

**Lorton Visioning
Plan Amendment Study**

Task Force Meeting #1

March 15, 2021

AGENDA

1. Welcome and Announcements

2. Task Force Visioning Summary

3. Authorized Plan Amendment Study

4. Consultant Procurement Process

5. Roles and Involvement / Discussion / Q&A

- “SWOT” brainstorming and defined characteristics of Lorton.
- Identified various resources and challenges within the Lorton Area.
- Compiled existing conditions analysis
- Identified many of the ways in which that Lorton can be improved.
- Adopted the Lorton Visioning Task Force Charter.
- Initiated drafting of the Guiding Visioning Principles.
- Hosted a community meeting to gather additional insight from area residents.
- Conducted a community survey.

2020

- Reviewed the VDRPT Route 1 Multimodal Alternatives Analysis Study.
- Adopted the Guiding Visioning Principles.
- Learned about the roles of GIS in geographic asset mapping.
- Identified future placemaking and community development opportunities and connectivity improvements.
- Defined framework concepts and scope of plan amendment.

Task Force Visioning To-Date

October 2020

- Orientation to the completed Lorton Sense of Place GIS Map
- Identified Opportunity Sites for consideration of future development.

November 2020

- Viewed examples for various levels of Residential Density and Mixed-use Intensity
- Refined Opportunity Sites and area of focus for the study.

December 2020

- Envisioned futures for three Commercial Centers and adjacent sites.

January 2021

- Viewed maps and models sample as examples of visioning outcomes.
- Board of Supervisors authorized the Lorton Visioning Plan Amendment.

February 2021

- Draft Consultant Solicitation / RFP documents
- Notified other agencies of the Board's authorization
- Created the Plan amendment website
- Developed updated schedules for project management, future task force meetings, consultant involvement and community engagement.
- Consolidated notes from the task force's work on visioning and Opportunity Sites

Task Force Visioning: Opportunity Sites

Lorton Visioning Focus Area - Businesses and Amenities



Lorton Station and VRE Lot

VRE Station
★



- **Needs greater sense of self/identity. Needs more vibrancy.**
 - Attracting high-quality restaurants/gathering spots is important to draw in community.
 - Needs better branding
 - Currently not large enough in scale to create critical mass.
- **Development Opportunities:**
 - The area of medical buildings could be redeveloped to extend retail to a better scale
 - Could build up in height and mass, and not out
 - Need to consider configuration of parking - Would benefit from a parking structure at the VRE station
 - Integration with park areas to the west (FCPA-owned) via connection across tracks
- **Connections and transportation:**
 - Connection under I-95 would provide access to additional neighborhoods to west
 - (proposed west VRE platform may also provide connection possibility)
 - Could the U-shaped travel lane around the gazebo be made pedestrian only?

