

## **E. LORTON-SOUTH ROUTE 1 COMMUNITY PLANNING SECTOR**

The Lorton-South Route 1 Community Planning Sector consists of approximately 3,000 acres. The sector is generally bounded on the north by Accotink Creek and Fort Belvoir; on the east by Old Colchester Road; on the west by the eastern boundary of the former D.C. Department of Corrections site (now known as Laurel Hill); and on the south by the Fairfax/Prince William County line (Map 23).

The majority of the central and northern portion of the study area is developed with planned development housing and community-supporting uses. This area includes the Lorton Town Center, a 235 acre mixed use center, a commuter rail station, retail, light industrial, and public uses such as a school and library. To the east, the study area contains the Noman M. Cole, Jr. Pollution Control Plant site and its expansion site. The southern portion of the study area is predominately industrial and includes a large private land fill and a quarry. Some commercial and residential uses as well as a golf driving range are also included in the southern portion of the study area.

The Concept for Future Development recommends that the Lorton-South Route 1 Community Planning Sector develop generally as a Suburban Center with portions designated as a Suburban Neighborhood and Low Density Residential Area. Land classified as Suburban Neighborhood may contain a range of residential densities and are considered the County's stable residential neighborhoods, which are to be protected. This area is generally located west of I-95 and north of Pohick Creek. Land classified as a Low Density Residential Area is characterized by large lots ranging from two to ten acres. This area is located on the west side of Old Colchester Road and south of the Noman M. Cole, Jr. Pollution Control Plant. All other areas are designated to be part of the Suburban Center.

### **Existing Development**

Excluding roads and right of ways, the Lorton-South Route 1 area consists of 2,936 acres. The distribution of land use by acreage is as listed below:

- 267 acres (9%) are in government/public facilities/institutional use.
- 2 acres (less than 1%) are developed as hotel use.
- 363 acres (about 12%) are in industrial use.
- 21 acres are in office use, which is less than 1% of the total land area.
- 371 acres (13%) are in open space, including open land within residential subdivisions and private recreation.
- 48 acres (approximately 2%) are currently being used as parks.
- 686 acres (23%) are developed for residential use..
- 71 acres (2%) are developed for retail use.
- 1107 acres (about 38%) are vacant.

Map 24 shows the existing land uses in the Lorton-South Route 1 area.

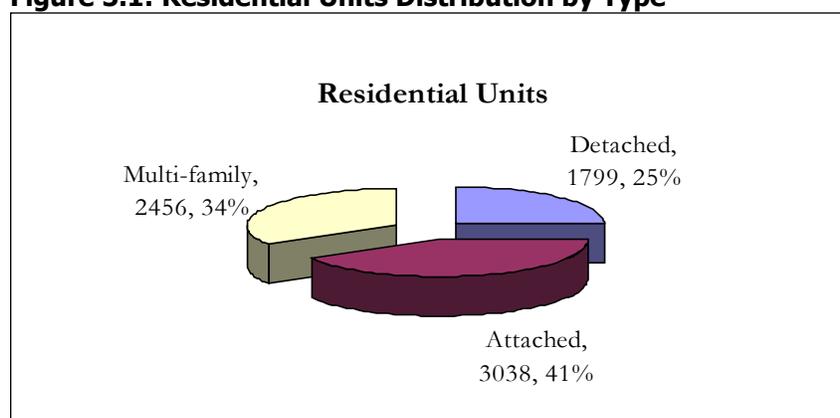
#### *Residential*

The types of housing units in the Lorton-South Route 1 area are categorized into detached, attached, and multi-family. Figure 5.1 summarizes their distribution in a graphical form. The Lorton-South Route 1 area contains 7,293 residential units of which approximately 25% are single-family detached, 41% are single-family attached, and 34% are multi-family. The multi-

family units include low-rise and mid-rise apartments and condominiums. Overall, the residential portion covers 686 acres of land which comprises 23% of the land in the area.

Figure 5.2 compares the distribution of housing types for the subject area with that of the County. The percentage of attached units for the study area is almost twice that of the county. The County has 49% of its housing stock built with detached units whereas the subject area has only 25%. Twenty eight percent of the units in the County are multi-family whereas they make up 34% for the study area. Both the high percentage of multi-family single family attached units can be attributed to the number of planned residential developments in the study area. The high number of multi-family units is largely due residential developments both in and around the Lorton Town Center, which is proffered to contain close to 600 multifamily units. Sizeable single family attached developments are located near the intersection of Richmond Highway and Pohick Road as well as between Richmond Highway and I-95 south of Lorton Road.

