

**Lorton Visioning
Task Force Meeting
June 21, 2021**

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.



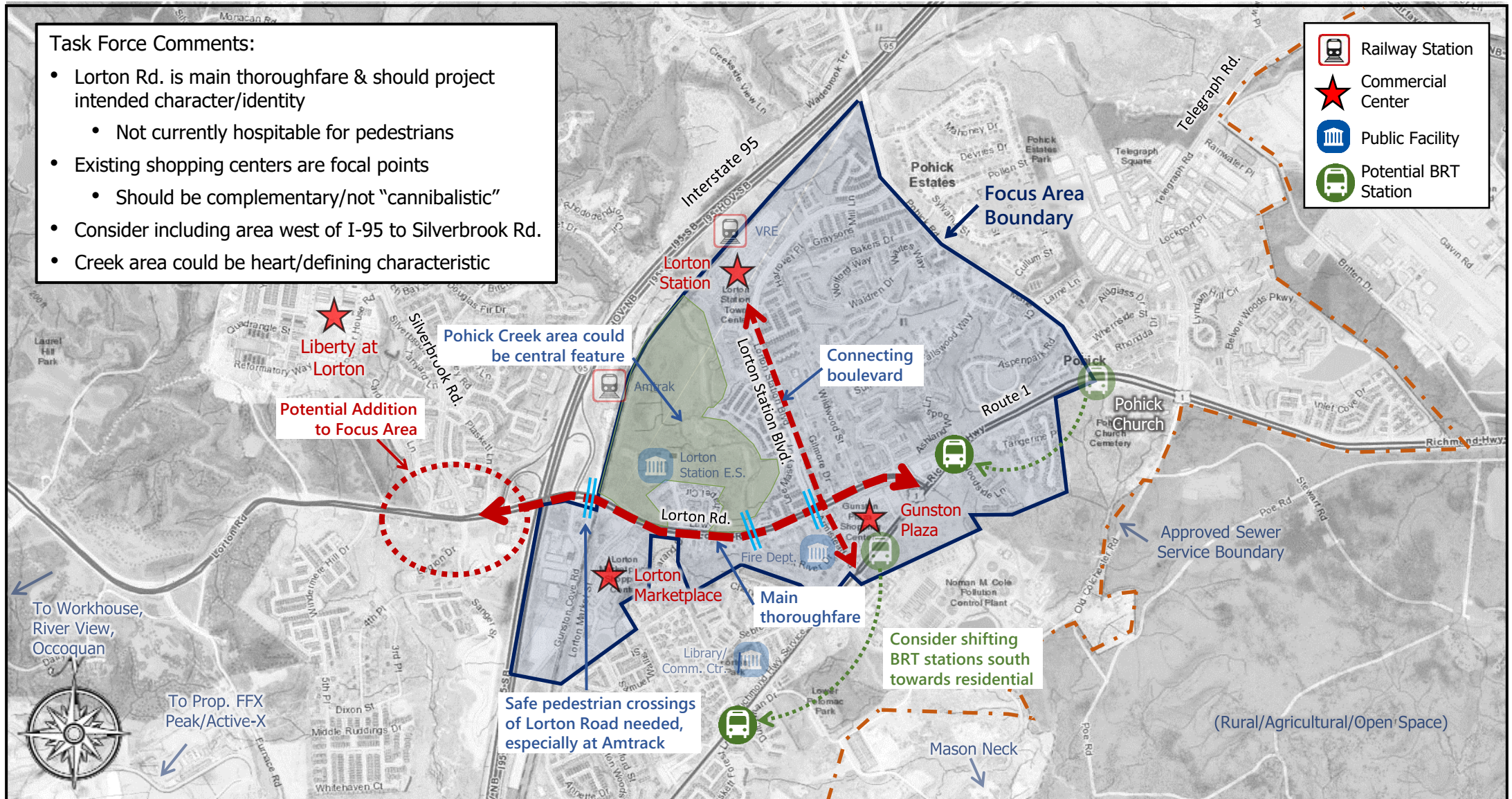
Land Use Related Guiding Principles

- Define a community identity that is developed by and supported by residents within the Lorton area. (Placemaking -1)
- Maintain the stability of established neighborhoods and housing affordability for current and future residents. (Housing and Neighborhood Stability – 2)
- Create a vibrant and diverse network of businesses and attractions that build community identity and create interest and services for area residents and visitors. (Economic Development – 3)

Lorton Visioning – Focus Area and Primary Connections

Task Force Comments:

