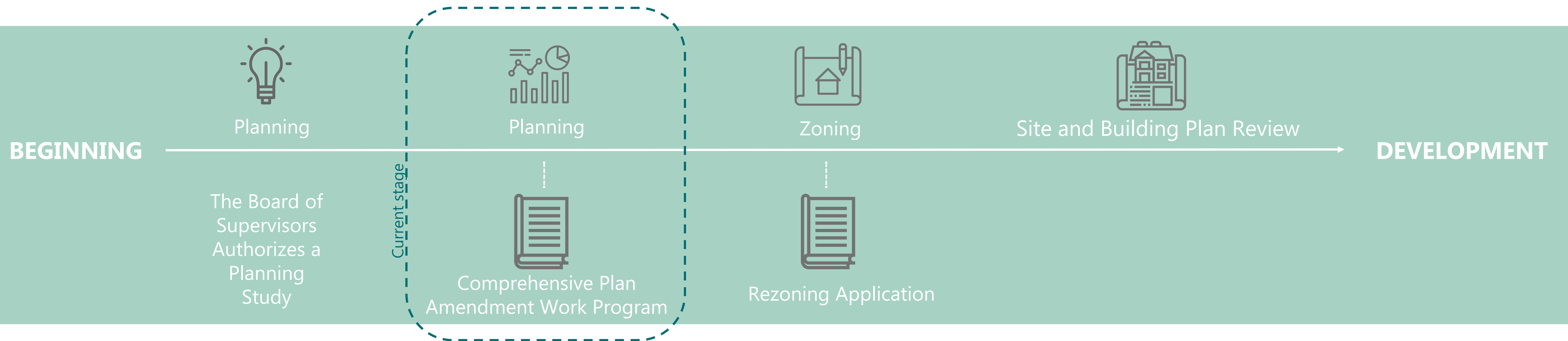


# WHAT IS A PLAN AMENDMENT?

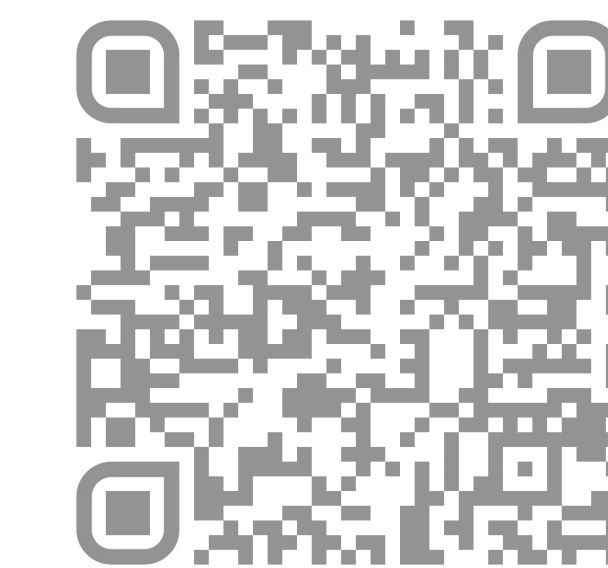
# LORTON CORE STUDY PLAN AMENDMENT

## STAGES OF LAND USE PLANNING AND REVIEW



**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

# WHAT HAVE WE HEARD SO FAR?

# LORTON CORE STUDY PLAN AMENDMENT

## COMMUNITY FEEDBACK

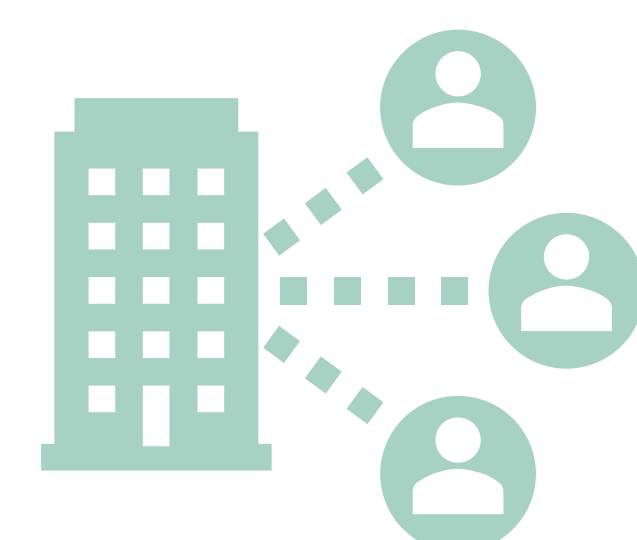


We have received great feedback from the community through the early stages of the Core Study. Here are some of the comments that were shared.

“Could empty parking spaces be redeveloped to something that complements other establishments?”



“Provide opportunities for a diverse population to Live, Work, and Play, safely and conveniently.”



“Would I be able to afford living in the new residential units?”



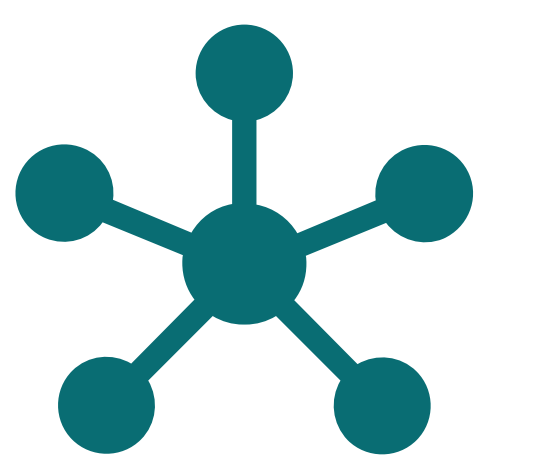
“Lorton is in need of a central area or heart that strengthens the area’s identity.”



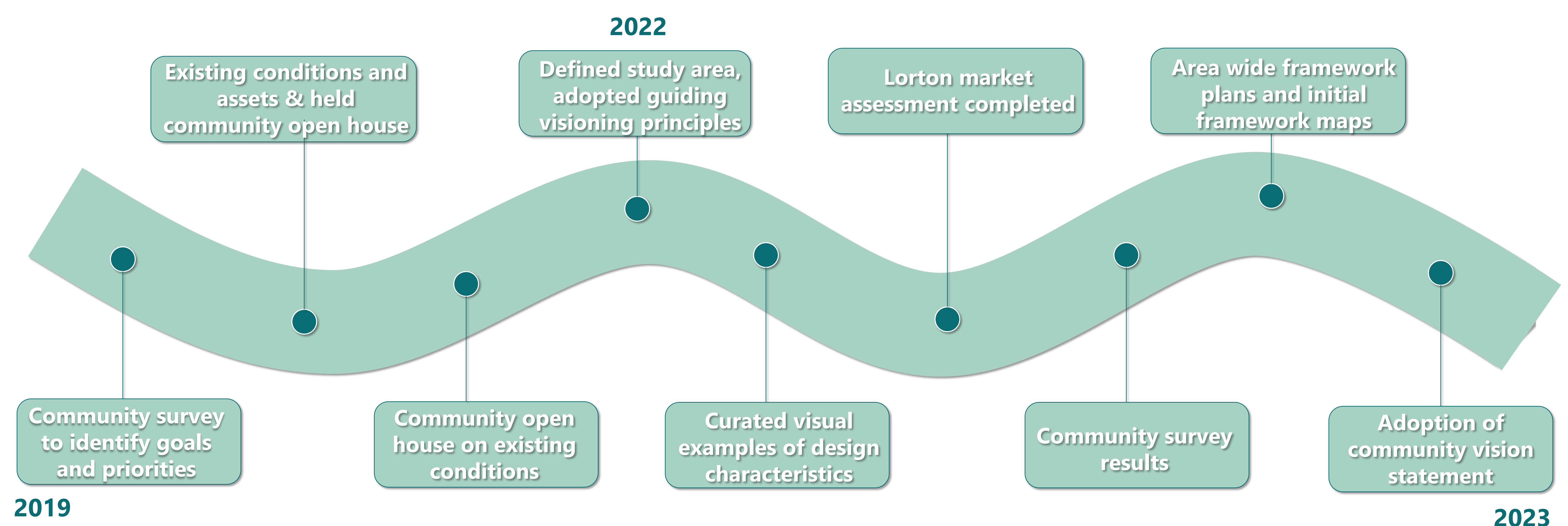
“You need to have a vehicle in Lorton, sidewalks are inadequate, and walking is difficult.”



“The underpass near Lorton Marketplace needs to be more welcoming. This is a major gateway...”



