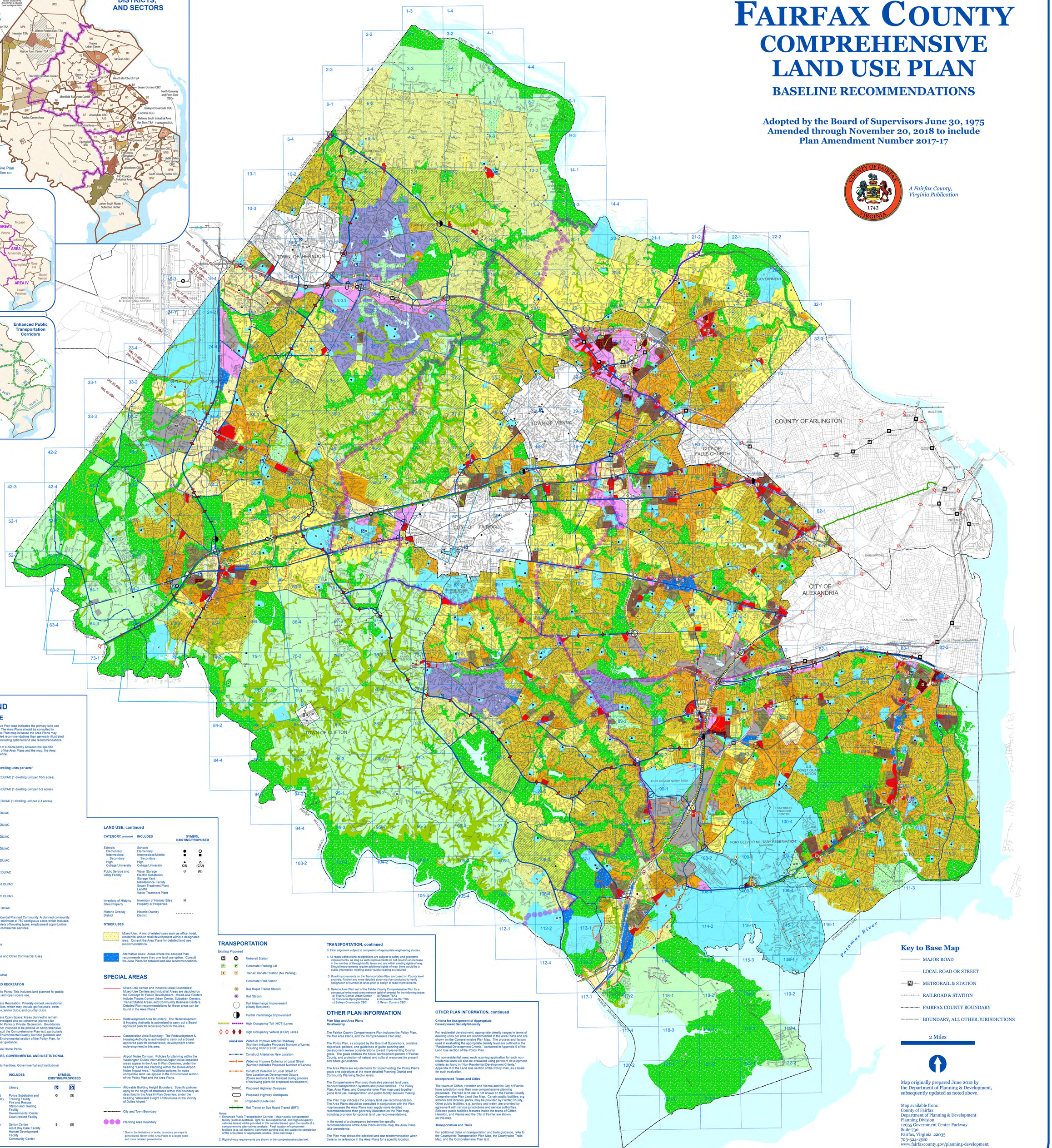
Adopted by the Board of Supervisors June 30, 1975
Amended through November 20, 2018 to include Plan Amendment Number 2017-17

A Fairfax County, Virginia Publication

PLANNING AREAS, DISTRICTS, AND SECTORS







LEGEND

LAND USE

The Comprehensive Plan map indicates the primary land use recommendation. The Area Plans should be consulted in conjunction with the Plan map because the Area Plans may supply more detailed recommendations than generally illustrated on the Plan map, including optional land use recommendations.

Note: In the event of a discrepancy between the specific recommendations of the Area Plans and the map, the Area Plan takes precedence.

