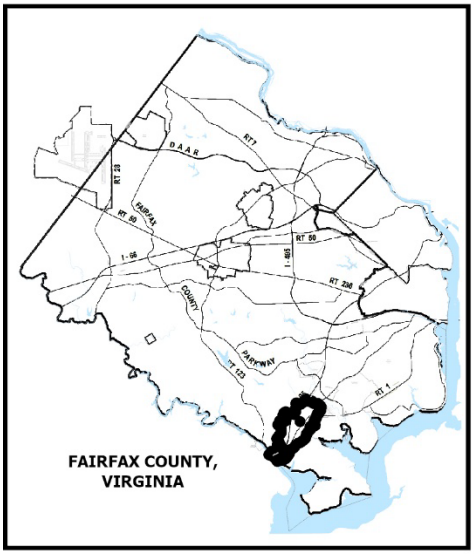
AMENDMENT NO. 2026-08 & 2026 P-03



AN AMENDMENT TO

THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2026 EDITION

GENERAL LOCATION: LP2 - Lorton-South Route 1 Suburban Center (areawide plan amendment)

PLANNING AREA AND DISTRICT:
Area IV, Lower Potomac Planning District

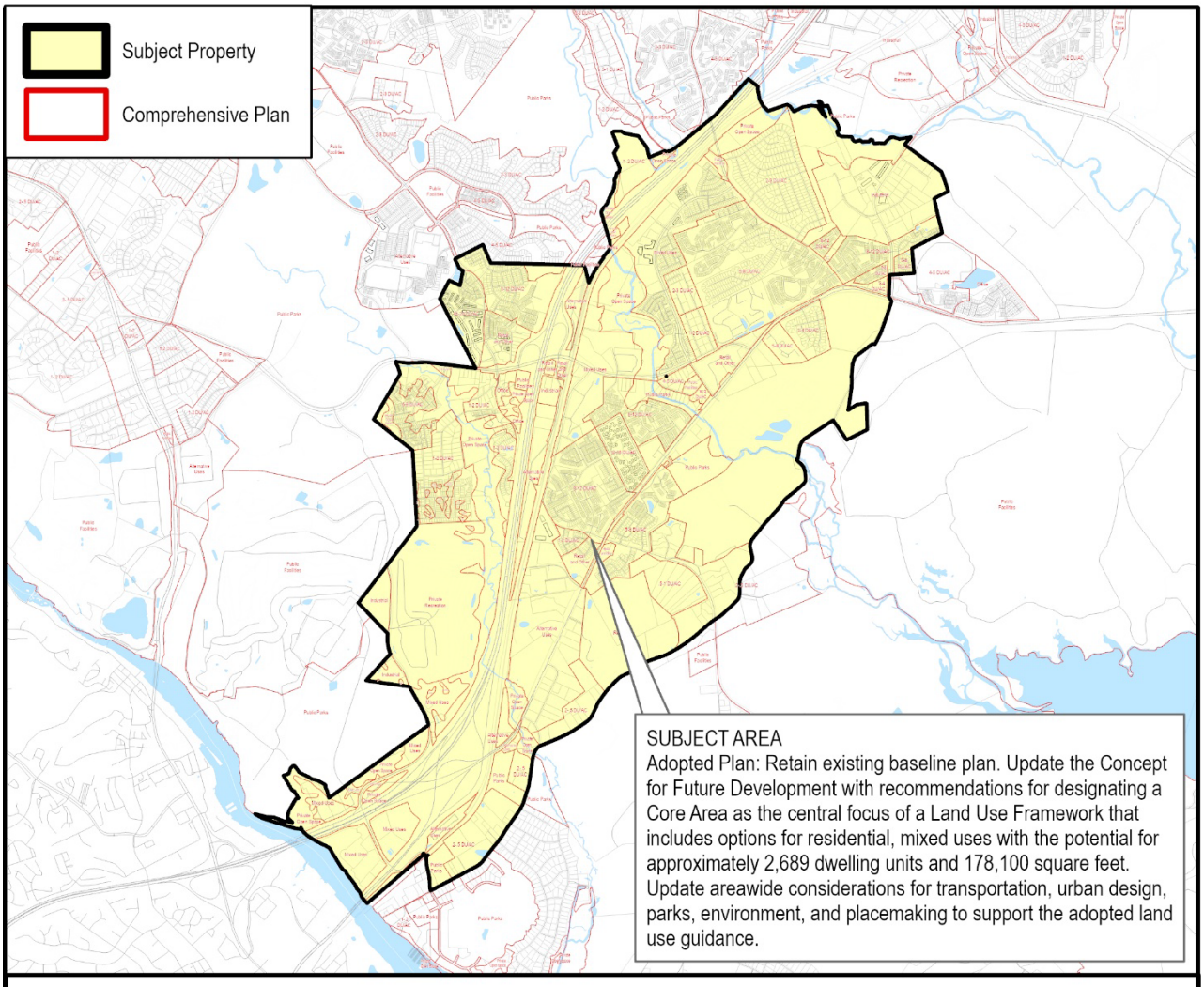
SUB-DISTRICT DESIGNATION: LP2 - Lorton-South Route 1 Community Planning Sector (amendment will recommend designation of this entire area as a Suburban Center)

TAX MAP GRIDS: 107-1, 107-2, 107-3, 107-4, 108-1, 108-3, 113-1, 113-2, 113-3, 113-4, 114-1

SUPERVISOR DISTRICT: Mount Vernon

ADOPTED: July 14, 2026 **ITEM NO.** PA 2021-IV-LP1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



AMENDMENT TO THE COMPREHENSIVE PLAN (2026 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline, and deleted text shown with ~~strikethrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2026 Edition, Area IV, Lower Potomac Planning District Overview, Amended through 3-21-2023, Urban Design Objectives for the Route 1 Corridor

"~~**Urban Design Objectives for the Route 1 Corridor**~~ **Urban Design Objectives for the Lorton-South Route 1 Suburban Center and Richmond Highway Corridor**

Five urban design objectives are identified for the Route 1 Corridor to implement the overall goal of improving the visual image and efficiency of the Route 1 Corridor. These objectives are intended to:

- Establish Visual Continuity - Provide a uniform right-of-way and a consistent or compatible highway edge treatment to create a unified, attractive visual appearance along the Corridor. Place utilities underground in conjunction with all public and private development projects being carried out along the Route 1 Corridor. Place emphasis on signage, landscaping, intersection and service drive definition.

- Provide User Orientation - Provide a sense of orientation through the use of landmarks, public facilities, open space and design centers. Improve street and transportation identification to orient shoppers and visitors within the Corridor.

- Establish a Clear Corridor Image - Develop two well-defined vehicular entry point "gateways" to the Corridor at the Occoquan River and the Capital Beltway to establish a strong overall image and help define the Corridor.

- Improve Access and Functional Amenities - Visually improve pedestrian and vehicular traffic systems to enhance intersections, reduce curb cuts, and provide better signage and access to commercial facilities and adjacent, non-commercial uses.

- Reduce Impact on Adjacent Residential Communities - Mitigate adverse impacts of commercial activity such as noise, glare and incompatible building forms on adjacent residential and non-commercial uses by effective buffering and screening and by designing buildings of appropriate scale and height.

MODIFY AND RELOCATE: Fairfax County Comprehensive Plan, 2026 Edition, Area IV, Lower Potomac Planning District Overview, Amended through 3-21-2023, Route 1 Corridor Urban Design Guidelines

~~Route 1 Corridor Urban Design Guidelines~~ Lorton-South Route 1 Suburban Center and Richmond Highway Corridor Urban Design Guidelines

The following performance criteria are guidelines for the evaluation of development plans within the Route 1 Corridor. Acceptable prescriptive examples that may satisfy these performance criteria have been drafted as a dynamic report with Route 1 Urban Design Guidelines for approval and amendment by the Fairfax County Board of Supervisors from time to time.

Site Planning Checklist

- General
    - Integrate new development with existing and future adjacent land uses appropriately; ensure that new development provides adequate safe auto and pedestrian access.
    - Encourage type and scale of commercial office uses which will serve local area needs.
    - Utilize criteria for shared parking and open space between uses in site development, if feasible.
    - Provide pedestrian linkages to residential neighborhoods and community-wide amenity areas, services and facilities.
    - Preserve or recover and record significant heritage resources.
- Access/Roads/Parking
    - Provide adequate, safe auto access.
    - Provide well-screened off-street parking areas; keep these parking lots in scale with the community-serving development and neighborhood.
    - Minimize natural site amenity disturbance (e.g., quality trees, streams, etc.) through sensitive parking and building design/construction.
    - Establish distinct utility and landscaping corridors, with native, non-invasive plant species, within street rights-of-way and parking areas.
    - Reduce impervious surfaces as much as possible (drives, parking, buildings, etc.) through use of cluster development design or other techniques.
    - Provide an attractive appearance oriented toward the street, through use of screening, landscaping and/or buffering service areas from public view.

Open Space/Community Facilities

- Integrate natural open space amenities into overall site design and utilize natural (especially wooded) open space corridors/areas as transition areas, visual amenities and buffers of native, non-invasive plant species.
- Provide on-site pedestrian system links to neighborhood and community-wide pedestrian systems.
- Consider inclusion of neighborhood-level facilities as part of a mixed-use program for neighborhood centers (e.g., recreation uses and small commercial, office and service uses, etc.).
- Design safe pedestrian systems on-site; incorporate handicapped-access elements, such as ramps, into system design.

- Buffers
  - Take advantage of natural landscape edges and elements in buffering that utilizes native, non-invasive plant species, and defining neighborhoods and centers.
  - Utilize architectural and native, non-invasive plant species landscape elements (such as walls, buildings, berms, trees, etc.) as visual and roadway noise buffers.
- Utility/Service Areas
  - Provide stormwater detention/retention structures, as needed, which can be retained as open space amenities.
  - Place all electrical utility lines underground and screen utility substations and service areas from public view.
  - Screen all service/maintenance areas from public view.

Architectural Design Checklist

- Scale/Mass/Form
  - Provide general consistency between neighborhood residential unit scale and proposed neighborhood/commercial/office complex scale.
  - Create interest through sensitive detailing.
  - Utilize varied building facades to create interesting architectural (mass) relationships to the street.
  - Cluster buildings around courtyard-like areas to reinforce neighborhood scale, where appropriate.

- Functional Relationships/Facade Treatment

    - Site buildings with respect to natural topography.

    - Establish and reinforce architectural themes consistent with the historical pattern and materials of development within the Lorton-South Route 1 Suburban Center, Laurel Hill, and Mason Neck Community Planning Sectors, to enhance visual identity and sense of place.

Landscape Architectural Checklist

- Landscaping

    - Preserve existing quality native, non-invasive vegetation to the greatest extent possible by integrating it into new designs.

    - Restore disturbed areas to a visually appealing landscape character through landscape architectural treatment.

    - Provide shade trees in all parking lots; use consistent species groupings to reinforce development character.

    - Locate street trees along roadways, in medians, and parking areas in landscape corridors away from underground utilities.

    - Utilize special landscape treatments to identify and reinforce entry areas.

    - Select low-maintenance landscape materials for areas not likely to receive consistent maintenance.

- Site Furnishings/Signing and Lighting/Walls/Public Art

    - Provide well-designed commercial and residential development entry signs.

    - Ensure quality design for commercial signs on-site and on building facades; all buildings (within the same development) should have consistent signs and visible building numbers.

    - Control the use of temporary commercial advertising signs; do not use movable signs with flashing lights along street edges.

    - Ensure architectural theme and light fixture style consistency.

    - Provide walled enclosures to screen outdoor storage and refuse (dumpster) areas.

    - Encourage the provision of public art as placemaking elements in key sites, including at gateways, publicly accessible parks, plazas, and transit stations."

REPLACE: Fairfax County Comprehensive Plan, 2026 Edition, Area IV, Lower Potomac Planning District Overview, LP2 Lorton-South Route 1 Community Planning Sector, Amended through 3-21-2023, with the following:

LOCATION

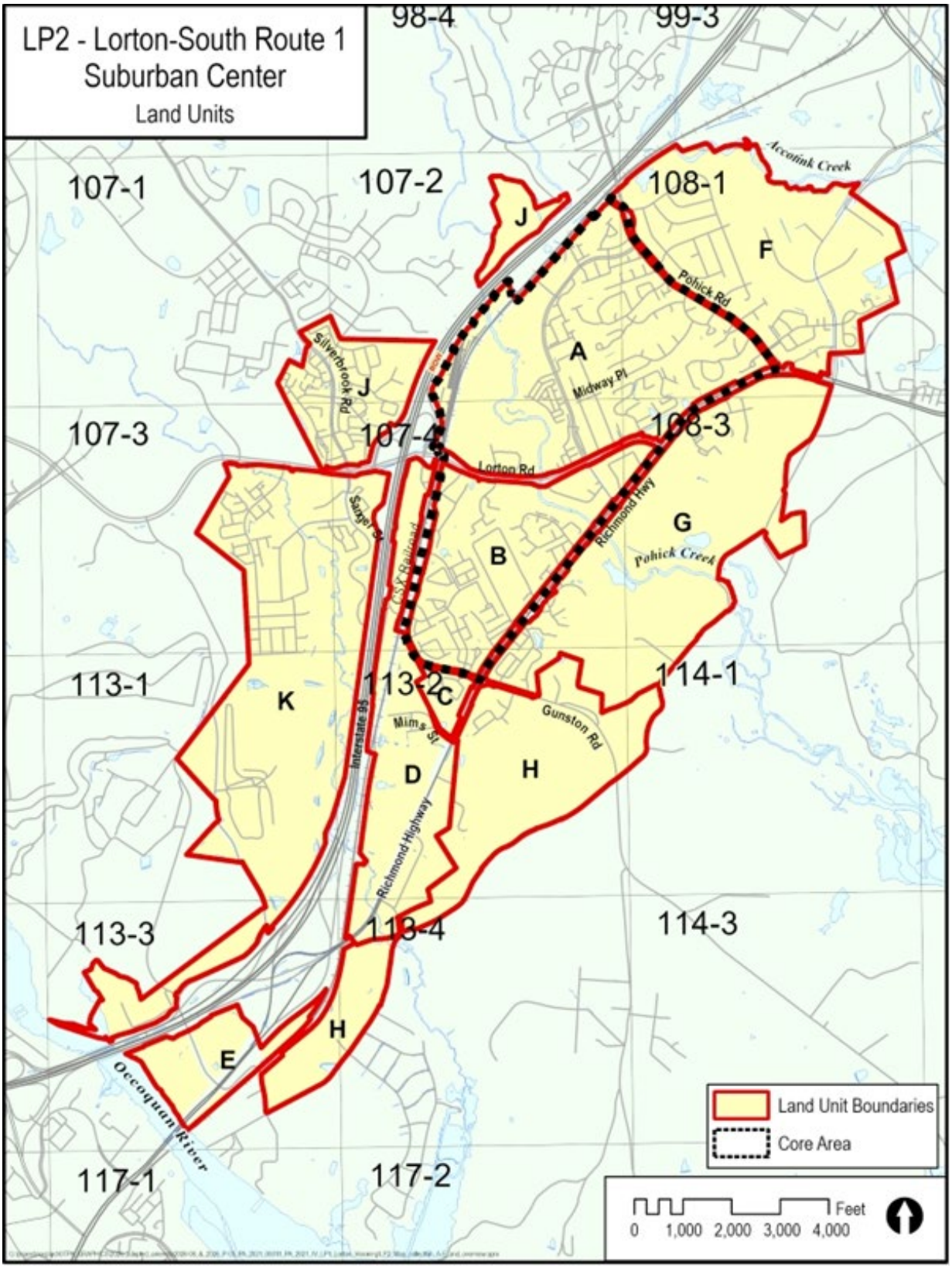
The Lorton-South Route 1 Suburban Center ("the suburban center") encompasses approximately 3,500 acres in southeast Fairfax County. It is bounded on the north by Accotink Creek, on the east by Fort Belvoir Main Post and Old Colchester Road, on the west by Furnace Road, and on the south by the Occoquan River (see Figure 23). Interstate 95 (I-95) and the adjacent railways bisect the suburban center from north to south, and existing east-west crossings are currently limited to Lorton Road, Pohick Road, and Furnace Road. Other major transportation corridors pass through the Suburban Center including Ox Road on the west, and Richmond Highway on the east. Commercial sites within the Suburban Center include Lorton Station Town Center, a residential mixed-use center adjacent to the Virginia Railway Express (VRE) commuter rail and Fairfax Connector bus transit services, and Lorton Marketplace and Gunston Plaza are the two largest commercial shopping centers in the Lower Potomac District, both of which have frontage on Lorton Road. Together, Lorton Station Town Center, Lorton Marketplace, and Gunston Plaza form the three commercial anchors of the Core Area, envisioned to function as a unified, walkable mixed-use district ("Lorton Core District").

CHARACTER

Regional Significance

The suburban center is the southern gateway for Fairfax County's two major north/south arterial corridors and contains regionally significant transportation infrastructure. Interstate 95 (I-95), the main north-south interstate highway on the East Coast of the United States, extends from the county's southern border at the Occoquan River and north to Springfield to the Capital Beltway. Additionally, Richmond Highway (US Route 1) provides a second major arterial connection across the Occoquan River, through the suburban center, to Fort Belvoir and the northern sections of the Richmond Highway Corridor Area, and beyond to the City of Alexandria. Rights-of-way for the CSX, Amtrak, and VRE railroad lines are examples of other regionally significant transportation infrastructure in the suburban center. While this transportation infrastructure provides multimodal options for Lorton, high volumes of regional traffic pass through the Suburban Center daily on I-95. This causes spillover onto local roads that have been improved over time to accommodate greater flows, to the detriment of local travel and an integrated land use and transportation system. Given these conditions, improving access within the Suburban Center, developing a sense of local identity based on historical development and natural amenities in the Lower Potomac Planning District (such as the Workhouse Arts Center, Occoquan River, regional parks on Mason Neck, etc.), and the creation of a walkable core of activity are key priorities for the future. Additionally, the area contains a significant presence of schools, trade schools, and other educational and job training programs that prepare students for future education and employment opportunities.

Figure 23: Suburban Center Land Units Map



Existing Conditions

Existing land use patterns in the suburban center are generally characterized by independently developed residential, commercial, and industrial sites that are largely served by high-volume arterials and collectors, as well as local roads and pedestrian facilities with limited interparcel connectivity (Figure 23). A majority of the residential development consists of single-family attached and detached units within cul-de-sac neighborhoods, and several multifamily garden style apartment communities with direct access to arterial roadways. Non-residential land use categories are primarily established at the mixed-use "town center" area and strip shopping centers, and industrial/flex uses in Land Units D, E and F. The CSX railway and I-95 corridor present physical barriers that limit traveling between existing neighborhoods and businesses on the eastern and western sides of Lorton. This segmented framework of suburban character development has resulted in various levels of locational and functional isolation that requires significant reliance on automobile travel for most members of the community, employees, and visitors to the Lorton area.

The portion of the suburban center to the east of I-95, and on the south side of Lorton Road, contains two of the largest neighborhood and community-serving commercial shopping centers in the Lower Potomac Planning District at Gunston Plaza and Lorton Marketplace in Land Unit B. Both of these shopping centers were developed with grocery store anchors, as well as a variety of shops, restaurants, and services. Both shopping centers have deep setbacks with surface parking lots and outparcels with drive-through aisles that face the primary road frontage for convenient access by automobiles. The Lorton Station neighborhood, which extends north along Lorton Station Boulevard from the intersection with Lorton Road to the VRE station and then east to Pohick Road in Land Unit A, is a residential mixed-use community that was planned and developed as a Town Center for the Lower Potomac Planning District. Development at Lorton Station includes a mix of ground floor retail, restaurant and service uses below residential condominiums, as well as several medical and professional office condominiums and a variety of single and multifamily dwellings to the north, east, and south.

The predominant category of non-residential uses, in terms of occupied land area is low-rise, low-intensity industrial and flex uses which are located in the northern and southern peripheries of the suburban center and are often adjacent to low- and medium-density residential neighborhoods. Industrial, flex/warehouse, manufacturing, and other commercial uses are developed in a number of locations, including at Lockport Place, a business complex on Telegraph Road in Land Unit F. The largest Industrial Area to the south of Lorton Road, in Land Unit D, includes properties between I-95 and the CSX railway and on both sides of Richmond Highway between the intersection with Gunston Road and Gunston Cove Road and the railroad underpass. Sites within this area are developed with a variety of industrial uses including salvage yards, warehouses, concrete and paving services, a recycling facility, a truck terminal, and lots for the storage of heavy equipment, lumber, recreational vehicles, and boats. Additional industrial/flex sites are located further to the south in Land Unit E along the Occoquan River and Furnace Road.

Two VRE passenger platforms that provide access to railcars at the eastern edge of the railway and three covered Fairfax Connector bus stops are also within walking distance of commercial uses at the town center, by way of the large commuter parking lots. The Amtrak Auto Train station is located south of the town center, across Pohick Creek, and includes a vehicle platform that allows passengers to travel to Florida with their personal vehicles. However, there are no direct pedestrian connections between the Amtrak station and the town center. Auto-oriented retail and service uses, including convenience stores and fueling stations, are located farther to the south along Richmond Highway on scattered sites between Armistead Road and the southeast corner of Gunston Road.

Areas to the west of I-95 are developed with residential subdivisions containing single-family detached dwellings and attached townhomes with two clusters of low-rise multifamily garden apartments. Commercial uses, including a service station, small retail strip, offices, and a hotel have been established along Silverbrook Road at the intersection with Lorton Road. Across Lorton Road to the south, between Sanger Street and I-95, are a Fairfax County Public Schools transportation center and an INOVA medical center with an emergency care unit. Further south, between Furnace Road and I-95, is the former site of a private landfill that closed in 2018 and is planned for transformation as a publicly accessible park, as well as warehousing and offices above the Occoquan River.

A substantial quantity of land in the suburban center is publicly owned and developed for various public facilities. Fairfax County operates the Noman M. Cole, Jr. Water Recycling Facility Plant on the east side of Richmond Highway, in Land Unit G. Another county-maintained site is the 80-acre natural area between Lorton Road and the Lorton Station Town Center in Land Unit A, which contains conservation easements alongside the Environmental Quality Corridor (EQC) and Resource Protection Area (RPA) associated with the floodplain of Pohick Creek. Various other public facilities include the Lorton library and community center, a fire station, school bus depot, VRE commuter parking lots, several public parks, and Lorton Station Elementary School.

The general low-density development and presence of significant heritage resources, particularly between Old Colchester Road and Richmond Highway and the Pohick Creek ~~drainage shed~~ watershed, indicate a high potential for additional unidentified heritage resources. These resources can be expected to date from the earliest known human habitation of the region, some 11,000 years ago, through the 17th century "Frontier" period, to the early 20th century.

Pohick Church, located in Land Unit G at the eastern edge of the suburban center on Richmond Highway, is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places and it is protected by a county Historic Overlay District. A list and map of heritage resources are included in the Lower Potomac Planning District Overview section. Additional historic sites in this planning sector are also included in the inventory.

PLAN HISTORY

The 1960 edition of the Fairfax County Land Use Map depicts the area now occupied by the Lorton-South Route 1 Suburban Center as a mostly rural strip of sparsely populated lands with land uses consisting of single-family residential dwellings, two places of worship, a natural resource mining site, and small-scale commercial uses dispersed along the roadside of Richmond Highway between the Occoquan River and Fort Belvoir. The 1960s saw the development of the Pohick Estates neighborhood along Pohick Road, as well as additional townhouse and single-family subdivisions along Richmond Highway by the mid-1970s.

In 1975, the area currently encompassed by the suburban center was separately identified as being the LP2-Shirley (west of I-95) and LP4-Lorton Community Planning Sectors (east of I-95), and in a portion of the LP3-Mason Community Planning Sector, located between Richmond Highway, Old Colchester Road, Gunston Cove Road, and the Occoquan River. At that time there were approximately 1,052 dwelling units and a population of approximately 3,250 people in the area. 41 acres of land was related to commercial activity, such as retail and office uses, located on scattered sites along Richmond Highway. Industrial activity was the primary use on more than 250 acres within a large area that was identified as

the Route1 / I-95 Industrial Corridor special planning area, located between the east side of I-95, Pohick Road and Richmond Highway, which the Plan at time noted as having "little or no identifiable relationship or pattern between the various land uses throughout the area, except that they exist within the same area".