## TIMELINE OF PLANNING AND ENGAGEMENT

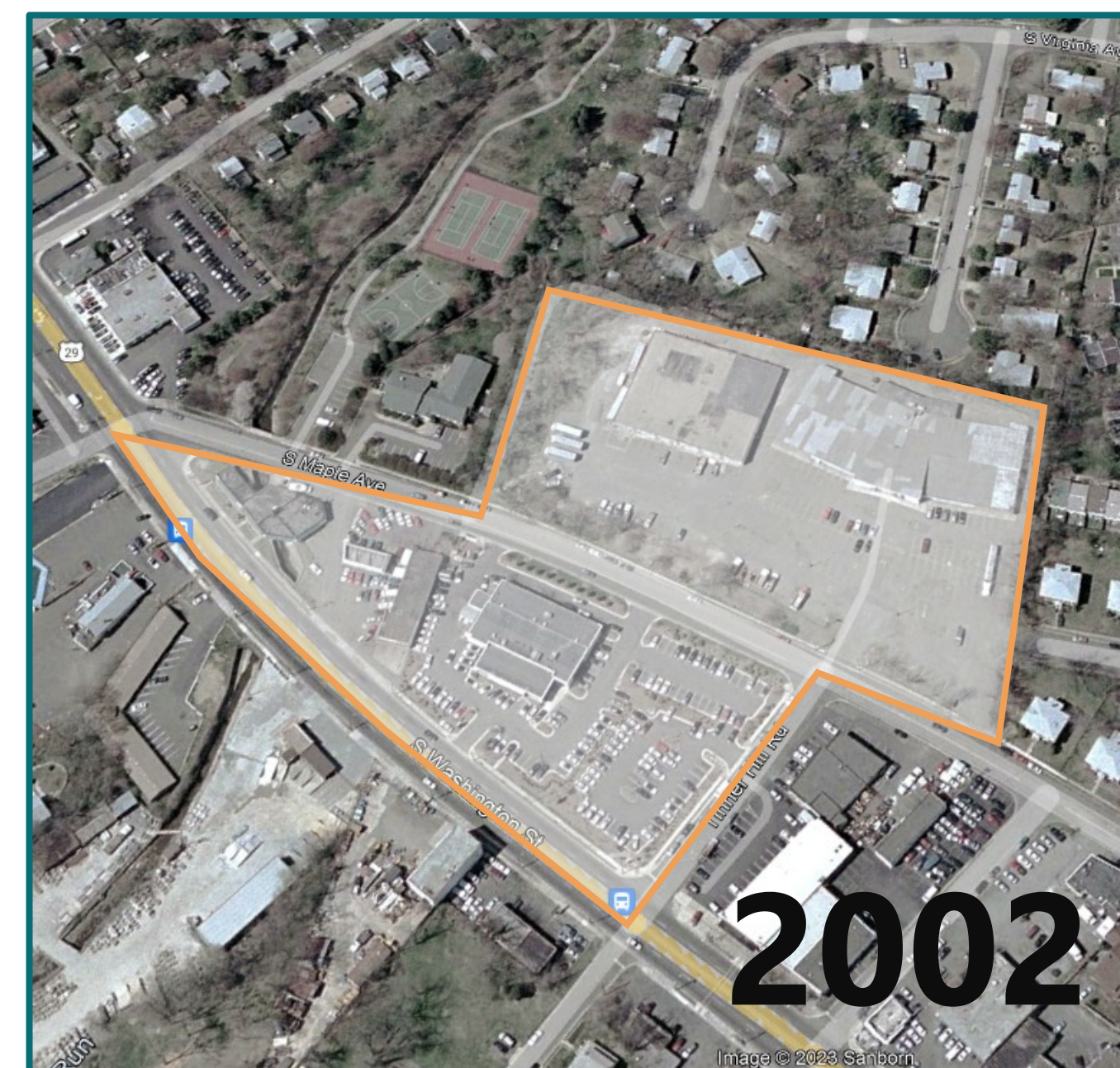


# HOW DO PLACES TRANSFORM?

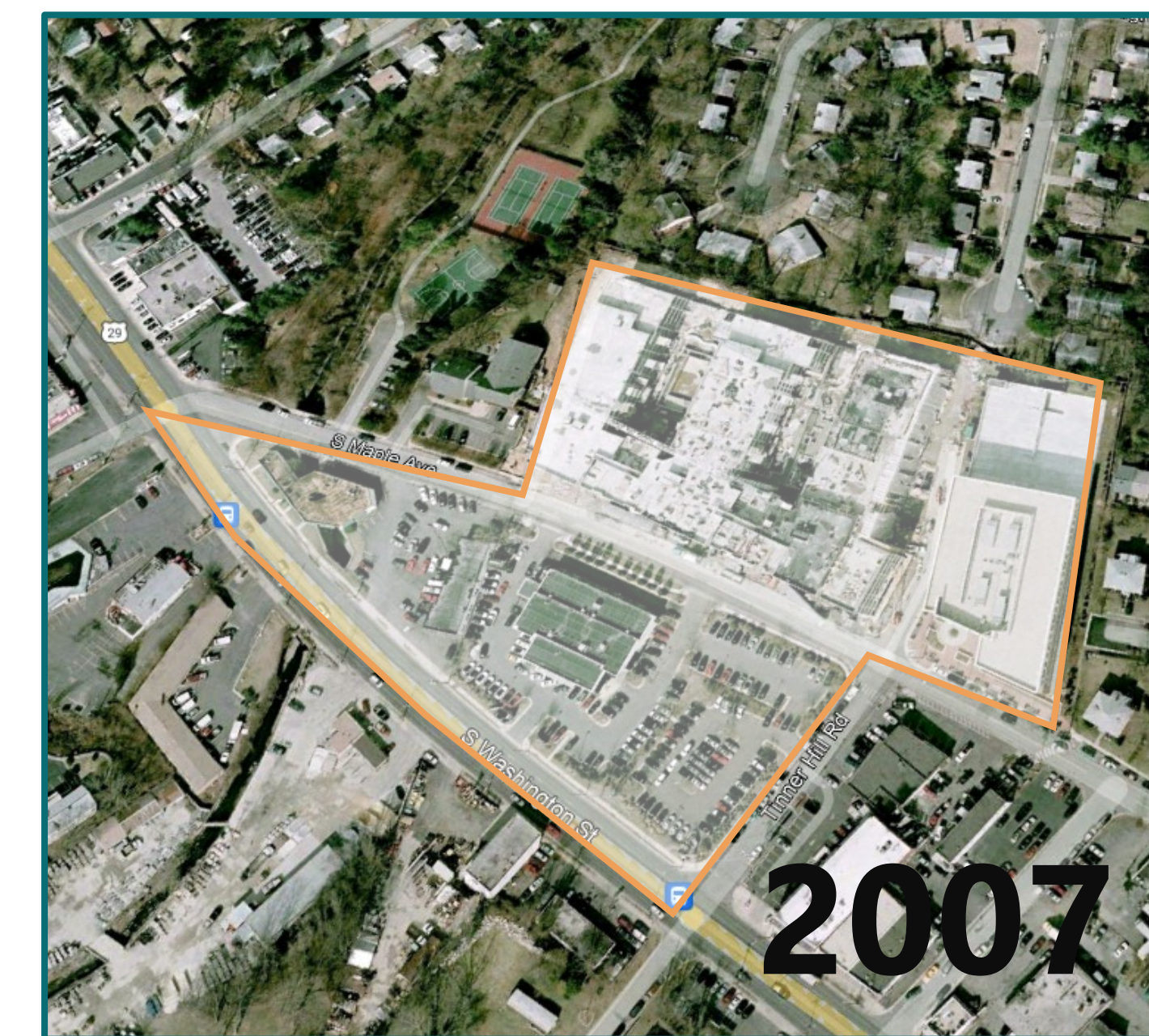
# LORTON CORE STUDY PLAN AMENDMENT

## 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

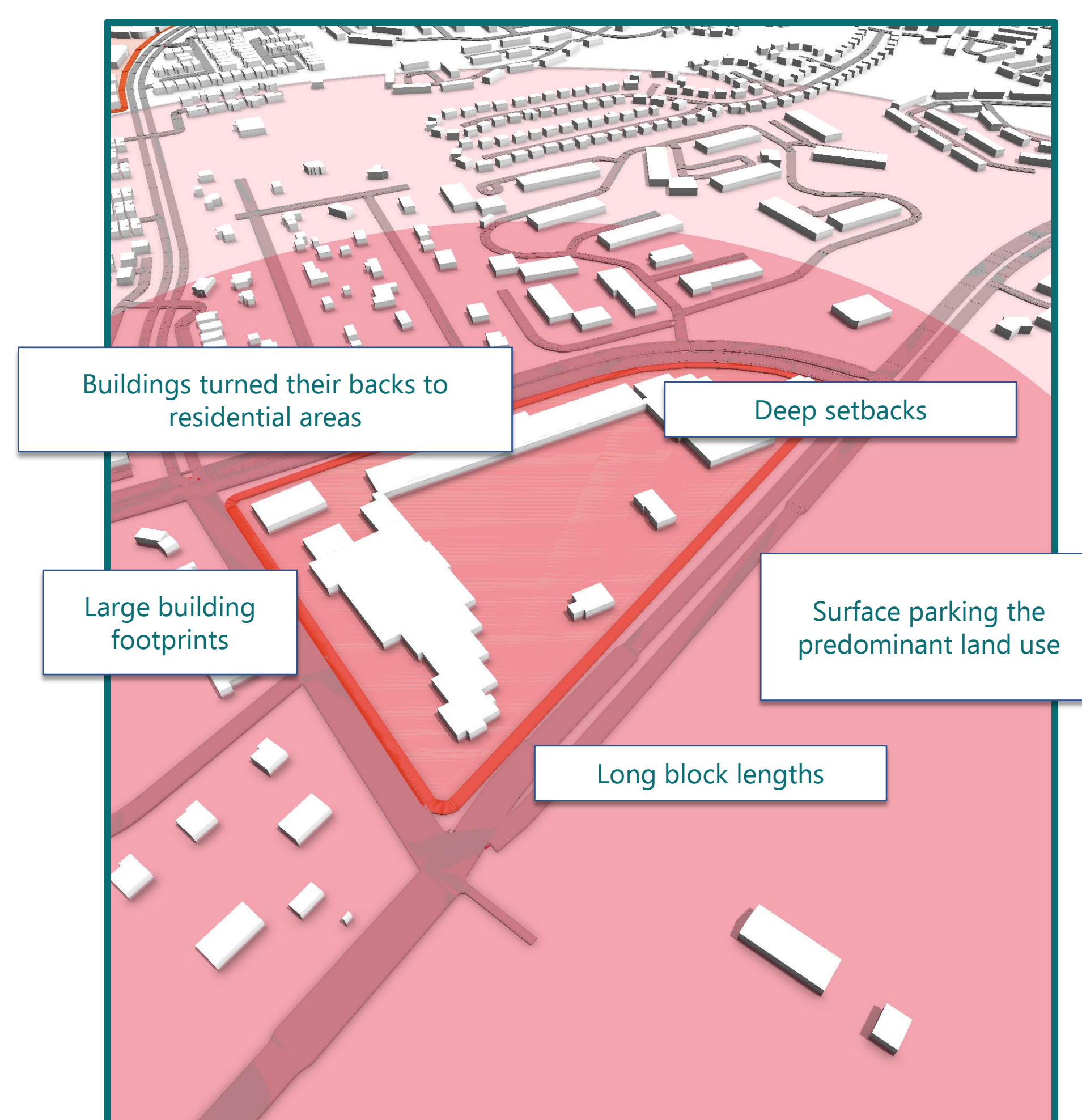


## Creating Great Places

All these examples show illustrations of transforming shopping plazas into vibrant, walkable mixed use centers. Transforming places where you would just park and shop to places where you can live, park, work, shop and play

