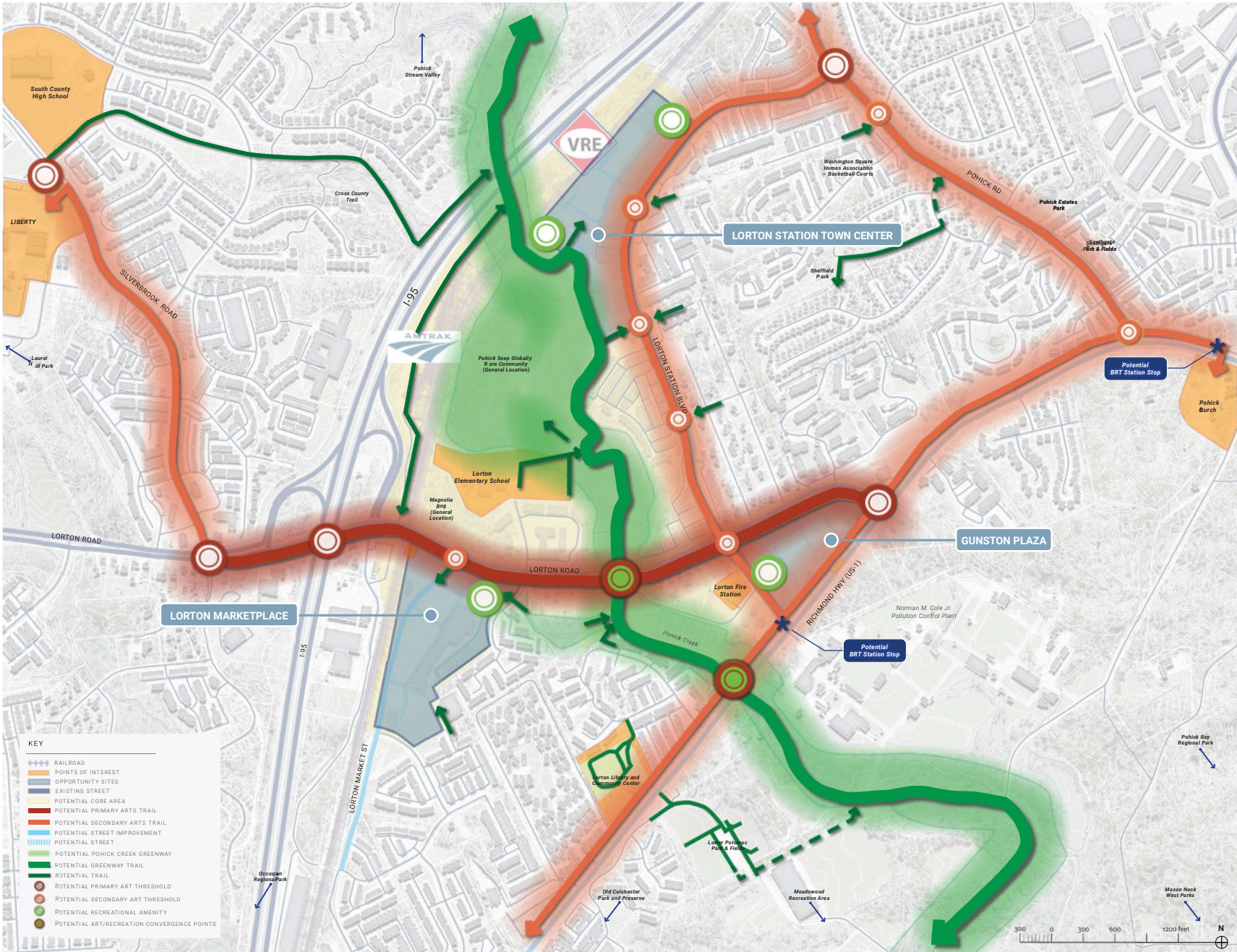


FRAMEWORK PLAN - VISION: ART & RECREATION

Lorton Visioning - Fairfax County, VA



The Vision for Lorton is to create a **transformative identity and dynamic mixed-use environment** focused on two pillars that are emerging strengths of the community: **Art & Recreation**.

These pillars built upon and complement the many unique assets existing in the area, including **Workhouse Arts Center**, **Liberty**, the **Cross County Trail**, **Laurel Hill Park** and **Trails**, **Ocoogan Regional Park**, **Pohick Creek**, **Pohick Bay Regional Park**, **Mason Neck West Parks**, **Meadowood Recreation Area**, **Old Colchester Park** and **Preserve**, and smaller, local parks such as **Lorton**, **Lower Potomac**, **Lower Potomac Fields**, **Pohick Estates**, and **Southgate**, as well as the proposed **Fairfax Peak** indoor ski complex. These two pillars build upon a strong foundation of art and recreation within the community and, central to the area is **Pohick Creek**, envisioned as a **Greenway Spine** (see more below), connecting the community to art and recreation, as well as area heritage sites, shopping, dining, transit, and each other.

Lorton - Southern Gateway to the County & Region

Distinguished by its location, as the Southern Gateway to the County and the National Capital Region, and adjacent to a vast extent of natural areas, Lorton is unique among the **Richmond Highway Corridor Areas**. While many of the northern areas of the corridor are envisioned as dense transit-oriented centers, Lorton is a transition from the environmentally-sensitive natural areas to the south and west and surrounding low-density residential neighborhoods to those more intense transit-oriented centers to the north and east. A **Visitors / Welcome Center** is envisioned near the exit from I-95 and the **Amtrak Auto Train**, potentially in or near the **Lorton Market/Place Opportunity Site** (see page below), to welcome visitors and promote local destinations and events.