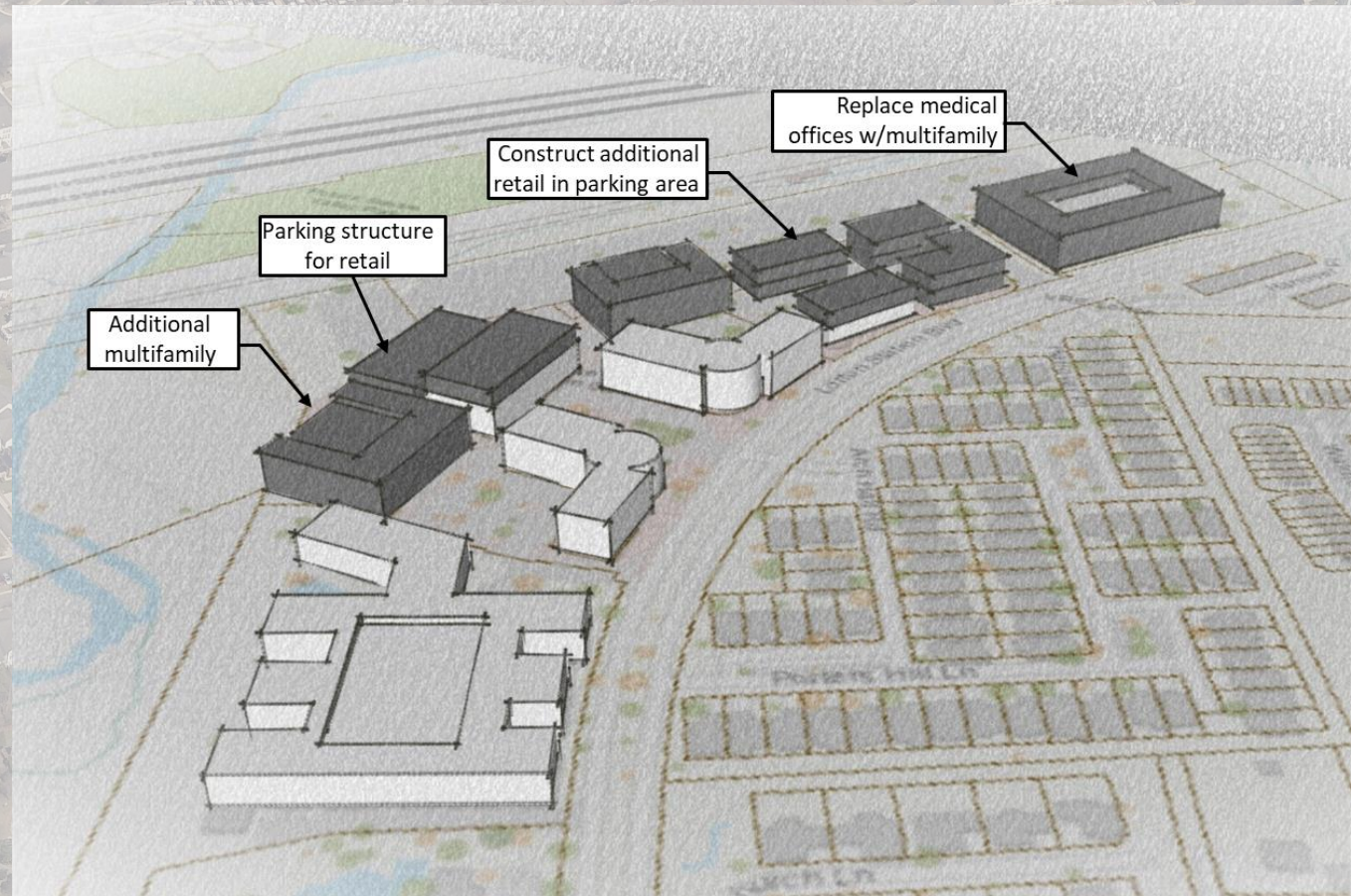