## Before

### Gunston Plaza



### Mosaic District



### Falls Church



## After

### Gunston Commons



### Mosaic District



### Falls Church



# WHAT DO THESE PLACES LOOK LIKE?

# LORTON CORE STUDY PLAN AMENDMENT

## Multimodal transportation

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



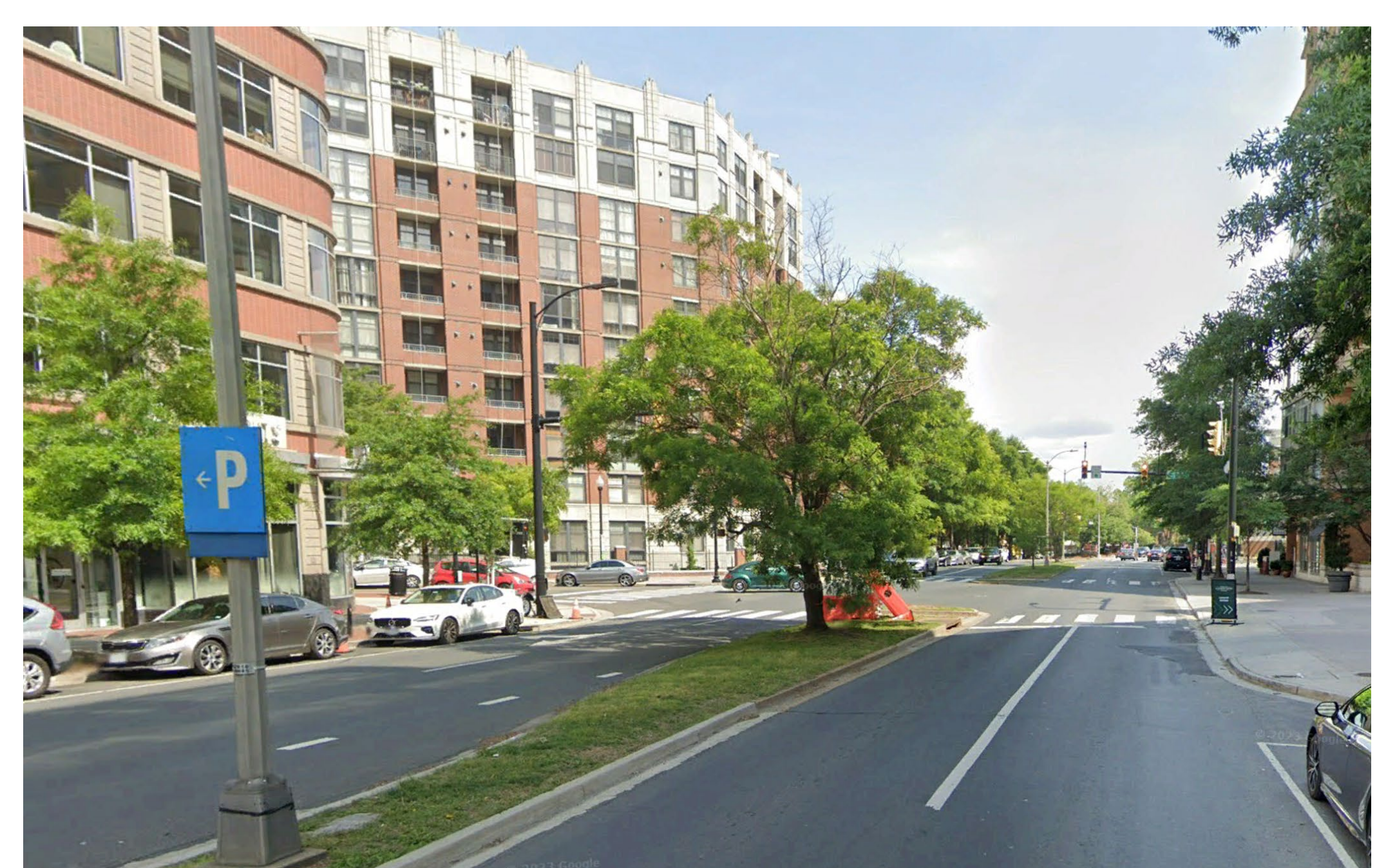
## 3 story residential

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



# LORTON FUTURE VISION

# LORTON CORE STUDY PLAN AMENDMENT

## Lorton's Significant Regional Position

- Surrounding development and growth indicate **strong long term market potential** within Lorton
- Updated **policy and public actions** can work to unlock and catalyze this potential

## Connecting to Existing Assets

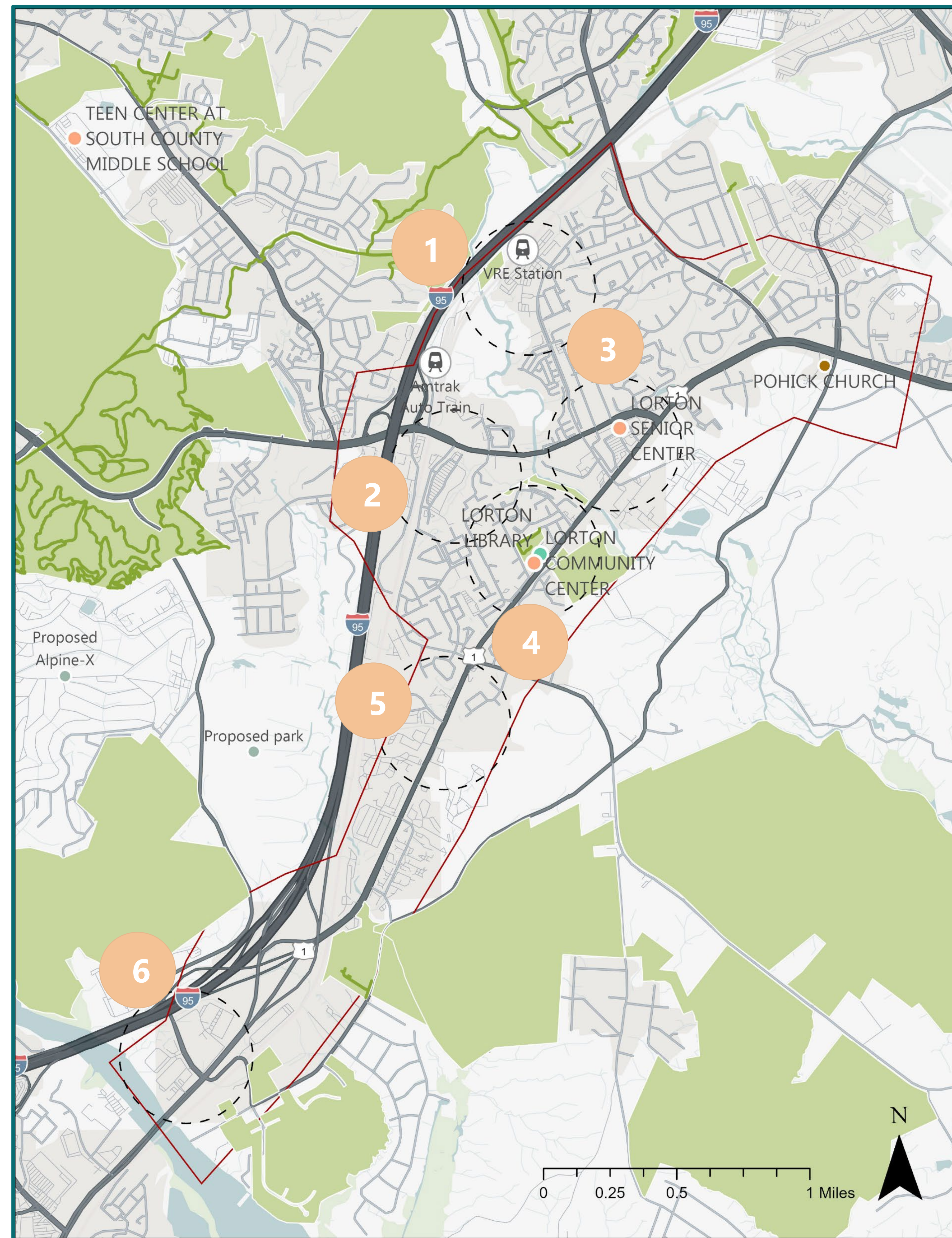
- Lorton's **transportation assets** are fundamental to the possible opportunities for the area.
- There is a natural spacing of centers & Lorton has the key elements necessary to **become a core activity area** between Springfield and Woodbridge.
- In addition to the important transportation assets, **significant recreational and cultural assets** in the surrounding area can be leveraged to draw people to the center of Lorton.