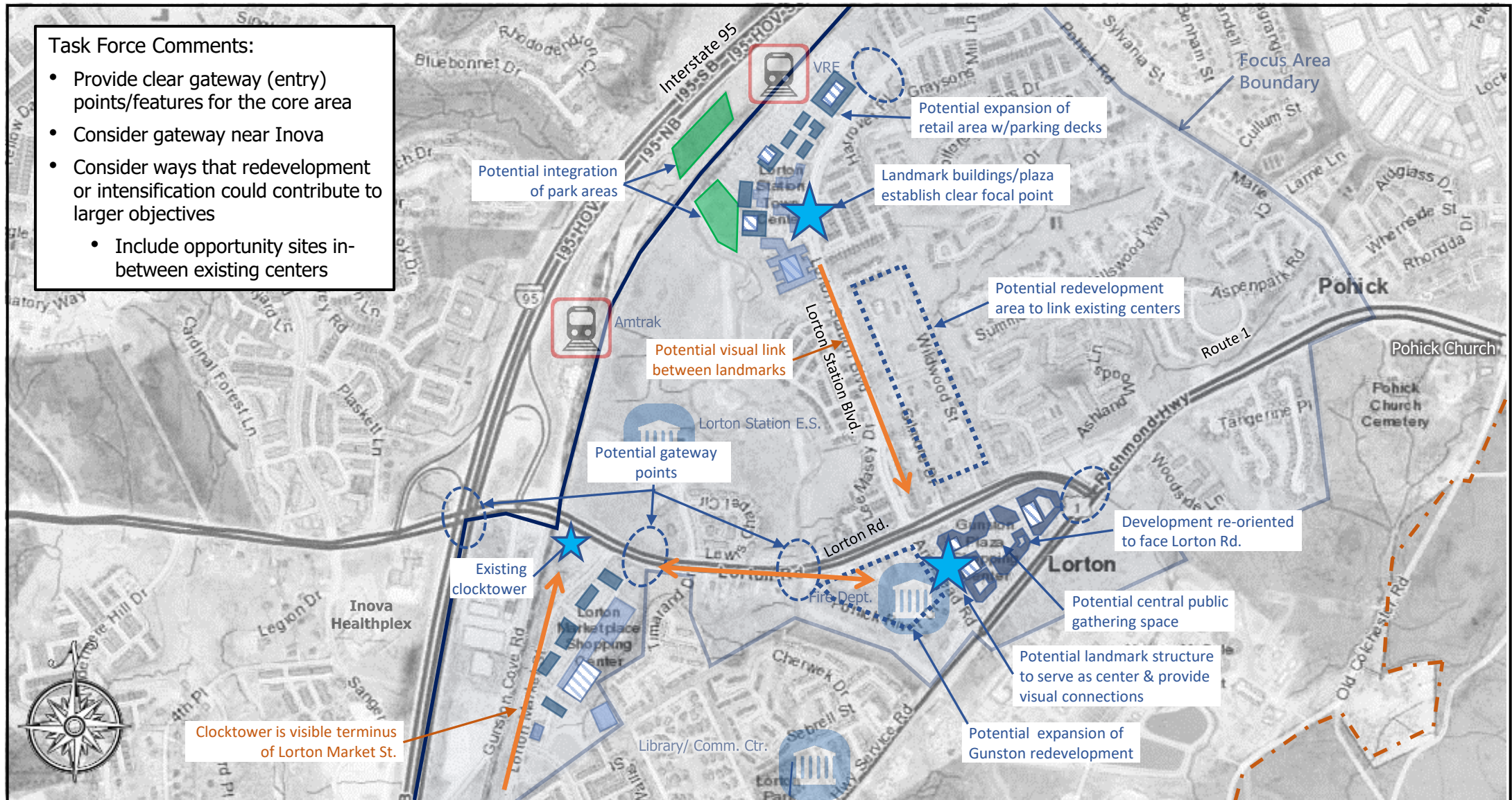
- Lorton Rd. is main thoroughfare & should project intended character/identity
 - Not currently hospitable for pedestrians
- Existing shopping centers are focal points
 - Should be complementary/not "cannibalistic"
- Consider including area west of I-95 to Silverbrook Rd.
- Creek area could be heart/defining characteristic



Lorton Visioning –Placemaking (Gateways and Landmarks)

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



Approximate Limits of RPA and Related Floodplain (County GIS Mapping)

Areas with existing Plan guidance for Mixed-use Development

VRE Station

Study Area

Auto Train Station

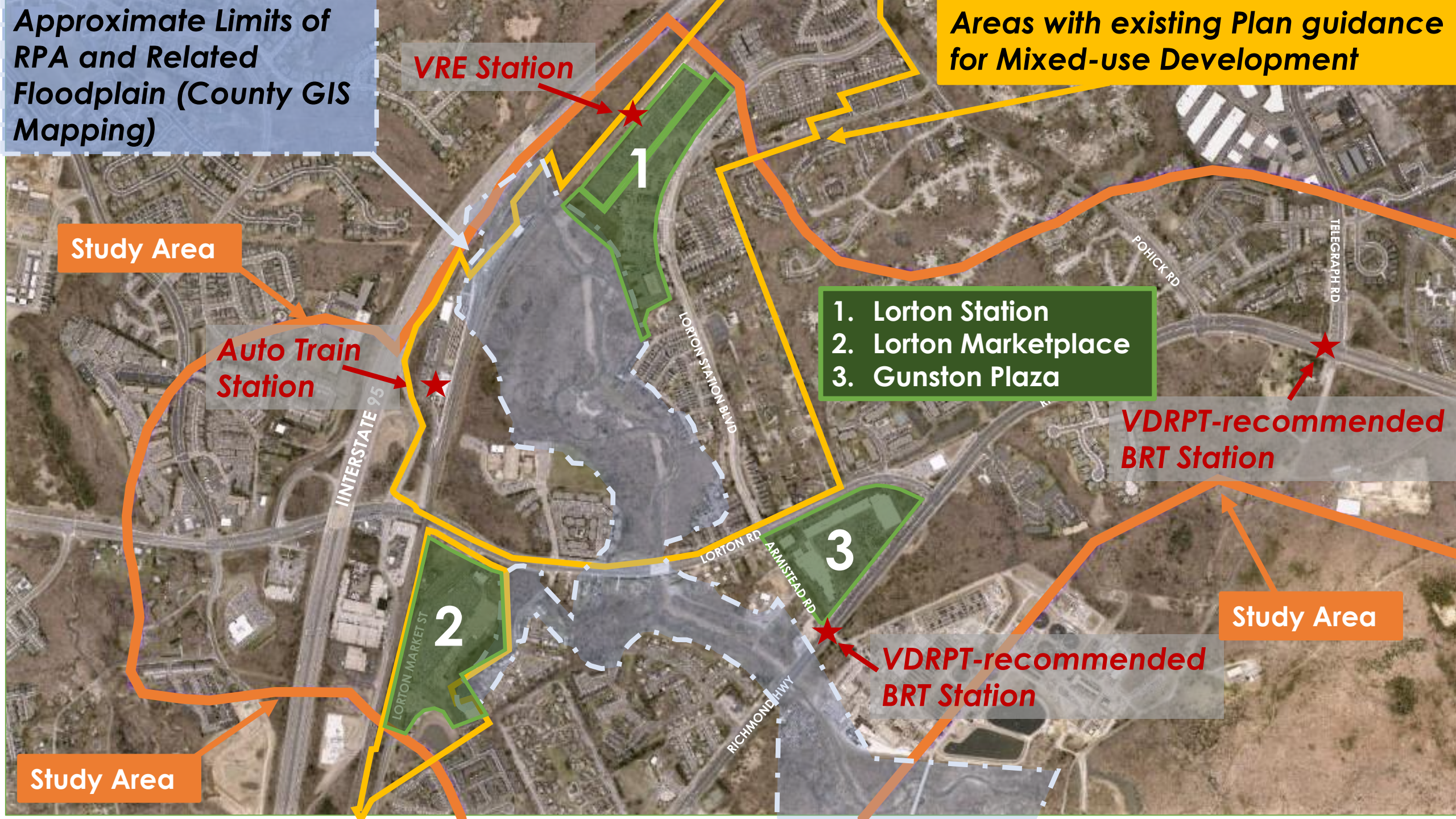
- 1. Lorton Station
- 2. Lorton Marketplace
- 3. Gunston Plaza