The 1981 Edition of the Comprehensive Plan projected the existing number of dwelling units to quadruple according to the planned potential for development within the LP-2 Shirley and LP4 Lorton Community Planning Sectors and recommended the development of a neighborhood shopping center in the triangle of Lorton Road, Armistead Road, and Route 1, which was ultimately implemented with the development of Gunston Plaza in 1989. Recognizing a need to better accommodate the levels of population growth anticipated throughout the Lower Potomac Planning District, in March 1983, the Board of Supervisors adopted new recommendations for the County to acquire adequate land in the Lorton Community Planning Sector to accommodate a variety of public uses including but not limited to a library, headquarters for the Lorton Community Action center, and additional public park facilities. Recognizing a need to better accommodate the anticipated levels of population growth, in March 1992, the Board adopted a Plan amendment which updated the Lower Potomac Planning District by joining the LP-2 Shirley and LP-4 Lorton Community Planning Sectors with a portion of the LP-3 Mason Community Planning Sector to create the boundaries of the current LP2 Lorton-South Route 1 Community Planning Sector. This newly created LP2 Planning Sector included a special planning area designated as the "Lorton-South Route 1 Suburban Center" along with two large institutional areas and low density residential areas. Building on prior planning efforts to address the needs of a growing population, the 1992 Plan amendment also prioritized goals for the creation of a Town Center to serve as the focal point for retail, office and cultural uses, as well as community services within the suburban center. A major objective for the town center was to establish a strong sense of place and enhanced character through development in the Lorton area. The subsequent rezoning of a large area between the north side of Lorton Road, the CSX railway, and Pohick Road enabled development of Lorton Station Town Center as a residential mixed-use neighborhood surrounding the Lorton VRE Station and its commuter parking lots. Past tendencies toward planning policies that were often reacting to growth have resulted in a low-density suburban character of development that has endured throughout most parts of the suburban center for nearly 35 years since the town center concept was originally adopted. Within that same time, a comprehensive planning initiative for the neighboring LP1 Laurel Hill Community Planning Sector resulted in the substantial transformation of the former Lorton Reformatory site, which is now anchored by redevelopment of the penitentiary site as a residential mixed-use community and of adaptive reuse of the "Workhouse" labor encampment as a center for arts and entertainment. This successful repurposing and redevelopment has resulted in a greater level of activity west of I-95; however, the existing land use pattern east of I-95 no longer meets the needs of current residents.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the LP2 Lorton-South Route 1 Community Planning Sector to develop primarily as a suburban center which includes a mixed-use Core Area in Land Units A and B, located east of I-95 and Lorton Market Street, southwest of Pohick Road, west of Richmond Highway, and north of Gunston Road. Land use categories for the suburban center and core area are described under the Land Use Framework section. Portions of the community planning sector are classified as Low Density Residential Areas which are planned for and developed at density levels of two or less dwelling units per acre, such as those located on the west side of Old Colchester Road to the south of the Noman M. Cole, Jr. Water Recycling Facility in Sub-units H2, H3, H4, H5, and H6. These areas

should be maintained with low density residential uses or preserved as parks, open space, and heritage resources that provide appropriate transitions with the Mason Neck and Laurel Hill Community Planning Sectors.

GUIDING PRINCIPLES AND COMMUNITY VISION

Guiding Principles

On January 26, 2021, the Board of Supervisors authorized an areawide study that was instrumental in the formation of recommended updates to the land use plan for the Lorton-South Route 1 Suburban Center. The Lorton Visioning Task Force was established as a committee of community members to steer the study in developing a set of guiding principles and forming a new vision based on the consideration of potential changes to the recommendations for land use, transportation, and other long-term planning objectives in Lorton. The task force adopted a set of Guiding Principles to emphasize seven key themes as the foundation for community visioning efforts: 1) Placemaking; 2) Housing and Neighborhood Stability; 3) Economic Development; 4) Health and Recreation; 5) Accessibility and Connectivity; 6) Heritage Resources and Environment; and 7) Equity and Access. The guiding principles were placed at the forefront of community engagement that was used to gather feedback and build consensus around a vision for the future of land use in the suburban center.

Community Vision

The vision for the Lorton-South Route 1 Suburban Center is to establish a core as the community focal point for mixed-use development activity serving members of the surrounding communities. This core location, to the east of I-95, is positioned to benefit from several commercial sites with long-term redevelopment potential, as well as proximity to an extensive network of lands containing natural resources, recreational amenities, arts, cultural, and heritage resources found in the suburban center and throughout the Lower Potomac Planning District. Having convenient access to these kinds of local assets can enhance health and contribute to the day-to-day quality of life throughout Lorton.

The community vision reimagines the Suburban Center as a vibrant mixed-use community, with the central core of activity east of I-95 defined by livable and enjoyable development that will also be sustainable for future generations. While Lorton serves as a southern entry point to Fairfax County, a primary focus of the vision is to establish the core area as a destination characterized by a walkable, mixed-use district, a true town center for the Lower Potomac Planning District, where residents, workers, and visitors come to stay. To support the success of this transformation, the vision encourages mixed-use development to be considered in strategic locations and at higher intensities than currently established within the suburban center. An increase in housing diversity that should primarily consist of new multifamily residential uses is also needed to ensure that an adequate level of population growth can be accommodated to support achievement of this vision.

Achieving the vision for core area redevelopment and higher levels of intensity and density also requires significant improvements for multimodal access and connectivity, such as transit and enhanced streetscapes with active transportation facilities such as trails and sidewalks that provide increased safety and convenience as alternatives to automotive travel in the suburban center. Such improvements are crucial elements in facilitating greater mobility between existing and future land uses and community assets of the entire Lower Potomac Planning District. With an effective network of interrelated land uses

and multimodal transportation facilities, the suburban center can be transformed into a well-designed, vibrant, and sustainable place.

As Lorton continues to grow and develop, the suburban center is envisioned to transform into a destination offering activities for a broad range of interests. It will provide opportunities for a more diverse housing stock, expanded employment options, and services that support and enhance the health, well-being, and quality of life for all community members. This vision reflects the county's commitment to equity, sustainability, and long-term resilience. Successful development proposals will need to demonstrate robust and inclusive community engagement strategies to ensure that the full breadth of interests, ideas, and values of the Lorton community are heard and considered. The vision also prioritizes the guiding principles of environmental stewardship, equity, placemaking and recreation, alongside transformative goals for urban design, housing, and wide-ranging enhancements to the sense of place and character within the public and private realms. Land unit and sub-unit level recommendations are intended to celebrate Lorton's diverse population, distinct neighborhoods, and public places by defining and enhancing a sense of place and identity that is unique to the Lorton area.

The community's vision is set forth as the following list of objectives that were adopted by the Lorton Visioning Task Force on May 8, 2023:

Create a mixed-use, town center "Core" of the Suburban Center east of Silverbrook Road along Lorton Road, Lorton Station Boulevard, and Richmond Highway, with a secondary core of activity in the area along Richmond Highway at the southern gateway into the county near the Occoquan River, realizing long-standing planning objectives for the Lower Potomac Planning District.

- Recognize Lorton Station Town Center, Gunston Plaza, and Lorton Marketplace as the primary commercial anchors for a unified Lorton Core District, supported by the Lorton Community Center and Library as a civic anchor, all functioning together as one walkable town center.

- Establish Lorton Road as a local-serving boulevard through streetscape and urban design elements to improve pedestrian comfort and safety that include wider walkways and landscaped medians, improved wayfinding signage and lighting, public art, and street trees that encourage the development of the core area as a well-connected destination, rather than being considered a pass-through.

- Ensure the land use pattern is supported by a balanced network of well-maintained roads, pedestrian and biking facilities, and transit systems designed to accommodate safe and convenient access within Lorton.

- Emphasize placemaking and experiential elements with new development that can provide community gathering spaces and attractions.

- Note that greater development intensities and a more urban form and character are critical to achieving the core area activity nodes, which will be established through an appropriate mix of uses, context-sensitive building heights, setbacks, building bulk, and site design, and supporting multimodal transportation infrastructure.

- When considering opportunities for neighborhood consolidation for future changes in land use and density in proximity to the core area, identify transitional areas where development intensities and building heights should be progressively scaled down to minimize encroachment into residential neighborhoods outside of the town center core.

- Prioritize the preservation of existing market-rate and committed affordable housing; new construction of affordable housing, including the co-location of affordable housing with public facilities; and Affordable and Workforce Dwelling Units in mixed-income communities.

- Enhance and develop key gateway locations into Lorton, including the Virginia Railway Express commuter rail and Amtrak Auto Rail stations, Lorton Road, and Richmond Highway south at the Occoquan River and north at Pohick. Recognize the rail stations as key tourist entryways that present opportunities to draw visitors into the Lorton core area as a destination for dining, shopping, recreation, and community engagement.
- Provide and enhance an educational base for job training to support local employers and employees.

- Identify areas where future growth can be guided at sufficient development levels to support the siting of Lorton's future Bus Rapid Transit (BRT) stations.
- Foster a community-focused climate of investment and economic development that provides the opportunity for community members from all neighborhoods to participate in and to benefit from future growth, development, and improved access to a diverse range of services and resources in the Suburban Center.
- Leverage development that creates opportunities for access to training and apprenticeship programs for the Lorton community, so a well-trained and competitive workforce is prepared to support existing businesses and future growth.

- Strengthen the local employment base by exploring opportunities to incentivize redevelopment and repurposing of underutilized industrial sites into innovative technology centers and/or mixed-use sites as appropriate.

- Prioritize the deployment of modernized, attractive infrastructure that can help build a sense of place and identity for the Lorton community by encouraging critical improvements to public utilities and facilities that can attract a diversified pool of employers to remain or establish operations in the Lorton community.

- Promote strategies providing locally grown businesses with opportunities to start-up and experience sustained growth and longevity as integral parts of the community fabric in Lorton.

- Identify improvements that connect Lorton's transportation entry points - including rail stations and major intersections - to the core area's walkable district, reinforcing Lorton as a destination.

- Utilize existing undeveloped and open space areas to create pedestrian and bicycle connections throughout the Lorton community. Low impact development techniques for trail development should be utilized in environmentally sensitive areas.

- Emphasize the preservation of heritage resources throughout the Lorton community through the adaptive reuse of historical structures, incorporation of public art, or similar initiatives that celebrate the area's history in placemaking, streetscape, site design and similar elements.

- Celebrate the broader Lorton area's natural and cultural resources by emphasizing gateways to significant public parks and open spaces on Mason Neck.

- Promote opportunities for learning about and participation in the stewardship of significant environmental assets in the Lorton community.

- Establish minimum residential density thresholds and non-residential floor area ratios at core area activity nodes sufficient to sustain the planned mix of retail, dining, and services. Achieving critical mass of residential dwelling units is recognized as a prerequisite for attracting and retaining quality anchor tenants.

AREAWIDE CONSIDERATIONS

The planning and land use objectives for the Lorton-South Route 1 Suburban Center, as well as the areawide and specific land unit recommendations presented in this Plan encourages development patterns that are more urban in the core area and at activity nodes. By encouraging activity nodes to become more urban in character, transit-oriented, and pedestrian-friendly, future development in the suburban center should experience a reduced dependency on single-occupancy vehicles for local travel. Neighborhoods developed with residential uses inside of the core areas should retain their primarily suburban character and be provided with compatible transitions in intensity and scale from the more urban character development of the nearby activity nodes. However, even in the suburban areas, additional pedestrian, bicycle and transit facilities and links are planned to help improve circulation and access throughout the entire suburban center.

Placemaking

The application of placemaking concepts will be essential for strengthening the "sense of place" and creating a unique character through development that aligns with the community vision for the suburban center. The integration of placemaking elements with urban design elements can help to create a well-designed built environment within a unified and walkable mixed use core area where community members can gather or linger for enjoyment at various hours of the day and night. High-quality urban design should be combined with public realm improvements that integrate a variety of elements such as community gathering spaces (Figure 24), signage and wayfinding (Figure 25), public art (Figure 26), street furniture (Figure 27), pedestrian scale lighting (Figure 28), and similar elements to create a streetscape with improved vitality, accessibility, comfort and safety for pedestrians (Figure 29). The "Route 1 Corridor Urban Design Guidelines" provide some examples of quality design elements considered to be acceptable for development in the Lower Potomac Planning District.

A high priority should be given to placemaking projects that reinforce the identity of the Lorton core area as a unified district, with Lorton Road serving as the connective spine between Lorton Station, Lorton Marketplace, and Gunston Plaza. Therefore, decision-making processes for public realm improvements should involve collaborative community engagement to ensure that a broad range of needs and values are considered and reflected in shaping a unique identity that is socially attractive and economically sustainable over the long term.

Figure 24: Informal Gathering Space
(Source: Design Collective/DCI)



Figure 25: Traditional Wayfinding Signage
(Source: Design Collective/DCI)



Figure 26: Interactive Art
(Source: Design Collective/DCI)



Figure 27: Street Furniture
(Source: Design Collective/DCI)



Figure 28: Decorative Street Lighting Fixture
(Source: Design Collective/DCI)



Figure 29: Variety of Underpass Lighting
Source: (Design Collective/DCI)



Housing

The Housing element of the Policy Plan recommends a diverse mix of housing types at varying densities and price points to accommodate a variety of ages, income levels, family sizes, living arrangements, and needs. The county has goals for both building new affordable housing and preserving existing affordable housing, including in Lorton. Increasing the supply of housing promotes greater access to jobs, transit facilities, and community services, and supports economic development. Residential development should be consistent with the core area land use framework which considers increased densities to be appropriate when located at mixed-use activity nodes and the infill opportunity sites within walking distance of the activity nodes. Proposals for new development should be evaluated through the county's Affordable Dwelling Unit (ADU) Ordinance and/or Workforce Dwelling Unit (WDU) policy, as recommended in Appendix 1 of the Policy Plan, Housing element, of the Comprehensive Plan (Housing Policy Plan) for the creation of new affordable housing integrated into new mixed income communities.

The county's Housing and Public Facilities Policy Plan elements also prioritize the use of county and other government-owned buildings and land as sites for co-location and/or development of affordable housing. County-owned sites in the suburban center should be strategically considered for development with affordable housing co- located with public facilities, and/or community serving services.

Transportation

Multimodal vision

The suburban center core area is envisioned as a place where people can meet their daily needs in a vibrant, mixed use, and pedestrian oriented setting that emphasizes well-being. The vision and guiding principles for land use and development in the Lorton-South Route 1 suburban center are grounded in an effective, safe, and efficient transportation system that meets local needs by promoting a more human-centric environment that significantly reduces the high levels of pass-through traffic impacting the quality of life in the Lorton community.

Integrated land use and transportation planning are key to ensuring planned densities will support a level of mass transportation high enough to promote optimal and efficient utilization of mass transit services, especially at transit-oriented development sites such as the Lorton VRE station and surrounding the planned BRT stations. New and enhanced multimodal connections between the activity nodes at the VRE station, Lorton Marketplace, and Gunston Plaza, planned BRT stations, regular bus stations, the Lorton VRE station, surrounding neighborhoods, and other community assets are key to achieving this vision. Infrastructure for vehicular travel should also continue to support a full range of movement for traveling through Lorton; however, a higher priority should be placed on local mobility and access to goods and services that are most beneficial for people in the Lorton community. Within the core area, Lorton Road should function as a context-sensitive main street that prioritizes pedestrian safety, local circulation, and connections between the core area's activity nodes. Roadway design and capacity decisions for Lorton Road should support the vision for a walkable destination district and should not prioritize regional pass-through traffic movement. Transportation recommendations supporting the suburban center's recommended land use framework are shown in Figures 30 and 31.

Figure 30: Areawide Transportation Recommendations Map

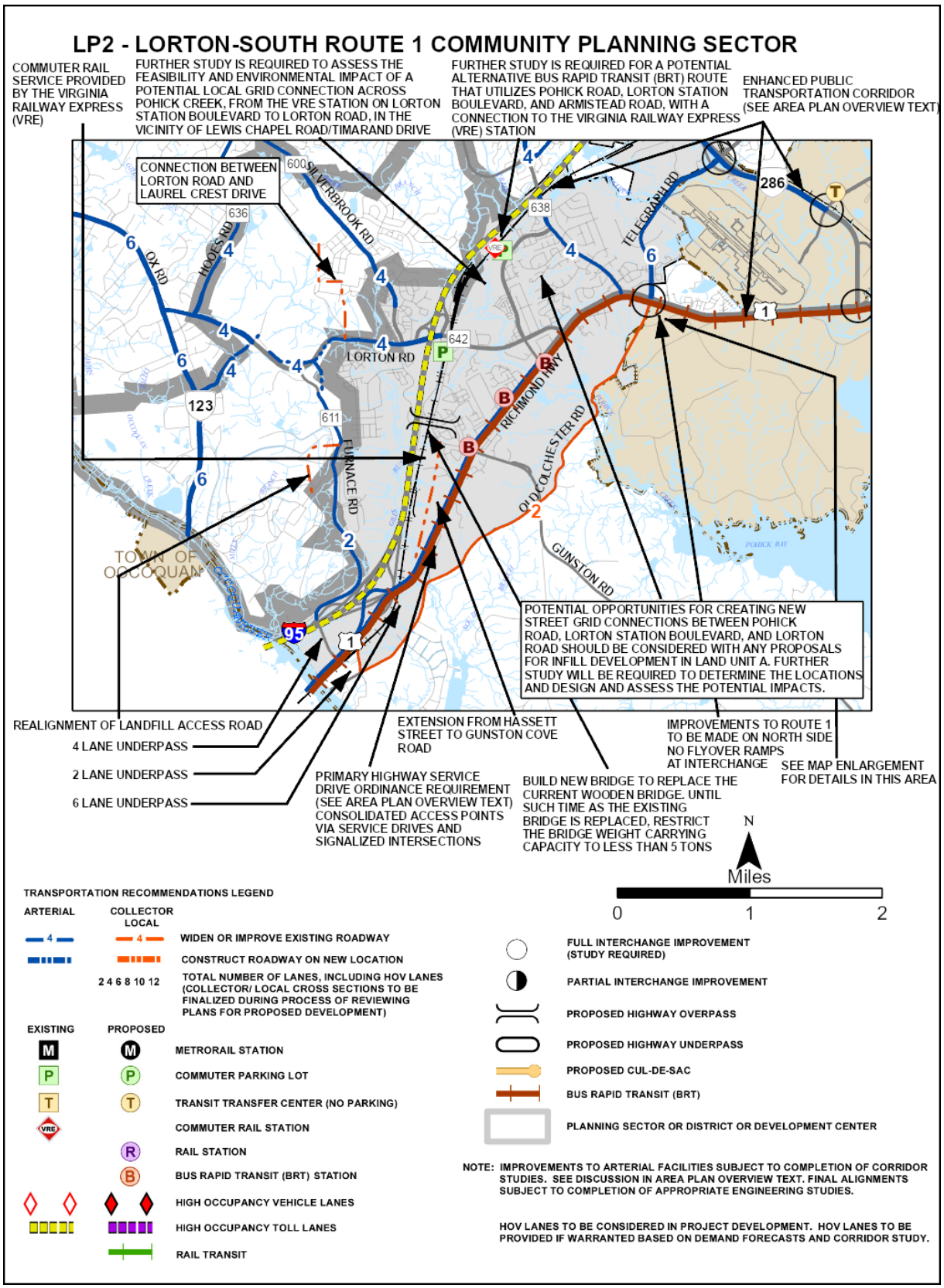
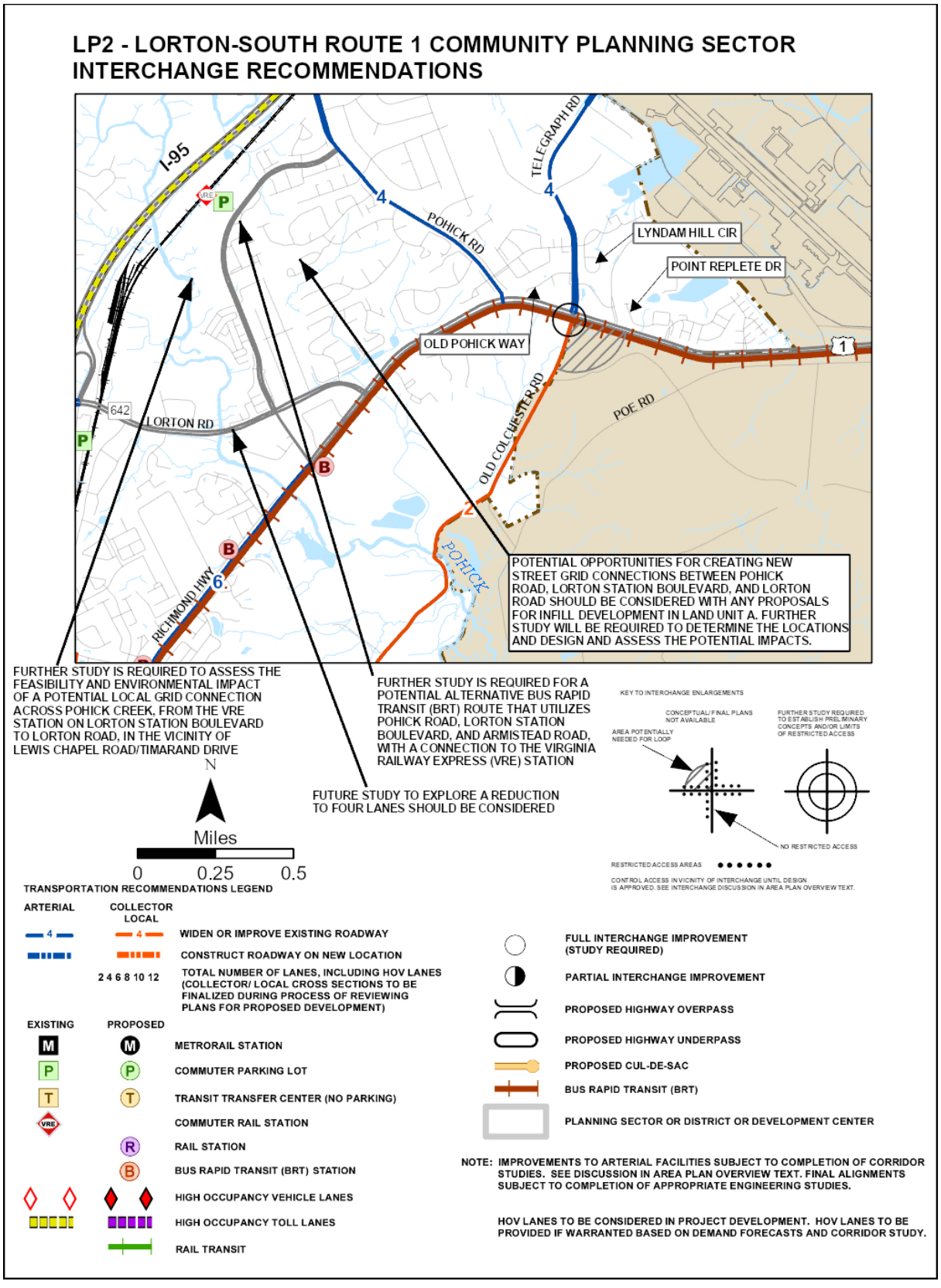


Figure 31: Core Area Transportation Recommendations Map



Enhancing options for alternative modes, reducing the reliance on single occupant vehicles, are recommended as critical strategies for creating a balanced transportation system for all users. This can include implementation of a coordinated program of transportation system management strategies which increase the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy through ride sharing, distributing peak period traffic volumes and direction more evenly, and increasing pedestrian and bicycle travel. Transportation Demand Management (TDM) strategies are recommended to encourage the reduction of single occupancy vehicle use during peak periods by expanding travel mode choices, or promoting flexible working arrangements such as remote work, flexible work hours, and alternative work schedules.

Implementation of a right-sized roadway and complete network of streets that accommodate all transportation modes and users, balancing delay and congestion with the needs of all people that use the transportation network, is also essential to creating that balanced system.

The creation of a safer and more walkable environment in Lorton is tied directly to the goals for reducing high levels of traffic and improving all modes of transportation. An enhanced local street network is recommended to reduce the amount of pass-through traffic on Lorton Road and establish it as a pedestrian-oriented, local-serving boulevard and the primary placemaking spine of the core area. Future development and redevelopment in the suburban center should provide new linkages between key corridors to better circulate traffic in the core area. An enhanced local grid link is recommended between Lorton Station Boulevard and Pohick Road to create more route choices and provide an alternative to Lorton Road. In addition, the potential for a local grid connection parallel to Lorton Station Boulevard should be considered to provide more route choices and allow vehicles to better traverse the Lorton Core area without creating excess congestion and delay.