## Creating Great Places

As Lorton continues to grow, the Suburban Center is envisioned as a **destination** that can offer a range of activities and opportunities to enhance the health, well-being, and quality of life for all community members.

This study presents a vision for the evolution of Lorton Community Center and Library, Lorton Station Town Center, Gunston Plaza, and Lorton Marketplace into local nodes of activity within the town center core.

## People Oriented Places



## 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"

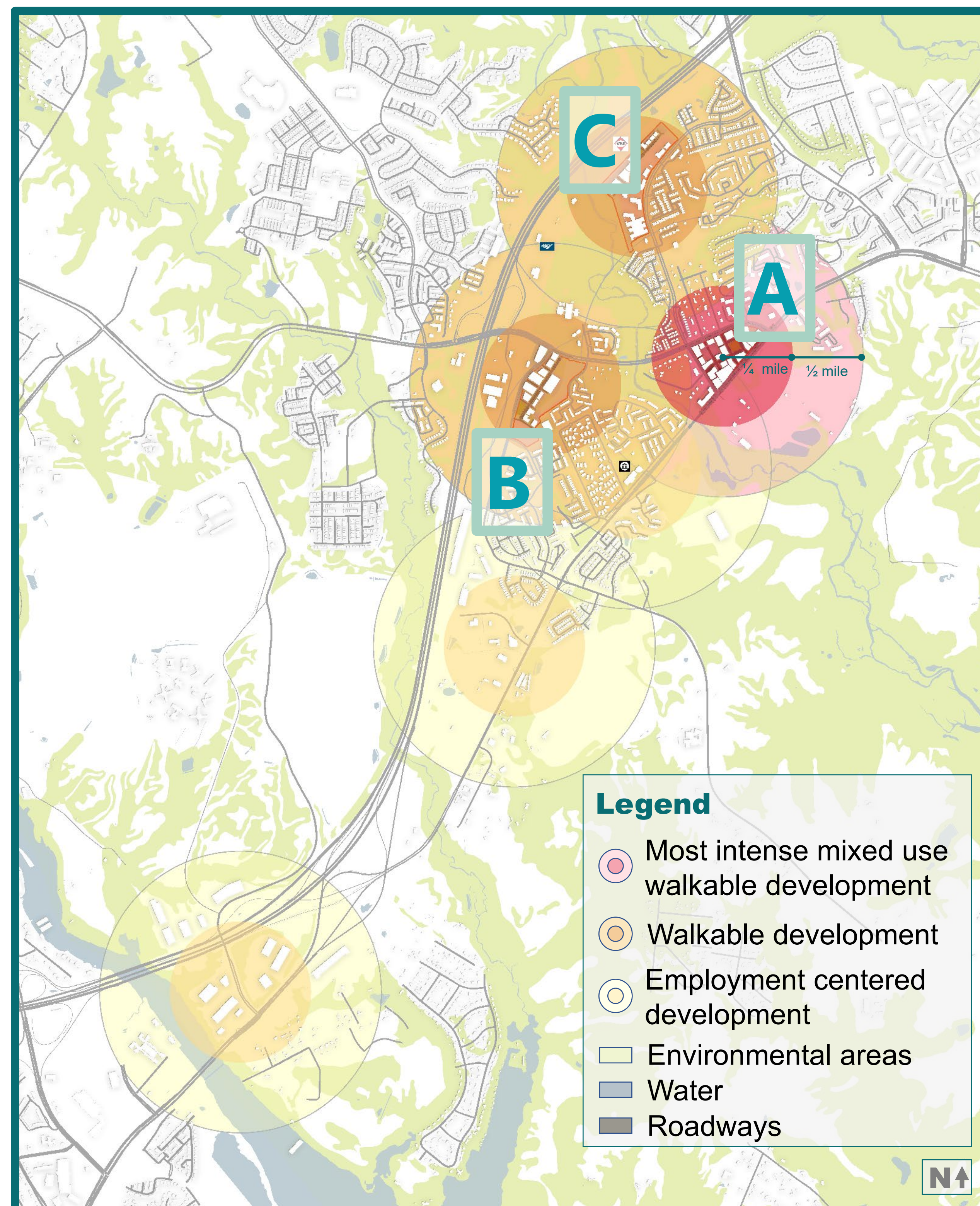
Continued growth as employment hub with infill housing and retail to create a vibrant workplace center and gateway.

# EVOLUTION OF ACTIVITY NODES

# LORTON CORE STUDY PLAN AMENDMENT

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

## Building form by location



## A – Gunston Commons

Existing



Potential

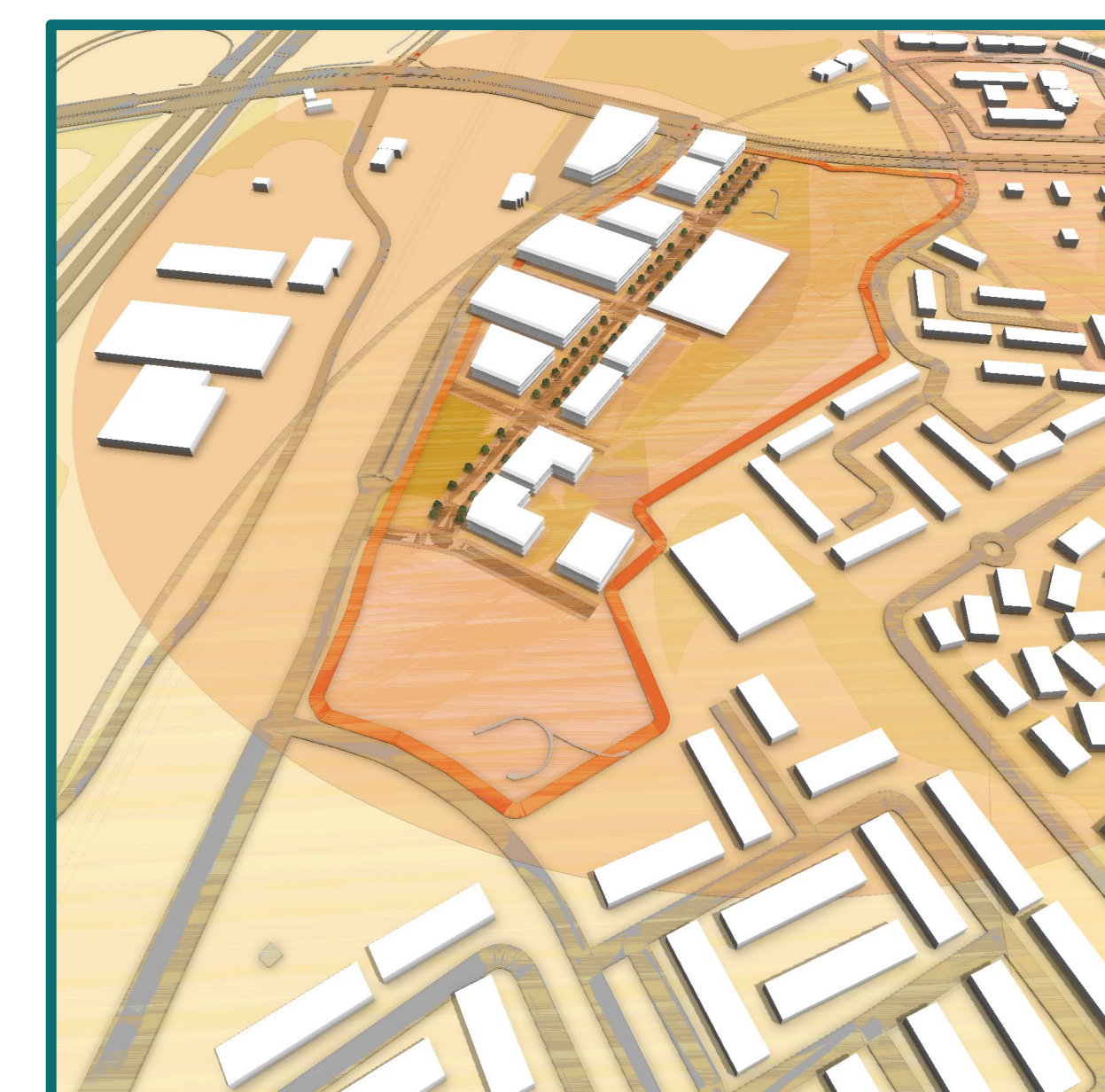


## B - Marketplace

Existing



Potential



## C - Town Center

Existing



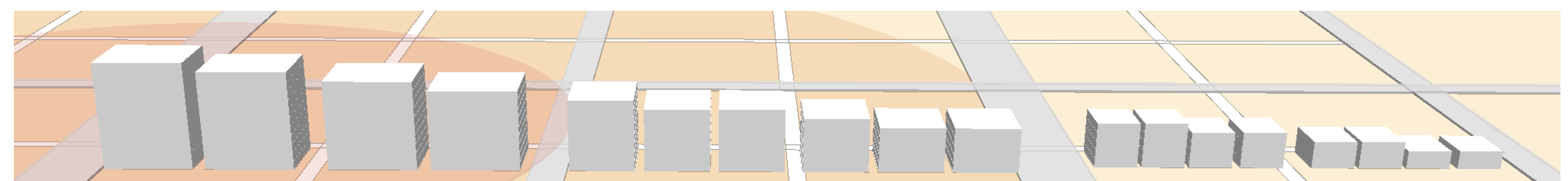
Potential



### How these places will evolve

- Designing around the walkshed (1/4 mile) and transit connections
- Allowing for mixed use that supports higher density in the 'core' of each center
- Each with varying levels of intensity based on regional position and function
- Connect all with multiple modes of transportation