RESIDENTIAL

DU/AC means "dwelling units per acre"

- .1-.2 DU/AC (1 dwelling unit per 10-5 acres)
- .2-.5 DU/AC (1 dwelling unit per 5-2 acres)
- .5-1 DU/AC (1 dwelling unit per 2-1 acres)
- 1-2 DU/AC
- 2-3 DU/AC
- 3-4 DU/AC
- 4-5 DU/AC
- 5-8 DU/AC
- 8-12 DU/AC
- 12-16 DU/AC
- 16-20 DU/AC
- 20+ DU/AC
- Residential Planned Community: A planned community on a minimum of 750 contiguous acres which includes a variety of housing types, employment opportunities and commercial services.

COMMERCIAL

- Office
- Retail and Other Commercial Uses

INDUSTRIAL

- Industrial

OPEN SPACE AND RECREATION

- Public Parks: This includes land planned for public park and open space use.
- Private Recreation: Privately-owned, recreational facilities, which may include golf courses, swim clubs, tennis clubs, and country clubs.
- Private Open Space: Areas planned to remain undeveloped and not otherwise planned for Public Parks or Private Recreation. Boundaries are not intended to be precise or comprehensive. Consult the Comprehensive Plan text, particularly the Environmental Quality Corridor guidance and the Environmental section of the Policy Plan, for further guidance.
- MH Mobile Home Parks

PUBLIC FACILITIES, GOVERNMENTAL AND INSTITUTIONAL

- Public Facilities, Governmental and Institutional

CATEGORY	INCLUDES	SYMBOL EXISTING/PROPOSED
Library	Library	◪ ◪
Governmental and Public Safety Facility	Police Substation and Training Facility Fire and Rescue Station and Training Facility Governmental Center Court-related Facility	G (G)
Health and Human Services Facility	Senior Center Adult Day Care Facility Human Development Facility Community Center	S (S)

LAND USE, continued

CATEGORY, continued	INCLUDES	SYMBOL EXISTING/PROPOSED
Schools Elementary Intermediate/ Secondary High College/University	Schools Elementary Intermediate/Middle/ Secondary High College/University	● ○ ■ □ ▲ △ C/U (C/U)
Public Service and Utility Facility	Water Storage Electric Substation Storage Yard Maintenance Facility Sewer Treatment Plant Landfill Water Treatment Plant	U (U)
Inventory of Historic Sites Property	Inventory of Historic Sites Property or Properties	H
Historic Overlay District	Historic Overlay District	----------

OTHER USES

- Mixed Use: A mix of related uses such as office, hotel, residential and/or retail development within a designated area. Consult the Area Plans for detailed land use recommendations.
- Alternative Uses: Areas where the adopted Plan recommends more than one land use option. Consult the Area Plans for detailed land use recommendations.

SPECIAL AREAS

- Mixed-Use Center and Industrial Area Boundaries: Mixed-Use Centers and Industrial Areas are depicted on the Concept for Future Development. Mixed-Use Centers include Tysons Corner Urban Center, Suburban Centers, Transit Station Areas, and Community Business Centers. Detailed Plan recommendations for these areas can be found in the Area Plans.*
- Redevelopment Area Boundary: The Redevelopment & Housing Authority is authorized to carry out a Board approved plan for redevelopment in this area.
- Conservation Area Boundary: The Redevelopment & Housing Authority is authorized to carry out a Board approved plan for conservation, development and/or redevelopment in this area.
- Airport Noise Contour: Policies for planning within the Washington Dulles International Airport noise impacted areas appear in the Area III Plan Overview, under the heading "Land Use Planning within the Dulles Airport Noise Impact Area." Additional policies for noise compatible land use appear in the Environment section of the Policy Plan and the Area Plans.
- Allowable Building Height Boundary: Specific policies apply to the height of structures within this boundary as described in the Area III Plan Overview, under the heading "Allowable Height of Structures in the Vicinity of Dulles Airport."
- City and Town Boundary
- Planning Area Boundary

* Due to the limitations of scale, boundary portrayal is generalized. Refer to the Area Plans or a larger scale and more detailed presentation.

TRANSPORTATION

Existing	Proposed	
M	M	Metrorail Station
P	P	Commuter Parking Lot
T	T	Transit Transfer Station (No Parking)
		Commuter Rail Station
	B	Bus Rapid Transit Station
	R	Rail Station
		Full Interchange Improvement (Study Required)
		Partial Interchange Improvement
		High Occupancy Toll (HOT) Lanes
		High Occupancy Vehicle (HOV) Lanes
		Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
		Construct Arterial on New Location
		Widen or Improve Collector or Local Street (Number Indicates Proposed Number of Lanes)
		Construct Collector or Local Street on New Location as Development Occurs (Cross sections to be finalized during process of reviewing plans for proposed development)
		Proposed Highway Overpass
		Proposed Highway Underpass
		Proposed Cul-de-Sac
		Rail Transit or Bus Rapid Transit (BRT)

Notes:
1. Enhanced Public Transportation Corridor - Major public transportation facility (such as Metrorail, light rail, bus rapid transit, and high occupancy vehicles lanes) will be provided in this corridor based upon the results of a comprehensive alternatives analysis. Final location of component facilities (e.g. rail stations, commuter parking lots) are subject to completion of the area plans or appropriate studies. (See inset map.)
2. Right-of-way requirements are shown in the comprehensive plan text.