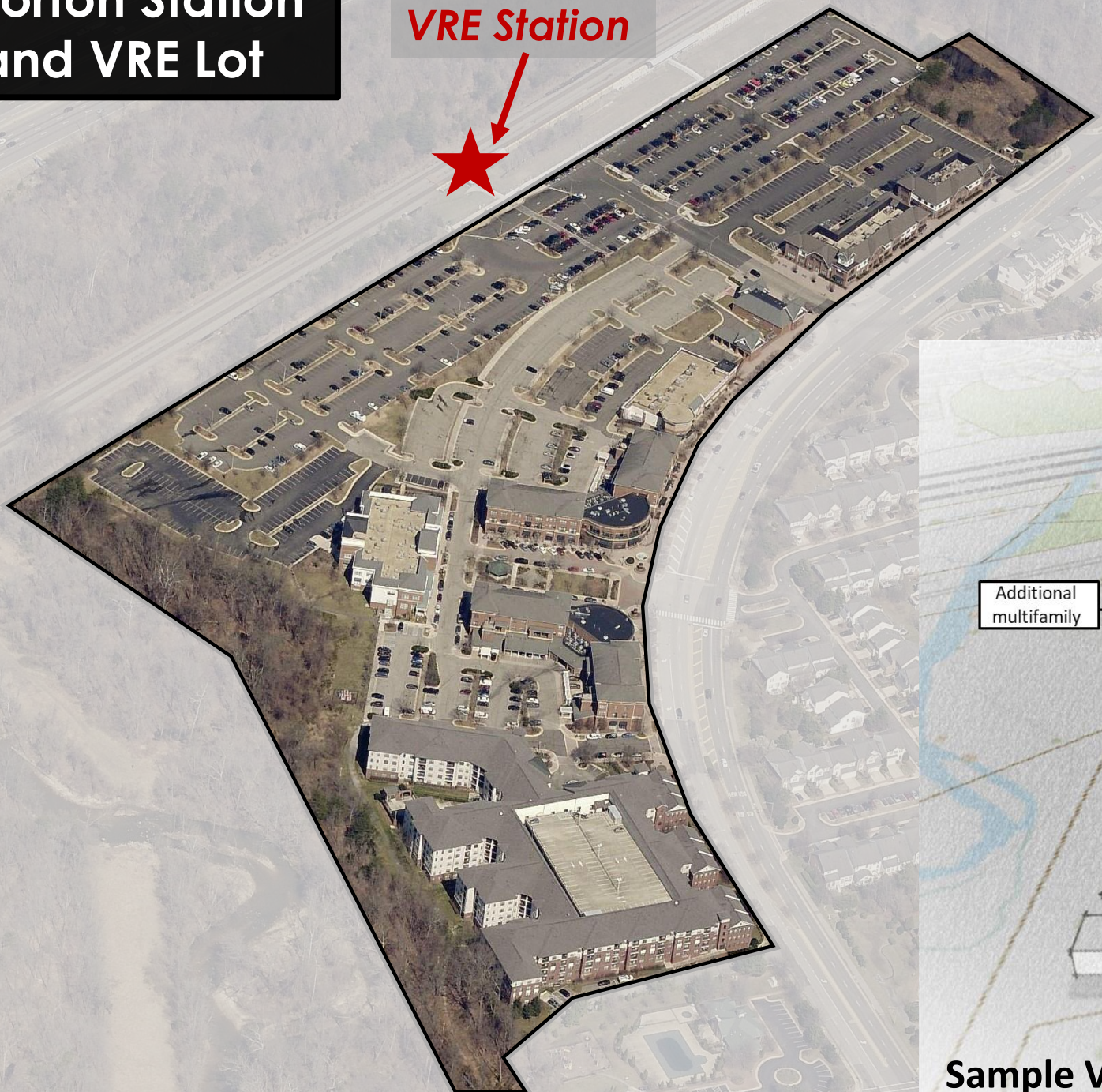
Lorton Station and VRE Lot

