



Lorton-Fairfax Vision

Task Force Meeting #4

June 26th, 2023

Overarching Vision

Key policies and decisions about land uses shape our built environment

The **County's Comprehensive Plan** serves as a **guiding document** for these decisions, and with this update you have the opportunity to help shape the future of Lorton! Input already gathered has helped shape the key areas for change stated below.



Scan here to learn more about the work done to date and to read previous documents!



General Vision

- Develop nodes of activity where people regularly gather
- Invest in placemaking centered on arts, recreation, history, and a stronger pedestrian realm
- Foster a community-focused climate of investment and economic development that provides opportunity for all residents



Parks, recreation, and environmental areas

- Better connect significant parks, open space, activity nodes and cultural resources through trail networks
- Preserve high value environmental assets and promote opportunities for learning and participation in the stewardship of these assets



Land use, development character and intensity

- Establish part of the suburban center as a mixed use and higher density core with key activity nodes
- Allow for residential intensification near emerging activity nodes
- Strengthen the employment base and reposition some lower value industrial for employment uses such as innovative technology centers or mixed use sites
- Create more non-residential opportunities locally

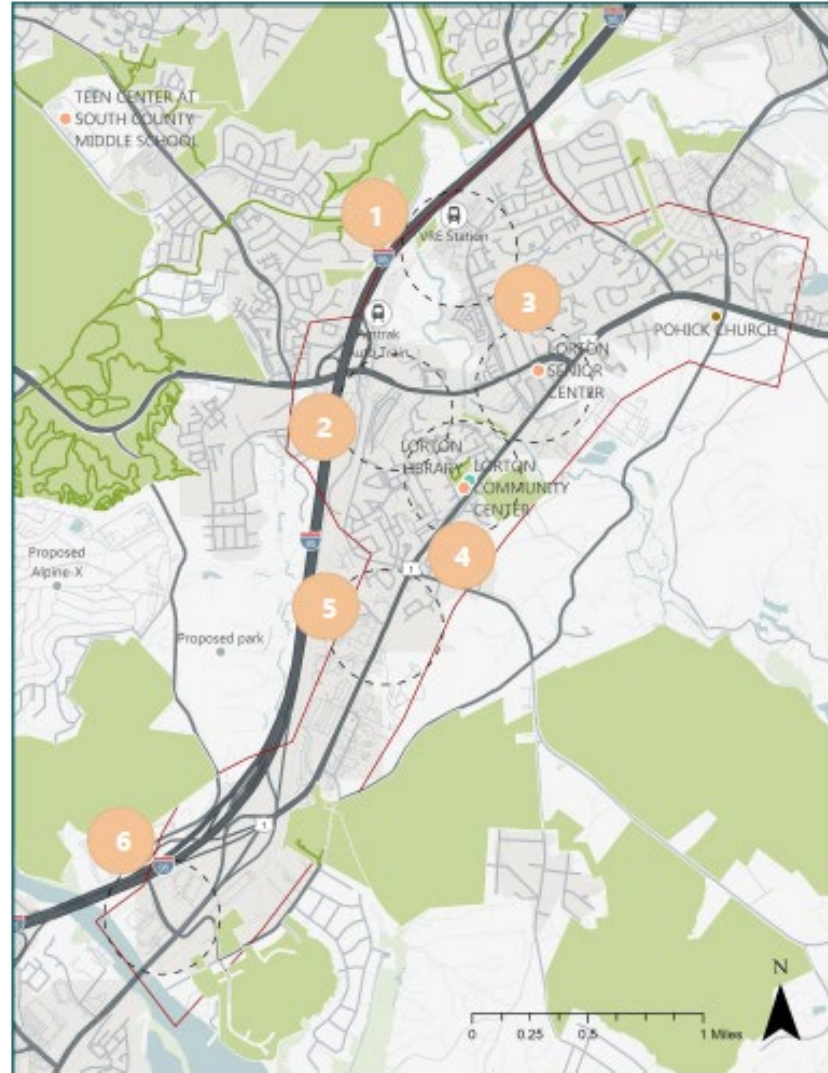


Multimodal transportation infrastructure

- Improve multimodal connectivity (bike/pedestrian/transit)
- Plan for the future siting of Bus Rapid Transit (BRT) stations in Lorton
- Designate some 'to' streets vs. 'through' streets, supporting Lorton as a destination
- Leverage transportation assets including access to I-95, VRE, Amtrak, and future BRT

Lorton Centers of Activity

Each center is anticipated to evolve with its own unique sense of place and 'brand'. The names provided are just a starting place for how we might rethink each area.



Activity Nodes

- 1 LORTON TOWN CENTER**
Modest infill of parking areas with housing and "third places." Maximize opportunities around transit as a portal in and out of Lorton.
- 2 LORTON GATEWAY**
Transformation into stronger regional commercial center with mix of uses that maximizes highway and auto-train access. Building character that reinforces a sense of 'arrival' at interchange with new internal streets and connections at the pedestrian scale transitioning into nearby neighborhoods.
- 3 GUNSTON COMMONS**
Transformation into dynamic community center of Lorton. Mix of both neighborhood serving retail and larger office-based employment that benefits from future BRT access. Infill of higher density housing with pedestrian oriented public spaces.
- 4 LORTON COMMUNITY HUB**
Transformation into civic hub with infill residential, library, open space and community gathering places. New pedestrian connections to Lorton Gateway.
- 5 LORTON WORKS**
Reposition industrial into Industrial flex space, higher employment concentration and mixed use for complementary non-residential.
- 6 LORTON SOUTH**
Continued growth as employment hub with infill housing and retail to create a vibrant workplace center and gateway.