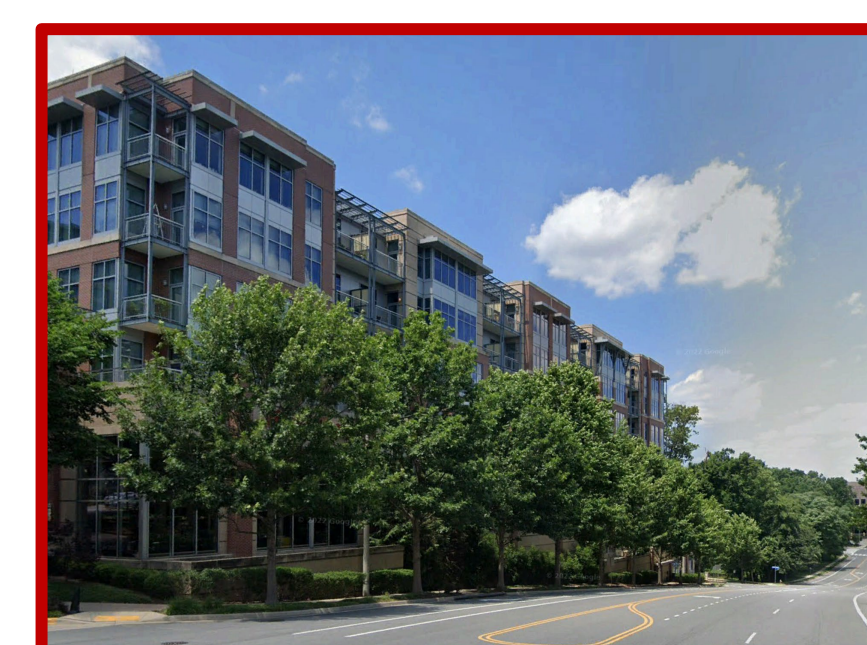
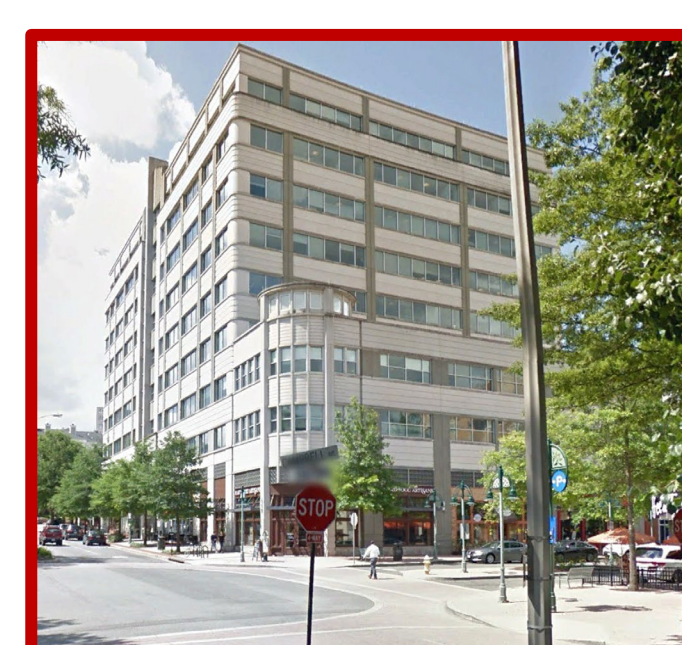
## Building height by location



1/8 mile

1/4 mile

1/2 mile



# FUTURE LAND USE VISION

# LORTON CORE STUDY PLAN AMENDMENT

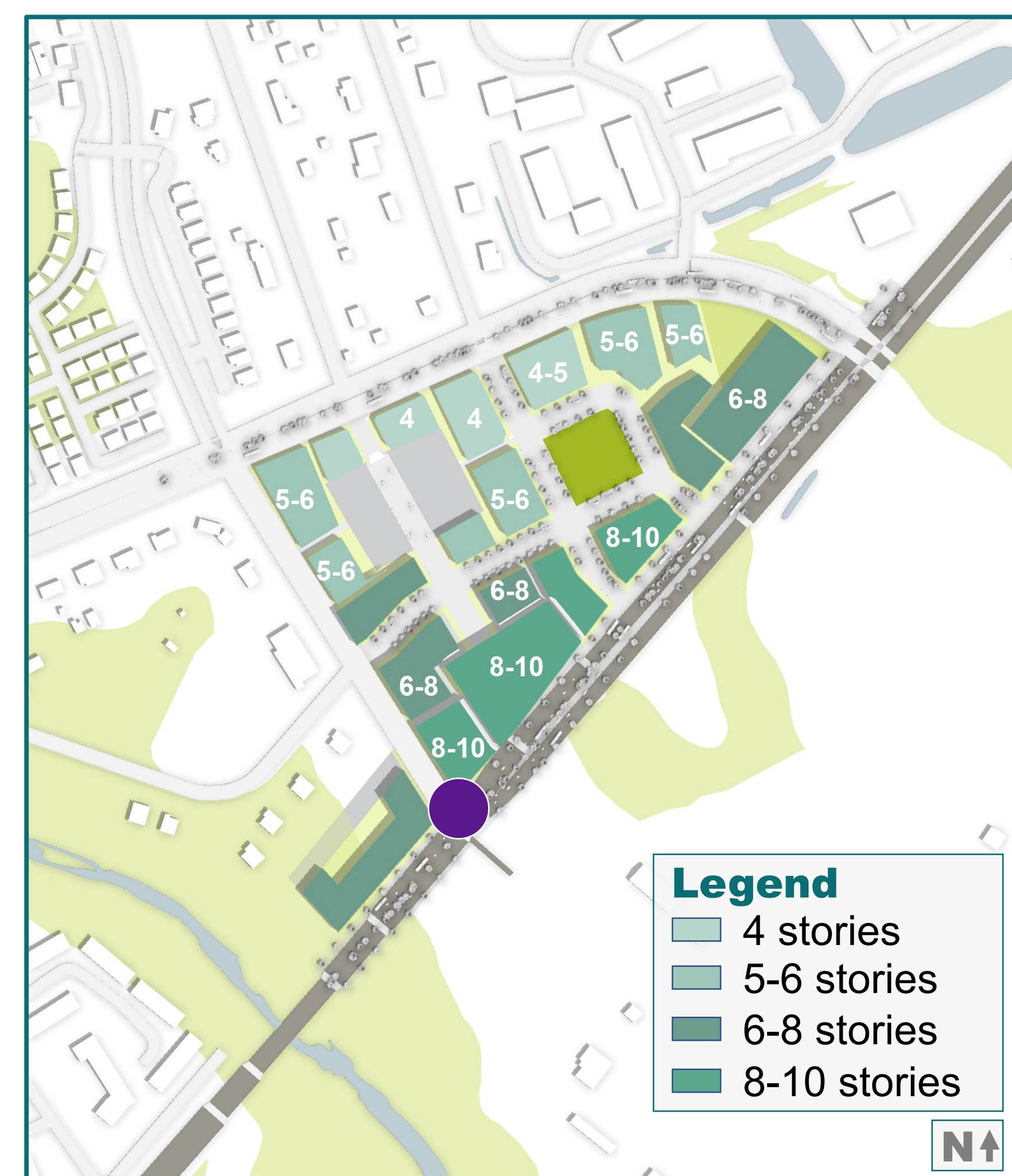
These images are illustrative only and do not show actual or proposed redevelopment