While the Art and Recreation assets exist within and surrounding Lorton, these pillars should be strengthened to imbue Lorton - to be evident in threshold art installations welcoming visitors and residents to the community (see **Primary Thresholds** below and on the plan diagram to the left) in sculptures placed along shared-use paths and trails (see **Secondary Thresholds** below and on the plan diagram to the left) in new active and passive open spaces supporting health, wellness, and fitness (see the **Recreation & Open Space Framework Plan** on the following page), in infrastructure and signage, and in the expressive character of new development (see the **Opportunity Sites Framework Plan**). Additionally, while the surrounding area is rich in the quantity of parkland, many areas are under-served with little or no open space within and accessible to neighborhoods. Therefore, importantly, the plan envisions connections between existing and proposed parks and recreational facilities as well as additional new neighborhood greens, plazas, and recreational amenities to accommodate both existing and new residents. These new open spaces will accompany new development and provide places for people to come together, play, gather, and be social.

The Vision Plan suggests **Primary Art Thresholds** at western and eastern anchor points along Lorton Road

The **Primary Art Thresholds** are indicated at main arrival points and will help establish the identity of Lorton, emphasizing the important pillar of Art in the community, while supporting local artists.

The **Primary Art Thresholds** should each have a unique character related to the location and context and taking into account visibility, scale, color, and lighting. For example, the **Art Threshold** at the I-95 and rail underpasses on Lorton Road could take the form of **dynamic Overpass Lighting**. While at the eastern end, at the Lorton Road/Richmond Highway intersection, the **Art Threshold** could take the form of a vertical light beacon.

The Vision Plan suggests **Secondary Art Thresholds** at certain intersections of the Opportunity Sites, main roadways, and trails.

The **Secondary Art Thresholds** will help reinforce the identity of Lorton, encourage mobility and trail use, and energize the areas with art.

The **Secondary Art Thresholds** should be smaller in scale than the **Primary Art Thresholds** and should relate to the location and context. For example, the **Art Thresholds** at the trail heads leading to or along the **Pohick Creek Greenway Spine** (see more below) could be sculptures made of natural materials, be ephemeral, and tied to a season or special event. While the **Art Thresholds** at entry points to the Opportunity Sites could be permanent structures, relate to the individual character of the site, and incorporate lighting.

The Vision Plan proposes a **'Greenway Spine'** along Pohick Creek

The envisioned **Pohick Creek Greenway Spine** would provide needed connectivity via a north-south green corridor, provide opportunities to better connect people with nature and education on the importance of protected natural areas, and connect the community to art and recreation, as well as area heritage sites, shopping, dining, transit, and each other.

Trails within the **Pohick Creek Greenway Spine** should be improved but respect the environmentally-sensitive and endangered species areas (such as the **Magnolia Bog** shown on the plan diagram to the left) and generally follow the existing trail routes or be routed through areas previously-disturbed by development.

Unlike in other areas of the **Richmond Highway Corridor**, **Pohick Creek** as it runs through the **Focus Area** is largely daylighted, not piped (except under roadways). However, the fact that the creek is daylighted does not mean that it and surrounding streams are healthy and function well for stormwater filtration, habitat, etc. According to a 2021 memorandum from **FCPA**, "As is typical in more densely populated areas, the streams through and around the Lorton Visioning Study Area are degraded and in need of restoration. These streams have been surveyed by the Department of Public Works & Environmental Services (DPWES) and determined to have **Habitat Scores** from **Poor to Good** (Excellent is the highest possible score). This assessment is due to stream conditions noted as being degraded due to runoff from surrounding development in the study area." (Existing Parks & Recreation Conditions Memorandum, April 2021, Fairfax County Park Authority (FCPA))

The Vision Plan suggests **Art / Recreation Convergence Points** where the Greenway meets an ArtsTrail

The **Pohick Creek Greenway Spine** connects with **ArtsTrails** at two locations within the potential **Core Area** of Lorton and at **Richmond Highway**. These two locations are envisioned as **Convergence Points**, where not only a natural Greenway trail meets **Shared-Use Path (SUP) ArtsTrails** along the roadways, but also are highlighted by art installations. These art installations could be murals on a retaining wall or artistic wayfinding markers. Whatever the installation, the impact should be to make the use of the trails by walker, joggers, scooters, or cyclists more inviting through the use of art (see the **Recreation & Open Space Framework Plan** on the following page, for more information).

FRAMEWORK PLAN - RECREATION & OPEN SPACE

Lorton Visioning - Fairfax County, VA



In and near Lorton Station Town Center.

In and near this Opportunity Site, the area is under-served by recreational facilities and open spaces; the existing local parks are small and disconnected. There is an opportunity to provide needed new facilities and spaces at both the northern and southern ends of the Town Center as well as potential trails to the east.

Arriving from the Pohick Creek Greenway Spine trails, at the southern end of the Town Center, people could be greeted by a transportation-themed play space that echoes the existing transportation focus here with the VRE Station, the Bus Stop, and the Calrose Park. Recreational amenities may include courts to the south and ballfields to the north with a plaza activated by restaurants in between.

Stretching out into the residential neighborhoods to the east to Pohick Road, potential trails could be located or extended to provide pedestrian and bicycle connectivity to the Town Center and the existing and new potential open spaces. (See the Opportunity Site Detail Plans on the following pages for more information.)

In and near Lorton Marketplace

The plan envisions Lorton Marketplace remaining as the neighborhood-serving commercial district for Lorton, given its position near I-95, Lorton Road, the spur of the Pohick Creek Greenway Spine, as well as the adjacent residential neighborhoods.