VRE Station



Lorton Station and VRE Lot

VRE Station



Sample Visioning Model from January Task Force Meeting

Lorton Marketplace



- **Existing Conditions:**
 - o Marketplace is currently more convenient for locals to access
 - o May compete w/Gunston Plaza for grocery
 - o Walkable to Gunston Plaza (if it felt safer)
 - o Proximity to auto train (needs pedestrian access to capitalize)
- **Development Opportunities:**
 - o Should not be a town center, but more of a community-oriented center or higher-density village area
 - o Creek area in rear could be utilized as an amenity
 - o Could “book-end” developments to core Lorton Rd. corridor
 - o Replace medical and storage buildings
 - o Repurpose bank to something more useful - Starbucks or other drive-through use
- **Connections and transportation:**
 - o Need to increase walkability to surrounding neighborhoods (dedicated and more direct paths)

Lorton Marketplace



Task Force Visual Preferences Samples



Gunston Plaza

Existing Conditions:

- Community services offered, some moving to Lorton Community Center
- Serves a variety of demographics
- Poor circulation

Transportation

- BRT may generate traffic for office and commercial uses
- Could close Armistead Road and incorporate area to west

Development Opportunities:

- Should ensure development continues to serve all income levels and maintains essential services
- Increase intensity and mix of land uses
 - Could redevelop the whole site or leave grocery at southern end and redevelop rest.
 - May not be big enough for redevelopment to create sense of place
 - Reduce retail and add residential uses
 - Residential redevelopment/open space may be affected by Noman Cole odor
 - Office may not be viable, but if located at Gunston Plaza it should be along Route 1 to provide a buffer to the Noman Cole sewage treatment plant
 - Office market is changing
 - People working from home may not return to office full time
 - Office could help to bring people to the plaza during the day and help support retail uses
- Redevelopment should face/orient north toward Lorton Road (for example, residential balconies)
 - Could build 4-5 stories on Richmond Hwy.
 - Add pedestrian gathering space/plaza to mark transit station
 - Could include major urban park or focal point
- Could serve as a focal terminus to Lorton Station Rd. (may require Armistead closing)