## A – Gunston Commons

### Future Land Use Recommendations

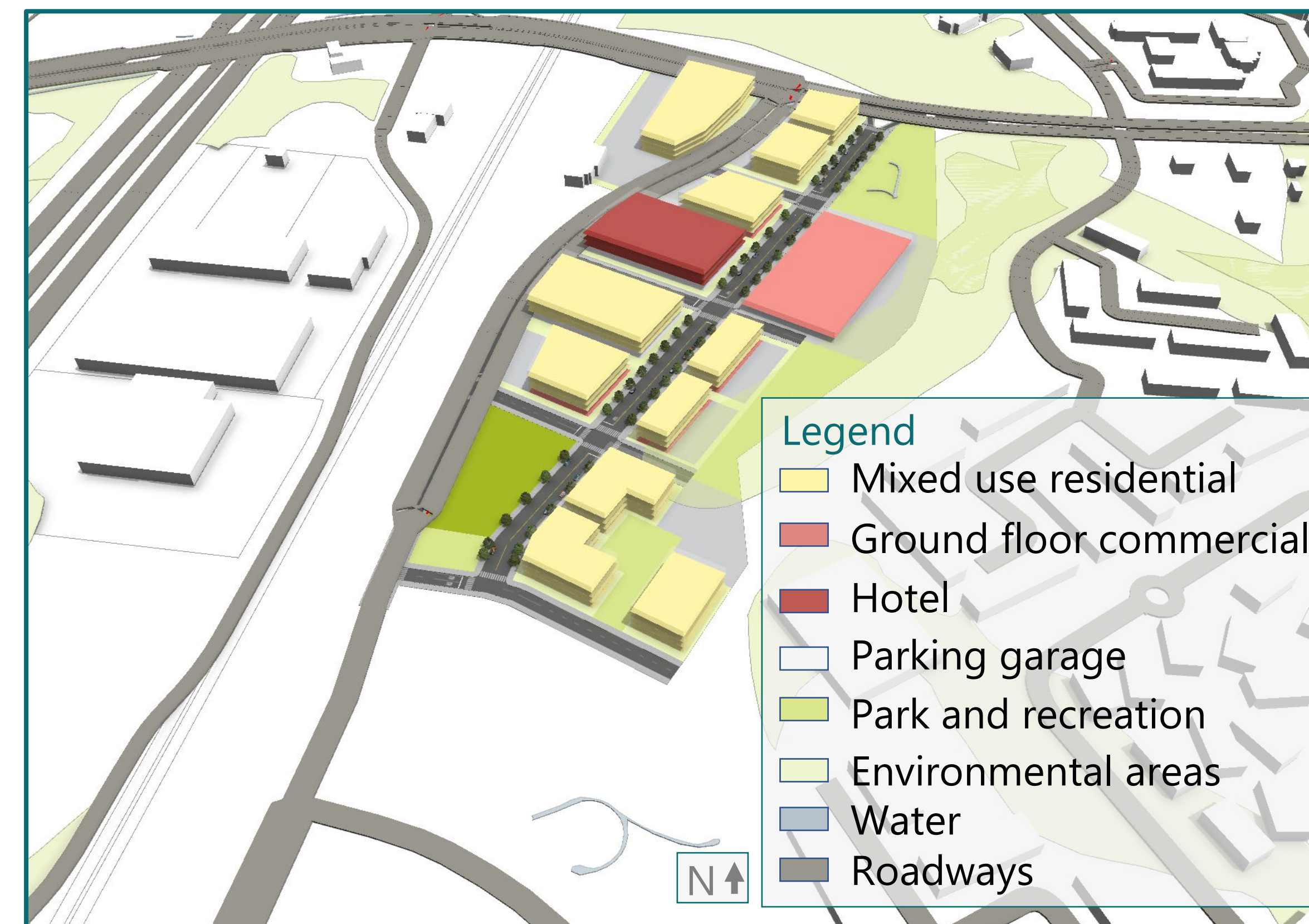


### Building Height Recommendations

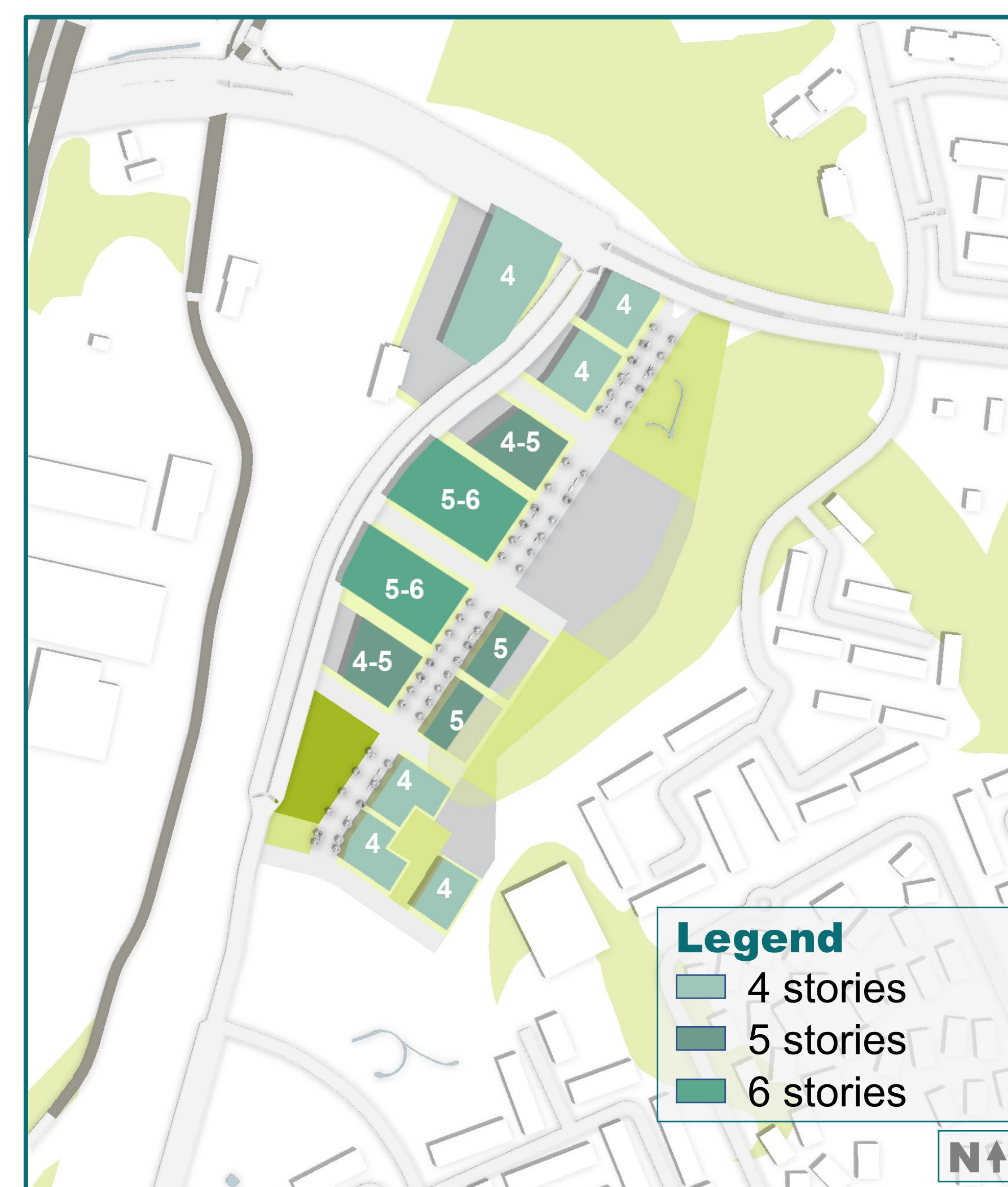


## B – Lorton Gateway

### Future Land Use Recommendations

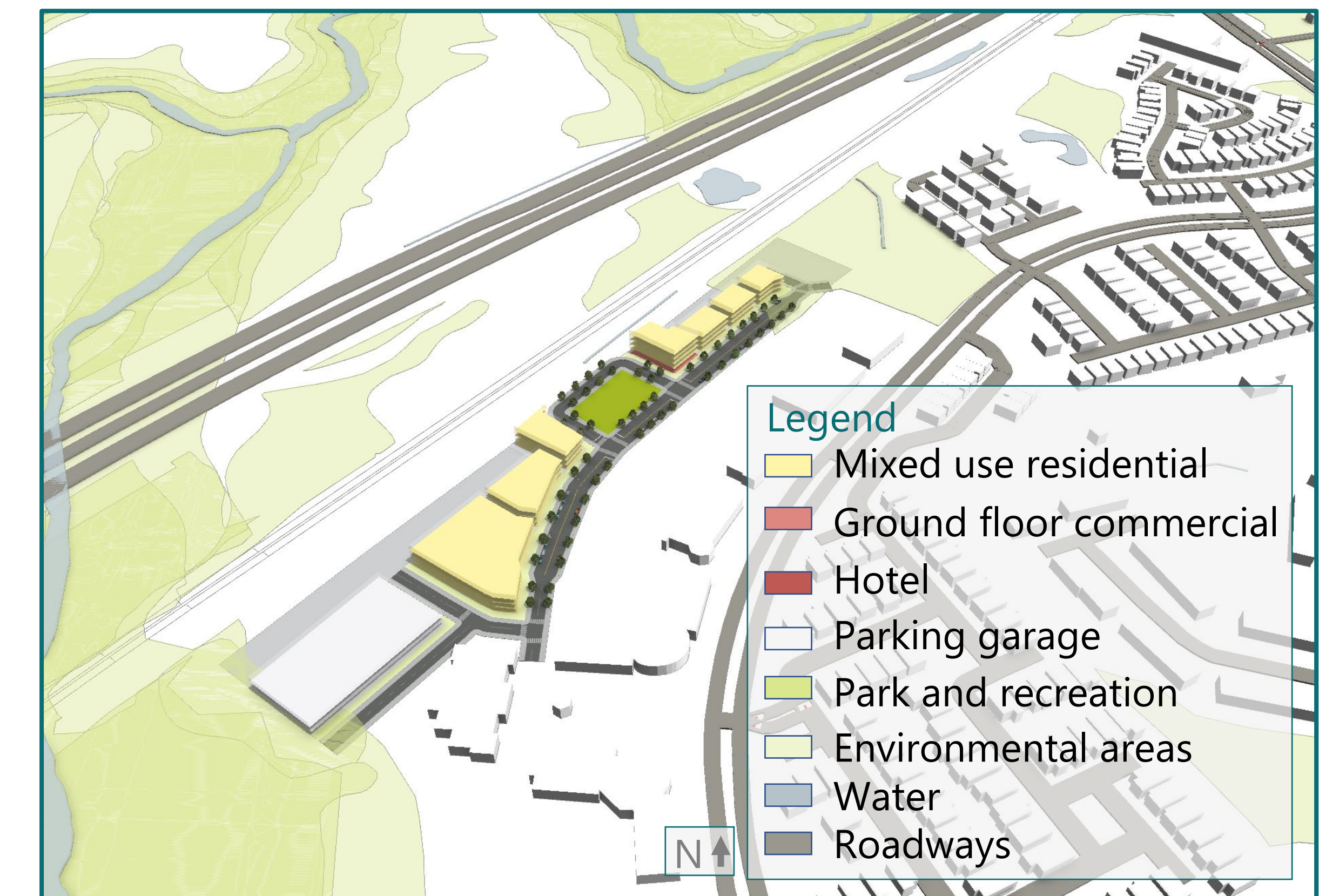


### Building Height Recommendations

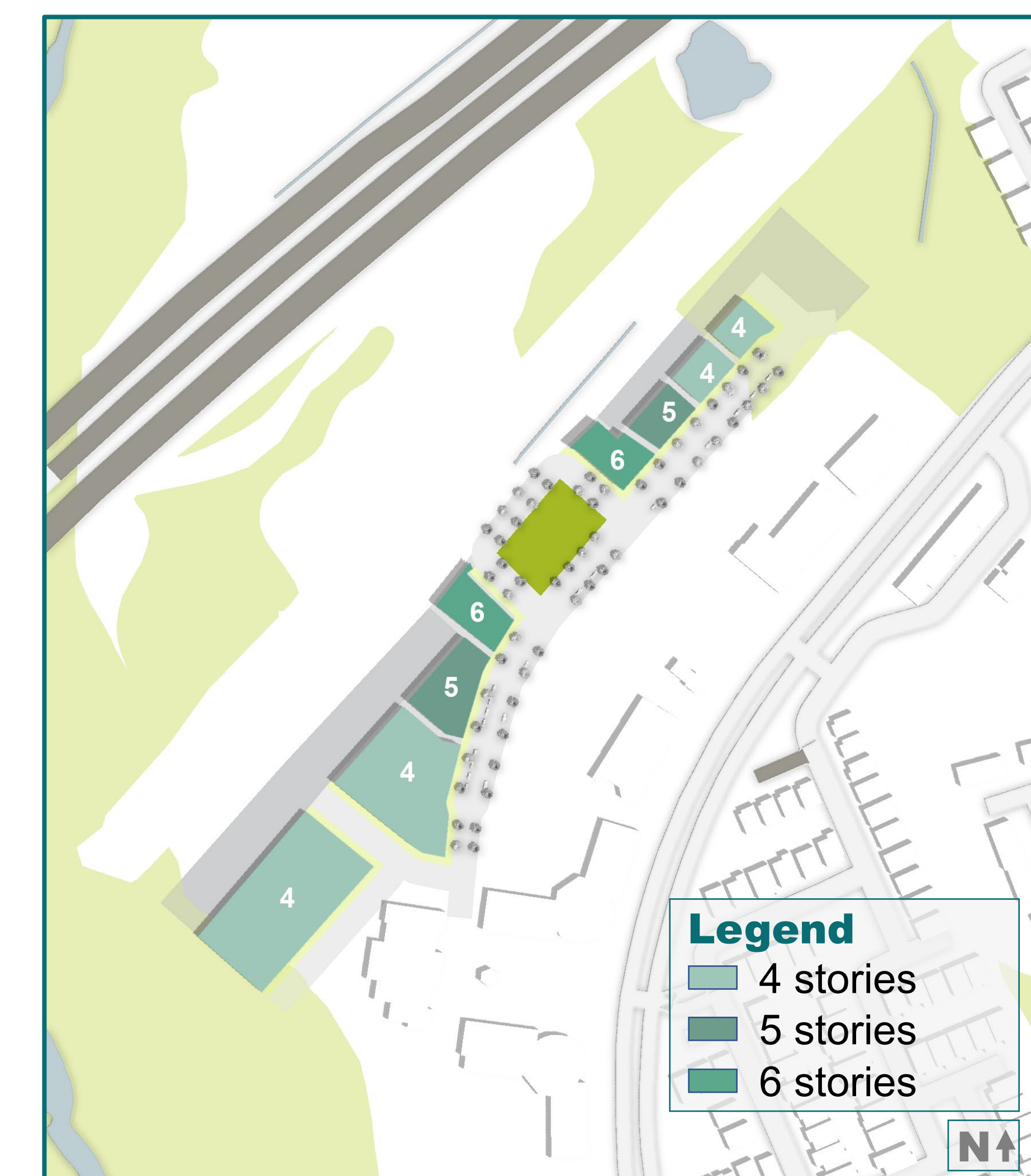


## C – Town Center

### Future Land Use Recommendations



### Building Height Recommendations



# CONNECTING PLACES

## What does a connected Lorton look like?