A local grid link connecting Gunston Cove Road with Richmond Highway will provide an alternative to Richmond Highway for north/south trips, creating more options and less congestion.

A local grid link connecting the Lorton VRE Station with Lorton Road, in the vicinity of Lorton Marketplace, would provide much needed and enhanced circulation through the Lorton Core area and provide relief to Lorton Road at its intersection with Lorton Station Boulevard. This connection, however, would necessitate a crossing of Pohick Creek, resulting in adverse environmental and open space impacts. This connection should be studied further to determine an optimal alignment with connection points on Lorton Road and Lorton Station Boulevard that would provide enhanced connectivity and better distribution of traffic while minimizing environmental impacts. Alternative local grid connections should be prioritized over this connection due to the valuable environmental resources in this area.

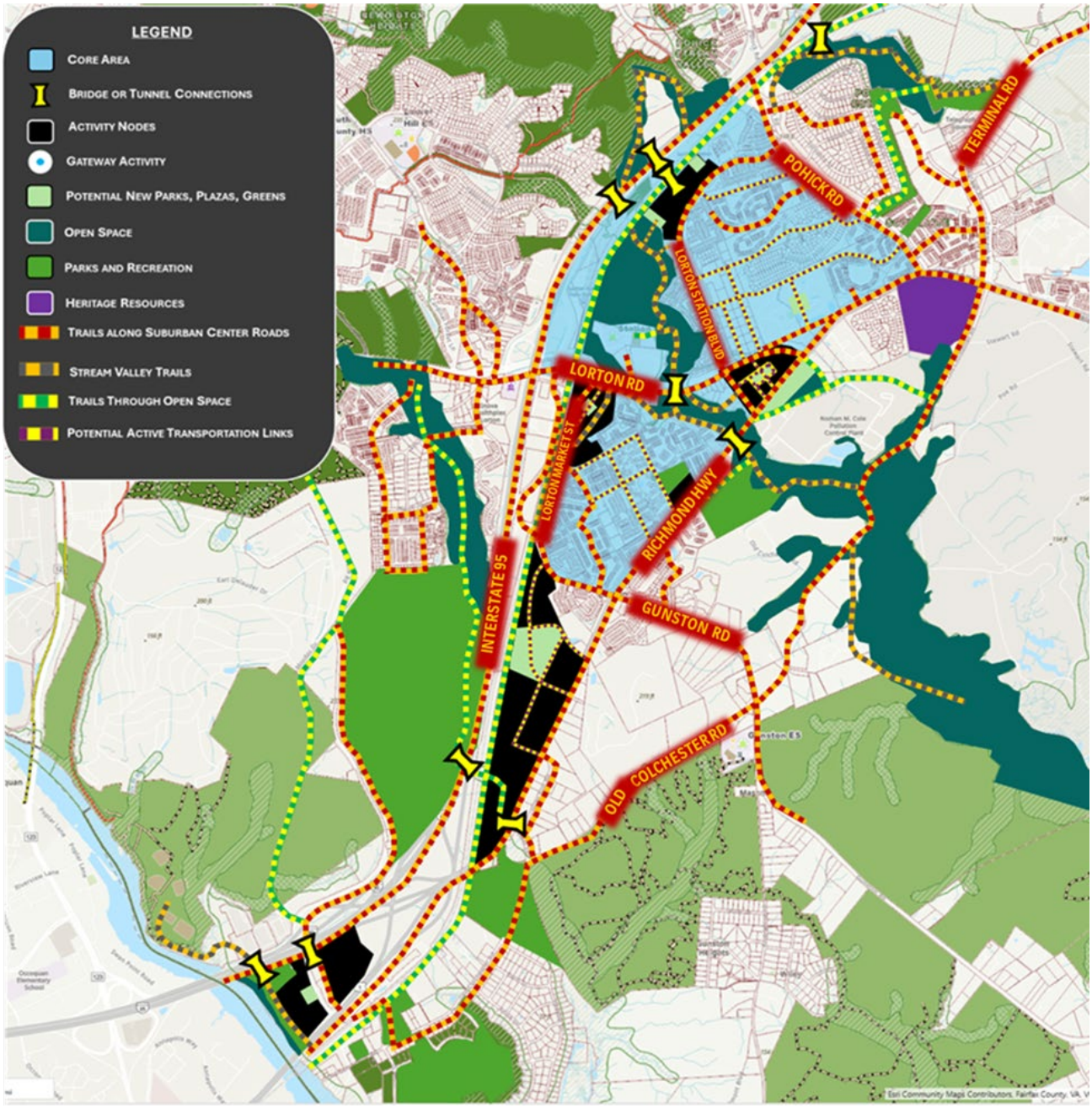
Active Transportation

Providing convenient and comfortable pedestrian and bicycle connections and facilities for all ages and abilities is a high priority for the suburban center and surrounding areas. The Lorton area contains several existing and planned regional and national trails, including the Cross County Trail, the Lorton/Laurel Hills trails, the Potomac Heritage National Scenic Trail, the Washington-Rochambeau National Historic Trail, the East Coast Greenway, and U.S. Bicycle Route 1. To increase choice and support broader goals that emphasize placemaking in Lorton, a greater emphasis should be placed on access to active and multimodal transportation options. Redevelopment efforts should focus on enhancing the pedestrian and bicycle experience along streets within the core area and nearby employment centers.

In addition to adding new pedestrian and bicycle routes to close gaps for a continuous multimodal system supporting local travel, many of the existing paths and trails should be improved to support increased usage.

A comprehensive network of comfortable, well-marked, and well-connected bicycle and trail network should be provided within the suburban center as depicted below in Figure 32.

Figure 32: Conceptual Parks, Open Space and Pedestrian Network



Pedestrian and cycling facilities should be constructed on both sides of all roadways to provide a complete active transportation network and conform with guidelines for safety, convenience and accessibility as set forth in the Active Transportation Plan. The Active Transportation and Trails Plan Map can be used as a resource to help determine the locations of facilities as development occurs or capital projects are initiated.

Key priorities for improving active transportation within Lorton should include completing missing sidewalk segments, providing new and enhanced trails, and improving substandard sidewalks. Appropriate buffer widths should accommodate street trees and wayfinding signage to separate vehicles from pedestrians and provide bicyclists with comfortable and low-stress facilities. Additional buffer widths may be necessary in certain areas to accommodate utilities, preserve desirable tree canopy, provide shade for pedestrians and bicyclists, and for other considerations such as transit stops with shelters and bus pads.

Street furniture, alternative paving treatments, and other amenities as described in the Placemaking recommendations may be appropriate. Linear parks, community spaces, central open spaces and connectivity between existing and planned parks will lead to increased connections for pedestrians and bicyclists. Programs which encourage walking and bicycling should be offered to promote access to open spaces and health and recreational opportunities.

Pedestrian crossings should be provided on all legs of intersections within the Lorton area. Accessibility ramps should be aligned parallel to the roadway. Additional features such as curb bump-outs which shorten pedestrian crossing lengths and times, high-visibility markings, leading pedestrian intervals, median refuge islands, and similar facilities should be provided to prioritize the safety of active transportation users when crossing roadways.

Additional recommendations include:

- Implement, where feasible, pedestrian and bicycle connections through and between residential neighborhoods and adjacent uses such as retail and shopping, parks and open space, schools and houses of worship, employment centers, and transit facilities.

- Ensure local pedestrian and bicycle facilities connect to regional routes and trails, which offer increased connectivity to other destinations.

- Coordinate with Fairfax County Public Schools (FCPS), private schools, and other learning institutions and the Safe Routes to School (SRTS) program to develop and use programs that encourage walking and bicycling, carpooling and transit, to take advantage of the multimodal network.

- Complete missing segments and provide new bicycling routes to support a continuous network.

- Provide on-road, buffered bicycle lanes on low-volume, low-speed street streets.

- Provide off-road bicycle facilities on roads with higher volumes and higher speeds to provide comfortable and low-stress bicycling.

- Implement safety measures to increase separation of bicyclists and pedestrians from vehicles and reduce conflicts at intersections.

- Provide convenient access to secure bicycle parking facilities.

- Accommodate and install bikeshare stations at the transit park-and-ride lots, within and adjacent to parks and central open spaces, in commercial, retail and mixed-use areas, and in neighborhoods.

- Evaluate crossings of roadways to determine viability where grade-separated options for improved pedestrian access may be needed.

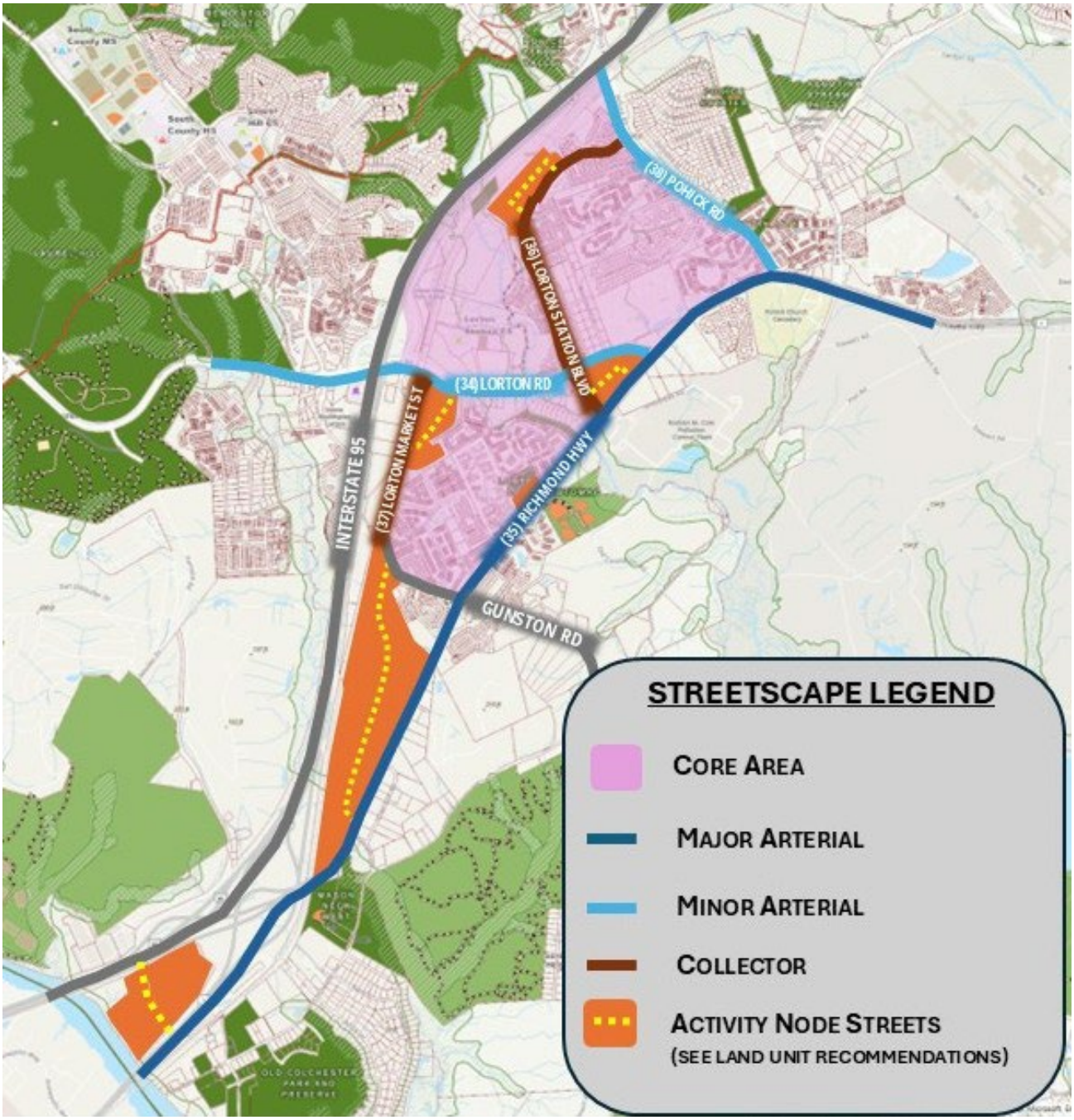
- Where bicycle facilities are adjacent to pedestrian areas, shared use paths are recommended. However, in areas with higher volumes of pedestrian and bicycle traffic, a separation of these modes may be needed to reduce conflicts. In certain areas, two-way protected pedestrian and bicycle facilities may be needed.

Streetscapes

A coordinated streetscape design should be developed to create a sense of place and community awareness to reinforce Lorton's unique identity. Streetscape themes should enhance, preserve, and actively maintain the unique public spaces, neighborhoods, and transportation corridors. Lorton's history and identity should be reflected in gateway signage, wayfinding and design elements, including colors and fonts.

Streetscape improvements may be provided on a combination of public right-of-way and private property. When public right-of-way is utilized, commitments should be made by the property owner or organization to maintain the streetscape area. The streetscape concept map identifies several public streets and activity nodes where streetscape improvements should be considered to advance the community vision (Figure 33).

Figure 33: Streetscape Concept Map



A streetscape design plan should be provided at the time of initial rezoning application or with any subsequent amendments. Similarly, any capital improvement projects undertaken by the County should also include a streetscape design plan, with the above recommendations. Several examples of streetscape improvements that would be appropriate for network of core area streets are provided for Lorton Road (Figures 34A and 34B), Richmond Highway (Figure 35), Lorton Station Boulevard (Figure 36), Lorton Market Street (Figure 37), and Pohick Road (Figure 38) below:

LORTON ROAD STREETSCAPE

Figure 34A: Alternative 1 - Lorton Road streetscape with 6 vehicular lanes

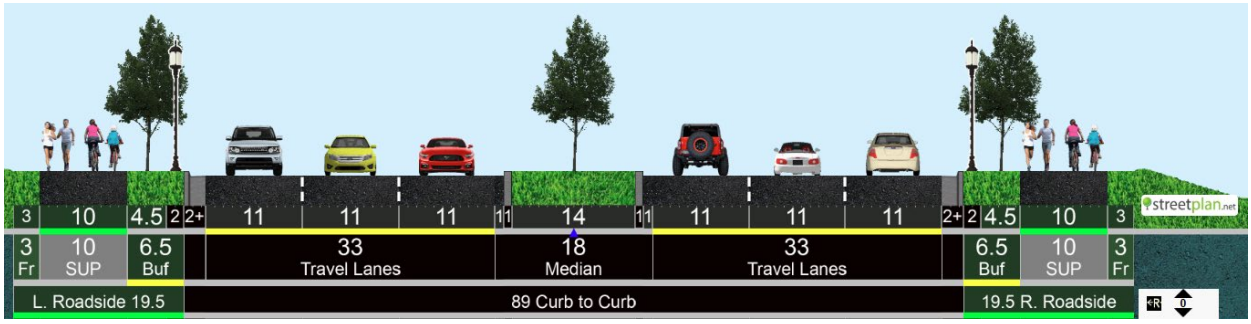
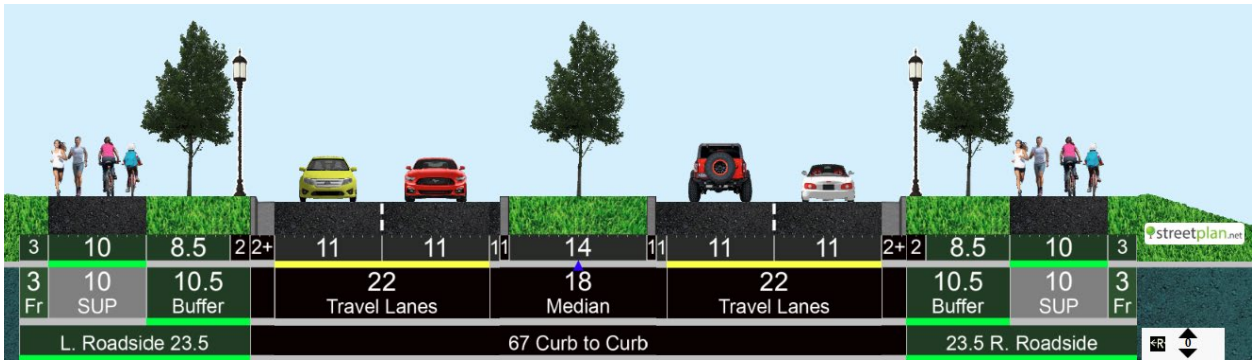
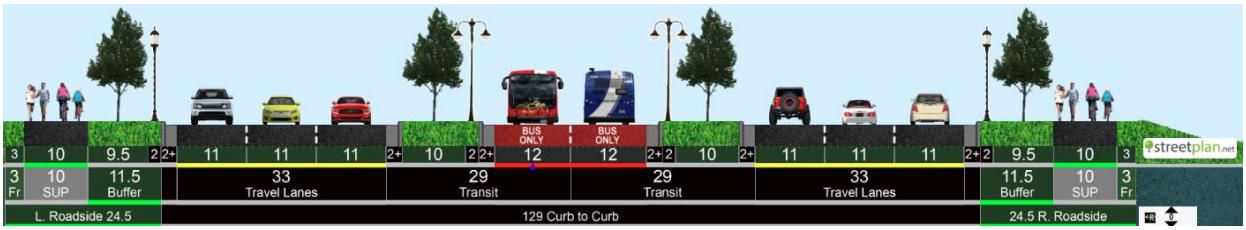


Figure 34B: Preferred Alternative 2 - Lorton Road streetscape with 4 vehicular lanes (future study to explore a reduction to four lanes should be considered)



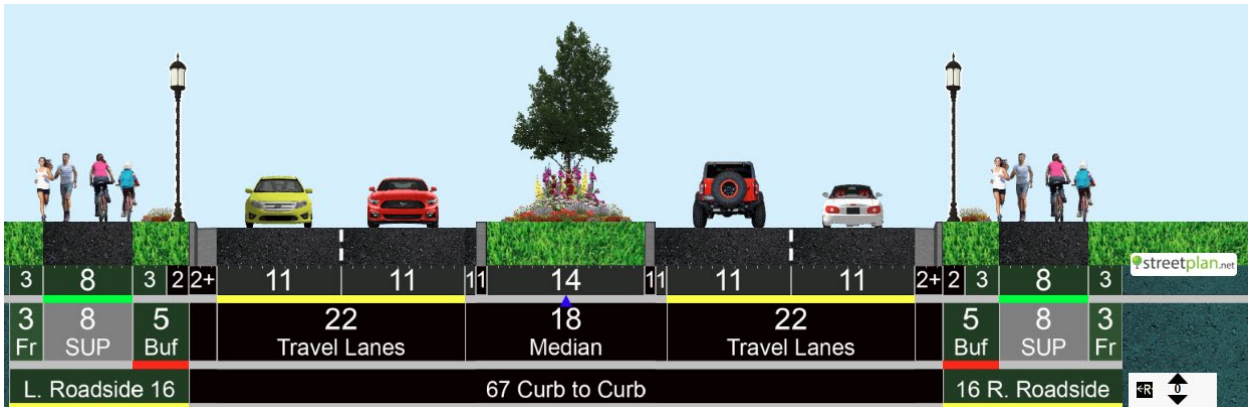
RICHMOND HIGHWAY STREETSCAPE

Figure 35: Streetscape for Richmond Highway



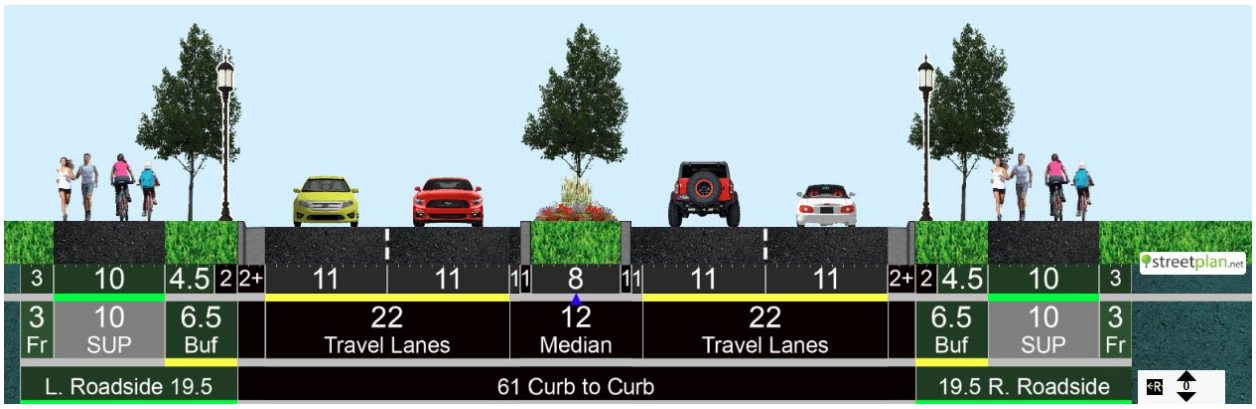
LORTON STATION BOULEVARD STREETSCAPE

Figure 36: Streetscape for Lorton Station Boulevard



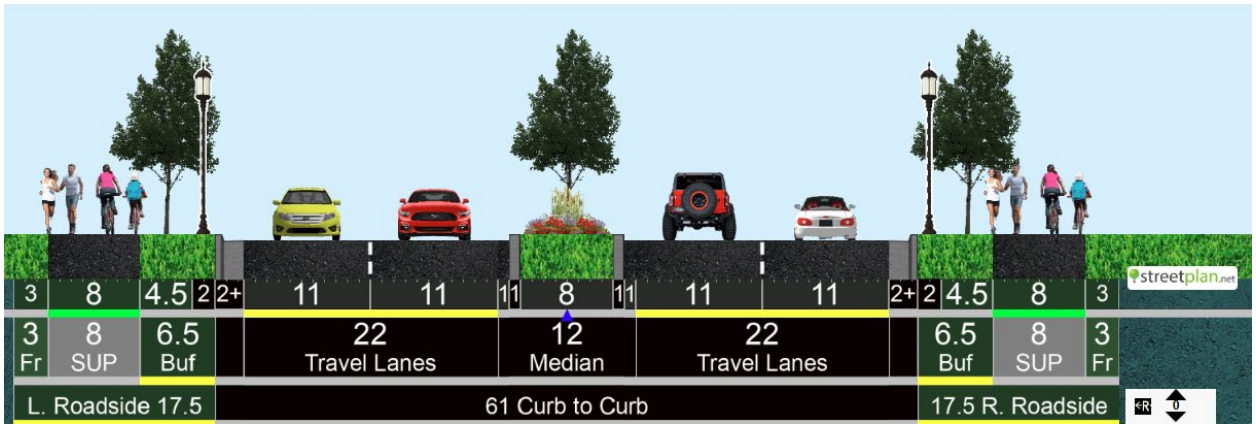
LORTON MARKET STREET STREETSCAPE

Figure 37: Streetscape for Lorton Market Street



POHICK ROAD STREETSCAPE

Figure 38: Streetscape for Pohick Road



Transit

The implementation and advancement of equitable and reliable bus and rail transit services, including enhancement of the Virginia Railway Express (VRE) and expansion of the Richmond Highway Bus Rapid Transit (BRT), are key strategies to reduce the reliance of employees and residents on the automobile. High quality, frequent bus service in Lorton should provide access to and from regional job centers. Transit stops should be enhanced with amenities such as seating and shelters, identifying signage, and transit information appropriate for the stop to enhance the experience for bus riders. Transit stops should be connected to active transportation infrastructure.

Public transportation service improvements within Lorton need to take advantage of the proximity of the site to the Virginia Railway Express (VRE) Commuter Rail Station in Lorton, the existing park-and-ride facility located south of Lorton Road, near the I-95 interchange, and the I-95 high-occupancy vehicle (HOV) lanes. The availability of these facilities for commuting to and from this area provides opportunities for future enhancement of transit and HOV usage.

The following recommendations apply:

- Employer and residential-based incentive programs should be encouraged to promote parking, ridesharing, transit usage and other strategies that can help to reduce reliance on single occupancy vehicles by maximizing utilization of the nearby Lorton VRE station, Lorton park-and-ride lot, and I-95 HOV lanes during commuting periods.

- As residential development continues to grow along Silverbrook Road, bus transit services should be provided to nearby transit facilities and appropriate destinations, to the extent that funding levels and considerations for other countywide transit priorities will allow.