**Figure 5.1: Residential Units Distribution by Type**



**Figure 5.2: Existing Residential Unit Distribution by Unit Type**

Land Use Types	Existing Development (Dwelling Units)		Proportion of Development	
	County Total	Study Area Total	% of County	% of Study Area
Detached	185,292	1,799	48.9%	24.7%
Attached	84,642	3,038	22.4%	41.7%
Multi-family	106,965	2,456	28.2%	33.7%
Mobile Homes	1,740	0	0.5%	0%
<b>Total</b>	<b>378,639</b>	<b>7,293</b>	<b>100.0%</b>	<b>100.0%</b>

*Non-Residential*

Figure 5.3 compares the distribution of land area for residential and non-residential uses, and also compares the non-residential GFA between land uses. Figure 5.4 shows the non-residential land use distribution in the study area, and Figure 5.5 compares that distribution to the County as a whole.

**Figure 5.3: Distribution of Development by Land Use in GFA and Acres**



## Aerial Lorton-South Route 1 Suburban Center

Prepared by Dept. of Planning & Zoning January 2008  
Flight Date: March 2004

### Map 23

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Land Use	GFA Sq. Ft.	Percent of Total Non-res GFA	Land Area Acres	Percent of Total Non-res Land	Percent of Total Land	Non-Res FAR
Residential	N/A	N/A	686	N/A	23%	N/A
Office	264,107	7%	21	less than 1%	less than 1%	0.29
Retail	338,326	9%	71	3%	2%	0.11
Hotel	62,172	2%	2	less than 1%	less than 1%	0.72
Industrial	2,938,998	78%	363	16%	12%	0.19
Govt/Institutional	140,558	4%	267	12%	9%	0.01
Private Recreation	N/A	0%	0	0%	0%	0.00
Open Space	N/A	N/A	371	17%	13%	N/A
Parks	N/A	N/A	48	2%	2%	N/A
Vacant	N/A	N/A	1,107	49%	38%	N/A
<b>Total</b>	<b>3,744,161</b>	<b>100%</b>	<b>2,936</b>	<b>100%</b>	<b>100%</b>	

### Office

The Lorton-South Route 1 Community Planning Sector has approximately 264,000 square feet of GFA currently being utilized for office use, which is approximately 7% of the non-residential GFA in this subject area. The County has 54% of non-residential GFA currently being used for office. The land area currently being used for office makes up less than 1% of the non-residential acreage. In comparison to the County, this study area has significantly less development in office use.

### Retail

Retail uses include stores in shopping centers and malls, restaurants, and automobile services establishments. The study area has 338,000 square feet of built retail area, which is about 9% of the total non-residential GFA. Retail use occupies 3% of the land being used for non-residential uses. In Figure 5.5, because the retail GFA for the County includes hotel GFA, the subject area's hotel GFA is also included in the retail GFA. In the County, 25% of non-residential GFA is being used for retail and hotels, whereas the study area has close to 11%. Retail centers that exceed 50,000 square feet within the Lorton-South Route 1 area include the Lorton Market Street Center and Gunston Plaza. There is one hotel in the study area: the Comfort Inn was built in 1996 and contains 129 rooms.