When destinations are located far apart with few options for pedestrians to reach them safely, the need to drive increases. Walkable developments with a focus on pedestrian access to destinations encourage people to “Park once” and walk between destinations.



Uses located far away require multiple car trips between destinations



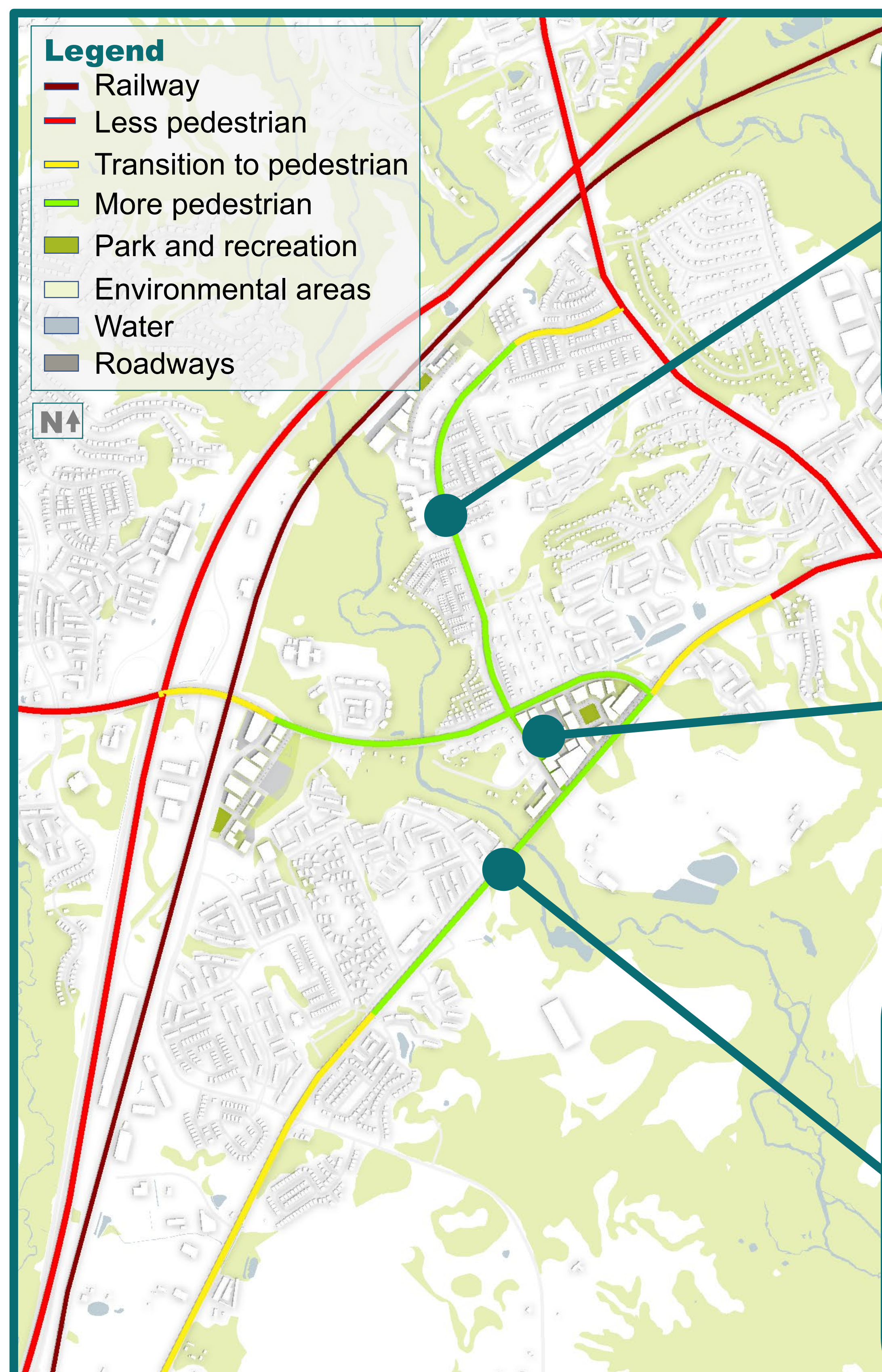
Compact development encourages using **alternate modes of transportation** or parking once and walking or using other modes of transportation