Market Evolution

HOW DO PLACES TRANSFORM?

LORTON CORE STUDY PLAN AMENDMENT

Falls Church

The images to the right show how Falls Church and Mosaic were transformed over 20+ years. Both examples show a transition over time from auto oriented to pedestrian oriented.



Existing development is auto oriented and low density. Large block sizes, large building footprints, deep setbacks and disconnected from adjacent uses



Infill development starts to transform a portion of the site, and establishes the walkable street network that will be the foundation of the new development



The remaining portions of the development are infilled and over the course of 15+ years the site has transformed from a low density, auto oriented place to a thriving, pedestrian oriented destination

Mosaic District



Infill and redevelopment happens slowly over time. The above imagery shows the 20 year market evolution of parcels that redeveloped over time.

Creating Places for People



Creating places for people means reducing the land devoted just for cars and making it easy to get to and from places by walking, biking, taking transit and using a car but parking once to reach many destinations. It means creating public places for people to gather and linger, going vertical with buildings, having a mix of uses and making places safe and enjoyable to walk. This is happening across the region. In places like downtown Falls Church and the Mosaic area, older auto-dominated strip style commercial is being replaced by vibrant, walkable mixed-use centers where people want to be. This type of transformation is possible for Lorton's commercial centers.

Development Character Features*

Multimodal transportation

More options to get people where they need to go, enhancing the transportation experience both to and within Lorton



3 story residential

Residential buildings at 3 stories respects the existing character of the neighborhood



4-6+ story mixed use

Mixed use buildings at 4-6 stories provide spaces for residential, commercial, office, and other uses to exist together



People oriented buildings

Buildings should be built with people in mind, and should enhance the pedestrian experience



Diverse mix of uses

A greater mix of uses creates a place that has something for everyone, supporting a wider range of people and lifestyles



Structured parking

Structured parking consolidates parking into specific areas, allowing other areas to be more pedestrian oriented



On street parking

On street parking helps to offset the need for vast parking lots, and provides options for parking then walking to destinations



Parks and outdoor spaces

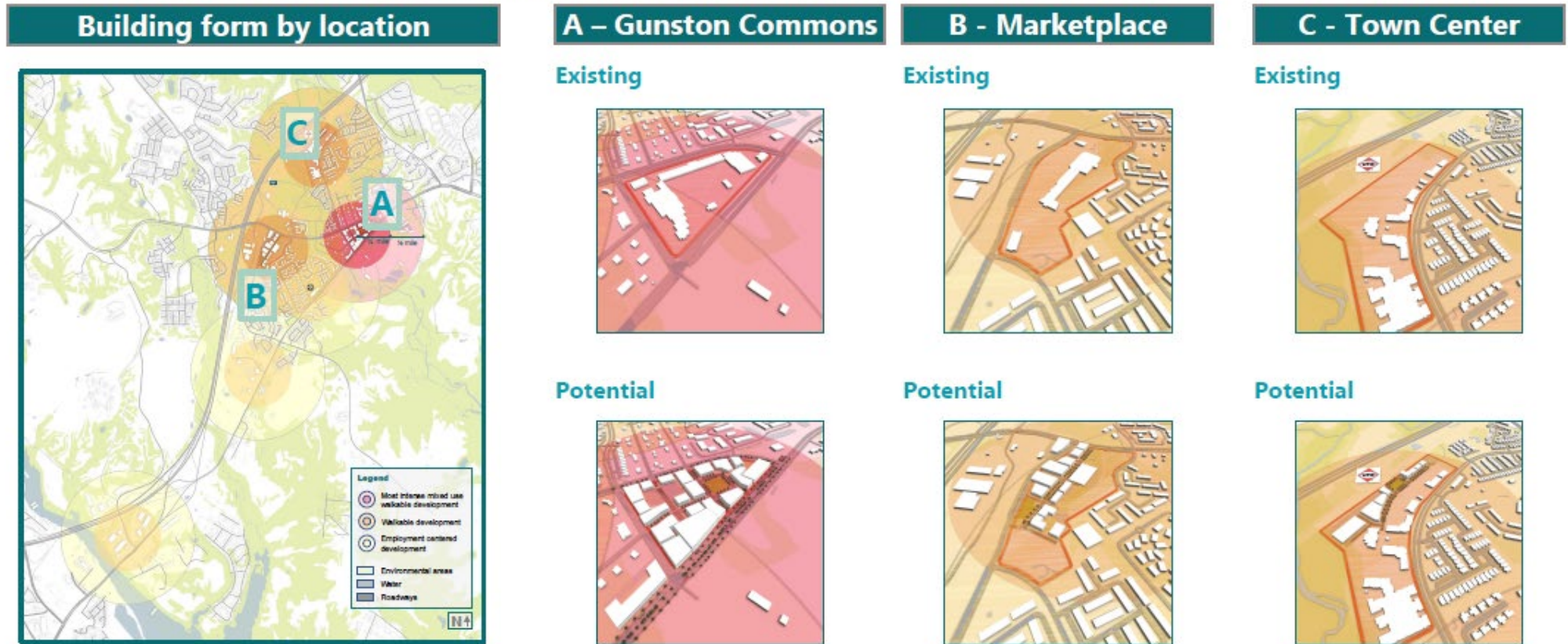
Parks and open spaces are necessary to maintain a healthy and active place. These spaces can also function as green infrastructure