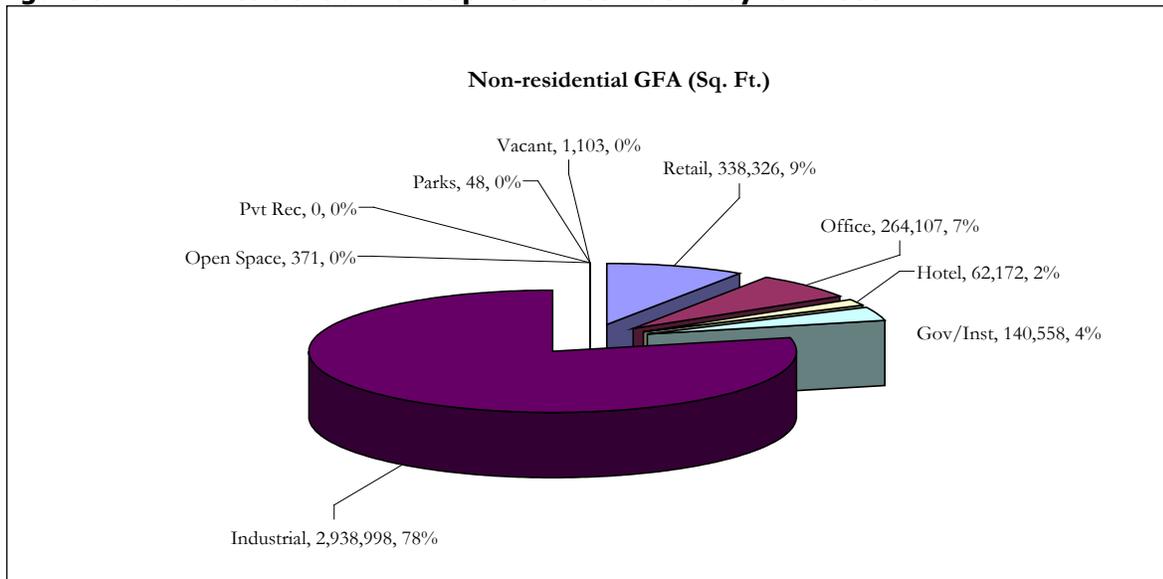
### Industrial

The industrial category includes warehouse, wholesale, manufacturing, printing and publishing, industrial-flex, construction concerns, and other industrial uses. Industrial-flex is a term used to describe a combination of industrial and office uses within a single building. Contractors' offices, establishments for production, processing, manufacturing, or warehousing when combined with office use are examples of industrial flex space. Structures housing industrial flex uses are commonly characterized by an office facade with loading docks to the rear.

Industrial use in the Lorton-South Route 1 area accounts for approximately 78% (2.9 million square feet) of the total non-residential GFA in the area. In the County overall, industrial use constitutes 21% of non-residential GFA. In terms of land coverage, industrial use takes up 16% (363 acres) of the non-residential acreage. This area's development history consists of predominately industrial uses, but redevelopment over the last 20 years has significantly

changed the area’s character and replaced industrial with residential uses. Large industrial uses remaining in the area include a sand and gravel quarrying site (formerly a private land fill) south of Gunston Road and east of Richmond Highway, the Lower Potomac sewage treatment plant north of Gunston Road and east of Richmond Highway, and a private land fill west of I-95 and south of the Washington/Columbia gas lines. Other smaller industrial uses include wholesale establishments, warehouses, and metal recycling.

**Figure 5.4: Non-Residential Development Distribution by Land Use**



**Figure 5.5: Existing Non-Residential Development Distribution by Land Use**

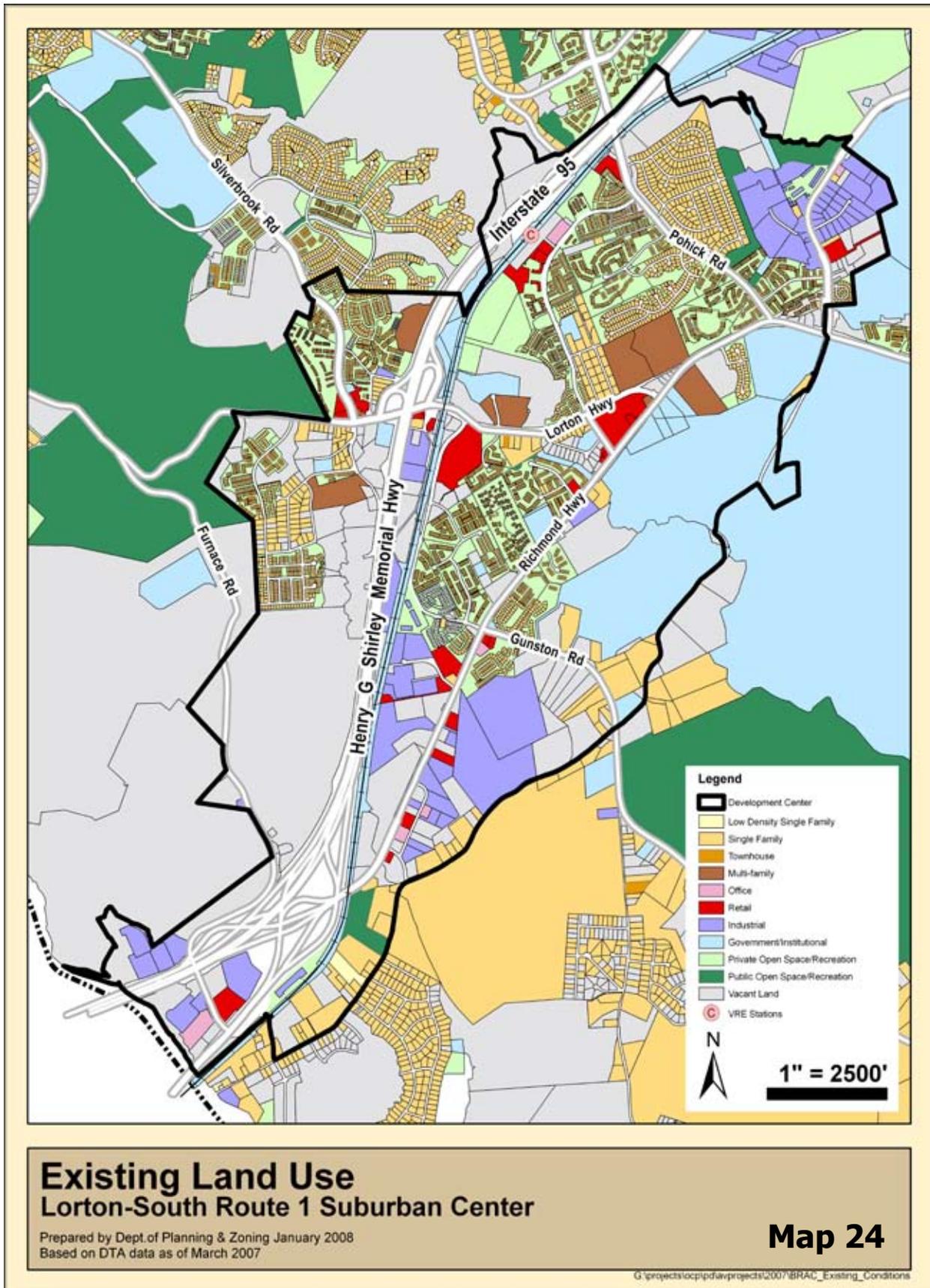
Land Use Types	Existing Development (GFA)		Proportion of Development	
	County Total	Study Area Total	% of County	% of Study Area
Office	102,844,513	264,107	54%	7%
Retail (Includes Hotel)	48,147,367	400,498	25%	11%
Industrial	41,150,059	2,938,998	21%	78%
Govt./Institutional	N/A	140,558	N/A	4%
<b>Total</b>	<b>192,141,939</b>	<b>3,744,161</b>	<b>100%</b>	<b>100%</b>