Richmond Highway Bus Rapid Transit (BRT) - "The One"

In January 2015, the Virginia Department of Rail and Public Transportation (VPRT) published the "Route 1 Multimodal Alternatives Analysis" as a set of potential multimodal improvements to address the needs of both local and through-travelers on Richmond Highway, between the Huntington Metrorail Station to the Woodbridge Virginia Railway Express Station in Prince William County. Based on this study, Richmond Highway is recommended to be a consistent six-lane cross section with continuous bicycle and pedestrian facilities, and additional parallel street connections off the corridor, where feasible. Transportation improvements are planned in four phases.

Phase I and Phase II are recommended to develop service for "The One", a median-running bus rapid transit (BRT) system comprised of nine stations between Huntington and the Accotink/Fort Belvoir area. Phase III is planned to extend services of The One BRT system south of Accotink/Fort Belvoir, with additional stations recommended in Lorton before terminating at the Woodbridge Virginia Railway Express Station in Prince William County. Phase III of the One BRT is planned to be median running, like Phases I and II, to some point, south of Gunston Road, where the buses would leave the median and join mixed traffic. Phase III BRT Stations in the county are planned for Gunston Plaza (south of Lorton Road), the Lorton Community Center and Library (at Dutchman Drive), and Gunston Road/Gunston Cove Road. To maximize the potential for BRT ridership in Lorton, transit-oriented development (TOD) is recommended in the suburban center core area.

A direct link between the Phase III BRT service on Richmond Highway and the Lorton VRE Station should also be considered to increase ridership by serving population in the core area and employment activity to the south along Richmond Highway. Therefore, Phase III BRT is recommended to evaluate the potential of alternative routing scenarios that would allow BRT to interact directly with the VRE Station before reconnecting with Richmond Highway between Lorton and the Woodbridge VRE station to the south. This alternative could either be included as part of the main BRT route or as a "branch" that would allow certain busses to leave the main route on an alternating basis, pending further evaluation of potential impacts to timing, ridership and other related considerations.

Vehicles and Access Management

Consolidation of access points is encouraged to minimize interruptions and safety conflicts and enhance the walkability and bikeability within the Lorton area. Curb cuts and other driveway access points should be minimized, where feasible, to minimize interruptions and safety conflicts where they cross pedestrian and bicycle facilities. Consolidating the number of access points and encouraging interparcel access lessens the conflicts with vehicular traffic on adjacent roadways. Locate off-street service and loading areas behind buildings and away from arterial roadways to avoid conflicts with pedestrians, and bicyclists, and other vehicles. Implement adequate and safe truck access appropriate for the type and density of development within the area.

Transportation Demand Management (TDM)

Development in the core area and employment centers should implement transportation demand management strategies to assist in reducing travel demand and congestion, especially single occupancy vehicle trips during peak periods, by expanding travel mode choices, or promoting flexible working arrangements such as remote work, flexible work hours, and alternative work schedules. Considering the potential for significant growth in the suburban center, it is important to mitigate the effects of development and redevelopment, as it relates to transportation and traffic. TDM programs should provide access, information, education and incentives for using alternative means of transportation, and whenever feasible, employers should implement alternative work schedules and develop commuting programs to reduce traffic congestion. Proactive steps should be taken to improve last mile travel through the provision of infrastructure or incentives to encourage carpooling, ridesharing, pedestrian and bicycle use, using public transportation, teleworking, flexible and alternative work schedules, parking management and other TDM strategies.

Residential and commercial property owners are strongly encouraged to coordinate with one another for TDM strategies and target trip reduction goals that exceed baseline goals. Development proposals should commit to reducing vehicle trips during peak travel times during weekdays and weekends, using TDM strategies per the adopted Comprehensive Plan, Transportation Policy Plan element, and Fairfax County TDM Guidelines.

The following recommendations apply:

- Ensure that development proposals include the following elements associated with a TDM program in support of the TDM goals for Fairfax County:

    - Measures to achieve the minimum trip reduction goals.
    - An implementation plan with ongoing monitoring actions.
    - Commitments to ensure TDM efforts are successful.
    - A plan to promote TDM programs to the various stakeholders.

Parking Management

Parking should be provided in locations to promote convenience, support walkability, and support the vitality of businesses in the core area. On street parking should be encouraged through Complete Streets design, especially in the activity nodes. To facilitate the achievement of TDM goals and encourage transit use, shared parking is encouraged for uses which have different peak demand periods, instituting paid parking, or other parking reduction strategies. Additionally, shared parking should be explored for similar uses with both existing and new buildings, especially when the existing use is over parked. These parking strategies can increase the cost-effectiveness of providing vehicle parking while reducing vehicle trips.

The following recommendations apply:

- Encourage parking reductions and other incentives to lower parking, if supported by the parking plan.

- Explore opportunities for shared parking with adjacent properties.

- Consider reduced parking rates for subsequent phases of development, where appropriate.

- Manage parking within the Suburban Center to avoid spillover parking into adjacent residential areas.

Environment

An abundance of natural resources and environmentally sensitive areas are present throughout the suburban center, and these assets are highly influential in shaping land use patterns and defining the character of the area. A significant portion of open space in the Pohick Creek Environmental Quality Corridor (EQC) was dedicated to the Board of Supervisors with the development of the Lorton Station Town Center and much of this area is protected by conservation easements.

Some legacy development in the suburban center predates modern stormwater management controls for water quantity and quality, which results in increased amounts of untreated surface runoff entering waterways and storm systems. Areas of intense industrial use, outdoor storage, solid waste and refuse and activities often have significant roles in defining the character of land use in the suburban center. Redevelopment of these types of sites should prioritize goals for environmental restoration and rehabilitation consistent with the Policy Plan's Environment element, as well as community health and safety, alongside potential opportunities for economic development. Guidance for implementing higher intensity development with high-quality site design is supported by the Environment element of the Policy

Plan, which outlines strategies for mitigating potential impacts to water quality, natural habitats, problem soils and other conditions in environmentally sensitive areas above the minimum standards or by reducing the severity of existing environmental issues.

Development proposals should seek to maximize the incorporation of vegetation and low impact development strategies such as prioritizing the preservation of green space, wetlands and natural habitats and facilitating rehabilitation of sensitive resources in areas that were previously degraded by development activity. Clustering higher intensity development into more compact forms, as well as taller building heights, are just two ways of encouraging greater amounts of land to be set aside as open space. Green and open spaces should also be preserved through county acquisition of additional parkland and Environmental Quality Corridors, particularly in areas containing significant ecological and archaeological resources. To reduce the potential for environmental degradation, the designation and recordation of private open space, transfer of open space through dedication, or public acquisition of open space should all be considered for portions of development sites that contain or are adjacent to significant environmental resources.

Future development in the suburban center should be guided by objectives of the Environment element of the Policy Plan for minimizing environmental pollution as well as other adverse impacts and hazards to the natural and built environment and to improve climate adaptation and resiliency. This includes also integrating environmentally sensitive site design and green building initiatives in suburban center development and as guided by the Environment element.

Parks and Recreation

Increased access to parks and recreational facilities is directly tied to Fairfax County's goals of fostering more healthy, equitable and resilient communities where everyone can have the opportunity to achieve their full health potential (see Figure 39). Currently, the suburban center has deficiencies in both the amount and variety of parklands to adequately serve all members of the community, according to criteria of the adopted Parks and Recreation element of the Policy Plan. In addition to parkland in general, the recreational facilities in greatest need in the Lower Potomac Planning District include trails, playgrounds, basketball courts, youth diamond fields, rectangle fields, a dog park, and a small-scale skate park. Private development should assume a significant role in facilitating the creation of publicly accessible parks and open spaces that promote the community vision for a mixed-use development pattern and conforms with the guidance of the Policy Plan. Within the core area, parks and open spaces should be designed as urban plazas, civic greens, and similar activated gathering spaces that compliment and reinforce surrounding commercial and mixed-use development - not as standalone uses that would displace commercial activity or reduce the economic viability of core area parcels.

Larger, resource-based recreational facilities should generally be located outside of the core area or provided through off-site contributions, preserving land capacity for the commercial and mixed-use development that supports the economic vitality of the core area district. The transformation of the core area into an urbanized land use pattern with compact building forms and vertically arranged parking facilities can also provide valuable opportunities for site design that integrates recreation-focused urban parks as well as public gathering spaces such as common greens and civic plazas to complement commercial and mixed-use activities. Development of larger sites may also have the potential to create a "signature park" that would satisfy a broad range of the community's recreational, social and entertainment needs all within a single space. The locations of such park and recreation spaces should be

guided by, implemented, and integrated within a coordinated network of Parks and Open Space and linked together through active transportation facilities that allow pedestrians and cyclists to connect with other areawide and regional trails (Figure 32). Core area development should provide information related to the planning, sizing and location of stormwater management facilities at the earliest stages of the planning process to ensure that onsite park land and open space will not be compromised to create adequate space for stormwater facilities during the development review phase. Land dedications for public use should be considered to facilitate the provision and diversity of park spaces and minimize impacts on existing recreation facilities. In some cases, contributions toward the acquisition, development or improvement of offsite facilities that are recommended and depicted in suburban center maps or countywide parks maps may also be appropriate.

Figure 39: Parks and recreation Recommendations - Sector LP2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Lorton Southgate	Neighborhood Park facilities should be provided in conjunction with the development planned for the "Town Center" area.
COMMUNITY PARKS:	
Pohick Estates Mason Neck West	Expand park through acquisition of adjacent property to the east for development of additional active recreation facilities. Plan and develop improved public access via Giles Run trail. Permanent athletic fields have been developed at the Noman M. Cole, Jr. Pollution Control Plant Ballpark to serve the active recreation needs of this sector.
DISTRICT PARKS:	
	This sector is not served by an existing District Park. If the Newington Heights Park is expanded as proposed in the Pohick Planning District, it would serve this sector.
COUNTYWIDE PARKS:	
Accotink Stream Valley Pohick Stream Valley	Ensure protection of the Environmental Quality Corridor and public access to stream valley parks through acquisition and/or donation/dedication of land or open space easements to the Fairfax County Park Authority. Complete development of countywide stream valley trails.
HISTORIC RESOURCE PARKS:	
	Designate the Town of Old Colchester as an Historic Resource Park.

Heritage Resources

Heritage resources should be preserved and celebrated as important elements in supporting social connections in the Lorton community as well as helping to define the sense of place and identity. The presence of significant heritage resources in the vicinity of Old Colchester Road, such as Pohick Church, Minnick House, Fairfax Arms and the Town of Colchester, combined with the Pohick Creek watershed and general low-density development patterns, indicate that more unidentified heritage resources, such as additional sites of Rochambeau's Revolutionary War French Army camps which have national importance, or significant Native American sites, may be present in the area. Future development should be coordinated in ways that assist in the identification of sites of historic or cultural significance that warrant consideration for preservation, rehabilitation, or adaptive reuse through incorporation into proposed development plans.

IMPLEMENTATION

Implementation of the Lorton-South Route 1 Suburban Center Plan will occur in phases, with development and redevelopment unfolding incrementally over time. Successful implementation of Plan guidance will require a long term commitment to the vision, which is supported by policies that promote a necessary set of public-realm improvements while developing a more diverse mix of land uses that can incentivize greater private sector investment, support economic vitality of the area, and ultimately serve the long-term needs, desires and interests of the Lorton community. Implementation strategies intended to promote major objectives for the suburban center are grouped into the five categories of Land Use Framework Updates, Public-Realm Improvements, Activation of Public Lands, Development Incentives and Community Involvement, as provided in detail below:

Land Use

Understanding where future growth and development are most likely to occur in the suburban center is essential for determining how the county should approach the review of development applications.

In 2023, a consulting team of planning and real estate market analysts conducted a study that identified nearly 500 properties in the Lorton-Route 1 Suburban Center that are likely to experience redevelopment pressure over the next 20 to 30 years. These findings are based on a set of property characteristics that include the age of existing structures, value of structures relative to underlying property values, relatively low intensity of existing development compared to the planned and/or permitted intensity, and sites that are currently held in public ownership.

Implementation of the suburban center land use framework should ensure that new development aligns with the vision set forth in the Comprehensive Plan through the following planning considerations:

- Unlock redevelopment potential on high-value sites currently underutilized as large parking lots or low-intensity industrial uses such as contractor service and storage yards.
- Encourage mixed-use development at strategic locations to expand the local commercial customer base.

- Support the intensification of employment-related uses, particularly flex, innovation, and clean lab space along Richmond Highway.

- Promote a diverse mix of residential types that meet the needs of multiple market segments and achieve densities capable of supporting the planned mix of non-residential uses.

- Ensure new development is well integrated with existing and planned mobility connections throughout Lorton and the broader region.

To implement the community's vision and the land use framework, the Land Unit Recommendations provide additional guidance for specific areas of the Suburban Center. These recommendations are intended to guide the development of the area in a manner consistent with the planning considerations listed above.

Public-Realm Placemaking Improvements

Investing in appropriately scaled public realm improvements can help establish a sense of place, shift market perceptions, and generate increased interest in new development. To support the community's long-term vision, the public sector should pursue intentional planning objectives and set targeted investment goals that positively influence private development activity in the Lorton area. Strategies for placemaking improvements include:

- Strengthening linkages between activity nodes and other areas identified for change to enhance market connections.

- Creating compelling public spaces that anchor redevelopment, generate activity, and attract outside consumer spending.

- Reinforcing a unique sense of place through coordinated signage, public art, and landscaping.

- Aligning new development with consumer preferences for experiential commercial spaces that are inviting, comfortable, and encourage visitors to linger after completing primary tasks such as shopping and dining.

Activation of Public Lands

Identifying key parcels that are publicly owned, or could be acquired by the public sector, can expand opportunities for development that supports the Lorton Vision. Publicly owned lands can accommodate a range of uses that align with the updated land use framework and respond to countywide and areawide needs, including affordable housing, parks and open space, transportation improvements and public facilities. Several strategies that could be implemented include:

- Activating county-owned land located near existing and planned activity nodes (e.g., Virginia Railway Express parking lot at Lorton Station, open space adjoining the Noman Cole waste treatment facility, open space trails adjacent to Pohick Creek).

- Strategically locating new county facilities that serve a high volume of residents in places that can catalyze redevelopment and encourage reinvestment of nearby privately-owned sites.

- Identifying partners through the Public-Private Education Facilities and Infrastructure Act to deliver projects that advance community goals.

Parcel Consolidation and Coordinated Development

Parcel consolidation is encouraged as a strategy to catalyze new land uses and development that may not otherwise be feasible in areas where land is segmented into smaller parcels. Consolidated sites should be logically configured and of sufficient size to support well-designed, efficient projects that can integrate supporting transportation infrastructure, parks and recreation facilities, open space, and other amenities. Development resulting from parcel consolidation should not preclude other properties from developing as recommended by the Comprehensive Plan.

Development Incentives

Development incentives can help attract new investment and are especially valuable when repositioning privately-owned sites. In Fairfax County, most location-based incentives are tied to designated geographic districts, none of which include Lorton. Extending existing incentives to Lorton – or creating Lorton-specific tools – could encourage new local development. The county can also take a proactive role in attracting suitable development partners by:

- Evaluating the potential benefits of assigning a Commercial Revitalization District (CRD) or Commercial Revitalization Area (CRA) designation to strategic locations that can advance land use objectives within the suburban center.

- Demonstrating the link between mixed-use redevelopment and economic development through outreach materials such as development feasibility studies or return on investment analyses.

- Conducting proactive engagement with developers to highlight the community's vision, available development opportunities, and any applicable county incentives.

- Aligning the adoption of any development incentives with the identification or initiation of key projects to maximize the effectiveness of the incentive period.

Community Involvement

The Lorton Visioning Task Force, comprised of private citizens, served as the steering committee for the planning study and collaborated with county staff throughout several years of public meetings. Throughout this process, information was shared broadly with the community, and feedback on a wide range of topics and development concepts played a critical role in creating a vision that reflects local interests, ideas, and aspirations.

Going forward, community members, business operators, and others who live near or regularly visit Lorton's activity nodes should continue to participate in decision-making whenever the Comprehensive Plan recommendations are implemented through the development process. Community outreach should

align with the equity goals of the One Fairfax Policy and may include some combination of the following strategies:

- Leveraging existing communication established by local homeowners' associations and civic associations, such as the South County Federation, to broaden engagement efforts.

- Engaging public services and non-profit organizations, such as the Lorton Senior Center and Lorton Community Action Center, to help inform the community about potential development activity.

- Working with local business associations including the South Fairfax Chamber of Commerce and similar organizations, to gather feedback on the economic development implications of land use changes.

- Encouraging community members to consider forming a place-based organization focused on economic development to engage with the private sector to support new investment within the suburban center.

- Exploring the creation of a non-profit public-private partnership to advance areawide improvements, such as streetscape amenities and other enhancements consistent with the Comprehensive Plan.

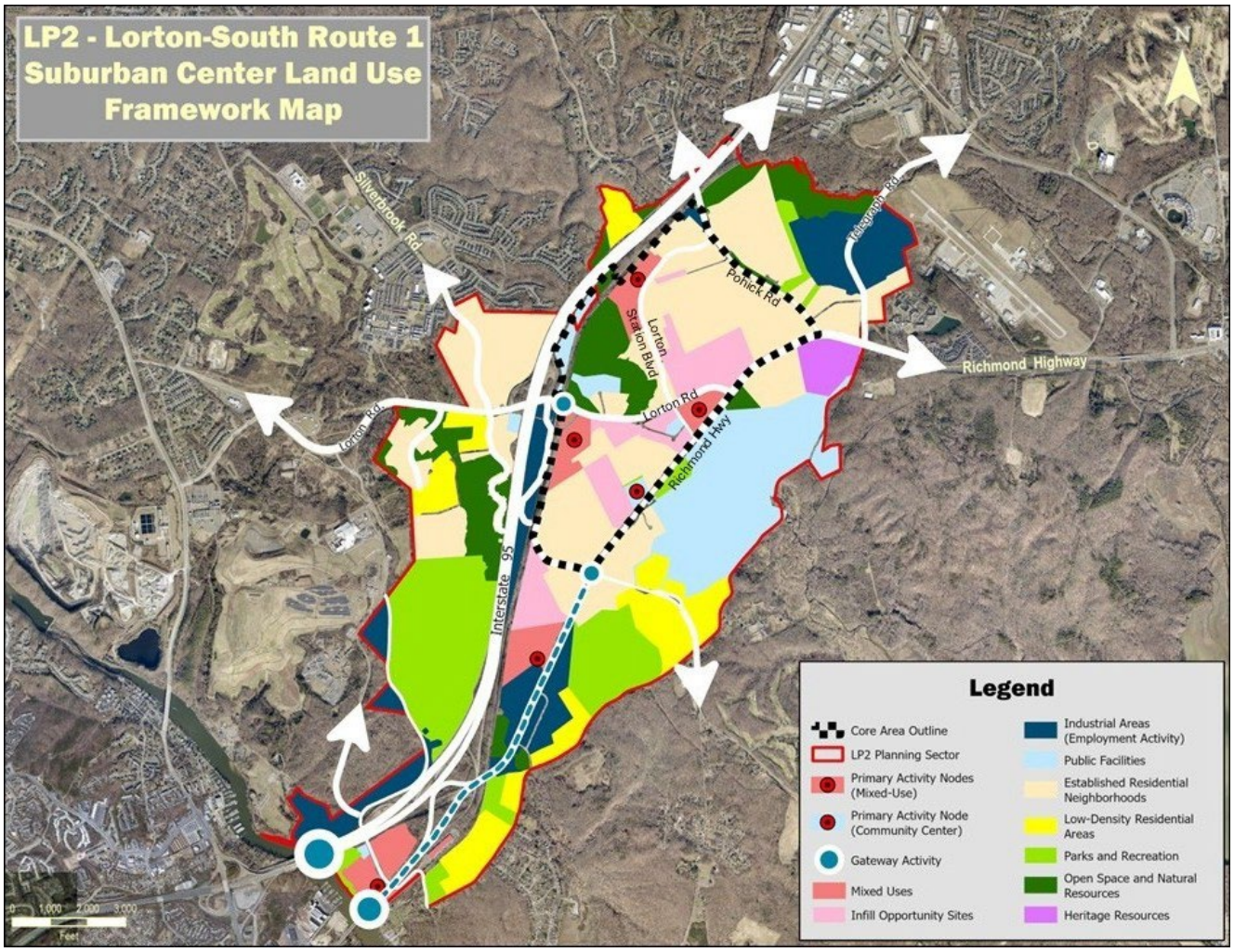
LAND USE FRAMEWORK

The land use framework (Figure 40) identifies a core area as the primary location for future development in the Lorton-South Route 1 Suburban Center. The core area is envisioned to expand on and advance the longstanding Comprehensive Plan objectives to develop a "Town Center" for the Lower Potomac Planning District in the suburban center. Therefore, mixed-use redevelopment is encouraged at key locations, described as "Activity Nodes" to facilitate the diversification of land use categories and support the economic success and vitality of the Lorton area. As described in the Land Unit recommendations, certain sites may also be considered for infill development as a means of realizing community vision and related objectives. To support the envisioned walkable core area, the Plan identifies a need for enhanced placemaking, substantial improvements to multimodal connectivity, and greater variety in parks and recreation amenities as some of the primary factors in fostering more social activity within an environment that is safe and convenient for all members of the community.

Although a variety of land use categories are contained in distinct land units and sub-units of the suburban center, it is envisioned that they will work in concert to create a comprehensive, interrelated and well-connected community where community members and businesses can all thrive together. For instance, development or redevelopment proposed for the activity nodes and infill opportunity sites should prioritize compatibility with the character and scale of development adjacent to established residential neighborhoods, and low-density residential uses in the transitional Edge Areas. For the most part, sites designated as Public Facilities, Parks and Recreational Areas, Environmentally Sensitive Open Space, and Heritage Resources are recommended to remain as currently developed (or undeveloped), except in cases where greater mobility, remediation of significant environmental impacts and similar improvements may be warranted. The development of sites within and outside of the core area should prioritize stewardship

of environmental and cultural resources that are instrumental in defining a unique character for the Lorton area.

Figure 40: Land Use Framework Map



Descriptions and general recommendations of these land use categories that comprise the concept are summarized below:

Core Area

The suburban center core area is generally bounded by I-95 and Pohick Road to the northwest and northeast, Richmond Highway (Route 1) to the southeast, Gunston Cove Road to the south, and Interstate 95 along the western edge and to the northwest. The core area is intended to serve as the primary location for future growth that will support and be supported by a broad range of recreational amenities and other community assets that exist or are planned in Lower Potomac Planning District. Although the core area contains distinct activity nodes, they are intended to function collectively as a single, unified, Lorton Core District connected by Lorton Road and enhanced pedestrian, cycling, and multimodal linkages. Development, placemaking, and transportation decisions within the core area should reinforce this unified district identity rather than treating each node in isolation. Three commercial centers are designated as

core area activity nodes: Lorton Station Town Center in Sub-Unit A1-a, Lorton Market Place in Sub-Unit B1-a, and Gunston Plaza in Sub-Unit B2-a. A fourth activity node is designated at the Lorton Library and Community Center in Sub-Unit B3. Although core area development activity is primarily envisioned for existing commercial sites, additional infill development may be appropriate, generally within 1/4-mile to 1/2-mile of the activity nodes, to support the creation of a more vibrant and well-connected pattern of development. Therefore, the Plan identifies several Infill Opportunity Sites where property owners may request consideration for neighborhood redevelopment according to alternative options that would allow a more diverse mix of land use types to be established at higher intensities than baseline Plan recommendations. Infill development and development in areas abutting established residential neighborhoods should incorporate a combination of architectural design features, building heights, and transitional landscaping buffers or screening elements along with other measures to achieve physical compatibility with established land use patterns in conformance with guidance of Policy Plan.

Existing transit facilities located in the core area also have the potential to generate a significant amount of activity, such as co-located commuter facilities of the VRE station and Fairfax Connector bus stops at the town center, and the Amtrak Auto Train Station, which serves as a gateway for regional tourism. BRT stations supporting future extension of The One are also planned to connect the suburban center core area with Community Business Centers and other development activity along Richmond Highway to the north and south of Lorton.