*Additional photographs being gathered to share at public open house.

Evolution of the Activity Nodes

These images are illustrative only and do not show actual or proposed redevelopment



Policies will allow each center to evolve into mixed-use activity nodes with more pedestrian oriented building setbacks, higher densities and public spaces. The focus of infill and redevelopment is to concentrate it within the ¼ mile walkshed of each center. The illustrations above show one example of how each center could transform in each center over time.

Building heights

A – Gunston Commons



B – Lorton Gateway



C – Town Center



Hypothetical illustration of potential building heights in each activity node.

Building Scale

Height of buildings step down from centers

Building height by location



Inspirational renderings only. Not official development plans.

Building heights will be at the highest next to higher speed roadways, interchanges and transit in the core of each activity center. The building heights will step down as the area transitions to more single story residential building forms.

Future Land Use

A – Gunston Commons

Future Land Use Recommendations



B – Lorton Gateway

Future Land Use Recommendations



C – Town Center

Future Land Use Recommendations



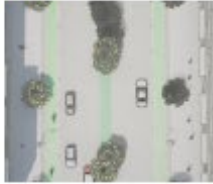
Mixed Use. The region remains in short supply of housing. We also know that rooftops drive healthy retail, restaurants and other amenities that support vibrant centers of activity. Therefore, the key use for infill and redevelopment in each activity center is envisioned as residential. Residential infill with a range housing types at different price points can help keep the area diverse and accessible to a range of residents with different levels of income and housing needs. The type of retail that remains and is redeveloped will react to the different housing typologies and income levels. Demand for additional non-residential uses like office, health care, civic, etc. will also change in these areas over time to serve the needs of existing and future residents.

Connectivity

Transportation network



Pedestrian and bike street



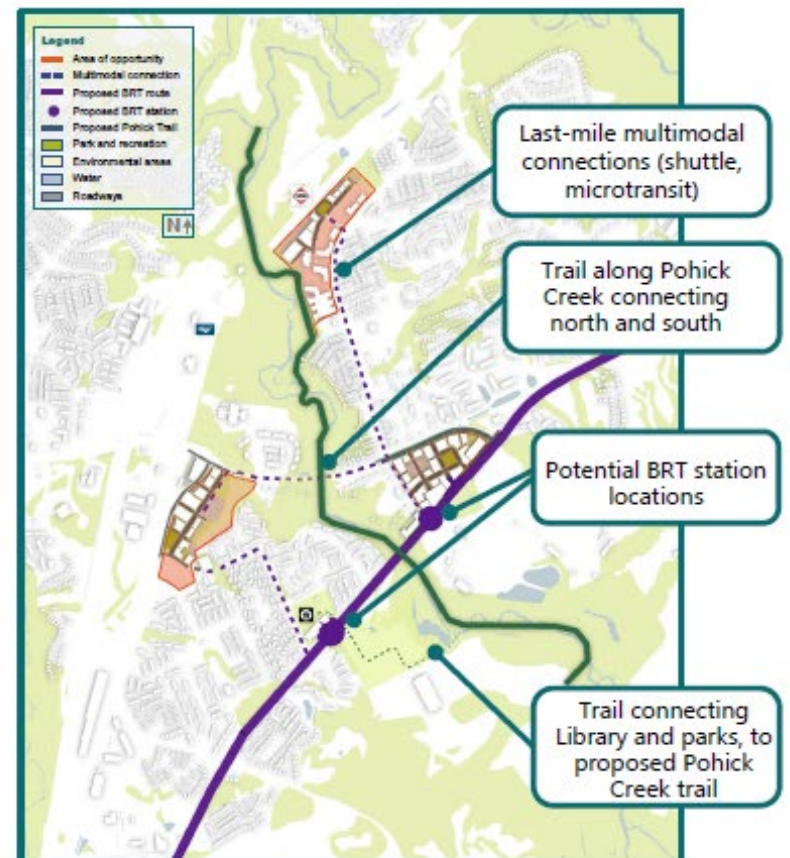
Interior block street



Transit (BRT) street



Transportation connections



As each activity node redevelops, the goal will be to slow down the traffic near each center and improve the bicycle, walking and transit connections. People in the area will still need cars to get around Lorton, but the goal is to reduce the need to use a car for every trip. Enhanced trail networks, microtransit, BRT, and ample new sidewalk connections will help address these issues. Additional street connectivity is also envisioned.

Questions?