VDRPT-recommended BRT Station

Study Area

VDRPT-recommended BRT Station

Study Area



Countywide Policy: Policy Plan

Functional Elements

- **Land Use**
- Transportation
- Housing
- Environment
- Economic Development
- Heritage Resources
- Public Facilities
- Human Services
- Parks and Recreation
- Revitalization
- Visual & Performing Arts
- Chesapeake Bay Supplement



Countywide Land Use Policy

Land Use Pattern

Land Use Intensity

Land Use Compatibility



Policy Plan: Land Use Pattern

Objective 2: Fairfax County should seek to establish areas of community focus which contain a **mixture of compatible land uses** providing for housing, commercial, institutional/public services, and recreation and leisure activities.

Policy b. Encourage, within the Tysons Urban Center, **cores of Suburban Centers**, cores of Community Business Centers, and Transit Station Areas, and other areas within these Centers that would benefit from revitalization and redevelopment, the **development of mixed-use projects**.

Objective 4: The county should encourage a **diverse housing stock** with a mixture of types to enhance opportunities for county residents to live in **proximity to their workplace** and/or in **proximity to mass transit**.



Policy Plan: Land Use Pattern

Objective 6: Fairfax County should have a land use pattern which increases transportation efficiency, **encourages transit use and decreases automobile dependency.**

Policy b. Concentrate most future development in mixed-use Centers and Transit Station Areas to a degree which enhances opportunities for **employees to live close to their workplace**

Objective 8: Fairfax County should encourage a land use pattern that protects, enhances and/or maintains **stability in established residential neighborhoods**

Policy a. Protect and enhance existing neighborhoods by ensuring that **infill development is of compatible use, and density/intensity**, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.



Policy Plan: Land Use Intensity

Objective 12: The location and level of development intensity should be utilized as a means of achieving a broad range of county goals.

Policy a: **Concentrate the highest level of development intensity in areas of transportation advantage**, i.e., the Tysons Urban Center, **cores of Suburban Centers** and Transit Station Areas.

Policy c: **Assign development intensity in** the Tysons Corner Urban Center, **cores and areas of redevelopment within Suburban Centers** and Transit Station Areas **based upon the ability to offset impact** on public facilities and transportation systems and the long-term capacity of these systems.

Policy e: Place appropriately located mixed-use development at intensities that will enhance the production of **affordable housing**.

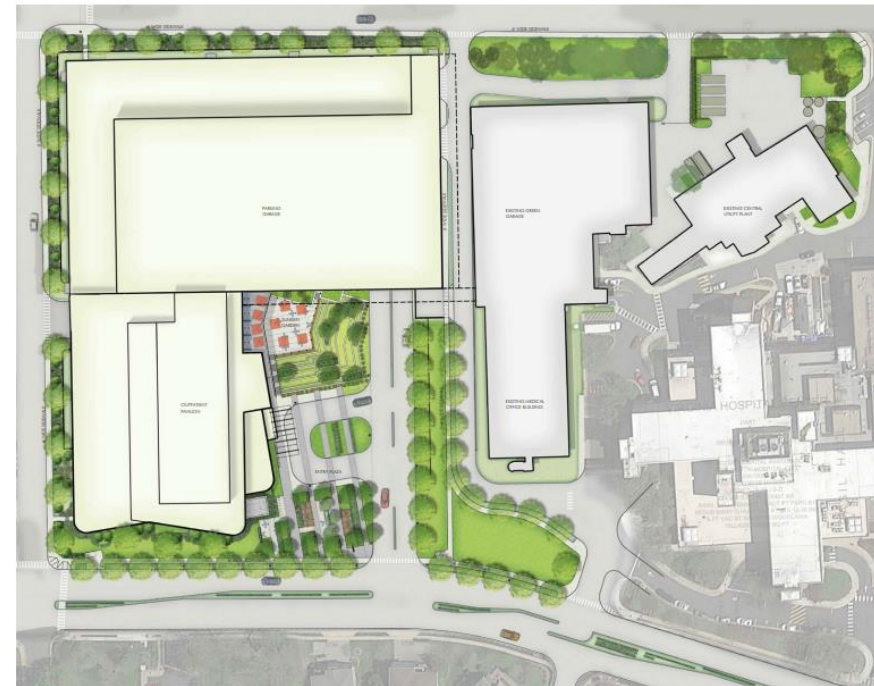
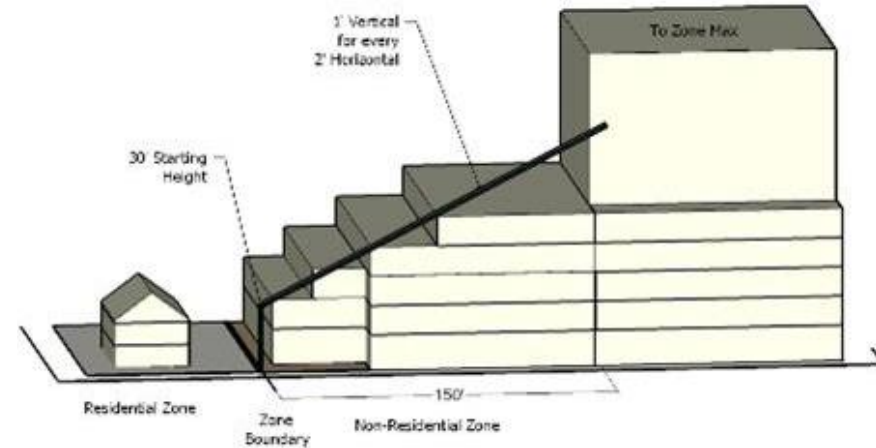