**Government/Public Facilities/Institutional**

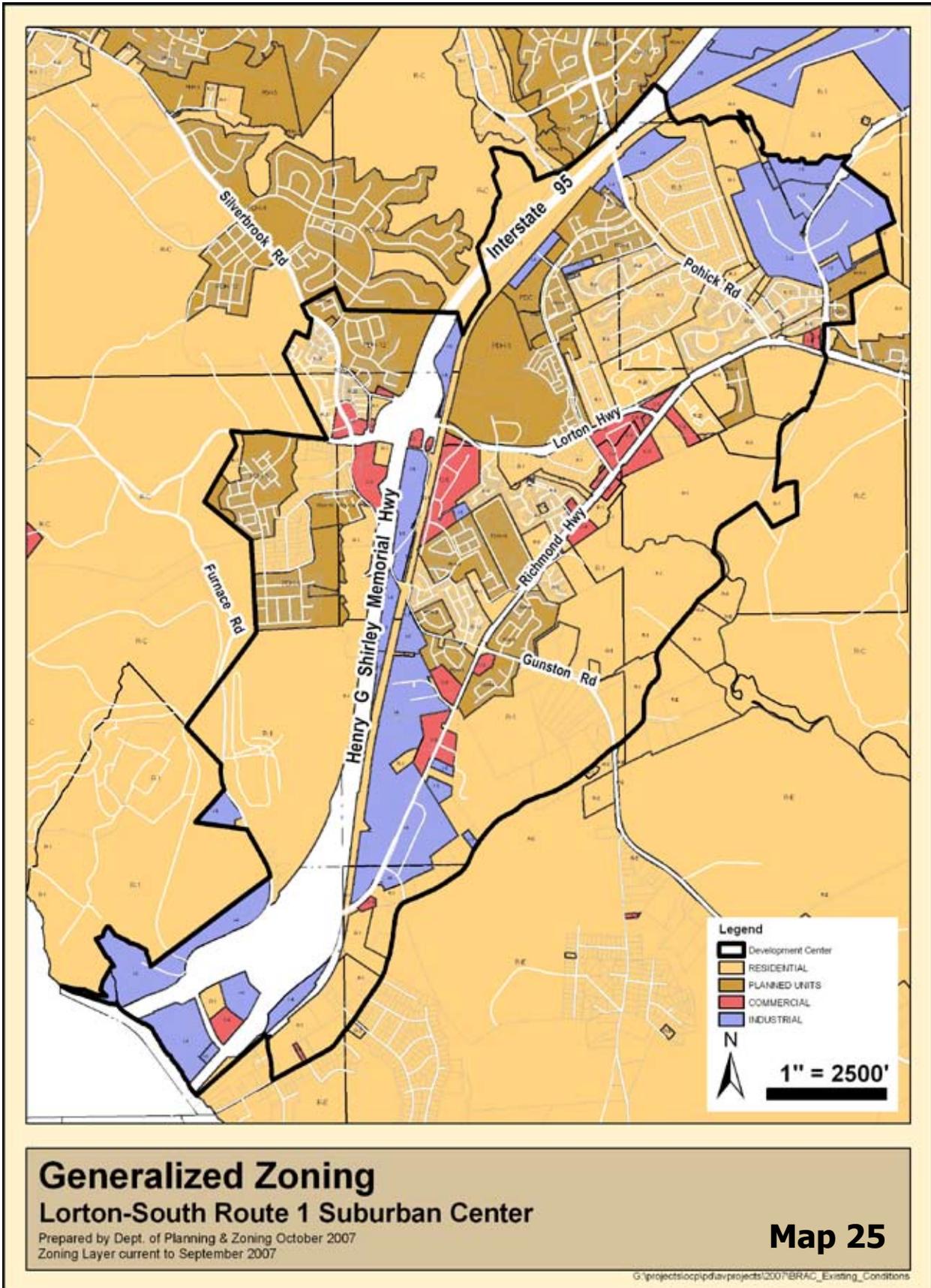
The category includes government facilities such as public schools, post offices, fire stations, health and human services facilities, public safety and utilities, and transportation facilities. The study area has approximately 140,000 square feet of institutional uses, which is almost 4% of the total non-residential GFA in the study area. The use occupies 266 acres, including land that is not built but has some public use such as utility lines, easements, and dedicated right-of-way.