The Comprehensive Plan sets forth a set of land use policies that should be applied to the core area concept and land use framework in order to enable the creation of a high-quality, mixed-use environment that provides more diversity in the housing options, employment opportunities, social activities, consumer goods, and services. The vision for future development activity in the core area necessitates a significant transformation from the long-standing pattern of suburban-style commercial centers that have prioritized large areas of surface parking into more engaging spaces containing a concentrated variety of land uses to allow more people to conveniently live, work, shop and recreate all within the same area. The incorporation of urban design principles should be fundamental to successful mixed-use development. This includes incorporating taller building heights and structured parking facilities as ways of increasing the amount of land that will be set aside through private development or public acquisition of parks and open space for the creation of a variety of urban parks that can contribute to the overall health and enjoyment of the community. Core area development should also be leveraged to achieve major objectives for strengthening the sense of place, promoting a more pedestrian-friendly living environment that reduces reliance on single occupancy vehicles, increasing access to a variety of housing types that are affordable for renters and buyers at a broad range of price points and market entry levels, and prioritizing environmental stewardship, among other goals.

Figure 41 below provides the overall maximum potential for mixed-use development consisting of additional residential and non-residential uses which provide flexibility for individual proposals to best implement the community vision and respond to market conditions. At the activity nodes, development at an intensity of 3.0 FAR may be achievable based on parcel size and building height as guided by this Plan.

Figure 41: Maximum Estimated Development Potential for the Suburban Center Core Area

LAND USES	APPROXIMATE CORE AREA POTENTIAL
TOTAL DWELLING UNITS (DU)	6,809
NON-RESIDENTIAL & MIXED USE SQUARE FEET (SF)	1,460,400

Activity Nodes

Activity nodes are places where people gather or spend time participating in a wide range of activities that can include working, shopping, dining, recreating and socializing. Similar to most areas that develop according to suburban land use patterns, existing activity nodes in Lorton were developed independently to serve singular functions, such as employment centers, shopping centers, or office complexes. Non-residential uses are currently distributed throughout the suburban center at varying scales that include stand-alone gas stations with convenience store sales counters, and neighborhood- and community-serving shopping strips and hotels.

The following sites are designated as primary activity nodes in the Core area due to their role in contributing to a wide range of daily activities and the delivery of services within the Lorton community:

- Lorton Station Town Center in Sub-Unit A1-a
- Lorton Market Place in Sub-Unit B1-a
- Gunston Plaza in Land Unit B2-a
- Lorton Library and Community Center in Sub-Unit B3

Three primary commercial activity nodes - Lorton Station Town Center, Lorton Marketplace, and Gunston Plaza - are envisioned to function as the anchors of a unified, walkable Lorton Core District. While each node has a distinct character and role, their collective success depends on shared placemaking standards, pedestrian connectivity, and a coherent district identity along Lorton Road.

Lorton Station Town Center and collocated facilities of the Lorton Library and Community Center provide two examples of sites that were intentionally designed to serve a greater mix of activities and uses. However, the community vision notes that higher densities/intensities will be necessary to encourage and enable an environment for successful mixed-use development. Significant on-site placemaking enhancements are also needed at each of these nodes, along with improved active transportation facilities to create a more unified, pedestrian-focused environment within the core area.

Two additional primary activity nodes are located outside of the Core Area in areas which are currently characterized by low- to medium-density industrial and flex land uses on the east side of Richmond Highway:

- “Enterprise Lorton” in Sub-unit D1
- “Gateway South” in Sub-units E1 and Unit E3

These two nodes have significant potential for transforming in ways that would support the community vision as Employment Centers due to being in the areas which are planned for sanitary sewer services as well as placemaking improvements and Gateway Activity.

Redevelopment of activity nodes should locate the highest intensities and tallest building heights at the center of the site or be oriented toward transit facilities that serve the nodes. Structured parking facilities should be integrated within the building envelopes where feasible to ensure that Activity Centers can be provided with acceptable amounts of publicly accessible parks, civic plazas, common greens and similar amenities that satisfy recommendations set forth in the Parks and Recreation element of the adopted Policy Plan. On-street street parking may be also appropriate in locations where the adequate space is provided for streetscape elements such as pedestrian, cycling and transit facilities, street trees and landscape panels, lighting, and street furniture.

Infill Opportunity Sites

Community members, employees, and visitors should be encouraged to spend time at the activity nodes and to move conveniently among them to participate in a variety of activities. Areas identified as having opportunities for infill development are especially encouraged for sites that are generally within up to a 1/2-mile walkshed of these nodes, in order to support areawide goals of strengthening the sense of place and improving connectivity. In certain cases, land units, sub-units or specific sites within the Infill Opportunity Sites may be considered for development under alternative Plan options. Neighborhood consolidation, where property owners in an established residential neighborhood propose to combine their properties for redevelopment, is also encouraged, as described in the Land Unit recommendations.

Proposals for residential or mixed-use redevelopment should demonstrate that the resulting development will achieve the community vision for the core area. As described in the land unit recommendations, building heights should be stepped down from those recommended at primary activity nodes to establish compatibility with nearby development in established residential neighborhoods. Infill development should also demonstrate that any proposed levels of increase can be supported by adequate transportation infrastructure and public facilities, and that it will not preclude any nearby properties from developing as recommended by the Plan.

Gateway Activity

The Lorton-South Route 1 Suburban Center is situated at the southern "gateway" to the Lower Potomac Planning District, Fairfax County and the National Capital Region. Accordingly, development within the I-95 corridor along its southern entrance to Fairfax County and along Richmond Highway - from the Occoquan River to Fort Belvoir - is envisioned to help create an attractive and welcoming gateway. Areas of particular attention include Richmond Highway and I-95 from the Occoquan River to Fort Belvoir; the I-95/Lorton Road interchange area; the Richmond Highway/I-95 interchange area; and the Richmond Highway/Gunston Road intersection. All future development should be located, designed, accessed, buffered, and screened, where necessary to help further the attainment of the county's "gateway" concept. Well-designed private and public development should be encouraged. This area is distinct from the core area which functions as a destination district.

Established Residential Neighborhoods

Lorton contains a variety of residential areas that were planned and developed at a broad range of densities and forms, including neighborhoods with single-family detached dwellings, clusters of single-family attached duplexes, townhomes, and low-rise garden style multifamily apartments established at intensities of up to 20 du/ac. Some of these areas have parks and open space amenities or have convenient access to commercial uses, services, public facilities, and institutional uses. However, due to the established suburban road network, many of these neighborhoods have limited access points onto arterial roads, along with limited multimodal interconnectivity with the streets in neighboring developments. Proposals for infill development of sites abutting suburban-density residential areas should be strongly encouraged to consider multimodal, interparcel connections. Furthermore, the homeowners' associations that represent established neighborhoods should be encouraged and assisted in identifying and developing methods of improving mobility for all modes of transportation within their communities.

Low-Density Residential Areas

Low-density Residential Areas consist of sites that are planned and primarily developed with low-density, single-family detached residential uses at or below the 1-2 du/ac range. These areas are generally located on both the east and west sides of I-95 and at the edges of the Suburban Center and include the Shirley Acres and Curtis subdivisions, several properties near Old Colchester Road, and to the north and south of Gunston Road. Low-density residential areas are typically located outside of the Approved Sanitary Sewer Service Area and near the suburban center edges. Therefore, increased densities are discouraged and properties in these areas are recommended to remain at currently developed densities to provide compatible transitions between suburban center development and other low-density and rural residential areas in the neighboring planning sectors. When infill is proposed on sites that are adjacent to low density residential areas, the development should be designed to achieve physical compatibility with established single-family residential uses.

Industrial Areas

The Plan recognizes two areas appropriate for industrial uses. The industrial area in the north central portion of the suburban center near Lockport Place contains warehouse/wholesale activities. The Plan recommends that infill and new development in this area should consist of industrial uses of a compatible scale and character at an intensity of up to 0.35 FAR.

The second industrial area is adjacent to the CSX Railroad tracks and continues south of Mims Street to Hassett Street, incorporating properties with frontage on both sides of Richmond Highway. This area contains outdoor storage yards, warehouse activities, a concrete batching plant and a metals recycling center. At the baseline, infill, redevelopment and new development in this area should be industrial flex/office and related commercial uses at a floor area ratio up to 0.35 consistent with the overall land use objectives, and to support efforts to enhance the character and sense of place in Lorton. Sites west of Richmond Highway, in portions of Land units D and E, are planned with alternative options that can be considered for significant increases in intensity if redeveloped as mixed-use employment centers with the provision and accommodation of improvements to sanitary sewer, stormwater management, transportation and other necessary infrastructure. Public-realm improvements related to placemaking, and the provision of parks and open space should also be prioritized to promote the vision for an improved sense of place and support opportunities for significant job growth in these currently underdeveloped areas.

Open Space and Natural Resources

Stream valley, floodplain, Resource Protection Area (RPA) and Environmental Quality Corridor (EQC) associated with Accotink Creek, Giles Run and Pohick Creek provide three examples of significant environmentally sensitive natural areas. Environmentally sensitive areas can often be expected to coincide with heritage resources in historically significant areas such as the sites of Native American, Colonial, and early American period archaeological remains. Undeveloped upland areas can also be expected to contain similar kinds of resources which should be evaluated before development and preserved or recovered and recorded for the benefit of present and future county residents. Open space preservation and stewardship of these resources are essential and beneficial factors in supporting long-term goals for improving quality of life, strengthening the sense of place, and creating a unique identity for the Lorton community.

Parks and Recreation

Lorton Park (co-located with the library and community center), Lower Potomac Park, Lower Potomac Fields, Southgate Park, and Mason Neck West Parks are publicly maintained within the suburban center. Fairfax County also has parks located in neighboring planning sectors (Laurel Hill Park, Old Colchester Park and Preserve, and Pohick Stream Valley Park) that help satisfy a portion of the demands for parkland currently generated by residential uses. Other nearby parks which are not owned by the county include Meadowood Recreation Area and Occoquan Regional Park, operated by the United States Bureau of Land Management and NOVA Parks respectively. A privately owned tract at the western edge of I-95, which formerly served as a debris landfill, is planned to be restored for use as public park that will be maintained by the Fairfax County Park Authority. Another active landfill site in Sub-unit H3, just south of the core area, is recommended for future use as private parks and open space.

Much of the parkland serving the suburban center is classified as resource-based parks, intended to preserve cultural and natural resources, while also offering opportunities to create more complete pedestrian trail connections. Extensive portions of the stream valleys and riparian areas of Pohick Creek, Accotink Creek, and Giles Run are recommended for stream valley trails or other new or improved active transportation facilities. Expanding the county's existing trails networks by connecting the core area with existing local and regional pedestrian and cycling facilities outside of the Core, such as the Cross-County Trail, Mason Neck Trail, and others, can better integrate the built and natural environment and contribute to nature and cycling-based tourism and recreation. The vision for improved connectivity between parks and recreational amenities also encourages linking residential neighborhoods, commercial areas, and employment activity through trails and paths located within private open space. Trails should be sited according to the Active Transportation and Trails Plan and designed and improved in accordance with the Chesapeake Bay Ordinance. Trails widths, paving materials, and surface treatments should consider site-specific natural features and environmental resources. Where feasible, trail segments should be coordinated to align with existing paths or be co-located with underground and overhead utilities, subject to the approval of the agencies and service providers maintaining the utility easements.

Streetscapes and natural landscaping enhancements should conform with objectives for placemaking and Lower Potomac District urban design principles.

Public Facility Uses

Public facilities providing a wide array of services occupy a substantial quantity of land in the suburban center.

The Noman M. Cole, Jr. Water Recycling Facility functions as a regional wastewater facility located on the east side of Richmond Highway between Pohick and Old Colchester Roads.

In 2022, the county redeveloped the site of the previous library into a co-located facility with the Lorton Library and Community Center. This building offers space for recreation, community gatherings, and administers various programs for citizens of all ages, abilities, and income levels. Other public facilities within the suburban center include an elementary school, fire station, and administrative offices for Fairfax County School Board Transportation Department.

Heritage Resources

As future growth and development are planned, the preservation of significant architectural and archaeological sites should have a role in shaping community identity and promoting community pride. Eight sites of historical significance are partially or completely located within the suburban center and included in either the Fairfax County Inventory of Historic Sites, or the Virginia Landmarks Register, or the National Register of Historic Places as identified below:

- Colchester Town Archaeological Site (portion) - on the west side of Old Colchester Road, between Furnace Road and the Occoquan River.
- Cranford Memorial Methodist Church and Lewis Chapel - on the west side of Old Colchester Road at the intersection with Gunston Road.
- Fairfax Arms - on the west side of Old Colchester Road, between Furnace Road and the Occoquan River.
- Hannah P. Clark/Enyedi House - on the north side of Furnace Road at the intersection with Old Colchester Road.
- LaGrange Site (demolished, potential archaeological remains) – on the west side of Old Colchester Road, between Old Colchester Road and Poe Road.
- Metzger House Site (demolished, potential archaeological remains) - on the west side of Old Colchester Road, between Furnace Road and the Occoquan River.
- Minnick House (portion) - on the west side of Old Colchester Road, just south of the intersection of Hassett Street.
- Pohick Church - southeast of the core area and at the intersection of Richmond Highway and Old Colchester Road.

The bucolic environment and historic character of rural/residential development surrounding these heritage resources should be preserved to maintain a compatible transition with the rural Mason Neck Planning Sector and discourage increased vehicular traffic. Accordingly, properties along Old Colchester Road, to the south of the Noman M. Cole, Jr. Water Recycling Facility, are designated as Low-Density Residential Areas and Parks and Recreational Areas.

Prior to any zoning action, heritage resource staff from the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on- site cultural resources. Archaeological staff from the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.

LAND UNIT RECOMMENATIONS

The Lorton-South-Route 1 Suburban Center is divided into 10 land units and sub-units which are organized alphabetically as letters A, B, C, D, E, F, G, H, J and K (Figure 23). The delineation of land unit boundaries is based upon such factors as geographic proximity, similarity of existing land uses and Plan recommendations, and physical boundaries such as major roadways, topography and water features. Site-specific land use recommendations and guidance for future development are further divided into sub-units. These improvements should establish Lorton Road as the primary placemaking spine of the Lorton Core District, consistent with the community vision for a local-serving boulevard that prioritizes pedestrian activity over regional traffic movement. The core area is comprised of Land Units A and B, bisected by Lorton Road, which should be updated with a center-running median strip, active transportation facilities and other streetscape elements to enhance the experience for pedestrians and cyclists with regards to safety and convenience. Placemaking elements that advance the community's vision for improving the suburban center's sense of place should also be incorporated into the Lorton Road streetscape. Future development and redevelopment are encouraged to achieve the maximum potential planned for the core area as provided in Figure 41 of the Land Use Framework section. Sites within Land Units F, G, H, J and K are planned outside of the core area for development potential as recommended at the sub-unit level.

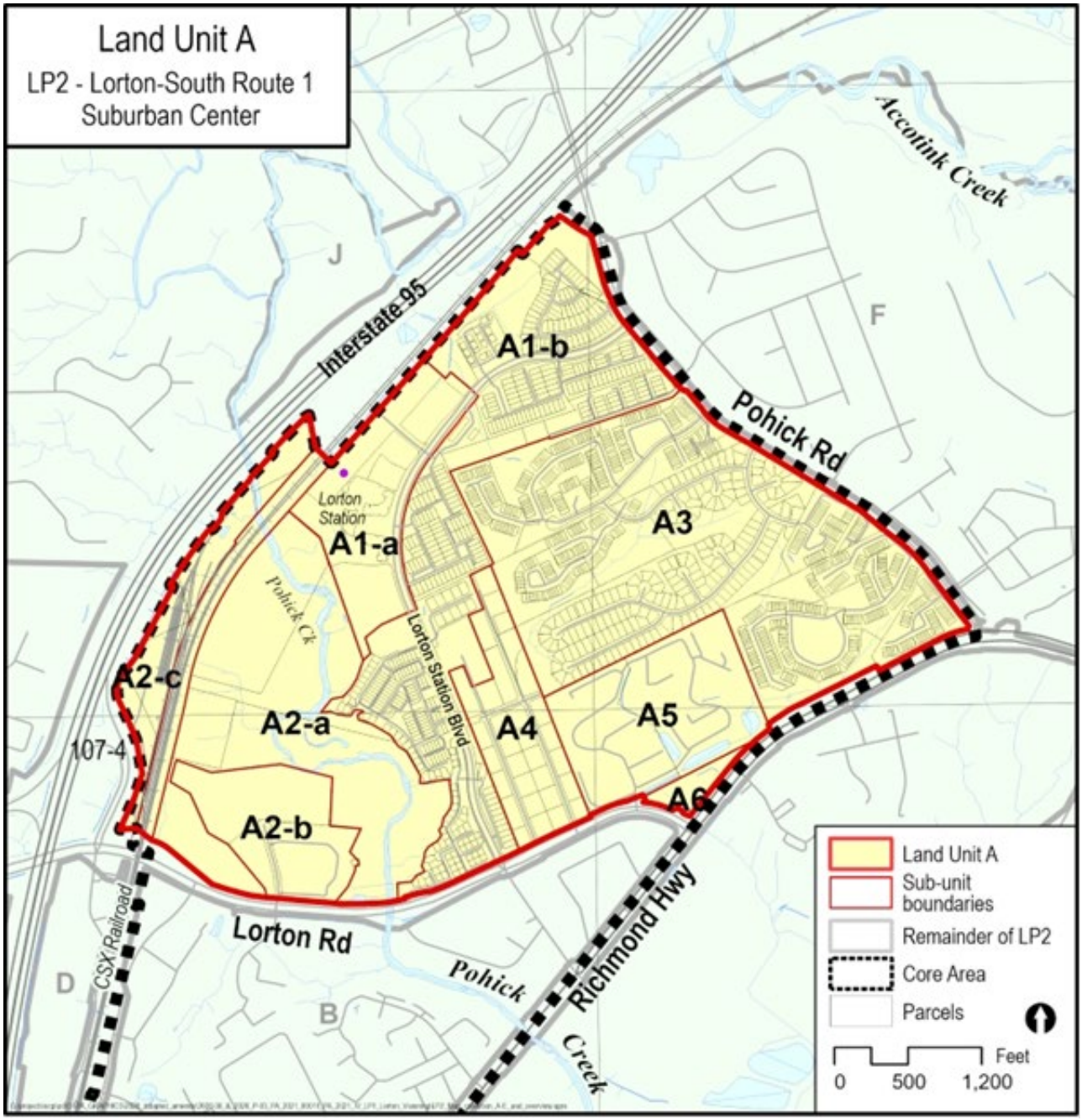
Land Unit A

Land Unit A comprises the northern half of the core area (see Figure 42). This land unit has a variety of residential uses including multifamily apartments and condominiums, single-family attached and stacked townhomes and single family detached dwellings.

The Lorton VRE passenger rail station and its large commuter parking lots are situated at the eastern side of the CSX railway, near the northwest edge of the land unit. The Lorton Station residential mixed-use development, which surrounds the VRE station, was originally planned and developed to serve as the "Town Center" destination within the Lower Potomac Planning District. The southeastern edge of Land Unit A contains multifamily garden apartments which are accessed from Lorton Road via Lewis Chapel Road and surrounded by several tracts of land that were dedicated to Fairfax County with development of the town center. Publicly-owned properties within Land Unit A include surface parking lots at the VRE station, an elementary school and undeveloped lands containing conservation easements and large portions of RPA and EQC in the Pohick River Stream Valley. The Amtrak Auto Train station is located just to the west in the area between Lorton Road, I-95 and the CSX railway.

Established residential neighborhoods outside of the town center and between Lorton Station Boulevard and Pohick Road contain a large concentration of townhomes alongside detached dwelling units. These dwellings are predominately accessed from Pohick Road without direct connections to the town center development. Single-family detached dwellings in the Wildwood subdivision and garden-style apartments in the Woods of Fairfax development are also located in this vicinity with access from Lorton Road just north of the Gunston Plaza shopping center.

Figure 42: LP2-Lorton-South Route 1 Suburban Center - Land Unit A



Sub-unit A1-a

Sub-unit A1-a, which is planned and developed with mixed-use and non-residential uses as the Lorton Station "Town Center," contains approximately 22 acres at the northwestern edge of the land unit. An approximately 7-acre parcel between the town center development and CSX railway was dedicated to the county to accommodate the construction of a commuter rail station with up to 700 commuter parking spaces and is currently developed with large surface parking lots.

The town center is envisioned to serve as a vibrant mixed-use activity node and a multimodal transportation hub. In order to increase passenger rail ridership, infill consisting of mixed-use development and public spaces to support new residential, retail, office and service uses, with the highest development intensities oriented toward the VRE station, is encouraged (see illustrative concepts in Figures 43 and 44). Transit-oriented uses in the sub-unit should include a multimodal transit center with an enclosed station to promote enhanced comfort, convenience, and attractiveness for commuters using VRE passenger rail as well as other available transit services. Residential development should advance the vision for the core area and align with the county's objectives by encouraging the development of additional housing options which include affordable and/or workforce multifamily residential uses with convenient access to services and transit. Urban park spaces should be integrated to support existing and future residential development and mixed-use activity of the town center.

Development in Sub-unit A1-a should prioritize an enhanced quality of life through the application of high-quality building materials and site design elements. Ground floor activation should be considered as an essential element of multi-story structures and oriented toward public gathering spaces to support increased activity and recreation in the town center.

Residential mixed-use infill may be appropriate for co-location with a multimodal transportation center and structured parking facilities on Tax Map Parcel 107-2 ((1)) 10A. Infill development and public-realm improvements should be contingent upon satisfactory achievement of the following conditions, conformance with the community vision and other areawide goals and objectives:

- Mixed-use development activity should be primarily oriented towards the Lorton Station Town Center and transit center in the northwest section of the land unit and conform with principles for urban design and placemaking in the core area.

- Building heights are recommended at 4 to 7 stories, and the scale, massing, and visual appearance of the new development should complement and establish physical compatibility with the historical character of existing buildings in the Lorton Station Town Center. Additional building heights for shared commuter parking may also be considered. Development densities and intensities should fit within the recommended height range.

- Priority should be given to the year-round safety, comfort and convenience of pedestrians and cyclists, and transit users through the provision of safe routes for accessing the mixed-use "town center" area and transit center from the other activity nodes and residential neighborhoods throughout the Lorton area, including those located on the opposite sides of Lorton Road, Pohick Road, and I-95 and the CSX Railroad. Multimodal transportation facilities provided onsite should

include bikeshare stations and/or other services and facilities to promote convenient and frequent connections between the VRE station and nearest existing or planned BRT station.

- Shared parking structures should be provided to accommodate the increased demand from residential and mixed-use activity as well as needs of commuters.

- A publicly accessible civic plaza or other flexible community space should be integrated into the site and provide pedestrian connections between the VRE platforms, new development, and the existing town center. Retail and service uses should be oriented toward this community space to create a lively and vibrant environment.

- Development should provide environmentally responsible transitions that allow community members to enjoy the site's proximity to open space and natural areas to the south, while preventing encroachment on environmentally sensitive resources.

Figure 43: Conceptual redevelopment of the VRE parking lots in Sub-unit A1-a.
(Source: Renaissance Planning)



Figure 44: Potential building heights for redevelopment in Sub-unit A1-a.
(Source: Renaissance Planning)



Sub-unit A1-b

Sub-Unit A1-b contains the majority of residential development surrounding the Lorton Station Town Center activity node. This sub-unit is planned and primarily developed with a mix of residential uses established in a variety of densities and forms, including single-family detached dwellings, traditional and stacked townhomes, multifamily apartments and condominiums. Opportunities for new infill development under the core area guidance within this sub-unit are limited to the remaining non-residential sites, including a self-storage facility and vacant, industrially-zoned land on the west side of Pohick Road (Tax Map Parcels 107-2 ((1)) 8 and portions of 108-1 ((1)) 30A west of Pohick Road), and a commercial landscape management and tree care service located on Tax Map Parcels 107-2 ((2)) 12 and 107-2 ((2)) 13 located at the western end of Baker Drive. With consolidation, residential infill development on Parcels 8 and 30A is recommended, provided regional transportation infrastructure needs can be accommodated, and transportation noise impacts can be mitigated. With consolidation, Parcels 12 and 13 are recommended for infill residential use, with consideration for extending Baker Drive to Lorton Station Boulevard and accessible pedestrian and bicycle connections. Building heights up to 4 stories are recommended for infill residential uses, and infill development should be designed to achieve physical compatibility with existing or planned residential uses on adjacent sites. Active and passive recreational uses should be provided or a contribution for recreational uses appropriate to the residential development on-site should be provided.

Sub-unit A2-a

Sub-unit A2-a is comprised of four parcels that are owned by the Fairfax County Board of Supervisors and contain a total of 99.36 acres. This sub-unit is located just to the south of the Lorton Station Town Center and contains sensitive environmental resources including natural areas with wooded forests and wetlands associated with the Environmental Quality Corridor and Resource Protection Area for Pohick Creek. The sub-unit is planned for preservation as private open space and protected by conservation easements. The environmental significance of this area may warrant further survey for the purpose of identifying additional resources that should qualify for consideration of formal conservation measures within the sub-unit.