The openness of this district is currently limited, with narrow frontage along Lorton Road. Therefore, the plan envisions a prominent front Plaza along Lorton Road, a small Green with a play space at the trail head of the Greenway Spine spur, and trail connections connecting east to the residential neighborhoods.

In the long-term, if the shopping center is redeveloped in whole or in phases, at the Core, a central Green, Attached Greens, and/or plazas should be incorporated to create a sense of place and provide adequate open space within this Opportunity Site. (See the Opportunity Site Detail Plans on the following pages for more information.)

In and near Gunston Plaza

The plan envisions Gunston Plaza becoming the heart of Lorton, given its position at the intersection of Lorton Road, Lorton Station Boulevard, Richmond Highway, the Pohick Creek Greenway Spine, as well as the potential future Circulator Bus route and BRT.

Given the many routes and modes of travel arriving at this destination, it is important to welcome people to Gunston Plaza and provide appropriate open space and recreational amenities.

Arriving from the west or north, it is envisioned that two corner plazas greet people at the intersection of Lorton Road and Armistead Street, while a Green provides open space for active recreation as well as a buffer to the Park Station. At the opposite, eastern end, a Green with a tall vertical Sculpture or Light Beacon, as one of the Primary Arts Thresholds, will announce Lorton as an Arts & Recreation destination to travelers on Richmond Highway.

In the long-term, if the shopping center is redeveloped in whole or in phases, at the core, a central Commons, at the scale of a town square, will provide a large gathering space for the community. (See the Opportunity Site Detail Plans on the following pages for more information.)

The Vision for Lorton focuses on two pillars that are emerging strengths of the community: **Arts and Recreation**. This plan diagram shows both the existing, planned, and potential Recreation and Open Spaces.

The existing recreational assets and open spaces in the recreation area are plentiful and include the Cross County Trail, Laurel Hill Park and Trails, Occoquan Regional Park, Pohick Creek, Pohick Bay Regional Park, Mason Neck West Parks Meadowood Recreation Area, Old Colchester Park and Preserve, and smaller, local parks such as Lorton, Lower Potomac, Lower Potomac Fields, Pohick Estates, and Southgate. Additionally, Fairfax Park is proposed as a state-of-the-art indoor ski complex, to the southwest.

While recreational facilities and open spaces exist within and surrounding Lorton and the area is rich in quantity, recreational facilities and open spaces as well as natural corridors lack connectivity. Further, many areas are under-served with little or no open space within and accessible to neighborhoods.

Therefore, importantly and as can be seen in the plan diagram to the left, the plan envisions connections between existing, planned, and proposed recreational facilities and open spaces as well as additional new proposed neighborhood commons, greens, plazas, and recreational amenities to accommodate both existing and new residents. These proposed recreation and open spaces will occur with future development/redevelopment, not only, or primarily, within county-owned or FCPA-owned parcels.

In and near the Pohick Creek Greenway Spine:

As noted on the previous page, the envisioned Pohick Creek Greenway Spine would provide needed connectivity via a central north-south green corridor, provide opportunities to better connect people with nature and education on the importance of protected natural areas; and connect the community to art and recreation, as well as area heritages, shopping, dining, transit, and each other.

Near Pohick Creek, the design and character of the open spaces should be sensitive and responsive to the natural areas intended to be preserved. The potential open spaces shown near the trail are envisioned as light footprint spaces, such as a natural outdoor classroom near the Elementary School with an array of stumps for seating. (See the Art & Recreation Framework Plan and following pages for more information.)



FRAMEWORK PLAN - RECREATION & OPEN SPACE

Lorton Visioning - Fairfax County, VA



The Vision for Lorton focuses on two pillars that are emerging strengths of the community: Arts and Recreation. This plan diagram shows both the existing, planned, and potential Recreation and Open Spaces.

The existing recreational assets and open spaces in the broader area are plentiful and include the Cross County Trail, Laurel Hill Park and Trails, Occoquan Regional Park, Potomac Creek, Potomac Bay Regional Park, Mason Neck West Parks, Meadowood Recreation Area, Old Colchester Park and Preserve, and smaller, local parks such as Lorton, Lower Potomac, Lower Potomac Fields, Potomac Estates, and Southgate. Additionally, Fairfax Park is proposed as a state-of-the-art indoor ski complex, to the southwest.

While recreational facilities and open spaces exist within and surrounding Lorton and the area is rich in quantity, recreational facilities and open spaces as well as natural corridors lack connectivity. Further, many areas are under-served with little or no open space within and accessible to neighborhoods.

Therefore, importantly and as can be seen in the plan diagram to the left, the plan envisions connections between existing, planned, and proposed recreational facilities and open spaces as well as additional new proposed neighborhood commons, greens, plazas, and recreational amenities to accommodate both existing and new residents. These proposed recreation and open spaces will occur with future development/redevelopment, not only, or primarily, within county-owned or FCPA-owned parcels.

In and near the Potomac Creek Greenway spine:

As noted on the previous page, the envisioned Potomac Creek Greenway Spine would provide needed connectivity via a central north-south green corridor, provide opportunities to better connect people with nature and education on the importance of protected natural areas, and connect the community to art and recreation, as well to area heritages, shopping, dining, transit, and each other. Near Potomac Creek, the design and character of the open spaces should be sensitive and responsive to the natural areas intended to be preserved. The potential open spaces shown near the trail are envisioned as light footprint spaces, such as a natural outdoor classroom near the Elementary School with an array of stumps for seating. (See the Art & Recreation Framework Plan and following pages for more information.)