**Private Recreation/Open Space**

This category includes land that is dedicated for open space such as private recreational facilities and common areas. The area has approximately 371 acres of land currently being



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used as open space which is about 17% of the total non-residential land. When including public parks, this use constitutes 419 acres, or almost 15% of the land in the study area.

### **Vacant**

Vacant land includes parcels that are undeveloped or have dilapidated structures of no visible use. Vacant land accounts for 38% (1,103 acres) of the land within the study area. Some of these vacant parcels are within residential areas and would be considered for infill development. However, the majority of the vacant land within the area consists of parcels included as phases not yet built but approved as part of planned developments and large parcels currently associated with or adjacent to industrial uses, such as landfill and quarrying sites. These larger parcels would also have significant redevelopment constraints.

### **Zoning Potential**

Map 25 shows the zoning district designations for the study area. Development in excess of what currently exists may be possible under current zoning. By-right development options are defined in the zoning ordinance. Proffered agreements are voluntary offerings by a property owner that become legally binding conditions of a rezoning action and run with the land; proffers often contain details about the uses and development intensities allowed on a property. Figure 5.6 shows a range of non-residential uses that are possible under current zoning, including proffered development.

The zoning potential represented in Figure 5.6 reflects that, in many cases, more than one use is permitted within a district. For example, certain commercial districts allow retail or office uses, while office is a permitted use in some industrial districts. In addition, these uses may be permitted in varying proportions within the districts. The accompanying quantification provides an estimate of what intensities these districts may yield. Regardless of the distribution of uses or development options permitted by-right and under existing proffered conditions, GFA in the study area will not exceed the total non-residential zoning potential that is shown at the bottom of the chart.

Under the existing zoning, the maximum non-residential GFA that could be developed in the Lorton-South Route 1 sector is 11.4 million square feet. This represents a 204% increase over the existing GFA in this study area. Over two-thirds of this potential is within areas zoned industrial and currently developed at intensities far below what could be achieved under current zoning. Some of this retail potential is development proffered to under rezoning agreements, but not yet built.

**Figure 5.6: Non-Residential Zoning Potential (GFA) by Land Use**

<b>Use</b>	<b>Low</b>	<b>High</b>
Office	662,900	9,833,315
Retail	1,544,950	5,283,514
Industrial	0	8,303,920
<b>Total Potential: 11,378,265</b>		

Existing zoning would also allow additional residential units to be built in the study area, as shown in Figure 5.7. If all the acreage zoned for residential use met site, subdivision and zoning ordinance requirements, 8,615 units could be developed. This represents an 18% increase over

the 7,293 existing units. This close margin may be due in part to the significant number of planned housing developments built in the study area since 2000. The likelihood of achieving even this small potential increase is questionable because a large parcel zoned R-1 is a private land fill and may have significant redevelopment challenges.