To address the needs for greater multimodal connectivity in the core area and throughout the suburban center, some limited sections of Sub-unit A1-a may be appropriate for trails. The improvement of existing trails along the east side of Pohick Creek and placement of new trails in previously disturbed areas, such as the sanitary sewer easement on the west side of Pohick Creek, should be considered as priorities.

Sub-unit A2-b

Sub-unit A2-b is located on Lorton Road and consists of Lorton Station Elementary School and The Fields at Lorton Station, a multifamily garden-style apartment community. The sub-unit is surrounded by the expansive natural areas in Sub-unit A2-a to the north, east and west. Multimodal transportation improvements recommended for this segment of Lorton Road should be implemented to improve the safety and comfort of community members visiting Lorton Marketplace from this sub-unit. New trails or trail improvements to connect the sub-unit to the north and east through the surrounding natural areas should be considered.

Sub-unit A2-c

Sub-unit A2-c contains the Amtrak Auto Train Station, which is located on the north side of Lorton Road between I-95 and the CSX Railroad. This sub-unit should be considered as an important feature in gateway activity that warrants the integration of public realm improvements and placemaking elements on Lorton Road between the I-95 interchange and Richmond Highway. Enhanced multimodal connectivity to the adjacent Lorton Marketplace shopping center to the south should be considered to provide Auto Train customers with an attractive means of visiting the nearby shops and restaurants.

Sub-Unit A3

Sub-unit A3 is generally located to the north and west of Richmond Highway and accessed from the western side of Pohick Road. This sub-unit is planned and developed with established residential neighborhoods in several subdivisions that adjoin one another but were developed independently. Infill development should be designed to achieve physical compatibility with existing residential uses. Building heights for infill residential uses are recommended up to 4 stories. Multimodal improvements and additional street grid links between Lorton Station Boulevard and Pohick Road should be considered with infill development, as appropriate, to provide improved connectivity with mixed-use activity and transit facilities at the Lorton Station Town Center and to reduce the reliance upon automobiles. No commercial uses should be allowed. Southern portions of the sub-unit are located within the Pohick Church Historic Overlay District (HOD) and must adhere to the Pohick Church HOD Guidelines.

Sub-Unit A4

Sub-unit A4 is planned and developed with the established Wildwood residential neighborhood of single-family detached dwellings accessed from the north side of Lorton Road by way of Gilmore Drive and Wildwood Street. Infill development should be designed to achieve physical compatibility with existing residential uses. No commercial uses should be allowed.

If property owners in the sub-unit submit a petition for neighborhood consolidation in conformance with the guidelines in the Policy Plan, this sub-unit is planned with an option for residential redevelopment subject to the following development criteria:

- Substantial, consolidated redevelopment with residential uses should achieve physical compatibility with residential uses established on adjacent sites.

- Building heights are recommended at up to 4 stories.

- A publicly accessible park should be provided to encourage active recreation for community members in this section of the core area.

- To accommodate greater connectivity with mixed-use activity and transit facilities at the Lorton Station Town Center and to reduce the reliance upon automobiles, multimodal connections and additional street grid links should be considered with infill redevelopment.

Sub-Unit A5

Sub-unit A5 is located on Lorton Road, just to the north of Gunston Plaza shopping center and the intersection with Richmond Highway. This sub-unit is comprised of Tax Map Parcels 108-3 ((1)) 6 and 108-3 ((1)) 1A, containing a combined total of 40 acres which are planned and developed with the Woods of Fairfax, a low-rise, garden-style multifamily apartment community with 610 garden-style units that were built between 1979 and 1985.

Proposals for the potential redevelopment of Sub-unit A5 should include considerations of the following criteria:

- Residential redevelopment should support the goal of no net loss of affordable units consistent with the Housing element of the Policy Plan's Guidelines for Affordable Housing Preservation as a means of advancing affordable housing preservation goals and minimizing displacement of current residents.

- If residential or mixed-use redevelopment is proposed, building heights are recommended up to 4 stories on the north, west, and east portions of the site to achieve compatibility with surrounding established residential neighborhoods. Building heights up to 7 stories may be considered in the center and southern portions of the site.

- Publicly accessible parks and open space should be provided in conformity with the Urban Parks Framework to help address needs for recreation generated by increased development within the core area.

- Adequate space should be dedicated for multimodal improvements, including, but not limited to, the coordination of interparcel connections with existing development and the potential for future infill redevelopment of any neighboring sub-units.

Sub-unit A6

Sub-unit A6 is located northeast of the intersection of Richmond Highway and Lorton Road and just to the north of Gunston Plaza. This sub-unit is planned and developed for retail and other commercial uses, including a pharmacy with a drive-through window. Any non-residential development on the site should recognize site and access constraints and establish a vegetated buffer to the adjacent established neighborhoods to the north. New drive-through uses are strongly discouraged. New infill development is recommended subject to the following criteria:

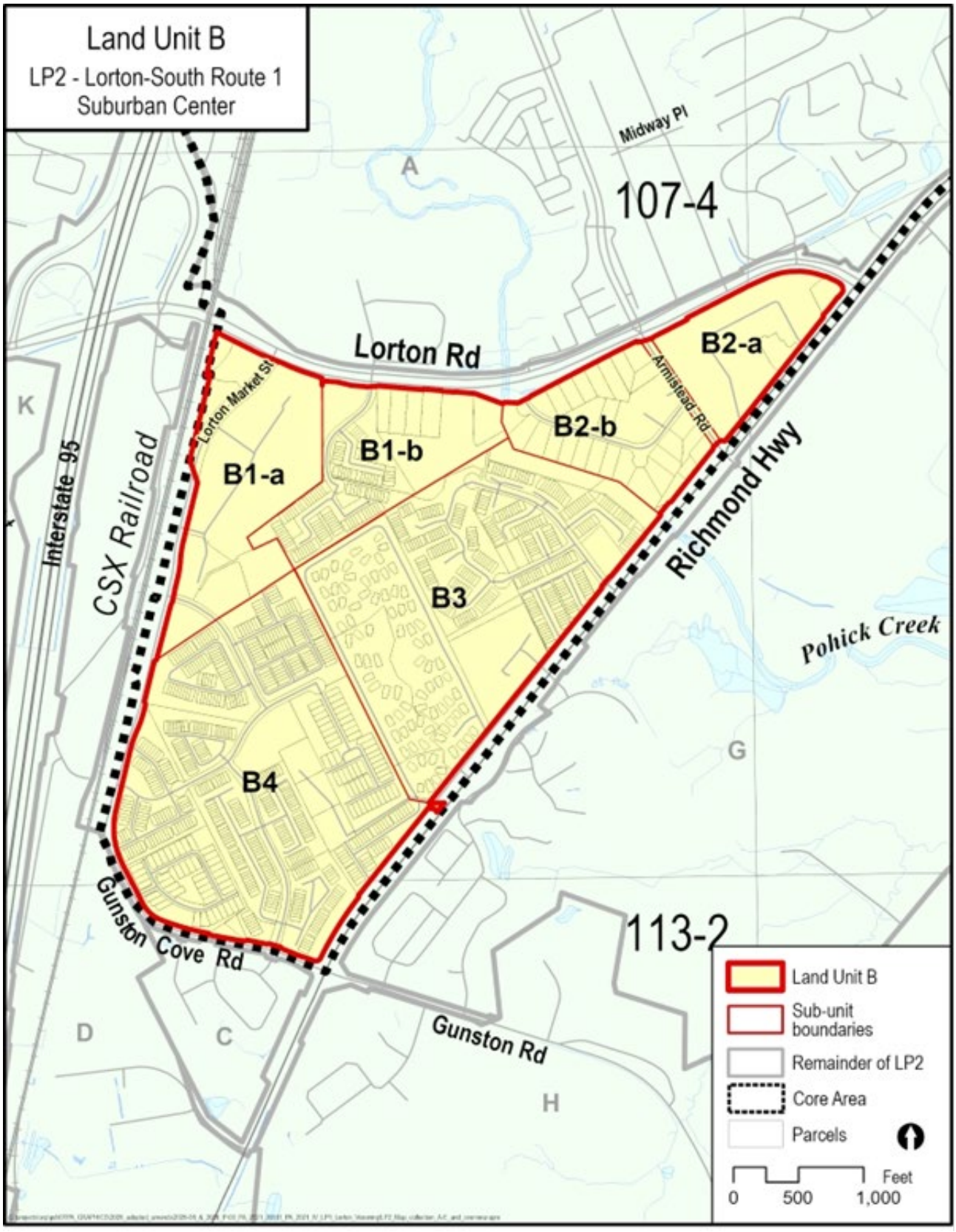
- All parcels in the sub-unit should be consolidated.

- Building heights are recommended for 5-7 stories, with higher building forms oriented to Lorton Road and Richmond Highway.

Land Unit B

Land Unit B comprises the southern portion of the core area (Figure 45). Residential neighborhoods are established throughout Land Unit B, which is mostly developed with a mix of single-family detached dwellings and attached townhome units. Non-residential uses include the Lorton Fire Station on Armistead Road, the Lorton Library and Community Center on Richmond Highway, and various smaller-scale retail, convenience and service uses which are interspersed amongst existing residential uses at sites on Richmond Highway.

Figure 45: LP2- Lorton-South Route 1 Suburban Center - Land Unit B



Sub-unit B1-a

Sub-unit B1-a is comprised of commercial development on both sides of Lorton Market Street, just south of the intersection with Lorton Road. A majority of the development in this sub-unit consists of Lorton Marketplace shopping center and associated surface parking. Sub-unit B1-a is envisioned to transform as a community-serving mixed-use center that can capitalize on its gateway location to the Lorton core area, I-95 interchange, and the Amtrak Auto Train station.

The mixed-use environment envisioned for Sub-unit B1-a includes new internal streets with improved pedestrian-oriented connectivity to create a community gathering place where people can live, work, visit, and play. To prioritize the integration of public open spaces and improve pedestrian circulation, structured parking facilities should be provided as shown in Figures 46 and 47. The greatest intensities and tallest building heights should be oriented towards the center of the sub-unit along a recommended internal, north-south avenue and ensure physical compatibility with adjacent established residential neighborhoods. A conceptual example rendering in Figure 48 shows an urban character for redevelopment along a central avenue in Sub-unit B1-a.

Redevelopment in Sub-unit B1-a should be contingent upon satisfactory achievement of the following conditions, conformance with the community vision, and achievement of other areawide goals and objectives for urban design and placemaking:

- Hotel use is appropriate for this activity node and would serve Amtrak Auto Train users as well as other visitors to the area.

- Building heights are recommended at 4 to 7 stories. Development densities and intensities should be sufficient to fit within the recommended height range.

- Publicly accessible open spaces should be designed to facilitate larger community events such as art exhibits, craft shows, small concerts, and civic events.

- The existing clock tower at Sub-unit B1-a shall be recognized and preserved as a Lorton identity landmark and primary way-finding anchor for the Lorton core area. New development in this sub-unit should be oriented to complement and enhance the visibility and civic presence of the clock tower. Community-serving retail, public art, and placemaking elements should reference and reinforce the clock tower as the symbolic center of the southern destination corridor.

Figure 46: Conceptual redevelopment of Lorton Marketplace in Sub-unit B1-a.
(Source: Renaissance Planning)



Figure 47: Potential building heights for redevelopment in Sub-unit B1-a.
(Source: Renaissance Planning)



Figure 48: Potential redevelopment on a central avenue in Sub-unit B1-a.
(Source: Renaissance Planning)



Sub-unit B1-b

Sub-unit B1-b is located to the east of Lorton Marketplace, on the south side of Lorton Road and west of Pohick Creek. This sub-unit is planned and developed with residential uses.

Infill development should be designed to achieve physical compatibility with existing residential uses. If property owners in the sub-unit submit a petition for neighborhood consolidation in conformance with the guidelines in the Policy Plan, this sub-unit is planned with an option for residential redevelopment subject to the following development criteria:

- Substantial, consolidated redevelopment with residential uses should achieve physical compatibility with residential uses established on adjacent sites.

- Building heights are recommended up to 5 stories.

- Publicly accessible park space should be provided to support active transportation and recreation for community members. Linear and passive recreation parks that provide trail connections through open spaces and connect Lorton Road and Richmond Highway are encouraged. Environmental Quality Corridor (EQC) and Resource Protection Area (RPA) lands associated with Pohick Creek should be preserved as resource-based open space or dedicated as resource-based public park land.

- Multimodal improvements in the vicinity of Sub-unit B1-b should prioritize the creation of complete connections for active transportation to promote greater pedestrian and cycling comfort between the core area activity nodes to the east and west on Lorton Road.

Sub-unit B2-a

Sub-unit B2 is located between Armistead Road and the western side of the intersection of Lorton Road and Richmond Highway, and is comprised of the Gunston Plaza shopping center, an office building, and a former senior living facility. The sub-unit is proximate to a planned station for the extension of Bus Rapid Transit (BRT) service along the Richmond Highway corridor and is envisioned as a high-density activity node with a mix of neighborhood-serving retail, residential, and larger office-based employment that could benefit from future BRT access (Figures 49 and 50). Public and open space design should reflect an urban character of development. A particular focus on providing a high-quality pedestrian experience is expected, including active ground floor uses such as retail, continuous sidewalks, and block sizes that create a walkable environment. Active ground-floor uses, such as retail and restaurants, should surround an envisioned common green within the sub-unit.

Figure 49: Conceptual redevelopment of Gunston Plaza in Sub-unit B2-a.

(Source: Renaissance Planning)

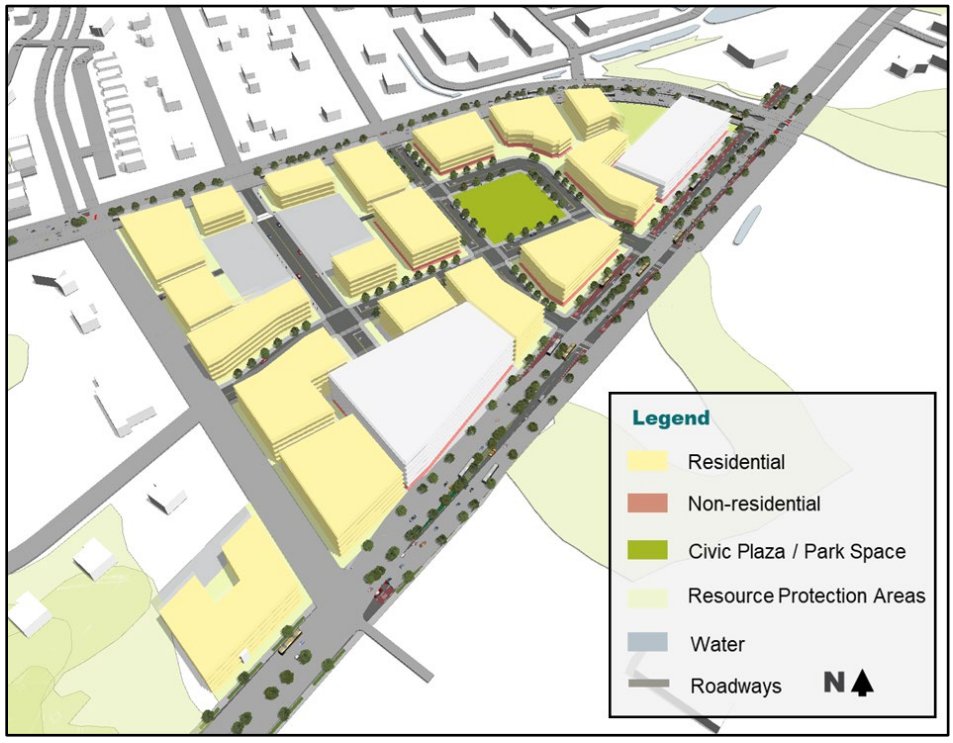


Figure 50: Potential building heights for redevelopment in Sub-unit B2-a.
(Source: Renaissance Planning)



The consideration of redevelopment in Sub-unit B2-a should be contingent upon satisfactory achievement of the following conditions, conformance with the community vision and achievement of other areawide goals and objectives for urban design and placemaking:

- To capitalize on the future extension of BRT services of The One, building heights are recommended at 7 to 10 stories at the intersection of Lorton Road and Richmond Highway, tapering to 4 to 7 stories along Lorton and Armistead Roads to achieve compatibility with adjacent uses. Development densities and intensities should fit within the recommended height range. Figure 51 provides a conceptual view of multi-story buildings oriented towards BRT service in the center lanes of Richmond Highway.

- The common green located at the center of the site should provide ample space for multiple uses and community events and should be at least one acre in size. The common green should be designed to activate and support surrounding commercial uses, with active ground-floor retail and restaurant frontages oriented toward this space. A conceptual rendering shows an example of this space in Figure 52.

- Structured parking facilities should be provided to meet the minimum applicable standards for development and prioritize adequate area for the integration of public open spaces and improvements for pedestrian circulation.

- Where a smaller block size cannot be achieved, mid-block crossings for pedestrians should be provided to help create human scaled blocks and improve pedestrian mobility.

Figure 51: Conceptual buildings and BRT service on Richmond Highway in Sub-unit B2-a. (Source: Renaissance Planning)



Figure 52: Conceptual rendering of multipurpose common green in Sub-unit B2-a. (Source: Renaissance Planning)



Sub-unit B2-b

Sub-unit B2-b is located south of Lorton Road, west of Armistead Road, between Pohick Creek and Gunston Plaza. This sub-unit is planned and developed for residential use and public facilities. A gas station with a convenience store and a commercial building are also developed on Richmond Highway. Infill development should be designed to achieve physical compatibility with existing residential uses. If property owners in the sub-unit submit a petition for neighborhood consolidation in conformance with the guidelines in the Policy Plan, this sub-unit is planned with an option for residential redevelopment subject to the following development criteria:

- Substantial, consolidated redevelopment with residential uses should achieve physical compatibility with residential uses established on adjacent sites.

- Building heights are recommended up to 5 stories. To create a unique focal point and an improved sense of place on Lorton Road, the tallest building heights are recommended in the vicinity of Armistead Road to establish compatibility with recommended heights of 5-7 stories at the southeastern portions of the sub-unit.

- Publicly accessible park spaces should be provided to support active transportation and recreation for community members. Linear and passive recreation parks that provide trail connections through open spaces and connect Lorton Road and Richmond Highway are encouraged. Environmental Quality Corridor (EQC) and Resource Protection Area (RPA) lands associated with Pohick Creek should be preserved as resource-based open space or dedicated as resource-based public park land.

- Multimodal improvements in the vicinity of Sub-unit B2-b should prioritize the creation of complete connections for active transportation to promote greater pedestrian and cycling comfort between the core area activity nodes on Lorton Road as well as to the nearest planned BRT station on Richmond Highway.

Sub-unit B3 and B4

Sub-units B3 and B4 are located on the west side of Richmond Highway and to the east of Lorton Marketplace. These sub-units are predominately planned and developed with residential uses, including the established residential neighborhoods of Terrace Townhomes of Gunston, Highlands, Shepherd Hills, and Williamsburg Square. These sub-units also include the Lorton Library and Community Center, which is planned for public facilities, and non-residential uses at Williamsburg Square. A BRT station should be located in the vicinity of the Library and Community Center. Residential uses in this area are also envisioned to benefit from improved pedestrian connectivity with the Library and Community Center, as well as nearby activity nodes in Sub-units B1-a and B2-a. Infill residential development should be designed to achieve physical compatibility with existing residential uses. If property owners in these sub-units submit a petition for neighborhood consolidation in conformance with the guidelines in the Policy Plan, they are planned with an option for residential redevelopment subject to the following development criteria:

- Substantial, consolidated redevelopment with residential uses should achieve physical compatibility with residential uses established on adjacent sites.

- Building heights are recommended up to 4 stories.

- A publicly accessible park should be provided to encourage active recreation for community members in this section of the core area.

- Multimodal improvements in the vicinity of Sub-units B3 and B4 should prioritize the creation of complete connections for active transportation to promote greater pedestrian and cycling comfort between the core area activity nodes to the east and west on Lorton Road.

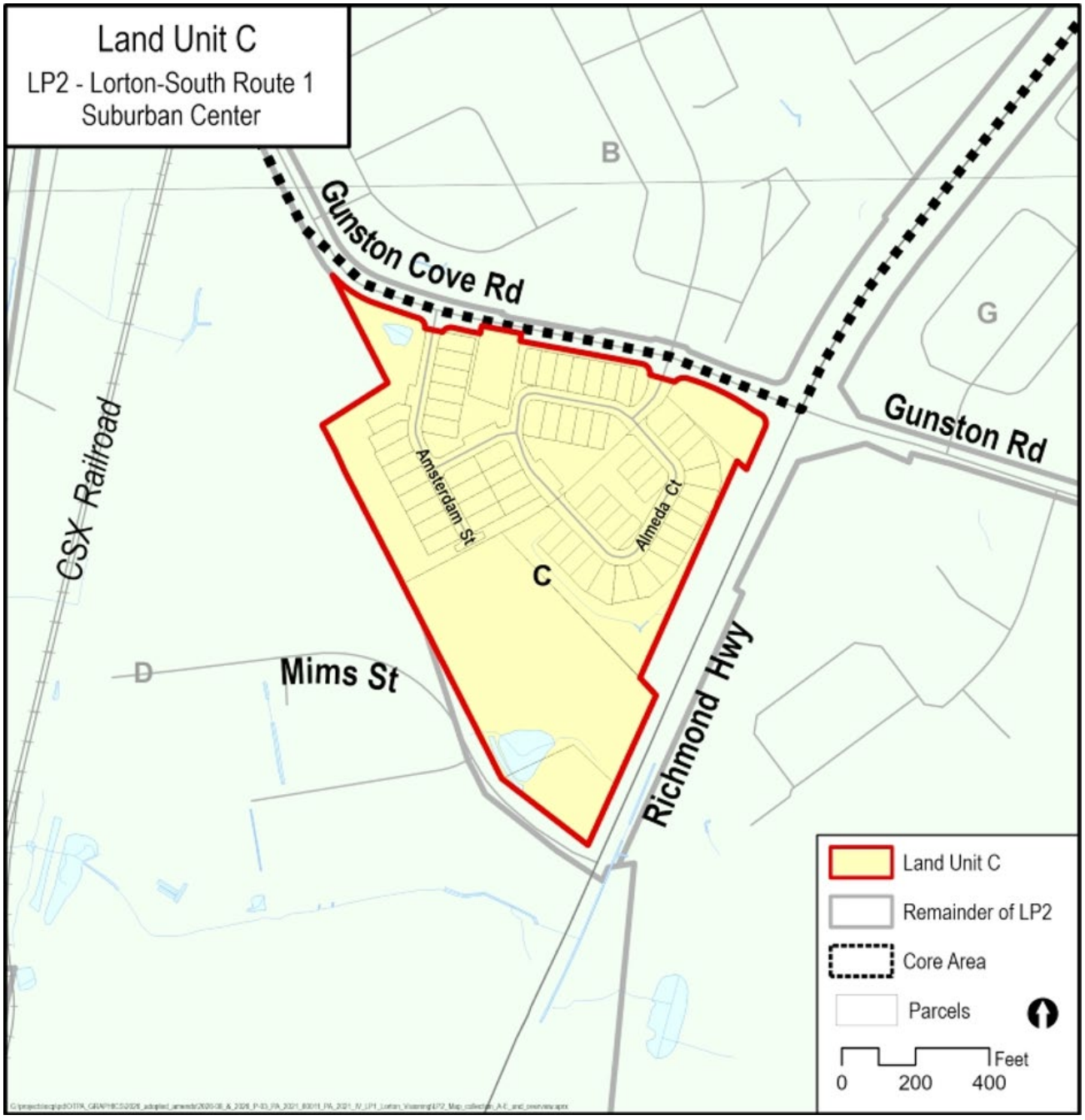
- Publicly accessible park spaces should be provided to support active transportation and recreation for community members. Linear and passive recreation parks that provide trail connections through open spaces and connect Lorton Road and Richmond Highway are encouraged. Environmental Quality Corridor (EQC) and Resource Protection Area (RPA) lands associated with Pohick Creek should be preserved as resource-based open space or dedicated as resource-based public park land.

- To accommodate greater connectivity, multimodal connections between Richmond Highway, Lorton Road, and Lorton Market Street should be considered.