**VDRPT-recommended
BRT Station**

Gunston Plaza



Recommended BRT



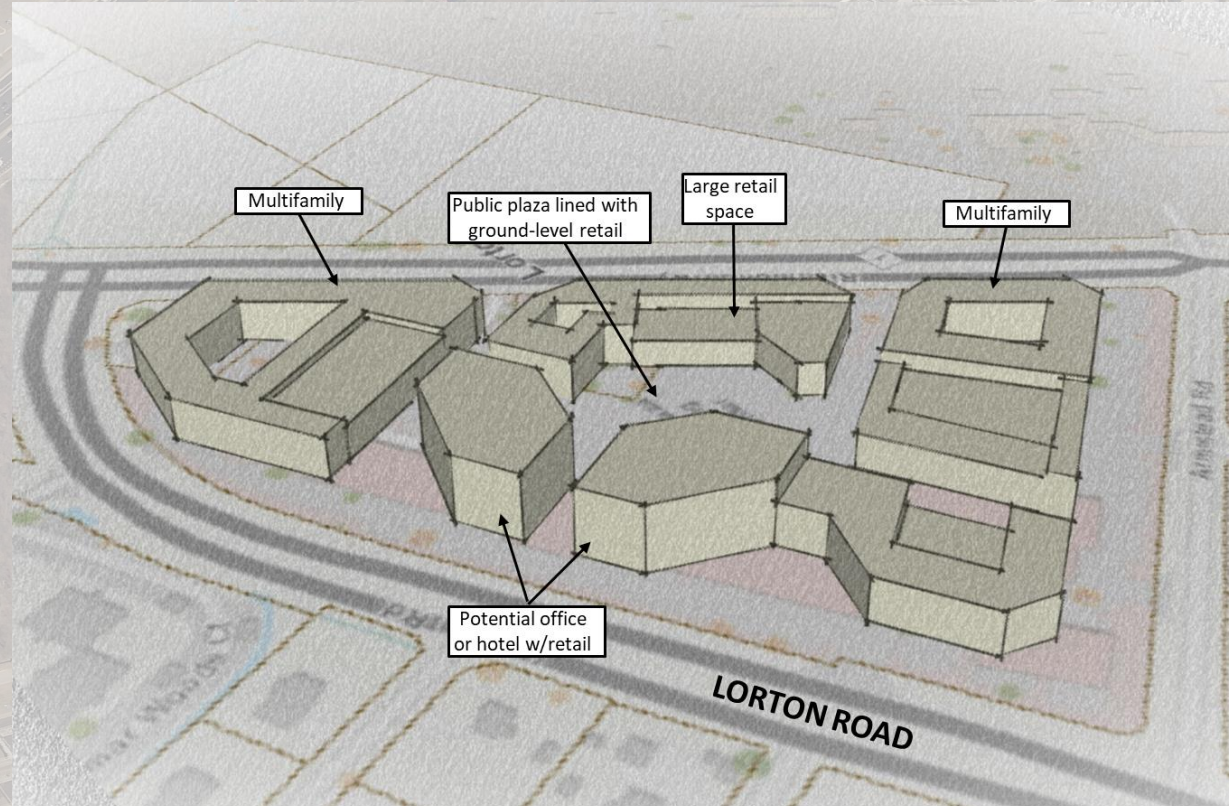
Task Force Visual Preferences Samples



Gunston Plaza

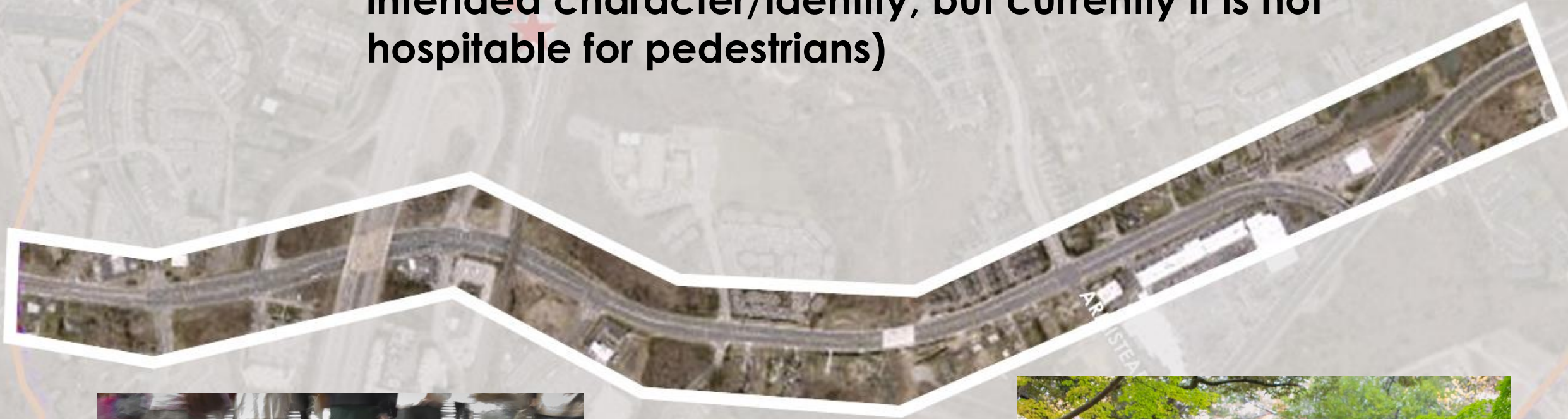


Sample Visioning Models from January Task Force Meeting



Lorton Road as Primary Corridor

Lorton Road is the main thoroughfare & should project the intended character/identity, but currently it is not hospitable for pedestrians)