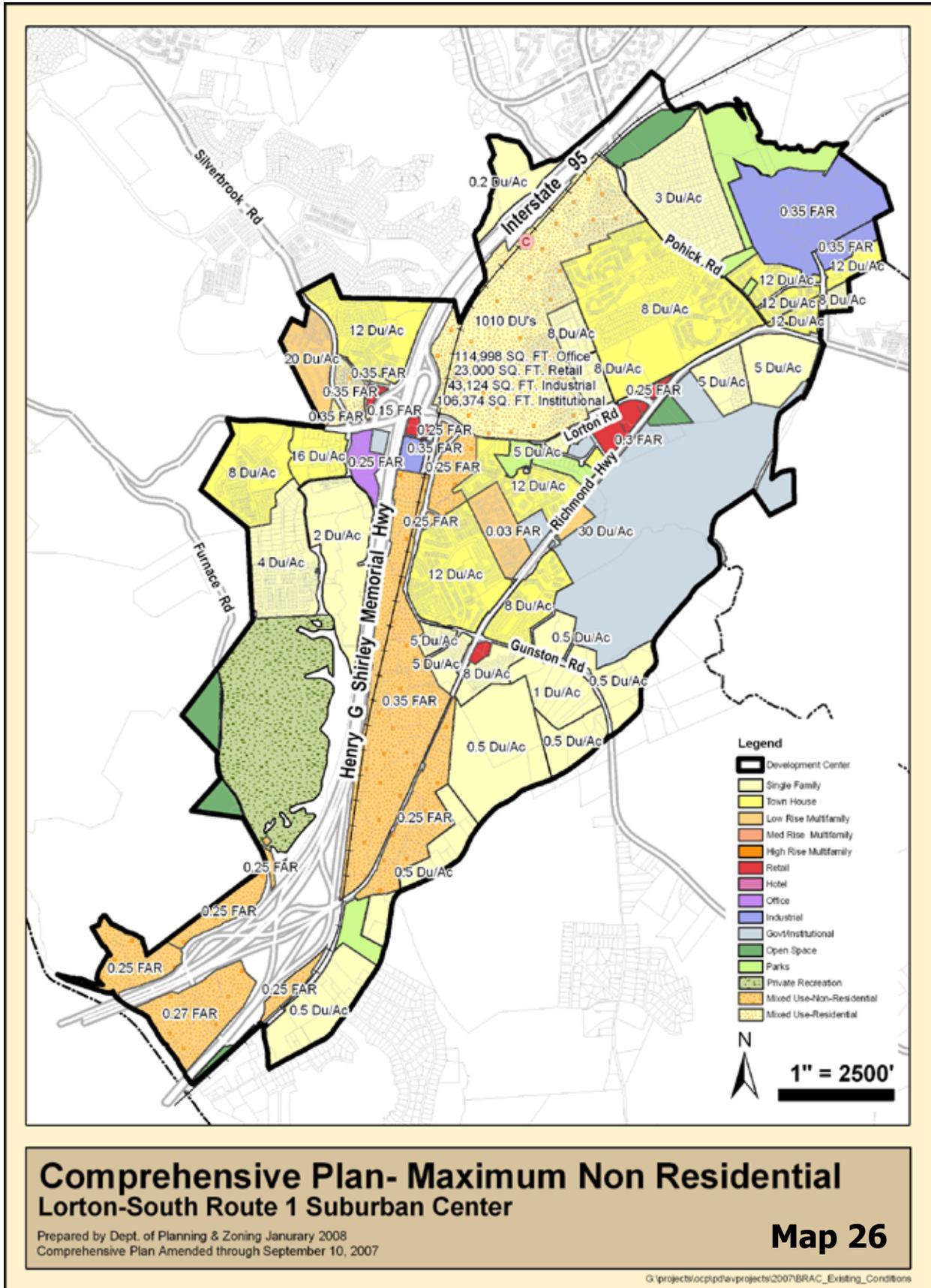
**Figure 5.7: Residential Zoning Potential (Units) by Zoning District**

<b>Zone</b>	<b>Single Family Detached</b>	<b>Single Family Attached</b>	<b>Multifamily</b>	<b>TOTAL</b>
R-E	9	0	0	9
R-1	1,249	0	0	1,249
R-2	41	0	0	41
R-3	258	0	0	258
R-4	3	0	0	3
R-5	331	0	0	331
R-8	0	1,202	0	1,202
R-12	0	340	0	340
R-20	0	0	1,868	1,868
PDH-3	37	0	0	37
PDH-4	203	6	0	209
PDH-5	595	172	660	1,427
PDH-8	149	272	0	421
PDH-12	147	150	289	586
PDH-16	0	169	464	633
<b>Total</b>	<b>3,022</b>	<b>2,312</b>	<b>3,281</b>	<b>8,615</b>