Land Unit C

Land Unit C is directly south of the core area (Figure 53). The northern portion of this sub-unit contains established residential neighborhoods with access from Gunston Cove Road. A construction material sales center with an outdoor storage yard comprises the southeastern portion of Land Unit C and has direct access from Richmond Highway.

Figure 53: LP2- Lorton-South Route 1 Suburban Center - Land Unit C



At the baseline, the northern portions of this sub-unit are planned for residential use at 1-2 du/ac with an option for 4-5 du/ac with neighborhood consolidation. The majority of the residential development within this subunit has been developed under the option. The remainder of Land Unit C is planned for neighborhood-serving retail uses up to 0.15 FAR at the baseline, with automobile-oriented uses strongly discouraged. As an option, the remaining sites that are recommended for retail use in the southeastern portion of Sub-unit C may be appropriate for infill with new residential uses provided the following criteria are met:

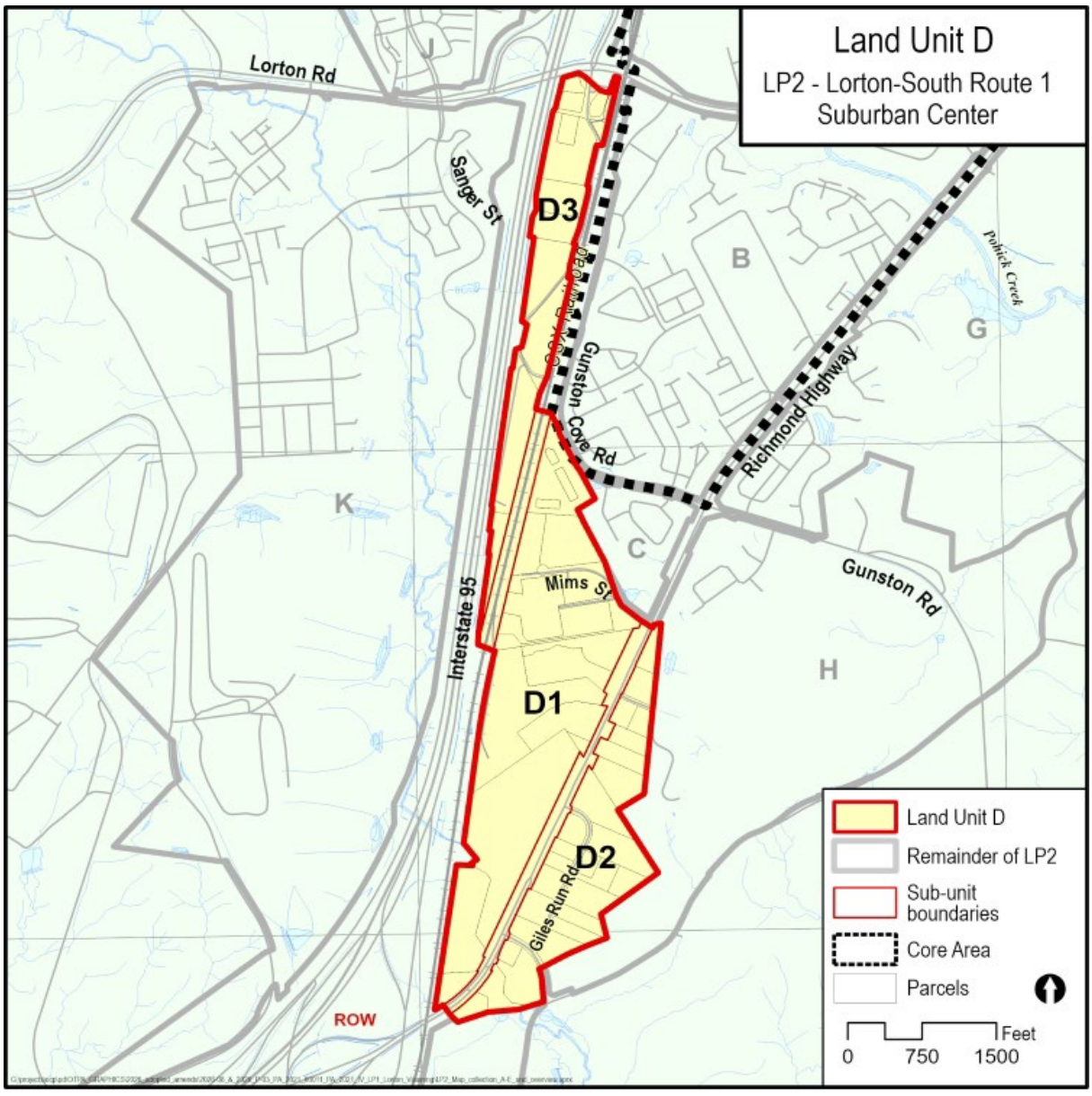
- Substantial and logical parcel consolidation should be achieved.
- Infill residential uses above the recommended baseline should achieve physical compatibility with established residential uses in Land Unit C.
- New residential development should be clustered to ensure the adequate provision of open space and substantial buffering along all portions of property lines adjacent to planned or existing industrial uses.
- New residential development should demonstrate quality site design, usable open space, active recreation, pedestrian connections, to include crosswalks, and tree preservation.
- Building heights are recommended up to 3 stories.
- Ingress and egress should be limited to the use of Gunston Cove Road; however, an interparcel connection should be considered as part of the planned mixed-use redevelopment in Sub-unit D1.
- The Lorton Valley subdivision is adjacent to commercial (C-8) and industrial (I-6) zoned properties. The C-8 District, which is intended to provide for auto-dependent commercial uses along collector and arterial highways, and the I-6 District, which is intended to provide for heavy industrial activities, may present potential impacts on adjacent residential development. Therefore, disclosure should be provided to all potential future homebuyers prior to the sales of any lots by providing a listing of all potential industrial and commercial uses that may be permitted by Articles 4 and 5 of the Zoning Ordinance, including those uses which may be permitted by special permit or special exception.

Land Unit D

Land Unit D (see Figure 54) includes established and developing industrial uses such as storage yards, warehouse/wholesale activities, a concrete batching plant, a large parking lot for recreational and service vehicles and a metals recycling facility. Development within Land Unit D should support the broader areawide vision for increased diversity in employment and commercial activities, and should follow guidance for gateway activity and urban design that strengthens the Lorton area's identity and sense of place. Further expansion of industrial uses should not be considered outside of the areas designated and planned for sanitary sewer service.

The vision for the Lorton-South Route 1 Suburban Center sets goals and objectives that strengthen the local economy, expand the employment base, and encourage development that provides access to training and apprenticeship programs, ensuring a well-trained and competitive workforce to support existing businesses and future growth. The growth of emerging technologies and private enterprise could generate a potential demand for large-scale and flexible commercial sites in the National Capital Region. This area is envisioned to evolve with a land use mix that could include industrial/flex space, office and institutional uses, retail and other related uses that foster business and employment growth. Industrial development should be designed to leverage the area's supporting assets, such as siting rail-reliant industries near rail siding tracks, aligning employment generating uses with planned multimodal enhancements along the Richmond Highway corridor, and incorporating a diverse mix of land uses to enhance compatibility with the established residential neighborhoods to the north in Sub-unit C.

Figure 54: LP2- Lorton-South Route 1 Suburban Center - Land Unit D



Sub-unit D1

Sub-unit D1 generally extends along the western side of Richmond Highway, between Gunston Cove Road to the north and the Richmond Highway / CSX Railway underpass to the south. At the baseline, this sub-unit is recommended for alternative uses up to an intensity of 0.35 FAR to include industrial/ flex and specialty retail uses. Industrial uses and other non-industrial uses near the northern edge adjacent to Land Unit C should be enclosed, effectively buffered and set back to minimize use and compatibility conflicts with adjacent residential uses. Land use intensities should generally taper down from the west at the railroad tracks to Richmond Highway.

The area on the west side of Richmond Highway south of Mims Street is planned for mixed industrial/office park and should be developed with a cohesive architectural character to prevent a strip development appearance. The total area should be consolidated and access to Richmond Highway should be limited to the use of a service drive at a signalized intersection at Giles Run Road. Strip development, free-standing retail uses, and/or automobile-oriented uses should not be allowed.

Sub-unit D1 may provide an opportunity to attract and grow information technology and innovative, clean manufacturing companies in a vibrant, campus-like environment that will advance the vision for gateway activity in areas along Richmond Highway to the south of the core area. Accordingly, Sub-unit D1 is planned with an option to consider consolidated, mixed-use redevelopment in an innovative campus-like setting that includes office, industrial, institutional uses such as education and workforce training with supporting hotel, retail, and service uses up to an intensity of 0.60 FAR, subject to the following criteria:

- A portion at the northern end of the sub-unit currently has access to public sewer facilities. Redevelopment may necessitate an extension of the public sanitary sewer service onto the consolidated campus site. Existing public sanitary sewers will need to be evaluated for impacts of any proposed development on sanitary sewer conveyance capacity during the land development process.

- A minimum of 60 acres in consolidated site area is recommended to ensure there is adequate area to accommodate the provision of an internal network of streets, active transportation facilities, and publicly accessible parks and open space within the campus.

- Building heights up to 8 stories are recommended at the center of the campus and heights should taper down to 4 stories to the north to achieve compatibility with established residential uses.

- To complement development of the innovative campus facilities, the northern portion of the sub-unit may be appropriate for a transitional mix of uses consisting of residential, retail, and service uses to achieve compatibility with residential uses established in Land Unit C.

Sub-unit D2

Sub-unit D2 is located on the east side of Richmond Highway and to the south of Gunston Road. The area is generally planned for industrial uses with the majority of existing development activity concentrated around Giles Run Road and Hassett Street. The general recommendations identified for development of Land Unit D apply to this sub-unit.

As an option, industrial/flex space uses should be considered up to 0.25 FAR. Uses may include warehousing, wholesaling and offices, provided that the combined area of all office, both as a principal use and as an accessory use, does not exceed 35 percent of the total gross floor area. The development should be well-designed, set back and extensively buffered from adjacent residential uses in order to be compatible with the adjacent low density, existing and planned residential uses.

Sub-unit D3

Sub-unit D3 is located on Gunston Cove Road, between the Lorton Road / I-95 interchange and the CSX Railroad, and to the west of Lorton Market Street. The sub-unit is developed with a gasoline station, convenience store, and warehouses. Neighborhood-serving retail uses are recommended up to an intensity up to 0.15 FAR and industrial use and industrial/flex use should be up to 0.35 FAR. Development under the baseline, including improvements to existing uses, should conform with the vision for gateway activity and achieve compatibility with the adjacent core area land uses.

As an option, this sub-unit is recommended for non-residential mixed-use redevelopment up to 0.5 FAR provided the following criteria are met:

- Development should include community-serving retail and support uses that advance the vision for Gateway Activity through placemaking to complement the existing clock tower landmark (in neighboring Land Unit B) to provide a more inviting destination for members of the community as well as tourists.

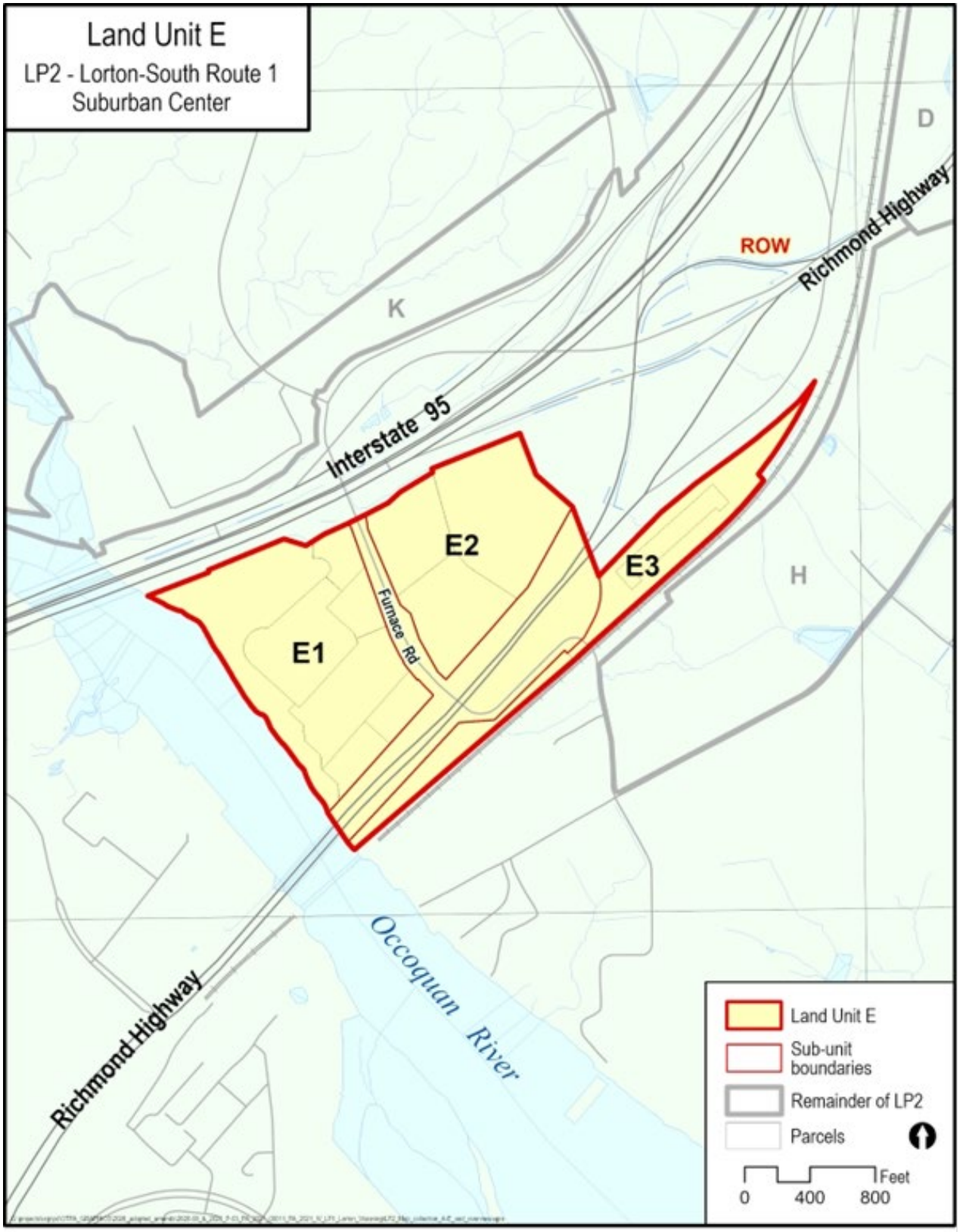
- Building heights are recommended up to 5 stories.

- To serve Amtrak Auto Train passengers and other visitors to the core area, a hotel use is encouraged.

Land Unit E

Land Unit E (Figure 55) is the main southern gateway of the county and includes a wooded area of RPA and EQC in the Occoquan River stream valley. Special attention should be given to the character and architecture of future development to strengthen the vision for gateway activity within this area. Future development in Land Unit E is also envisioned to offer greater diversity in terms of employment activity and commerce. Further expansion of industrial uses should not be considered outside of the areas designated and planned for sanitary sewer service.

Figure 55: LP2- Lorton-South Route 1 Suburban Center - Land Unit E



Sub-units E1 and E2

Sub-units E1 and E2 are located on the western side of Richmond Highway and planned for non-residential mixed use uses including, but not limited to, office, industrial, industrial/flex uses with ancillary restaurant, and childcare facility uses up to 0.25 FAR in keeping with their riverfront and gateway locations.

The consideration of redevelopment in Sub-units E1 and E2 should be contingent upon satisfactory achievement of the following conditions, conformance with the community vision and achievement of areawide goals and objectives for urban design and placemaking:

- Substantial consolidation of the property should be provided to allow for a high-quality, integrated development.

- If portions of Land Unit K are undevelopable due to sensitive environmental conditions, then those areas should be preserved, and development potential transferred to Sub-units E1 and E2. Development is planned up to 0.25 FAR in this area; however, the intensity may be increased up to 0.27 to accommodate the transfer of development potential from Land Unit K if the transfer is provided under one unified development proposal.

- Outdoor storage, service stations, and drive-through uses should be discouraged.

- Adequate access with minimization of access points should be provided. A right-turn only ingress and egress on Richmond Highway may be considered between Furnace Road and the Occoquan River Bridge.

- Effective landscaping, to possibly including berms along Richmond Highway, should be provided.

- A thorough heritage resources survey should precede and, if appropriate, accompany development and the recovery of significant heritage resources should be undertaken prior to development.

- A stream valley trail should be considered to connect development in this area with Occoquan Regional Park.

Sub-unit E3

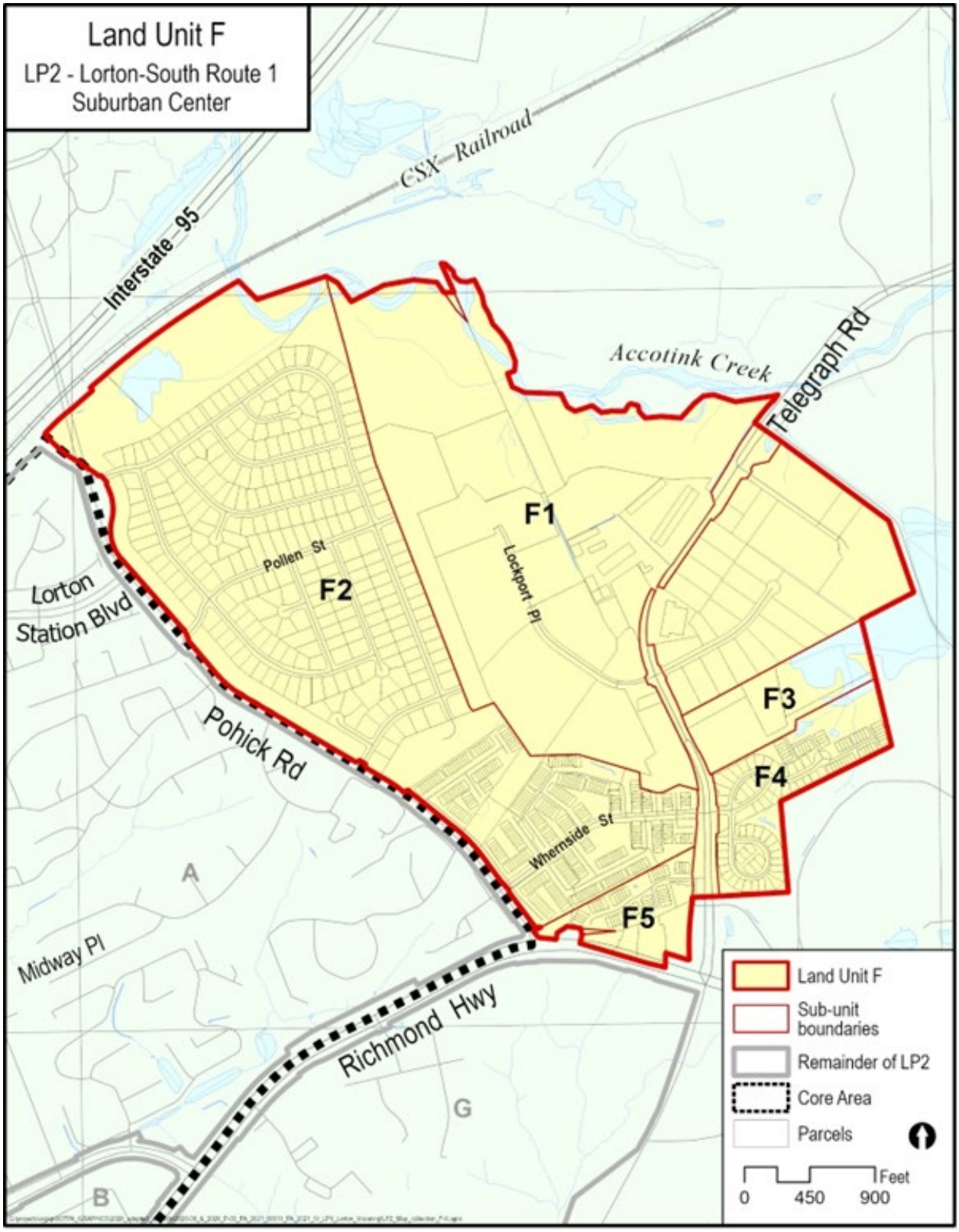
Sub-unit E3 is located between Richmond Highway and the CSX Railroad tracks and consists of Tax Map Parcel 113-3 ((1)) 40, a strip of wooded land along Richmond Highway owned by Fairfax County, and commercial condominiums known as Gunston Commerce Center (Tax Map Parcels 113-3 ((3)) and 100, 110, 120, 130 and 140). Gunston Commerce Center is planned and developed for industrial/flex space uses up to 0.25 FAR. These uses should strengthen the concept that this area is the southern gateway to Fairfax County and should complement gateway development to the west. Uses may include warehousing, wholesaling and offices, provided that the combined area of all office use, both as a principal use and as an accessory use, does not exceed 35 percent of the total gross floor area.

The development should be well-designed, set back and extensively buffered from adjacent residential uses in order to be compatible with low-density residential uses and heritage resources to the east, as well as gateway activity in Sub-units E1 and E2. A thorough heritage resources survey should precede development, and the recovery of significant heritage resources should be undertaken prior to development. If public sewer service is provided to this sub-unit, it is only recommended for Tax Map Parcels 113-3 ((3)) and 100, 110, 120, 130 and 140, and should not be extended to other parcels, even if they are within 400 feet of the ASSA boundary.

Land Unit F

Land Unit F is located on the north side of Pohick Road, just outside of the core area (see Figure 56). The southeastern portion of this sub-unit contains established residential neighborhoods, and the northwestern portion contains large tracts of open space surrounding Accotink Creek and a variety of industrial and flex land uses. Future development in Land Unit F should avoid any further degradation of environmentally sensitive resources of the Accotink Creek RPA and EQC and employ substantial transitional buffers and/or building design features to achieve compatibility with residential development on adjacent sites.

Figure 56: LP2- Lorton-South Route 1 Suburban Center - Land Unit F



Sub-unit Unit F1

Sub-unit Unit F1 is surrounded by Accotink Creek, Pohick Estates and Rose Heights subdivisions and Southgate Woods and Worthington Woods townhouse developments. The area is primarily planned and developed with industrial uses that primarily consist of wholesale and warehouse activities except for an area which is generally adjacent to Accotink Creek and recommended for public parks. The southernmost portion of the land unit is located within the Pohick Church Historic Overlay District (HOD) and should adhere to the Pohick Church HOD Guidelines.

New or infill development should be compatible with existing industrial uses up to 0.35 FAR and should provide for substantial buffering when located adjacent to planned or existing residential uses.

As an option, the approximately 69 acres west of Telegraph Road may be appropriate for redevelopment with a mix of uses consisting of office, hotel, retail, civic and light industrial uses at an intensity up to 0.65 FAR if the following conditions are satisfied:

- Density for any redevelopment proposal should be based solely on the area brought forward for the particular development application.

- Substantial consolidation of the parcels should be provided to allow for a high-quality, integrated development. If all parcels are not consolidated, the site design should allow for or demonstrate the compatible integration of unconsolidated parcel(s) at a later date.

- Site design should include an internal street grid; a second street connection to Telegraph Road north of Lockport Place in a location determined in consultation with relevant Fairfax County agencies and the Virginia Department of Transportation; transit facilities active transportation facilities; useable open space and urban parks; and integrate a unified theme for urban design, landscape, streetscape, signage and architecture.

- Retail and hotel uses should be limited to a maximum of 5 percent of each development proposal. Civic and community space should comprise at least 5,000 gross square feet and be provided with the first phase of development. Office use should encompass approximately 95 percent of total development, but light industrial uses may replace up to 10 percent of office uses. Heavy industrial uses are prohibited.

- Retail uses should be located in the ground-level of office or hotel buildings. Free-standing retail uses should be limited. With the exception of banks, drive-through uses are strongly discouraged.

- Density and height should taper down closer to the surrounding residential development, with buffers and landscaping along edges closest to residential development.

- Structure height should be consistent with the tree line to reduce visual intrusion on the adjacent residential community and to avoid impacting and impairing the viewshed of Pohick Church. Building height should not exceed 8 stories or 90’. Measures are incorporated to enhance the urban design and visual appeal of the area through measures such as high-quality façade treatments and streetscapes.

- All parking structures should be well landscaped with trees and shrubs. Façade treatments of parking structures should be considered as a component of the site design and architectural theme of development.