Policy Plan: Land Use Compatibility

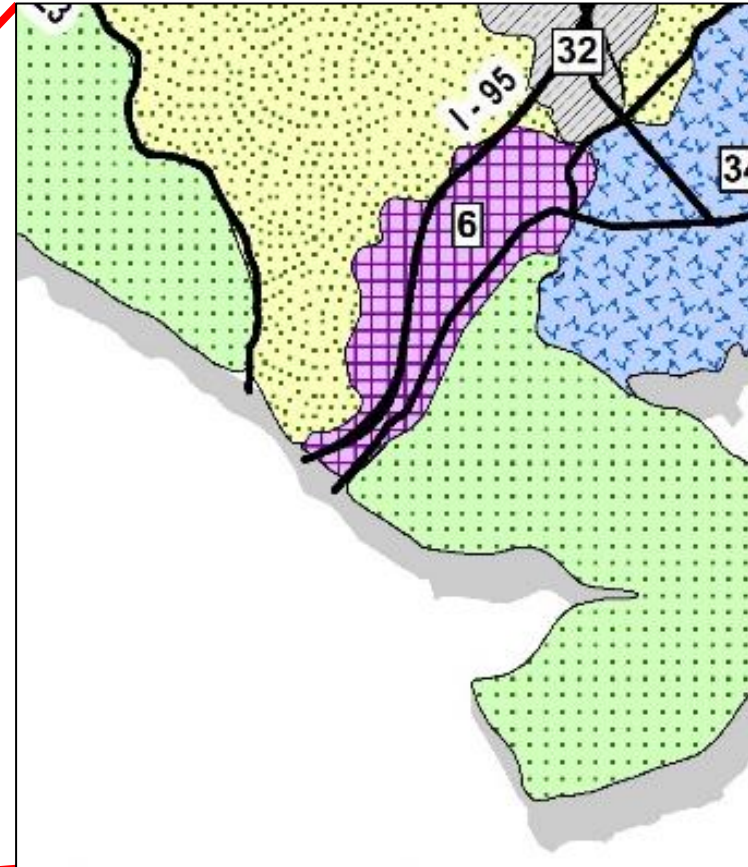
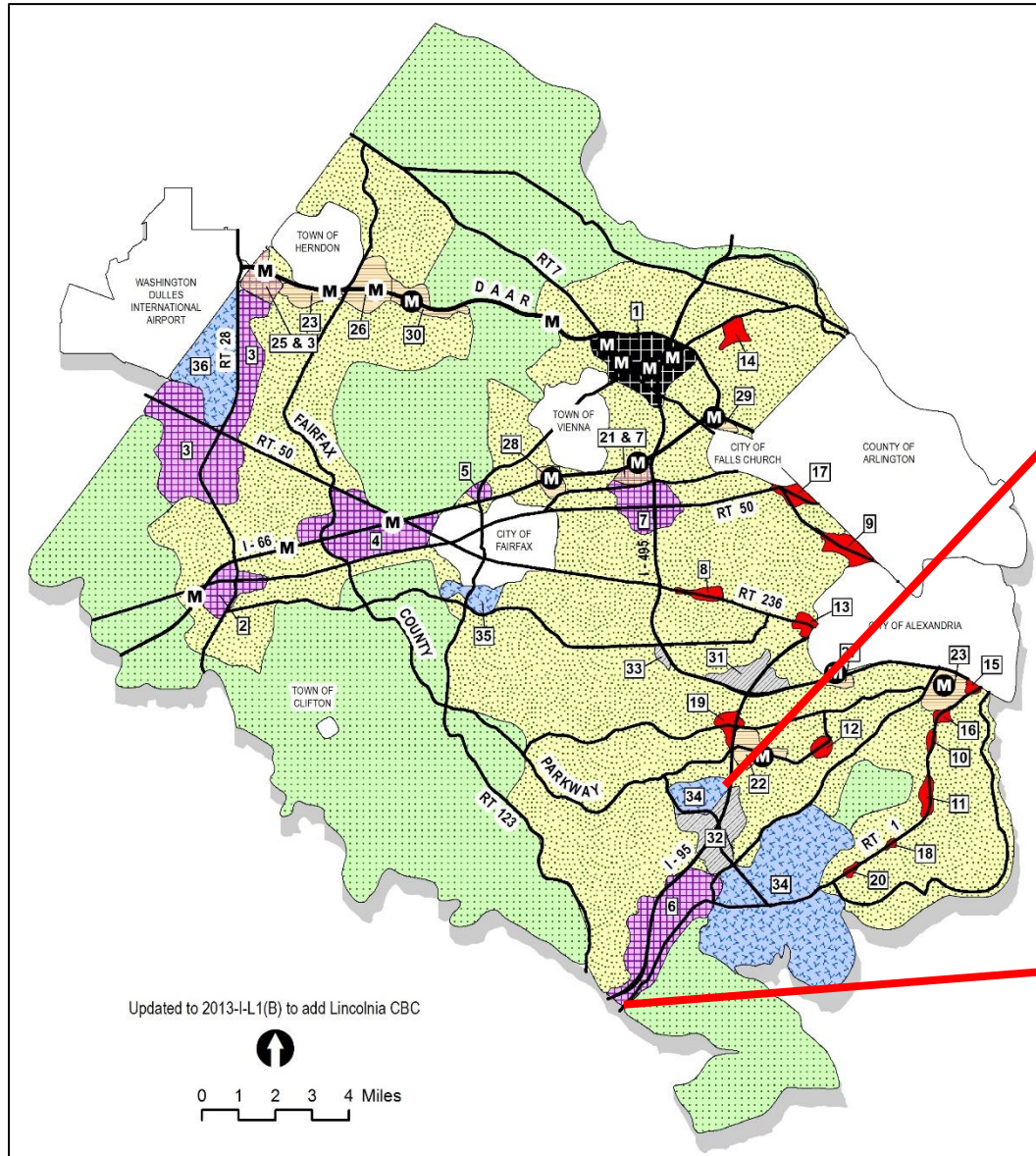
Objective 14: Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.