### **Comprehensive Plan Potential**

The Lorton-South Route 1 area is recommended by the Concept for Future Development to develop as a Suburban Center with portions designated as Suburban Neighborhoods and Low Density Residential Areas. The majority of the area is planned at the baseline for residential uses ranging from 1-2 du/ac outside of core areas planned for 16-20 du/ac and for community serving retail uses up to .25 FAR. A portion of this area is planned for industrial uses at an intensity up to .35 FAR with substantial buffering to adjacent uses.

Figure 5.8 shows two potential development scenarios, both of which assume every parcel is developed to the maximum intensity recommended by the adopted Comprehensive Plan. If the Lorton-South Route 1 Area were developed to maximize non-residential GFA, approximately 8.8 million square feet of non-residential development and 10,300 residential units could be built. Alternatively, if residential options within the area are exercised to the full extent supported by the Plan, approximately 8.6 million square feet of non-residential development and 10,500 residential units could be built. The quantification of the Comprehensive Plan illustrates that little residential development potential remains, because the areas planned for residential use are mostly built out with relatively new housing. With respect to non-residential uses, significant potential remains on scattered sites, some of which are vacant. However, many of these areas may be impacted by environmental constraints associated with current or former land fill activities. See Maps 26 and 27 for illustrations of these Plan options.



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**Figure 5.8: Comprehensive Plan Potential Scenarios by Land Use \***

Land Use	Comprehensive Plan Potential	
	Non-Residential Emphasis	Residential Emphasis
<b>Non-Residential Uses (GFA)</b>		
Office	2,512,401	2,512,401
Retail	722,376	705,079
Industrial	5,149,701	4,946,738
Govt/Institutional	163,781	163,781
Open Space	N/A	N/A
Hotel	265,698	265,698
Parks	N/A	N/A
Private Recreation	N/A	N/A
<b>TOTAL GFA:</b>	<b>8,813,957</b>	<b>8,593,697</b>
<b>Residential Uses (Units)</b>		
Single Family	1,884	1,884
Town House	6,553	6,713
Low Rise Multi-Family	1,863	1,916
Med Rise Multi-Family	0	0
High Rise Multifamily	0	0
<b>TOTAL UNITS:</b>	<b>10,300</b>	<b>10,513</b>