# LORTON CORE STUDY PLAN AMENDMENT

## Alternate modes of transportation:



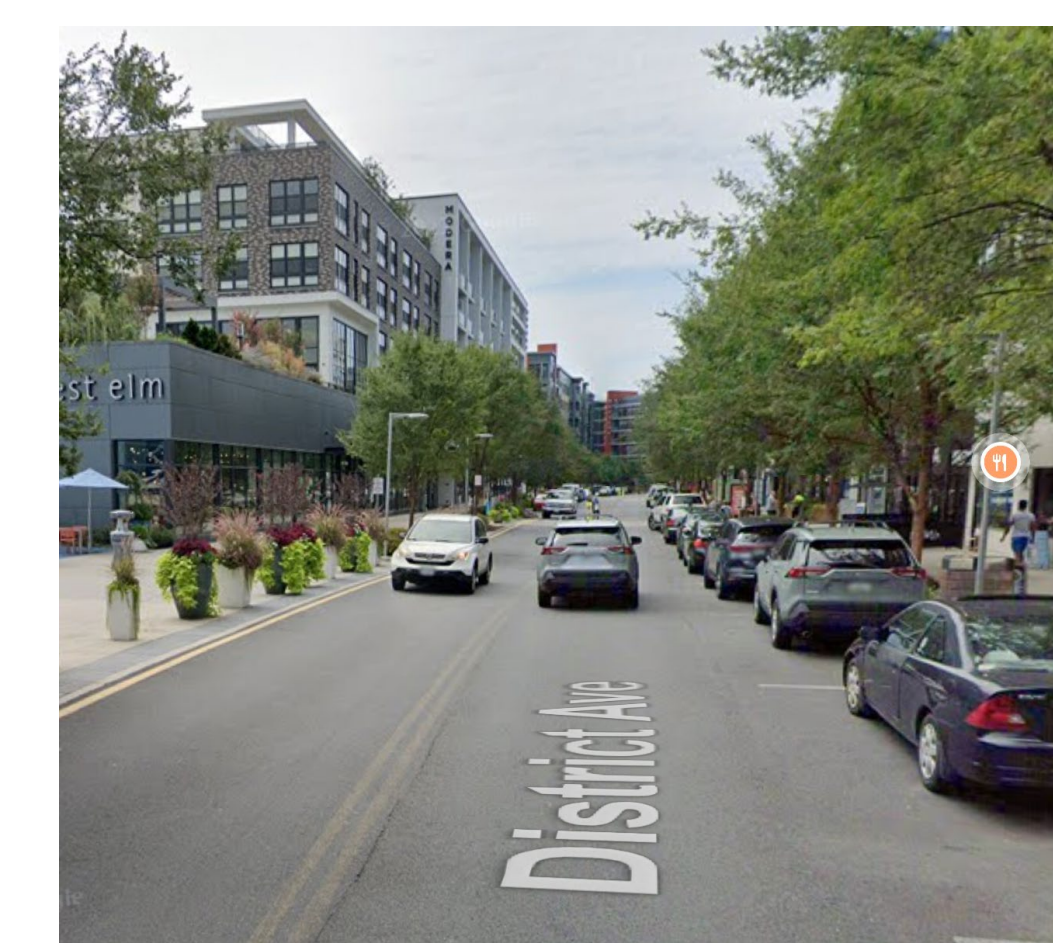
## Transportation network



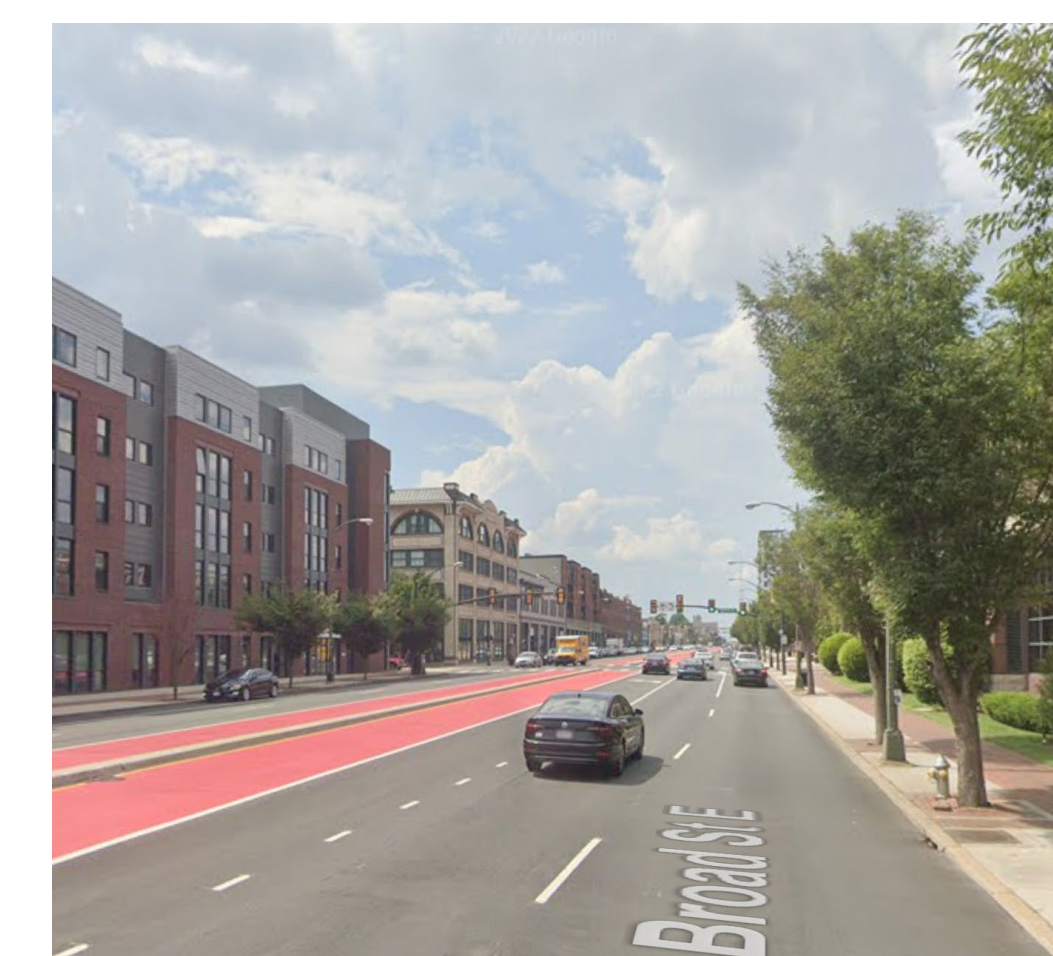
### Pedestrian and bike street



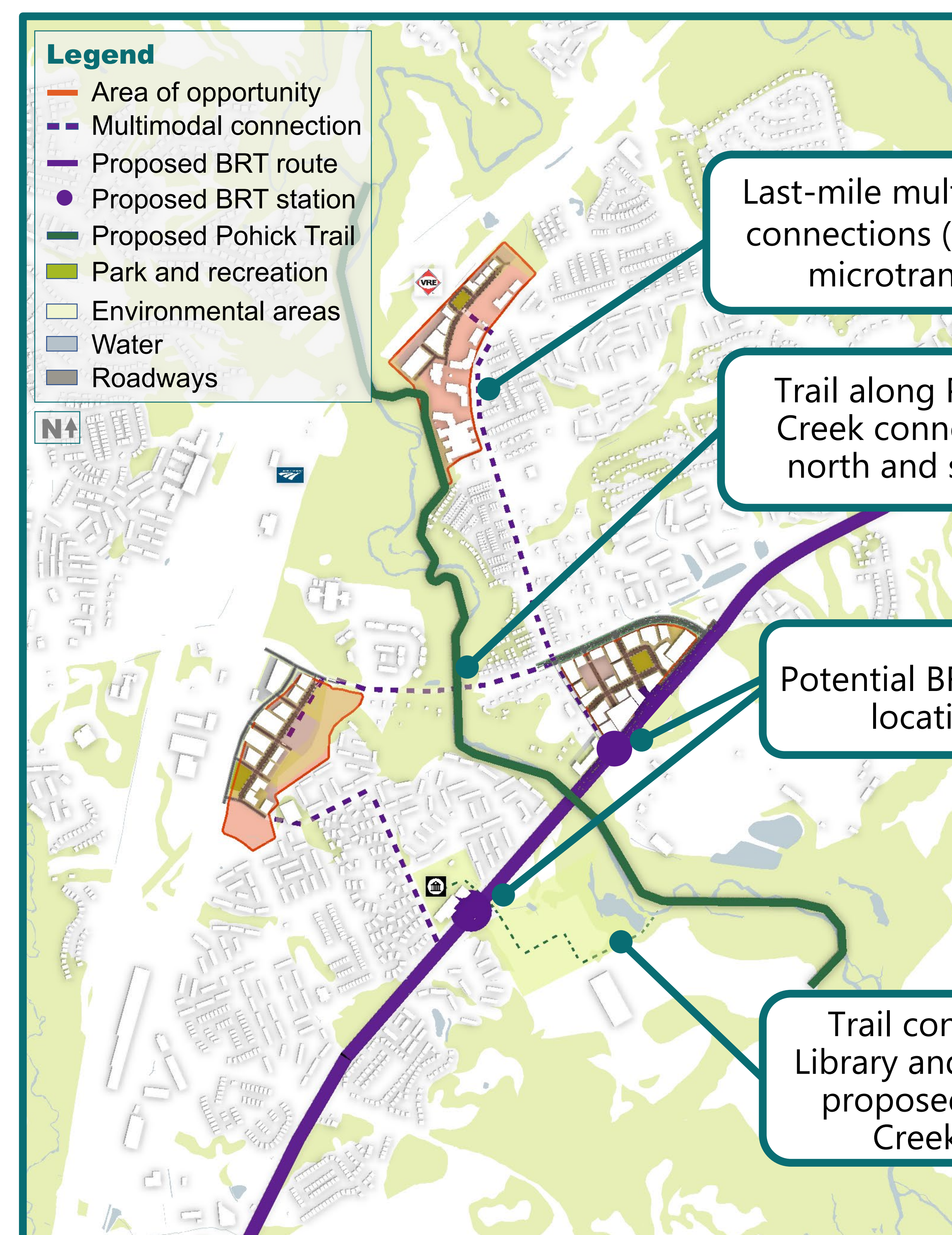
### Interior block street



### Transit (BRT) street



## Transportation connections



Last-mile multimodal connections (shuttle, microtransit)

Trail along Pohick Creek connecting north and south

Potential BRT station locations

Trail connecting Library and parks, to proposed Pohick Creek trail