Policy c. Achieve **compatible transitions** between adjoining land uses through the control of height and the use of appropriate buffering and screening.

Policy f. Utilize **urban design principles** to increase compatibility among adjoining uses.



Concept for Future Development



Suburban Centers (concept for future development)

Suburban centers are employment centers located along major arterials. These areas are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity.

- Complementary mix uses in a moderate to high-intensity setting.
- A grid of streets, well-designed pedestrian connectivity, and transitions to the surrounding area.
- Balance of land uses that support transit



Policy Plan – Land Use – Transit Oriented Development

TOD is the result of a deliberate planning strategy for reducing sprawl and automobile dependency by focusing medium to high density growth around planned and existing transit stations while protecting stable neighborhoods.

Objective 16: Fairfax County should encourage Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian- and bicycle- friendly, neighborhood centers accessible to transit.



Cincinnati Healthline

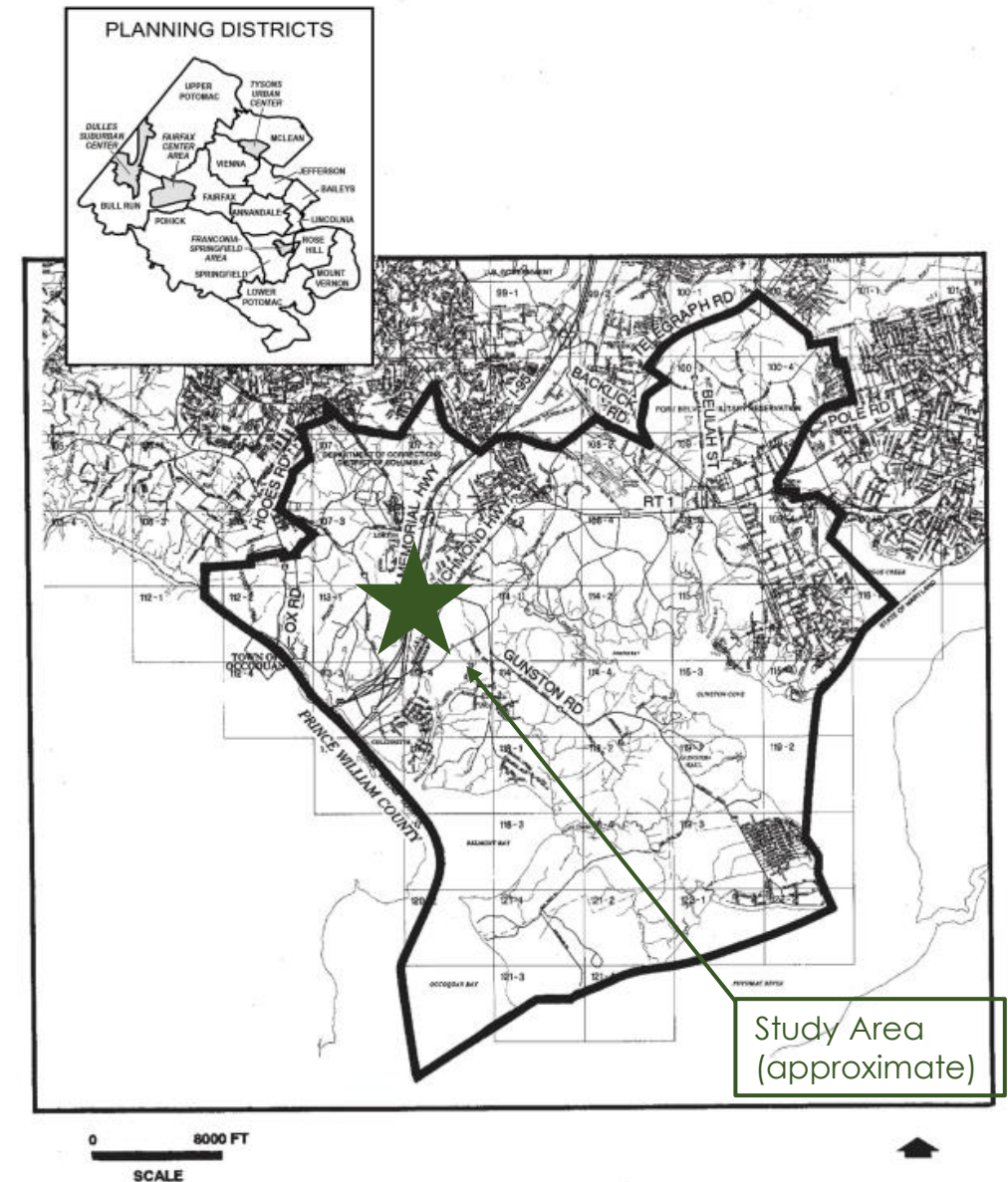
Policy Plan – Land Use – Neighborhood Development