FRAMEWORK PLAN - PRIMARY & SECONDARY ARTS TRAILS

Lorton Visioning - Fairfax County, VA



The Vision for Lorton focuses on two pillars that are emerging strengths of the community: **Arts and Recreation**. This plan diagram shows potential Primary and Secondary Arts Trails.

The intent of the Arts Trails is to complement and connect to the area's Art and Heritage destinations, such as the Warehouse Arts Center, Liberty, the new Lorton Library and Community Center, and Pohick Church.

The Primary Arts Trail is envisioned along Lorton Road, at the community's central street. The Lorton Road Arts Trail would stretch from Silverbrook Road to Richmond Highway with a character potentially similar to the **Indianapolis Cultural Trail**. This trail is envisioned as a continuous Shared Use Path (SUIP) along the southern side of the roadway with art installations at key locations to welcome walkers, joggers, cyclists, and other users.

The Secondary Arts Trails are envisioned along Silverbrook Road, Lorton Station Boulevard, Pohick Road, and Richmond Highway with a character potentially similar to the **Atlanta Beltline**. With their Arts Thresholds, these Arts Trails will connect to the important area destinations noted above as well as neighborhood amenities (such as existing and potential recreational facilities), encourage mobility, fitness, and trail use, and help reinforce the identity of Lorton, energizing the area with art and supporting local artists.

Primary Art Thresholds

Along the length of the Lorton Road Arts Trail, Thresholds and Convergence Points will occur at key moments. The Primary Art Threshold at the I-95 and rail underpasses could take the form of dynamic Underpass Lighting welcoming visitors walking, jogging, or riding on the Arts Trail, driving northbound on Lorton Road, or arriving by rail on the Amtrak Auto Train. At the western end of Lorton Road, at the Lorton Road/Silverbrook intersection, the Primary Art Threshold could take the form of a vertical, possibly kinetic, sculpture. While at the eastern end, at the Lorton Road/Richmond Highway intersection, the Arts Gateway could take the form of a vertical light beacon. On Pohick Road, at the Lorton Station Boulevard, the Primary Art Threshold could be a tall sculpture (or paired or grouped sculptures) marking the northern entry point.

Each Primary Art Threshold should have a unique character related to its particular location and context, taking into account visibility, scale, color, and lighting.

Secondary Art Thresholds

The Secondary Art Thresholds should be smaller in scale than the Primary Art Thresholds and should relate to the location and context. For example, the Art Thresholds at the trail beads leading to or along the Pohick Creek Greenway Spine could be sculpture made of natural materials, be ephemeral, and tied to a season or special event. While the Art Thresholds at entry points to the Opportunity Sites could be permanent structures, relate to the individual character of the site, and incorporate lighting.

The Vision Plan suggests Art / Recreation Convergence Points where the Greenway meets an Arts Trail

See the Vision - Art & Recreation Framework Plan for more info.



FRAMEWORK PLAN - OPPORTUNITY SITE CHARACTER

Lorton Visioning - Fairfax County, VA



The Vision for Lorton focuses on three Opportunity Sites: **Lorton Station Town Center**, **Gunston Plaza**, and **Lorton Marketplace**. This diagram notes and illustrates the proposed high-level character of each Opportunity Site as well as the connections between them.

The three Opportunity Sites sit within a Core Area anchored by three major transportation hubs (the VRE Station, Bus Hub and Amtrak Auto Train) as well as three of the largest commercial centers in the Lower Potomac District - all linked together by the Potomac Creek Greenway Spine. While the character and uses may vary between the three Opportunity Sites, as noted below, the two pillars of Arts and Recreation should be evident and expressed in each. (See the Opportunity Site Detail Plans on the following pages for more information.)

Opportunity Site: Lorton Station Town Center

This Opportunity Site is envisioned with a central Health/Wellness/Fitness character, connected to nature and the other sites by the Potomac Creek Greenway Spine and the Secondary Art/Trails along Lorton Station Boulevard. The supporting character is based on the existing transportation focus with the VRE Station, the Bus Hub, and the Caboose Park. Additionally, future development should respect the existing mixed-use, mid-rise buildings' architectural character.

The current built environment includes Retail, Restaurants, Office, Medical Office, a small green with Pavilion, and the VRE Rail station and Bus Hub. While mid-rise use and having initial 'good bones' with the recent town center architecture, the site is lacking a 24/7 Live/Work/Play environment. The future built environment is envisioned to potentially incorporate some additional Medical Office and Restaurant space, a mix of Market/Bate and Workforce/Affordable Housing program, as well as needed additional Open Space with Recreational facilities. (See the Opportunity Site Detail Plans on the following pages for more information as well as the Open Space & Recreation Framework Plan.)

Opportunity Site: Gunston Plaza

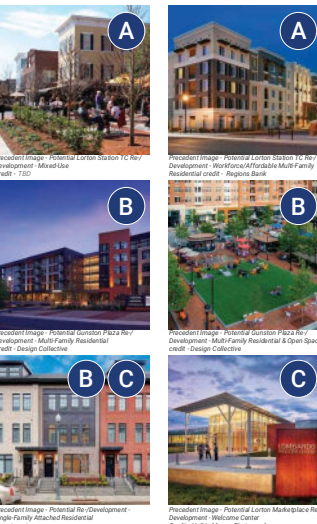
This Opportunity Site is envisioned becoming the mixed-use, dynamic Heart of Lorton, given its position at the confluence of Lorton Road, Lorton Station Boulevard, Richmond Highway, the Potomac Creek Greenway Spine, as well as the potential future BRT.