TRANSPORTATION, continued

3. Final alignment subject to completion of appropriate engineering studies.
4. All roads without lane designations are subject to safety and geometric improvements, as long as such improvements do not result in an increase in the number of through traffic lanes and are within existing rights-of-way. Should improvements require additional rights-of-way, there would be a public information meeting and/or public hearing as required
5. Road improvements on the Transportation Plan are based on County level analysis. Further and more detailed study may be conducted to verify designation of number of lanes prior to design of road improvements.
6. Refer to Area Plan text of the Fairfax County Comprehensive Plan for a conceptual enhanced street network (grid of streets) for the following areas:
   a) Tysons Corner Urban Center
   b) Franconia-Springfield Area
   c) Baileys Crossroads CBC
   d) Reston TSAs
   e) Innovation Center TSA
   f) Seven Corners CBC

OTHER PLAN INFORMATION

Plan Map and Area Plans Relationship

The Fairfax County Comprehensive Plan includes the Policy Plan, the four Area Plans, and the Comprehensive Plan map.

The Policy Plan, as adopted by the Board of Supervisors, contains objectives, policies, and guidelines to guide planning and development review considerations toward implementing County goals. The goals address the future development pattern of Fairfax County, and protection of natural and cultural resources for present and future generations.

The Area Plans are key elements for implementing the Policy Plan's goals and objectives at the more detailed Planning District and Community Planning Sector levels.

The Comprehensive Plan map illustrates planned land uses, planned transportation systems and public facilities. The Policy Plan, Area Plans, and Comprehensive Plan map used together guide land use, transportation and public facility decision making.

The Plan map indicates the primary land use recommendation. The Area Plans should be consulted in conjunction with the Plan map because the Area Plans may supply more detailed recommendations than generally illustrated on the Plan map, including provision for optional land use recommendations.

In the event of a discrepancy between the specific recommendations of the Area Plans and the map, the Area Plans take precedence.

The Plan map shows the adopted land use recommendation when there is no reference in the Area Plans for a specific location.

OTHER PLAN INFORMATION, continued

Criteria for Assignment of Appropriate Development Density/Intensity

For residential development, appropriate density ranges in terms of dwelling units per acre are recommended in the Area Plans and are shown on the Comprehensive Plan Map. The process and factors used in evaluating the appropriate density level are outlined in the "Residential Development Criteria," contained in Appendix 9 of the Land Use section of the Policy Plan.

For non-residential uses, each rezoning application for such non-residential uses will also be evaluated using pertinent development criteria as found in "Non-Residential Development Criteria," Appendix 9 of the Land Use section of the Policy Plan, as a basis for such evaluation.

Incorporated Towns and Cities

The towns of Clifton, Herndon and Vienna and the City of Fairfax have jurisdiction over their own comprehensive planning processes. Planned land use is not shown on the Fairfax County Comprehensive Plan Land Use Map. Certain public facilities, e.g. schools and libraries, parks, may be provided by Fairfax County. Other public facilities, e.g. sanitary and water, are provided by agreement with various jurisdictions and service authorities. Selected public facilities features inside the towns of Clifton, Herndon, and Vienna and the City of Fairfax are shown on this map.

Transportation and Trails

For additional detail on transportation and trails guidance, refer to the Countywide Transportation Plan Map, the Countywide Trails Map, and the Comprehensive Plan text.

Key to Base Map

- MAJOR ROAD
- LOCAL ROAD OR STREET
- METRORAIL & STATION
- RAILROAD & STATION
- FAIRFAX COUNTY BOUNDARY
- BOUNDARY, ALL OTHER JURISDICTIONS

2 Miles

Map originally prepared June 2012 by the Department of Planning & Development, subsequently updated as noted above.

Map available from:
County of Fairfax
Department of Planning & Development
Planning Division
12055 Government Center Parkway
Suite 730
Fairfax, Virginia 22035
703-324-1380
www.fairfaxcounty.gov/planning-development

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NOTE: The digital format Comprehensive Plan Map was adopted by the Board of Supervisors June 19, 2012 as Amendment 2011-12. Plan polys on this map are drawn from GIS Master Layer DPZMGR.PLANNED_LAND_USE_BASE_CURRENT --- Transportation Components are drawn from FCDOT Layers at G:\pub\oti\TransPlan\TransportationPlanMap_data

Location of this map as a PDF: G:\projects\ocp\pd\Comp_Plan_Wall_Map\Comp_Plan_Map_6-2012_and_after\PDFs of Wall Map\Comp_Plan_wall_map_updated_to_current_reworked_to_amendment_2017-17_DPD_upd