- Neighborhood consolidation: 75% of property owners comprising at least 75% of the land area to be replanned must sign a petition
- Affordable housing
- Traffic impact analysis
- Scale and intensity of development should be compatible with surrounding neighborhoods and not cause adverse impacts
- Demonstrate that it furthers relevant county goals and objectives in the Comprehensive Plan
- Not cause an adverse impact on the environment



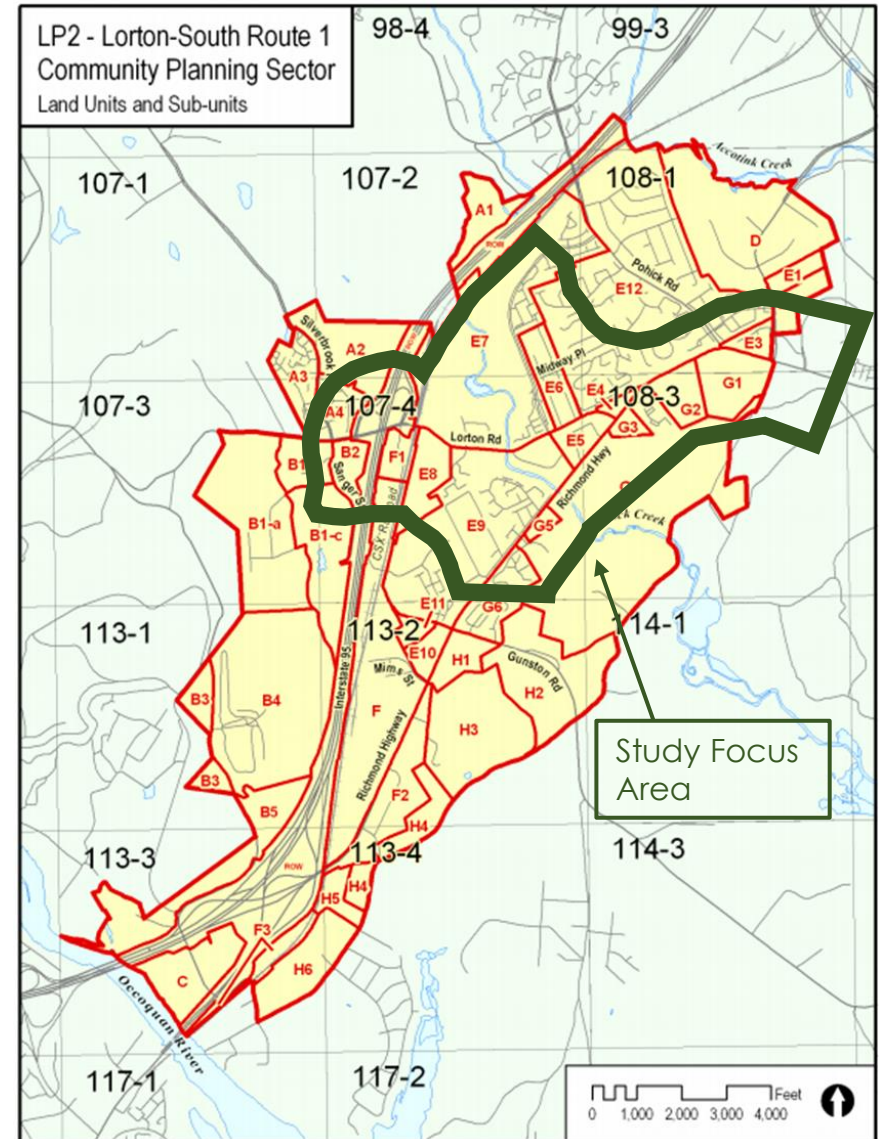
Lower Potomac Planning District Planning Objectives

- Create a focal point of development or "Town Center" and establish a "sense of place" and positive image for the Lorton-South Route 1 area;
- Preserve stable residential areas through infill development of a character and intensity or density that is compatible with existing residential uses;
- Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas;
- Encourage pedestrian access to retail and mixed-use areas;
- Encourage the creation of additional parks, open space and recreation areas and acquisition of additional acreage in environmentally sensitive areas as part of the Environmental Quality Corridor program;
- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement; and
- Provide adequate buffering and screening and appropriate transitional land uses between residential areas and nonresidential uses.



Lorton-South Route 1 Concept for Future Development

- Recommended to generally develop as a Suburban Center
- Objectives
 - Develop a strong "sense of place" and positive image for the Lorton-South Route 1 area
 - Preserve and protect existing, stable residential neighborhoods
 - Protect and enhance the natural and historic uniqueness of the Lorton-South Route 1 area
 - Protect the environmental resources and assets of the Lorton-South Route 1 area
 - Implement an effective, safe and efficient transportation system that meets local and regional needs