Task Force Visioning: Ideas and Examples



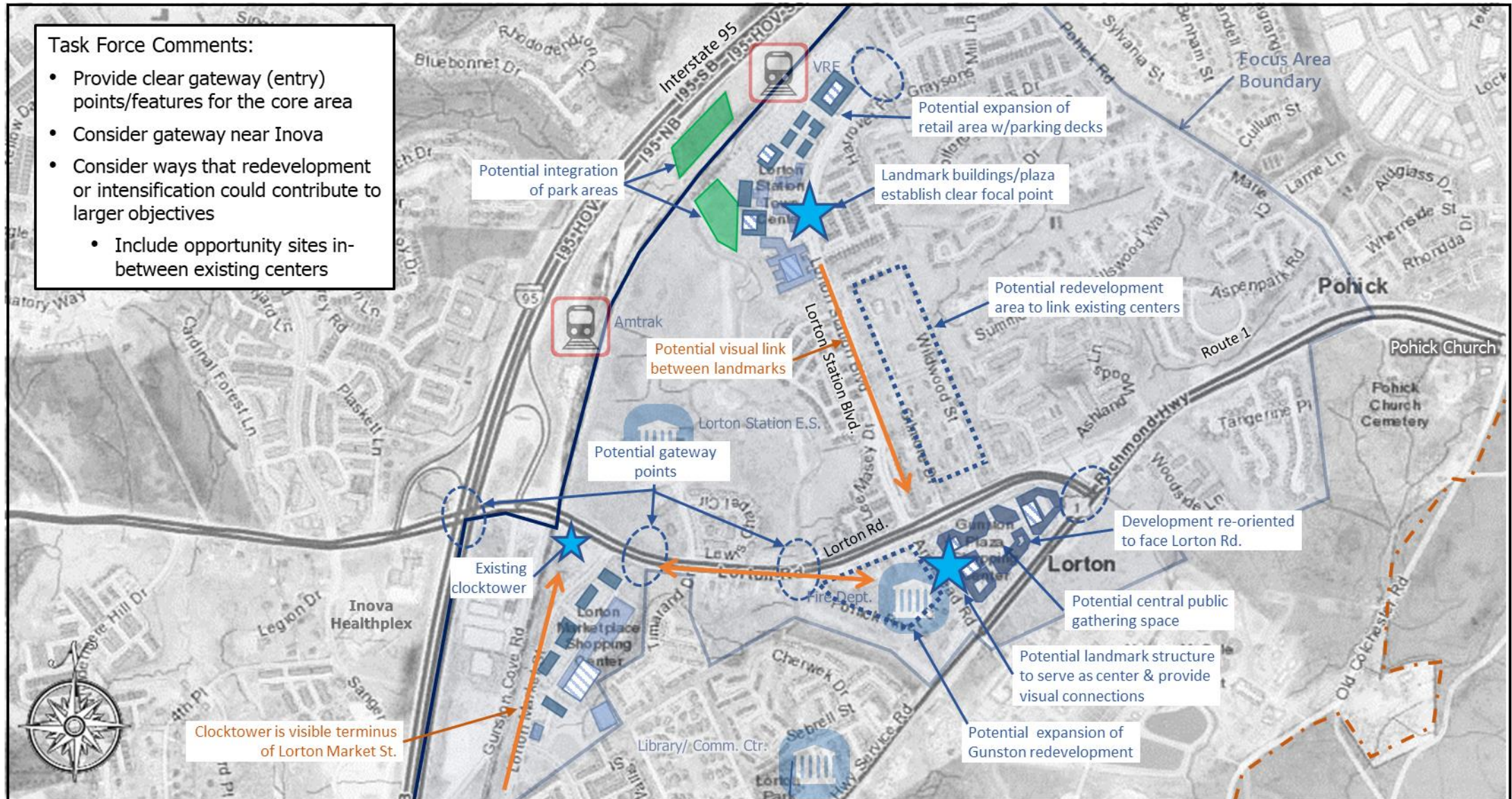
Connections, Gateways, Landmarks and Placemaking

IDENTITY

Lorton Visioning – Gateways, Landmarks and Placemaking

Task Force Comments:

- Provide clear gateway (entry) points/features for the core area
- Consider gateway near Inova
- Consider ways that redevelopment or intensification could contribute to larger objectives
 - Include opportunity sites in-between existing centers



DESTINATIONS

Sanford, Florida - "End of the Autotrain Line"



Work / Shop / Dine / Play



Distinct Character

Pedestrian Streets



Sofia, Bulgaria



Charlottesville, Virginia

ADAPTIVE

REAS



South Alex: Plan allows for a portion of the parking lot to be closed off for special events and outdoor dining.

Old Town Warrenton: Main Street is closed some Fridays and Weekends for concerts, food and arts festival, and seasonal markets.



Amtrak Auto Train

Did you know that...

- Amtrak has provided this service since 1983.
- It is the longest passenger train in the world — over 3/4 of a mile in length with 18 passenger cars, 33 auto carriers and two engines.
- It transports over 130,000 automobiles and 250,000 passengers per year.
- It carries 650 passengers and 330 automobiles on a full train.



Where do we go from here?