The current built environment includes neighborhood-serving Retail, Office, Medical Office, and Senior Housing, but no meaningful Open Space or placemaking. The future built environment is envisioned to occur in phases, incorporating additional Residential, Restaurant and Entertainment Retail, as well as needed additional Open Space with a central Common and Recreational facilities. (See the Opportunity Site Detail Plans on the following pages for more information as well as the Open Space & Recreation Framework Plan.)

Opportunity Site: Lorton Marketplace

This Opportunity Site is suggested to remain as the neighborhood-serving commercial district for Lorton, given its position near I-95, Lorton Road, the Amtrak Auto Train, the spur of the Potomac Creek Greenway Spine, as well as the adjacent residential neighborhoods.

The current built environment includes neighborhood-serving Retail, Office, and Medical Office, but no Residential or meaningful Open Space or placemaking. The future built environment is envisioned to occur in phases, potentially incorporating Single-Family Attached (SFA) Townhouse Residential, a Hotel, a Welcome Center, as well as needed additional Open Space with a Plaza along Lorton Road, a Green at the trail head of the Greenway Spine spur, and trail connections connecting east to the residential neighborhoods including Maple Circle. (See the Opportunity Site Detail Plans on the following pages for more information.)



FRAMEWORK PLAN - LORTON STATION TOWN CENTER

Lorton Visioning - Fairfax County, VA



The Vision for Lorton focuses on three Opportunity Sites: Lorton Station Town Center, Gunston Plaza, and Lorton Marketplace. This diagram focuses in on Lorton Station, noting in further detail the proposed character and features of the Opportunity Site as well as connections to nearby neighborhoods and destinations.

While the character and uses may vary between the three Opportunity Sites, as noted below the two pillars of Arts and Recreation should be evident and expressed in each. Further, each of the Opportunity Sites should complement rather than conflict with or cannibalize from the others.

Lorton Station Town Center Character.

This Opportunity Site is envisioned with a central Health/Wellness/Fitness character, connected to nature and the other sites by the Pohick Creek Greenway Spine and the Secondary Arts/Trails along Lorton Station Boulevard. The supporting character is based on the existing transportation focus with the VRE Station, the Bus Hub, and the Caboose Park. Additionally, future development should respect the existing mixed-use, mid-rise buildings' architectural character.

The current built environment includes Retail, Restaurants, Office, Medical Office, a small greens with Pavilion, and the VRE Trail station and Bus Hub. While mixed-use and having initial 'good bones' with the recent town center architecture, the site is lacking a 24/7 Live/Work/Play environment. The future built environment is envisioned to potentially incorporate some additional Medical Office and Restaurant space, a mix of Market-Rate and Workforce/Affordable Housing program, as well as needed additional Open Space with Recreational facilities. (See the Open Space & Recreation Framework Plan for more information.)

New Potential Open Space with Recreational fields north of the Station

Recreational amenities may include ballfields to the north of the station's current parking and south of the existing stormwater facility.

New Potential Open Space including Courts, Play Space, Plaza, & Trails south of the Station

Arriving from the Pohick Creek Greenway Spine trails, at the southern end of the Town Center, people could be greeted by a transportation-themed play space that echoes the existing transportation focus here with the VRE Station, the Bus Hub, and the Caboose Park. Open Space and Recreational amenities may include courts and a plaza activated by restaurants in between.

Secondary Arts/Trails along Lorton Station Boulevard

The Lorton Station Boulevard Arts/Trail, with its Arts Thresholds, will help reinforce the identity of Lorton, encourage mobility and trail use, and energize the area with art. Additionally, the character of the boulevard potentially could be improved with an extended planted median and parallel parking.

Along the Pohick Creek Greenway Spine

Near Pohick Creek, the design and character of the open spaces should be sensitive and responsive to the natural areas intended to be preserved. The potential open spaces shown near the trail are envisioned as light footprint spaces, such as a natural outdoor classroom near the Elementary School with an array of stumps for seating. (See the Art & Recreation Framework Plan and other previous pages for more information.)



OPPORTUNITY SITE - GUNSTON PLAZA

Lorton Visioning - Fairfax County, VA



KEY - POTENTIAL USES

RETAIL	ACTIVE OPEN SPACE
OFFICE	PASSIVE OPEN SPACE
WELCOME CENTER	PLAYGROUND
MIXED USE DEVELOPMENT	GREENWAY TRAIL
MULTI-FAMILY RESIDENTIAL	
SINGLE-FAMILY RESIDENTIAL	

KEY

RAILROAD
POINTS OF INTEREST
OPPORTUNITY SITES
EXISTING STREET
POTENTIAL CORE AREA
POTENTIAL PRIMARY STREET ARTS TRAIL
POTENTIAL SECONDARY STREET ARTS TRAIL
POTENTIAL STREET IMPROVEMENT
POTENTIAL STREET
POTENTIAL POTOMAC CREEK GREENWAY
POTENTIAL GREENWAY TRAIL
POTENTIAL TRAIL
POTENTIAL CIVIC PLAZA
POTENTIAL COMMON GREEN
POTENTIAL FLEXIBLE SPACE
EXISTING NEIGHBORHOOD PARK
POTENTIAL PRIMARY ART THRESHOLD
POTENTIAL SECONDARY ART THRESHOLD
POTENTIAL ARTS / RECREATION CONVERGENCE

The Vision for Lorton focuses on three Opportunity Sites: Lorton Station Town Center, Gunston Plaza, and Lorton Marketplace. This diagram focuses in on Gunston Plaza, noting in further detail the proposed character and features of the Opportunity Site as well as connections to nearby neighborhoods and destinations.

While the character and uses may vary between the three Opportunity Sites, as noted below the two pillars of Arts and Recreation should be evident and expressed in each. Further, each of the Opportunity Sites should compliment rather than conflict with or cannibalize from the others.