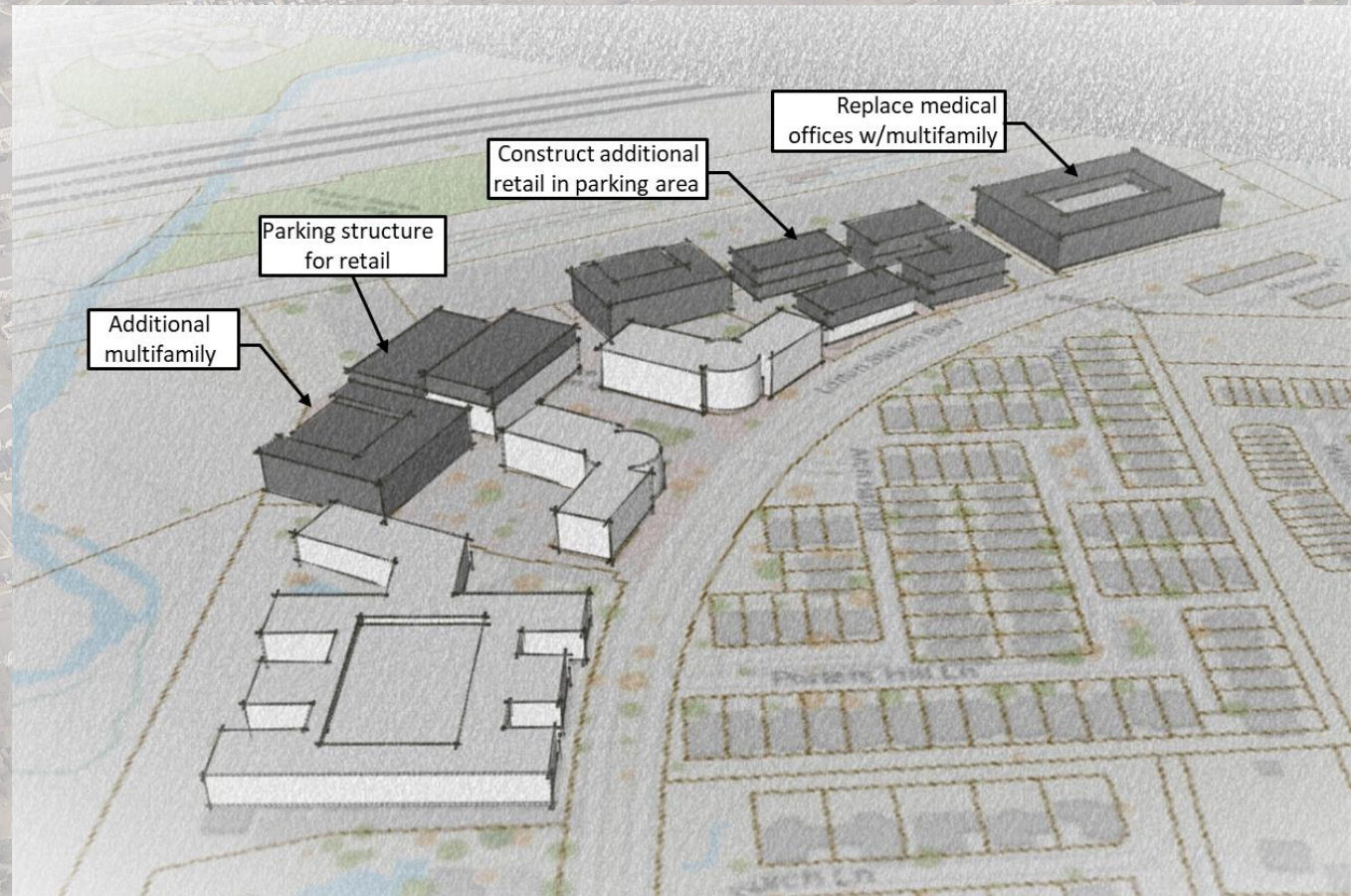
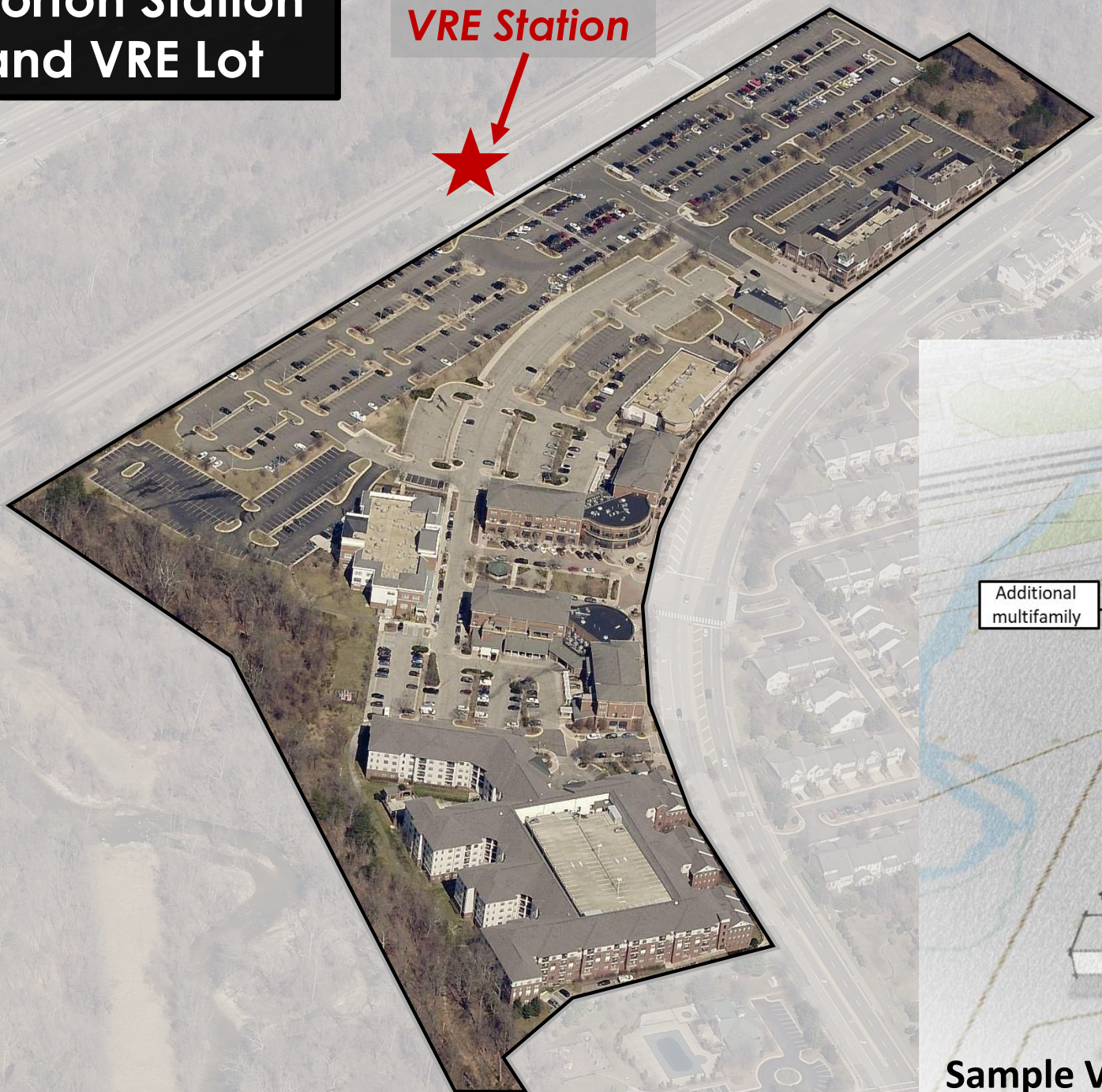