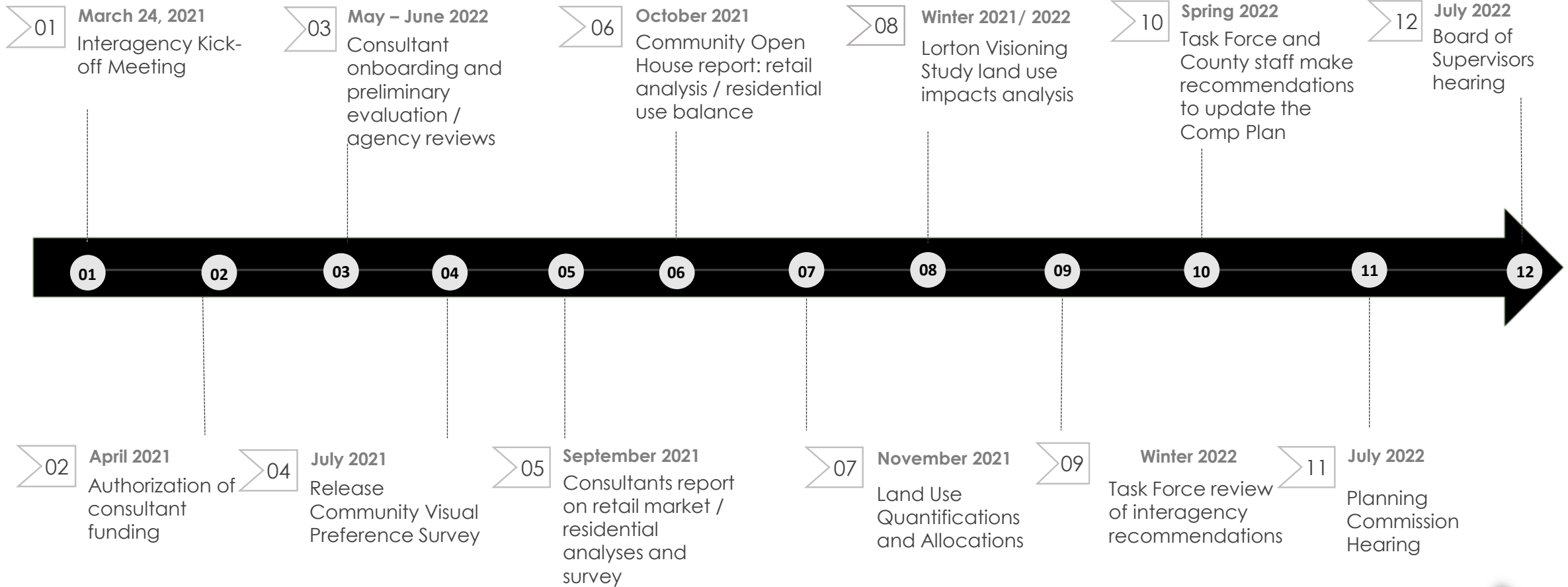


Welcome

TO

**LORTON
VISIONING**

Lorton Visioning Plan Amendment Study Task Force



13 Task Force Meetings and 5 Community Engagement Opportunities

Update:
Consultant
Procurement



Lorton Visioning Plan Amendment Study

Roles and Involvement

- Community
- Task Force
- Consultants
- Staff

Lorton Visioning Task Force Guiding Principles

To begin a community dialogue on Lorton's vision for the future, an online community survey and a community meeting were utilized to collect ideas and opinions from Lorton area residents and visitors. These ideas were summarized into **themes** describing the desirable features of Lorton today and in the future. The Visioning Guiding Principles were drafted as a final product to be shared with and solicit further feedback from the community.



Consultants

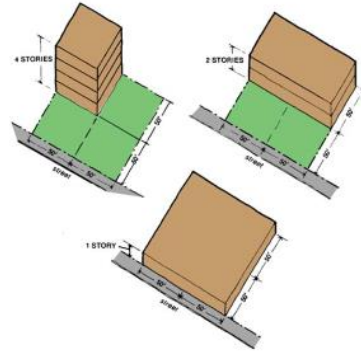
Nonresidential Use Intensity = Floor Area Ratio (FAR)

The floor area of the building is divided by the land area to calculate the FAR.

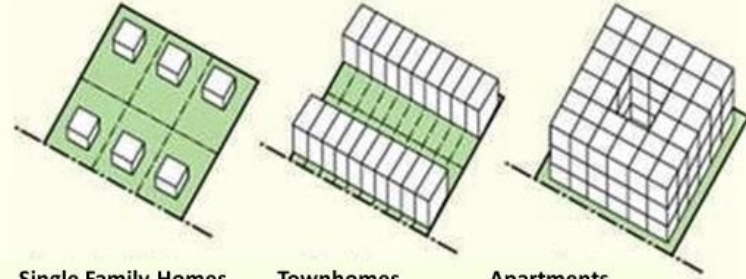
$$\frac{\text{FLOOR AREA (sq. ft.)}}{\text{LAND AREA (sq. ft.)}}$$