Gunston Plaza Character
This Opportunity Site is envisioned becoming the mixed-use, dynamic Heart of Lorton, given its position at the confluence of Lorton Road, Lorton Station Boulevard, Richmond Highway, the Potomac Creek Greenway Spine, as well as the potential future BRT.

The current built environment includes neighborhood-serving Retail, Office, Medical Office, and Senior Housing, but no meaningful Open Space or placemaking. The future built environment is envisioned to occur in phases, incorporating additional Residential, Restaurant and Entertainment Retail, as well as needed additional Open Space with a central Commons and Recreational facilities. (See the Open Space & Recreation Framework Plan for more information.)

Short-Term interventions at Gunston Plaza
While redevelopment is dependent on the timeframes established by the site's property owners, potentially Office and SFD Residential at the corners of Lorton and Armistead Roads could be redeveloped in the short-term and, with that redevelopment, the existing low brick walls should be removed with Corner Plazas incorporated to open site further to pedestrians. Additionally, a potential mural (or other surface treatment) along the Retail's rear blank wall could help to enliven this portion of Lorton Road.

Future Program at Gunston Plaza
The future built environment is envisioned to occur in phases, incorporating additional Residential (potentially as both Multi-Family and Single-Family Attached) and Restaurant and Entertainment Retail, as well as needed additional Open Space with a central Commons and Recreational facilities.

New Proposed Open Space with Recreational courts, Corner Plazas, and trails

Arriving from the Potomac Creek Greenway Spine or the ArtsTrails at Gunston Plaza, people could be greeted by open space and recreational amenities including courts and corner plazas near Armistead Road and the Fire Station. Central to Gunston Plaza, a large Common Green is envisioned to support community gatherings and activities, activated by restaurants and shops.

ArtsTrail & Streetscape Improvements along Lorton Road

A Primary ArtsTrail is envisioned along Lorton Road, as the community's central street, stretching from Silverbrook Road, past Gunston Plaza to Richmond Highway, with a character potentially similar to the Indianapolis Cultural Trail. This trail is envisioned as a continuous Shared-Use Path (SUIP) along the southern side of the roadway with art installations at key locations. Minimally to respond to and embrace the ArtsTrail character, in the short-term, Lorton Road should be improved to include accessible sidewalks, pedestrian-scaled lighting, and banners featuring art or announcing special events. In the long-term, Lorton Road should become a Complete Street, implementing a road diet from 6 to 4 lanes (if supported by a traffic study), street trees, buffered sidewalks, and active frontage.

Secondary ArtsTrails along Richmond Highway and Lorton Station Blvd./Armistead Rd.

The Secondary ArtsTrails, with their Art Thresholds, will help reinforce the identity of Lorton, encourage mobility and trail use, and energize the area with art.

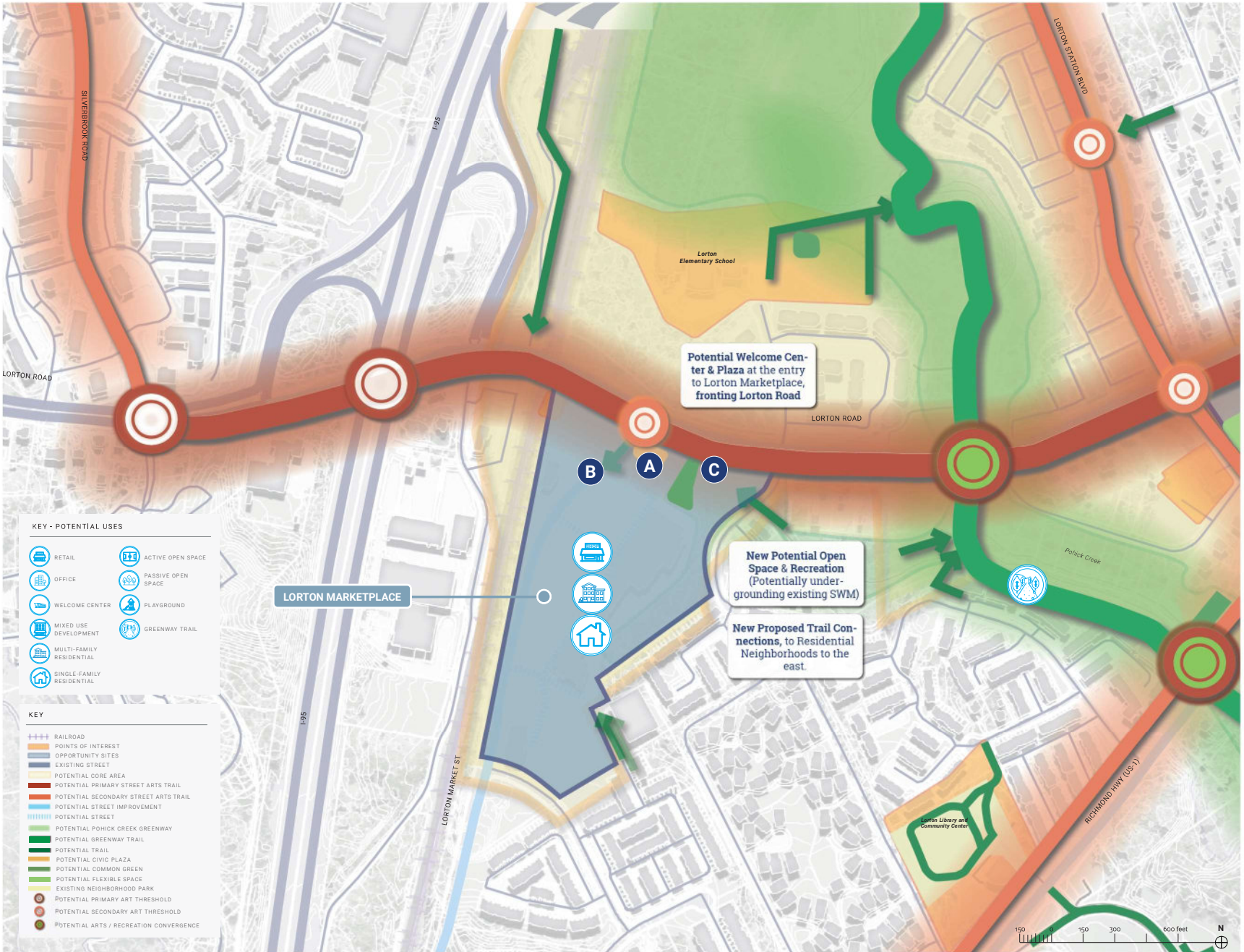
New Proposed BRT Station Stop along Richmond Highway