**Summary**

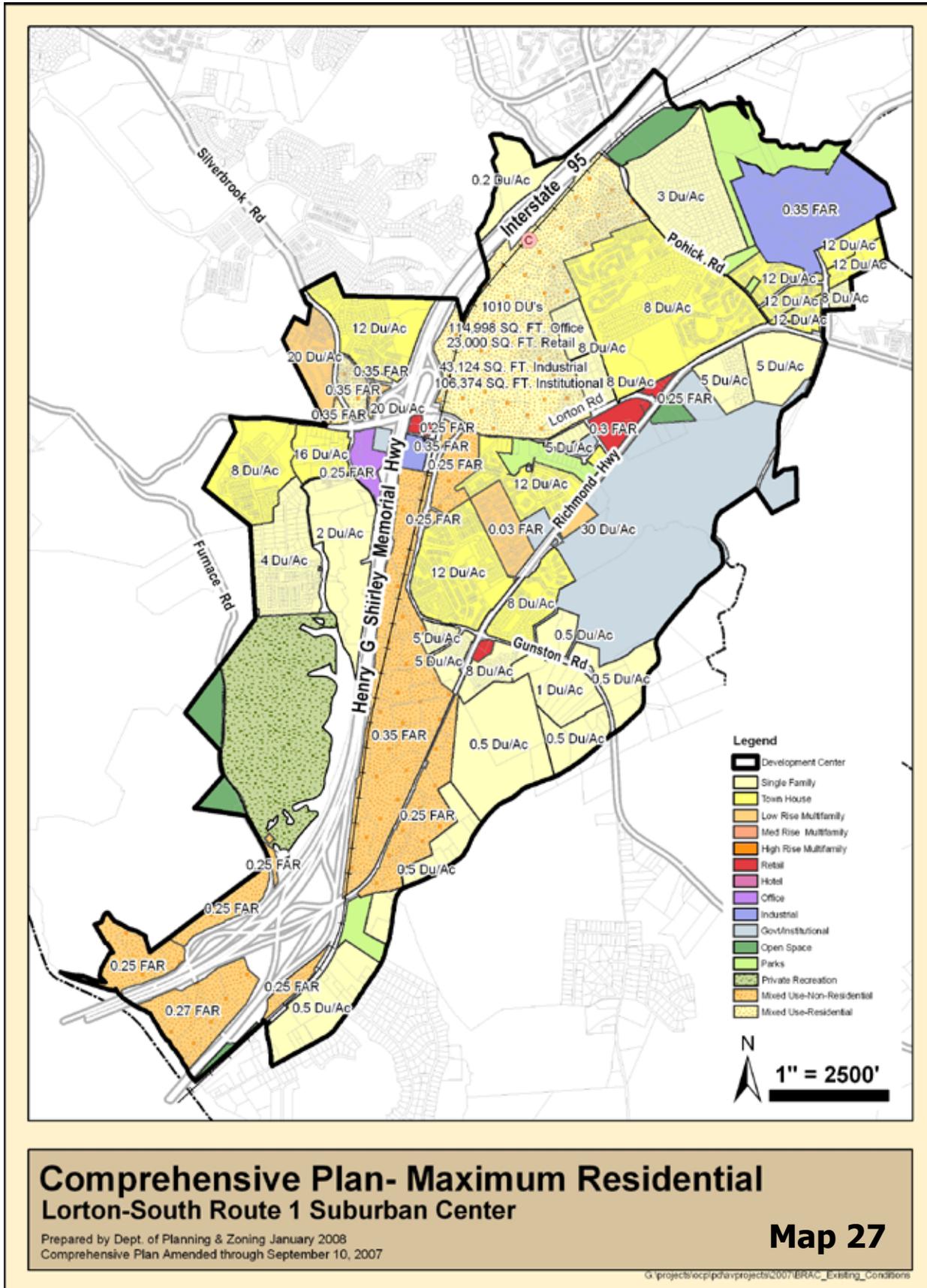
A summary of existing development, and zoned and planned potential is shown in Figure 5.9. The Lorton-South Route 1 area contains a significant amount of additional non-residential development potential that could be developed by-right under the current zoning or in conformance with current Comprehensive Plan recommendations. This non-residential development might represent as much as a 204% increase over existing development under current zoning and 135% under the current Plan. As noted earlier, the realization of this potential would be constrained by environmental factors, require redevelopment of existing uses, and be limited by the existing sewer service area. Since the area is planned as a Suburban Center, community-serving retail and commercial uses could comprise a significant portion of new development. Additional residential units might also accompany this growth, although at a lower rate of increase. The 18 to 44% increase over existing residential units suggested by the data should be taken in the context of the significant areas zoned or planned for residential but currently used for industrial or public facilities. Residential development is more likely to occur as infill development in already established neighborhoods.

The study area's location at the juncture of two major north-south thoroughfares, I-95 and Route 1, make it an area that could attract additional development interest. Future development, however, may be tempered by the fact that a portion of the study area is outside of the approved sewer service area and therefore subject to development restrictions.

\* This chart compares estimates of existing and zoned land uses to those recommended by the Comprehensive Plan. The Comprehensive Plan development potential is presented as two categories to illustrate that Comprehensive Plan guidance could be implemented in a variety of ways.

**Figure 5.9 : Summary of Existing, Zoned, and Planned Potential by Land Use**

Land Use	Existing	Zoned Potential		Comprehensive Plan Potential	
		Low	High	Non-Residential Potential	Residential Emphasis
<b>Non-Residential Uses (GFA)</b>					
Office	264,107	662,900	9,833,315	2,512,401	2,512,401
Retail	338,326	154,950	5,283,514	722,376	705,079
Industrial	2,938,998	0	8,303,920	5,149,701	4,946,738
Govt/Institutional	140,558			163,781	163,781
Hotel	62,172			265,698	265,698
Private Recreation					
<b>TOTAL GFA:</b>	<b>3,744,161</b>		<b>11,378,265</b>	<b>8,813,957</b>	<b>8,593,697</b>
<b>Residential Uses (Units)</b>					
Single Family	1,799		3,022	1,884	1,884
Town House	3,038		2,312	6,553	6,713
Low Rise Multi-Family	2,456		3,281	1,863	1,916
Med Rise Multi-Family					
High Rise Multifamily					
<b>TOTAL UNITS:</b>	<b>7,293</b>		<b>8,615</b>	<b>10,300</b>	<b>10,513</b>



## Comprehensive Plan- Maximum Residential Lorton-South Route 1 Suburban Center

Prepared by Dept. of Planning & Zoning January 2008  
Comprehensive Plan Amended through September 10, 2007

**Map 27**

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