EXAMPLE:

$$\frac{100,000 \text{ sq. ft. of building}}{100,000 \text{ sq. ft. of land}} = 1.0 \text{ FAR}$$



Residential Use Density



Single Family Homes
(6 du/ac)

Townhomes
(20 du/ac)

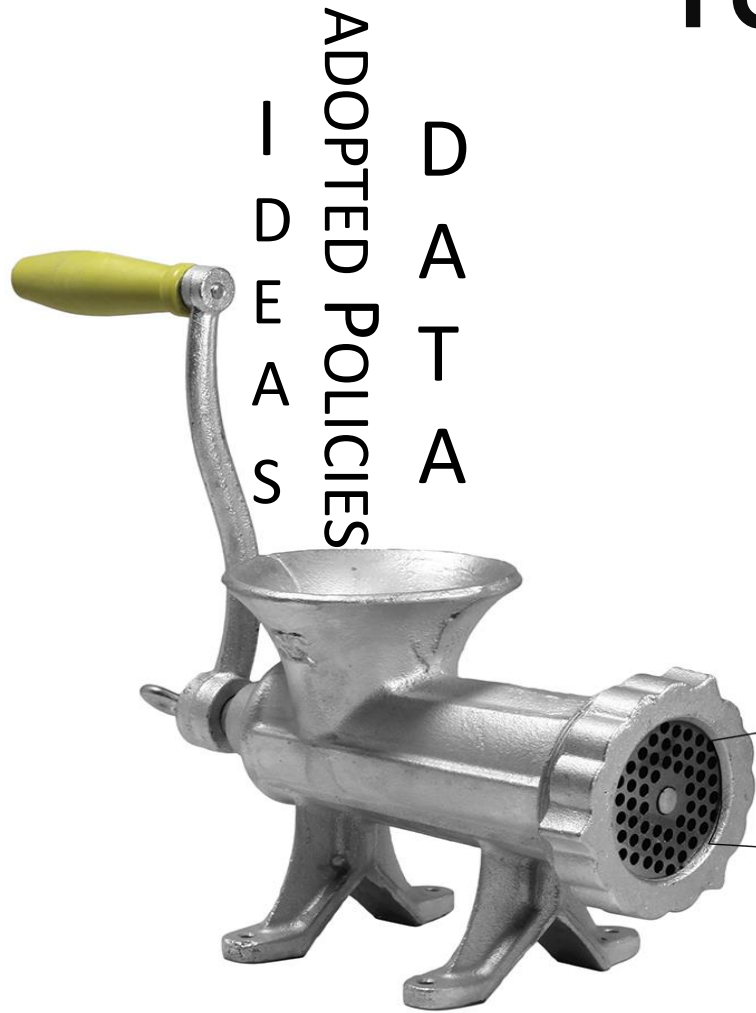
Apartments
(96 du/ac)

These are generic examples of how residential development could be achieved at three different density levels on a 1-acre parcel.

Example Density/
Intensity Chart

	CATEGORY	LAND USE	AVG. DENSITY/FAR	EXAMPLES
Residential	Low Density	Single Family Detached	0.1 - 4 du/ac	
	Medium Density	Townhome Urban Townhome Low-Rise Multifamily (3 story)	5-12 du/ac 12-25 du/ac 20-30 du/ac	
	High Density	Mid-Rise Multifamily (4-5 stories) Mid-Rise Multifamily w/Podium (6-7 stories)	40-80 Du/ac	
Mixed-Use	Low Intensity	Village Center	1.0 FAR	
	Medium Intensity	Mid-Rise Retail/Residential	1.3 FAR	
	High Intensity	Mid-Rise Office/Residential/Retail	1.8 FAR	

Fairfax County Staff



IDEAS

ADOPTED POLICIES

DATA

LORTON 2040

More Information

Plan Amendment website:

<https://www.fairfaxcounty.gov/planning-development/plan-amendments/lorton-visioning>

Questions?