If implemented, the BRT station stop serving Gunston Plaza should be centrally located, preferably adjacent to active frontages and open space (as shown to the left), to elevate the rider's experience and support the use of the nearby Retail by transit riders.



OPPORTUNITY SITE - LORTON MARKETPLACE

Lorton Visioning - Fairfax County, VA



The Vision for Lorton focuses on three Opportunity Sites: Lorton Station Town Center, Gunston Plaza, and Lorton Marketplace. This diagram focuses in on Lorton Marketplace, noting in further detail the proposed character and features of the Opportunity Site as well as connections to nearby neighborhoods and destinations.

While the character and uses may vary between the three Opportunity Sites, as noted below, the two pillars of Arts and Recreation should be evident and expressed in each. Further, each of the Opportunity Sites should complement rather than conflict with or cannibalize from the others.

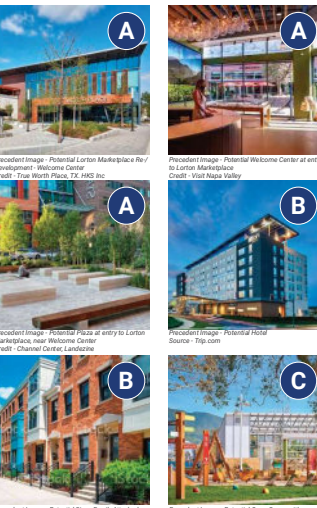
Lorton Marketplace Character:
This Opportunity Site is suggested to remain as the neighborhood-serving commercial district for Lorton, given its position near I-95, Lorton Road, the Amtrak Auto Train, the spur of the Potomac Creek Greenway Span, as well as the adjacent residential neighborhoods.

The current built environment includes neighborhood-serving Retail, Office, and Medical Office, but no Residential or meaningful Open Space or placemaking. The future built environment is envisioned to occur in phases, potentially incorporating Single Family Attached (SFA) Townhouse Residential, a Hotel, a Welcome Center, as well as needed additional Open Space with a Plaza along Lorton Road, a Green at the trail head of the Greenway Span spur, and trail connections connecting east to the residential neighborhoods including Hagel Circle. (See the Open Space & Recreation Framework Plan for more information.)

Future Program at Lorton Marketplace
Infill and redevelopment is dependent on the timeframes established by the site's property owners. The future built environment is envisioned to occur in phases, potentially incorporating small infill Retail, Single-Family Attached (SFA) Townhouse Residential, a Hotel, and a Welcome Center as well as needed additional Open Space with a small Plaza near Lorton Road and the potential Welcome Center, a Common Green with flexible lawn space (with the current SWM facility undergrounded), a bike stop/repair pavilion and mile marker signage at the trail head of the Greenway Span spur, and trail connections connecting east to the residential neighborhoods.