Lorton Station Town Center Existing Conditions



Lorton Station and VRE Lot

VRE Station



Sample Visioning Model from January Task Force Meeting

Lorton Station and VRE Lot

VRE Station



Task Force Visual Preferences Samples



Lorton Marketplace Existing Conditions



Lorton Marketplace



Task Force Visual Preferences Samples



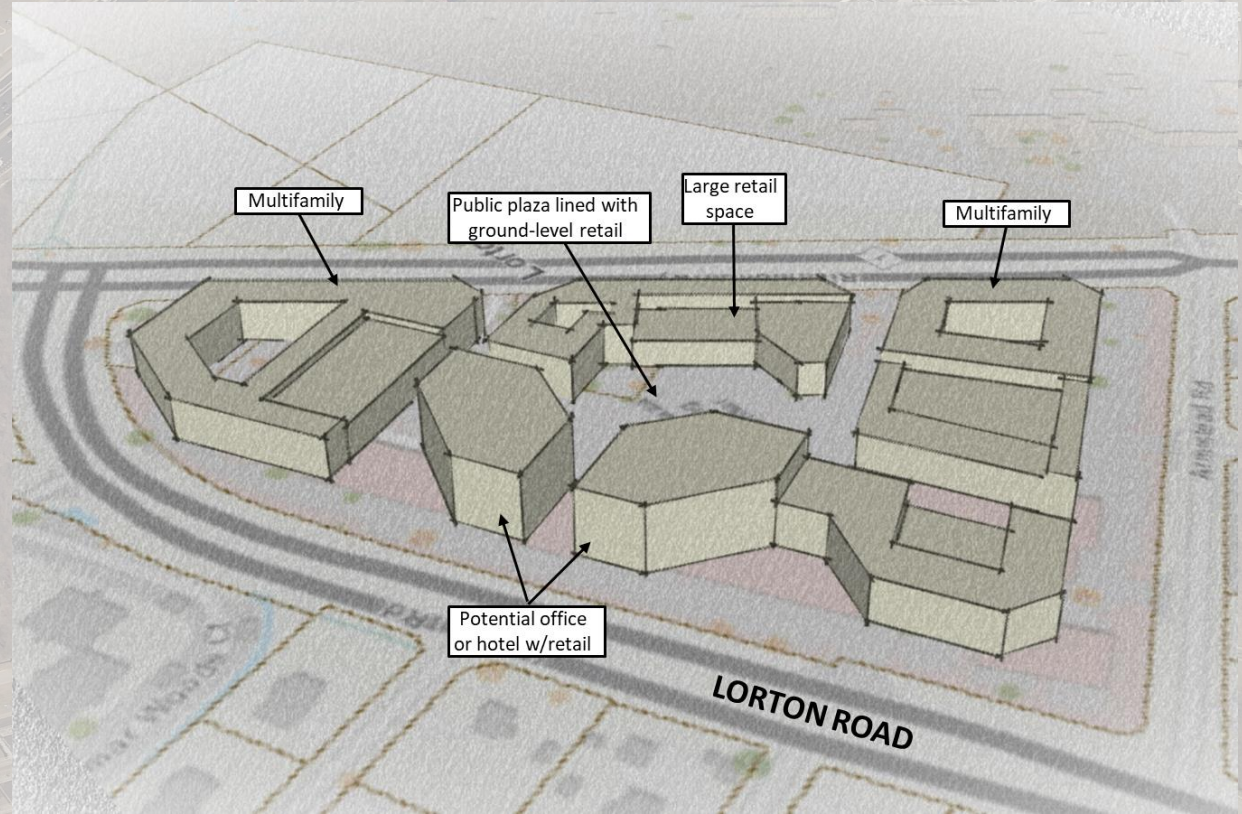
Gunston Plaza Existing Conditions



Gunston Plaza



Sample Visioning Models from January Task Force Meeting



Gunston Plaza



Recommended BRT



Task Force Visual Preferences Samples



Questions and Discussion

- What do you see when you look at the existing conditions pictures and the illustrative exhibits?
- What are your observations about how the current comprehensive plan recommendations relate to the images and the work that the task force has been doing?