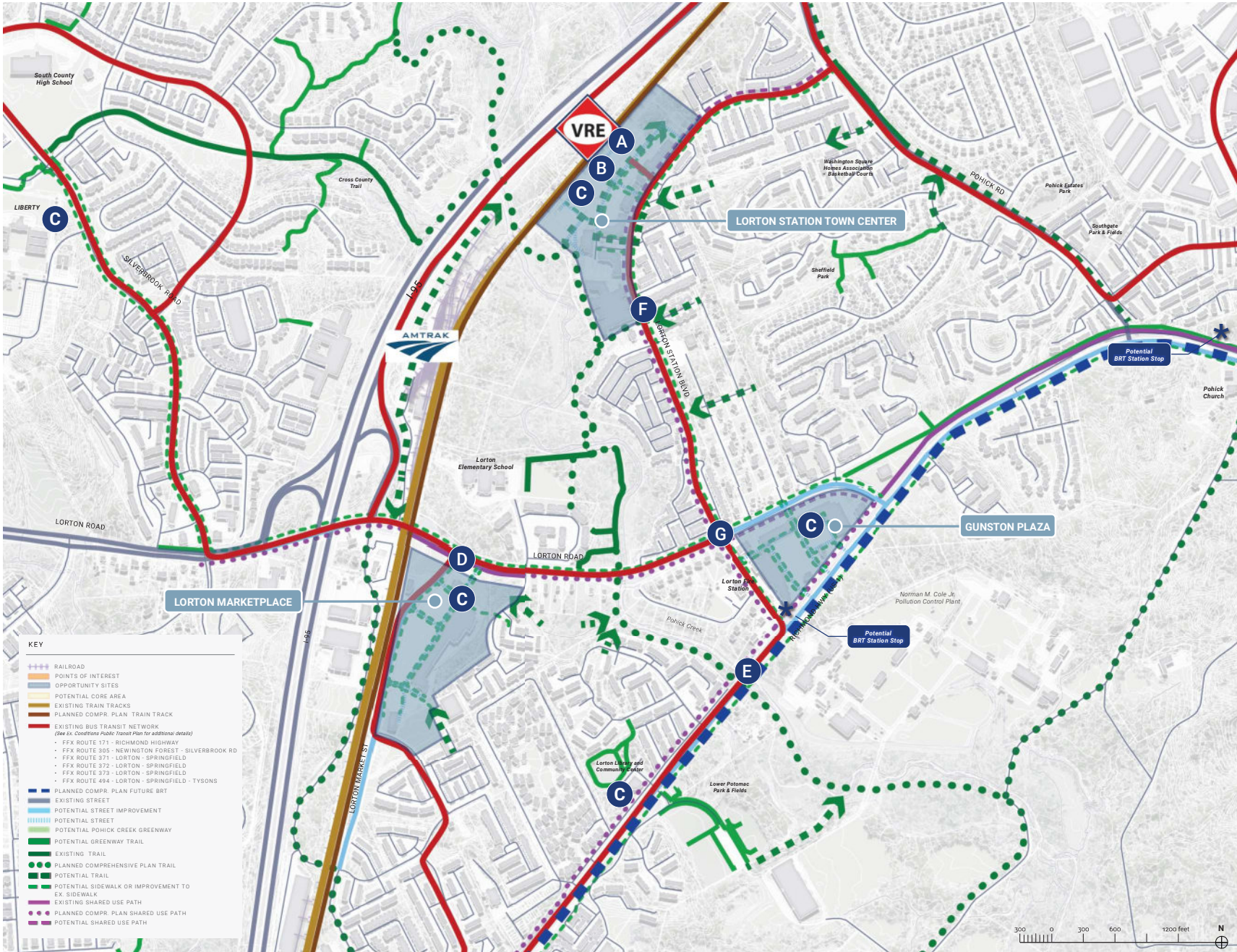
ArtsTrail & Streetscape Improvements along Lorton Road
A Primary ArtsTrail is envisioned along Lorton Road, as the community's central street, stretching from Silverbrook Road, past Lorton Marketplace to Richmond Highway, with a character potentially similar to the Indianapolis Cultural Trail. This trail is envisioned as a continuous Shared-Use Path (SUP) along the southern side of the roadway with art installation as a key location. Minimally to respond to and embrace the ArtsTrail character, in the short-term, Lorton Road should be improved to include accessible sidewalks, pedestrian-scaled lighting and business featuring art or announcing special events. In the long-term, Lorton Road should become a Complete Street, implementing a road diet from 6 to 4 lanes (if supported by a traffic study), street trees, buffered sidewalks, and active frontage.

Improvements to the Pedestrian access to the Amtrak Auto Train Station
The pedestrian route to and from Lorton Marketplace to the Amtrak Auto Train Station should be improved in the short-term with accessible sidewalks and lighting, including the Underpass Lighting (as mentioned on the Arts & Recreation Framework Plan).



FRAMEWORK PLAN - TRANSPORTATION

Lorton Visioning - Fairfax County, VA



Lorton's three Opportunity Sites sit within a Core Area anchored by three major transportation hubs - the VRE Station, Bus Hub, and Amtrak Auto Train, as well as immediate proximity to I-95 and other major roadways.

All of these transportation hubs, roadways, and Opportunity Sites can potentially be linked together by the Pohick Creek Greenway Spine. Further, the Greenway Spine and the accompanying ArtsTrails planned in the Core Area can be connected with area-wide cultural, heritage, and recreational assets, including the Workhouse Arts Center, Library, and the Cross County Trail.

Greenway Spine along Pohick Creek
The envisioned Pohick Creek Greenway Spine would provide needed connectivity via a north-south green corridor. Trails within the Pohick Creek Greenway Spine should be improved but respect the environmentally-sensitive and endangered species areas and generally follow the existing trail routes or be routed through areas previously-disturbed by development.

Primary ArtsTrail & Streetscape Improvements along Lorton Road
A Primary ArtsTrail is envisioned along Lorton Road, as the community's central street stretching from Silverbrook Road, past Lorton Marketplace, to Richmond Highway, with a character potentially similar to the Indianapolis Cultural Trail. This trail is envisioned as a continuous Shared-Use Path (SUP) along the southern side of the roadway with art installations at key locations. Municipally to respond to and embrace the ArtsTrail character, in the short-term, Lorton Road should be improved to include accessible sidewalks, pedestrian-scaled lighting, and banners featuring art or announcing special events. In the long-term, Lorton Road should become a Complete Street, implementing a road diet from 6 to 4 lanes (if supported by a traffic study), street trees, buffered sidewalks, and active frontage.

Secondary ArtsTrails along Richmond Highway, Lorton Station Blvd. & Pohick Road
The Secondary ArtsTrails, with their Art Thresholds, will help reinforce the identity of Lorton, encourage mobility and trail use, and energize the area with art.

Potential Shuttle/Circulator Bus
An express Shuttle/Circulator bus (and potentially other localized transit options) will be studied as interim solutions for Lorton, prioritized over future planning for Bus Rapid Transit (BRT), due to the lower densities in the area.

New Proposed BRT Station Stop along Richmond Highway
If implemented, the BRT station stop serving Gunston Plaza should be centrally located, preferably adjacent to active frontages and open space, to elevate the rider's experience and support the use of the nearby retail by transit riders.