- Proposed buildings should be approved by the Federal Aviation Administration (FAA) to assure no interference with operations at Davison Army Airfield.

- Lighting should be located, directed, and designed to reduce glare and minimize impact to adjacent residential development.

- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features.

- Right-of-way should be dedicated along Telegraph Road in anticipation of the potential need for additional capacity associated with this option.

Sub-unit Unit F2

Sub-unit F2 is generally located on the eastern side of Pohick Road and north of the intersection with Richmond Highway. This sub-unit is primarily developed with established residential neighborhoods, consisting of Pohick Estates with single-family detached dwelling units planned for 2-3 du/ac, and Southgate Woods with single-family attached townhomes planned for 8-12 du/ac. Any new or infill development should conform with the planned residential density as shown on the Plan map and be of a compatible use, type, and intensity to surrounding residential uses. The southern portion of the sub-unit is located within the Pohick Church Historic Overlay District (HOD) and should adhere to the Pohick Church HOD Guidelines.

Sub-unit Unit F3

Sub-unit F3 consists of the area on the east side of Telegraph Road south of Lockport Place and is planned for wholesale/warehouse industrial uses up to 0.35 FAR. New or infill development should be compatible with existing industrial uses and should provide for substantial buffering when located adjacent to planned or existing residential uses.

As an option, Sub-unit F3 may be appropriate for residential use at 8-12 dwelling units per acre. To achieve development above the low end of the planned density range, substantial parcel consolidation should be provided and should include Parcel 8B, which is currently developed with industrial use. Extensive screening should be provided along any portion of the site adjacent to planned or existing industrial use. Residential use higher than one dwelling unit per acre should not be considered if any portion of Sub-unit F3 is developed as industrial use.

Sub-unit Unit F4

Sub-unit F4 is located on the east side of Telegraph Road near its intersection with Richmond Highway. Sub-unit F4 is planned for residential use at 8-12 dwelling units per acre except for the Lyndam Hill subdivision (Tax map parcels 108-1 ((7)) All), which is planned and developed with residential uses at 5-8 dwelling units per acre. Development should provide an effective transition from the area planned for residential uses to the north and the area planned for senior housing at 4-5 dwelling units per acre to the south and southeast. To achieve development above the low end of the planned density range, substantial parcel consolidation should be accomplished and landscaped berms or other effective screening should be provided along any portion of the site adjacent to planned or existing industrial uses. The southern portion of the sub-unit is located within the Pohick Church Historic Overlay District (HOD), and should adhere to the Pohick Church HOD Guidelines.

Sub-unit Unit F5

Sub-unit F5 is located within the Pohick Church Historic Overlay District at the northwest quadrant of Richmond Highway and Telegraph Road (see Figure 56). Parcels 108-1 ((1)) 22A, 24, 25, 26, and 28 located in the southern portion of this Sub-unit near Richmond Highway and closest to Pohick Church are planned for residential use at 3-4 dwelling units per acre, provided the units are part of a high quality design that is compatible with Pohick Church. Parcels 108-1 ((1)) 24, 25, 26, and 28 are owned by the Commonwealth of Virginia and may be used for future transportation improvements or open space.

The northern portion of the sub-unit is planned for residential use at 5-8 dwelling units per acre provided that the following conditions are met:

- Development above the low end of the density range should provide substantial consolidation of Sub-unit F5.
- Provision of buffers along any property line adjacent to nonresidential use, both existing and planned.
- Provision of high-quality design which is compatible with Pohick Church.

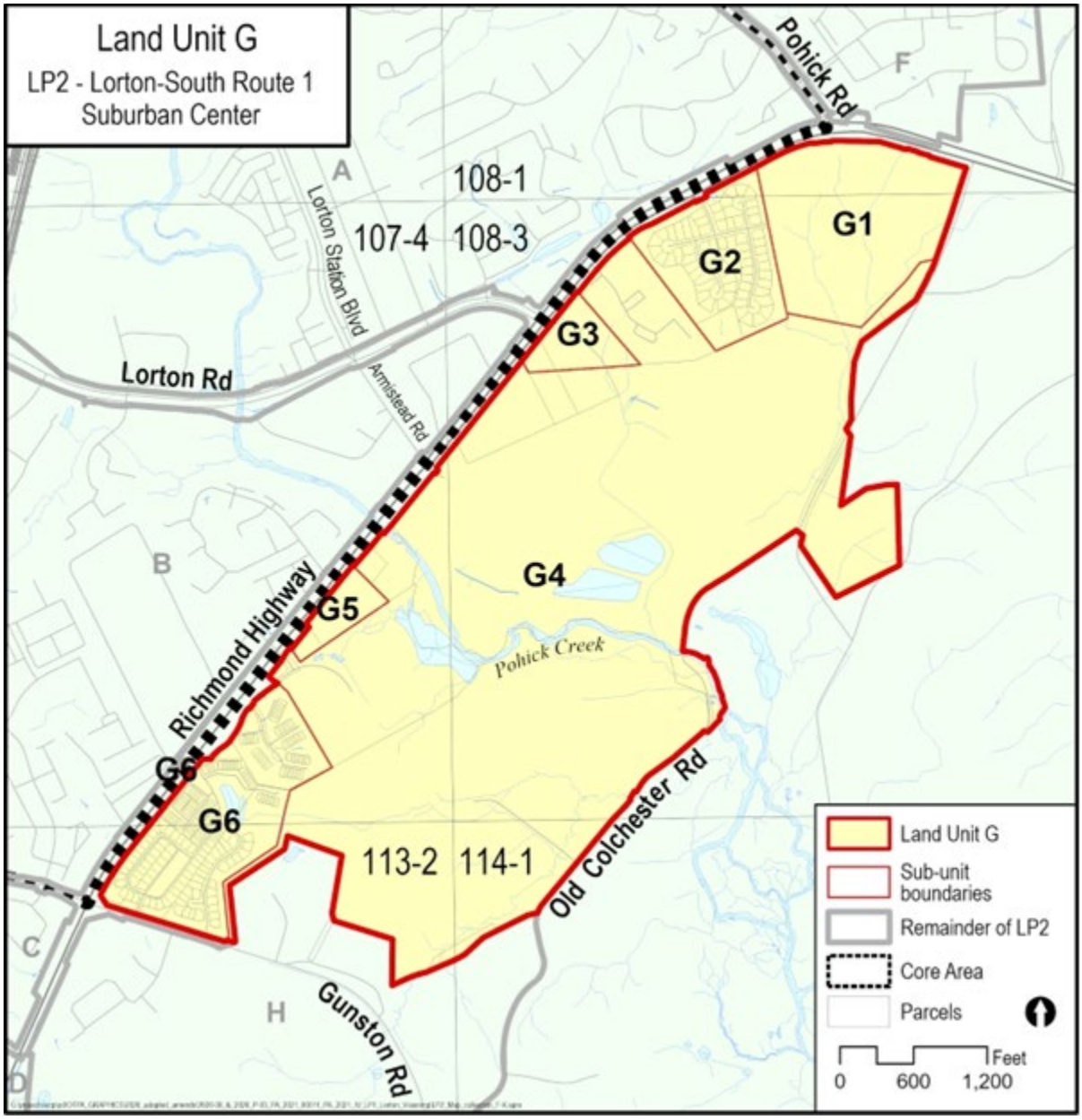
As an option, Sub-unit F5 may be appropriate for residential use at 8-12 dwelling units per acre provided that the following conditions are met:

- Provision of parcel consolidation of the entire Sub-unit F5.
- Provision of high-quality design which is compatible with Pohick Church.
- Provision of buffers along any property line adjacent to a nonresidential use, both existing and planned.

Land Unit G

Land Unit G (see Figure 57) is primarily occupied by the Noman M. Cole, Jr. Water Recycling Facility site and its expansion site. Other uses include scattered retail development, single-family detached and attached dwellings. A large portion of Land Unit G is located just to southeast of the core area. Major planned improvements to multimodal transportation facilities along Richmond Highway have a significant role in achieving the community's vision for this area.

Figure 57: LP2- Lorton-South Route 1 Suburban Center - Land Unit G



Sub-unit G1

Sub-unit G1 contains the Pohick Church site and a portion of the Pohick Church Historic Overlay District. The provisions of the Pohick Church Historic Overlay District can be found in Article 3, Section 3101.16 of the Zoning Ordinance. All development within the historic overlay district must be reviewed by the Architectural Review Board as specified in Article 8, Section 8103.4 of the Zoning Ordinance. If there appears to be a conflict between Plan text and the provisions of the Pohick Church Historic Overlay District, the overlay district regulations take precedence for the development of land within the historic overlay district. All improvements, to include public facilities, parking lots, structures, signs, fences, street furniture, outdoor graphics and public and private utilities should be designed and installed to be compatible with Pohick Church in terms of mass, scale, height, color, type of material and visual impact. Any widening of Richmond Highway should be accomplished only by taking land on the north side of the existing roadway. No incompatible development should encroach upon the district. Property located within this district should be developed in accordance with the following recommendations:

- The area should remain residential in character.

- This sub-unit is planned for residential development at a density of 4-5 dwelling units per acre. Substantial landscaped buffers should be provided along Richmond Highway, Old Colchester Road and Telegraph Road preserving as much existing vegetation as possible. An Independent Living, Assisted Living or Continuing Care Facility would also be appropriate within this area. In order to further protect the Pohick Church Historic Overlay District, substantial screening should be provided adjacent to the water recycling storage facility, which is located on Old Colchester Road.

- Industrial uses should not be allowed. The Noman M. Cole, Jr. Water Recycling Facility property should provide substantial buffers along its boundary with Old Colchester Road.

- Private/public service and institutional uses such as nursing homes and religious assembly structures are appropriate.

Sub-unit G2

Sub-unit G2 (see Figure 57) is located on the east side of Richmond Highway and south of Pohick Road. It is also located within the Pohick Church Historic Overlay District. The area is planned for residential use at a density of 3-4 dwelling units per acre with an option for a density of 4-5 dwelling units per acre for independent and assisted living. Religious assembly structures or other institutional uses may be appropriate. All uses should be compatible with the Pohick Church Historic Overlay District, as described under Sub-unit G1. Substantial buffering should be provided along any portion of a property line which is adjacent to the Pohick Church or Noman M. Cole, Jr. Water Recycling Facility properties.

Sub-unit G3

Located southwest of the Woodside Apartments and on the east side of Richmond Highway across from Gunston Plaza (Tax Map 108-3 ((1)) 12A, 13A and 14), this 8-acre sub-unit is part of the Noman M. Cole, Jr. Water Recycling Facility property. This property is planned primarily to provide an undisturbed buffer area for the Noman M. Cole, Jr. Water Recycling Facility along Richmond Highway and adjacent to Woodside apartments. No expansion of the water recycling facility should take place in this area. Recreational uses could be considered for Sub-unit G3 site provided that all environmental contaminants are fully identified and remediated or mitigated.

Sub-unit G4

Sub-unit G4 is planned for public facilities, governmental and institutional uses and contains the Noman M. Cole, Jr. Water Recycling Facility. Permanent ballfields are located on the southwest portion of this sub-unit. Additional recreational uses could be considered for the site provided that all environmental contaminants are fully identified and remediated or mitigated. In 1988, the Noman M. Cole, Jr. Water Recycling Facility expanded onto approximately 160 acres according to a 2232 Review. Development of this area for the expanded facility should continue to recognize the following factors:

- Since a portion of the site contains floodplain, any development, including site grading or channeling of Pohick Creek, must meet appropriate environmental standards and guidelines for protection of the Pohick Creek Environmental Quality Corridor and the stream valley in the vicinity, and adequately respond to the general county policy that such a valley contains a countywide trail.

- There should be no additional access to Old Colchester Road and/or Gunston Road where no land is planned for commercial or industrial uses south of Pohick Creek. However, the portion of Old Colchester Road between the existing infrastructure and the water recycling facility property may be accessed (see land use recommendations in Mason Neck Community Planning Sector). All infrastructure should be heavily landscaped buffers adjacent to public roads and areas planned for non-industrial development.

- Adjacent parcels fronting on Richmond Highway may be appropriate for parks and recreational facilities provided that sufficient buffering can be maintained adjacent to the water recycling facility and potential needs for future expansion are not impacted.

- The expansion of infrastructure should be sufficiently buffered to minimize off-site odor, visual, noise and traffic impacts and should ensure that the water treatment facility does not hinder development of surrounding areas in accord with the Plan.

- If heavy truck traffic is required between the existing infrastructure and any future expansions, the traffic should be accommodated entirely on-site.

- This sub-unit possesses a high potential for significant Late Native American and early Colonial period heritage resources. A thorough heritage resource survey should precede any development,

and the preservation and recovery of significant heritage resources should be incorporated into development plans.

Sub-unit G5

This 10-acre sub-unit (Tax Map 107-4 ((1)) 30 and 32) located on the east side of Richmond Highway across from the Williamsburg Square townhouse development is planned for public facilities use. The entirety of this sub-unit is owned by Fairfax County and should be used as a buffer to the Noman M. Cole, Jr. Water Recycling Facility. Recreational uses could be considered for the site provided that all environmental contaminants are fully identified and remediated or mitigated. Parcel 107-4 ((1)) 32 is part of the water recycling facility and is developed with tennis and basketball courts that are operated and maintained by the Fairfax County Park Authority. Development should be extensively buffered from the Noman M. Cole, Jr. Water Recycling Facility.

Land Unit H

Land Unit H is generally characterized by low density residential use (see Figure 58). A private debris landfill is located on the south side of Gunston Road and east of Richmond Highway.

Sub-unit H1

Sub-unit H1 is located on the southeast corner of Gunston Road and Richmond Highway. Neighborhood-serving retail use up to 0.15 FAR is planned for Parcels 113-2 ((1)) 23, 24 and 25. No further commercial expansion should be allowed. The remaining portion of the sub-unit (Tax Map 113-2 ((1)) 27 and 113-2 ((8)) 1-73, developed as Lorton Station subdivision) is planned for residential use at 5-8 dwelling units per acre provided the following conditions are met:

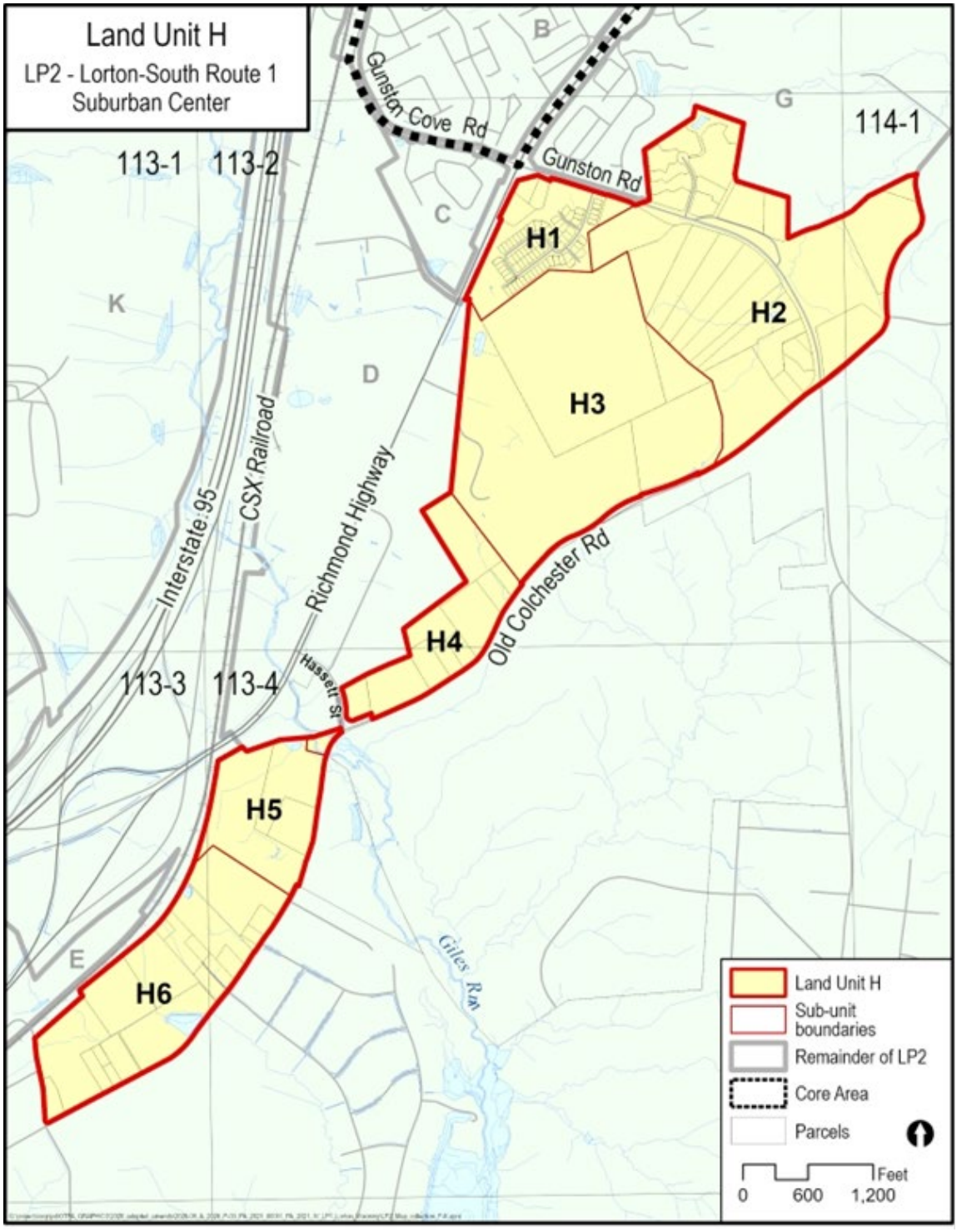
- More intense residential development should be clustered.
- Provision of substantial buffering along Gunston Road and all portions of property lines adjacent to planned or existing non-residential uses.
- Substantial parcel consolidation is achieved.

Sub-unit H2

Sub-unit H2 and Sub-unit H4 are generally located along Old Colchester Road. This area should provide a transition between higher intensity uses along Richmond Highway and very low residential uses, parkland and open space on Mason Neck. Much of the land in Sub-unit H2 and Sub-unit H4 is heavily impacted by environmental constraints. To recognize the character and protect environmentally sensitive areas, low density residential uses that are well buffered from adjacent industrial or nonresidential uses or higher density residential uses to the west are recommended.

A portion of Sub-unit H2 is planned for residential use at .2-.5 dwelling unit per acre to provide a transition between the Richmond Highway Corridor and Mason Neck. Parcels 113-2 ((1)) 28-33, 36, and 37A are planned for residential use at .5-1 dwelling units per acre. Residential development may be clustered in order to preserve environmentally sensitive areas such as steep slopes.

Figure 58: LP2- Lorton-South Route 1 Suburban Center - Land Unit H



Sub-unit H3

Sub-unit H3 contains a private debris landfill. The landfill should be extensively buffered from the surrounding residential uses. As the landfill is built out, it is recommended that the site be developed with a golf course, driving range, or other active recreational use. The undisturbed portion is planned for residential use at .2-.5 dwelling unit per acre. No transfer of density credits from the area used for landfilling and planned for private recreation to adjacent areas planned for residential uses should be allowed.

Sub-unit H4

To recognize the character and protect environmentally sensitive areas, low density residential uses that are well buffered from adjacent industrial or nonresidential uses or higher density residential uses to the west are recommended.

Sub-unit H4 is planned for residential use at .2-.5 dwelling unit per acre to provide a transition between the Richmond Highway Corridor and Mason Neck. Most of the properties within this sub- are adjacent to existing or planned industrial/flex uses; therefore, substantial buffering and screening should be provided between these different land uses in order to minimize potential use conflicts.

Sub-unit H5

The county has acquired Sub-unit H5. It is planned for public park use and should be developed as Mason Neck Park West with appropriate amenities. The Giles Run Environmental Quality Corridor should be preserved. A pedestrian trail between Giles Run and the Harbor View and Old Colchester areas should be provided.

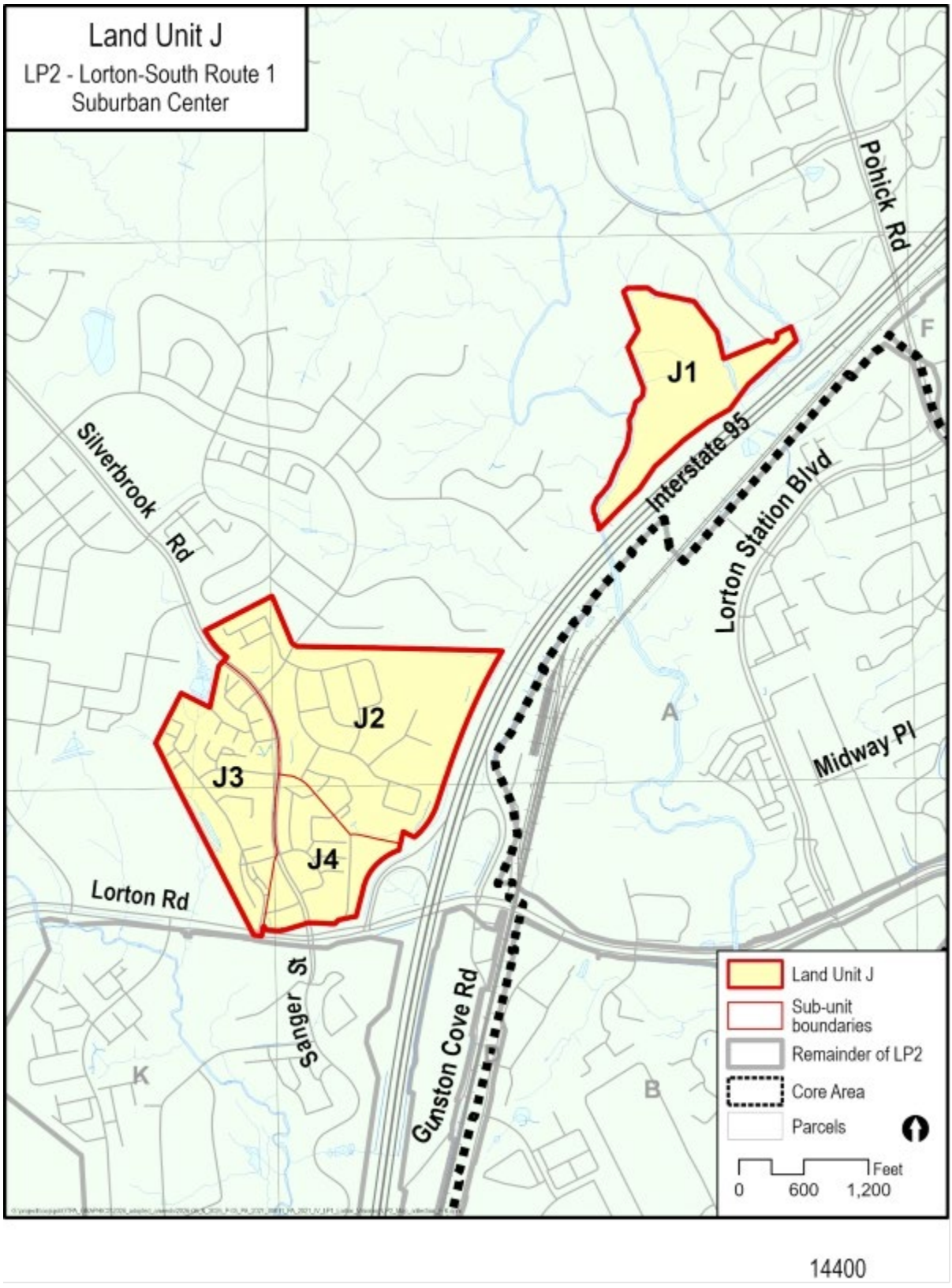
Sub-unit H6

Sub-unit H6 is planned for residential use at .2-.5 dwelling unit per acre. The area is adjacent to the Town of Colchester and may contain important historic and archaeological resources. A study should be undertaken to determine whether an historic overlay district should be established in this area and, if so, where its boundaries should be. If an historic district is considered appropriate, this area should be designated as an Historic Resource Park and action taken to acquire the land through public/private financing.

Land Unit J

Land Unit J is on the west side of I-95 and north of Lorton Road (see Figure 59), This land unit primarily consists of established residential neighborhoods containing single-family detached and attached dwelling units, and a multifamily apartment community planned and developed at 16-20 du/ac. Non-residential uses in the vicinity of the intersection of Lorton Road and Silverbrook Road include a dental office and hotel on the east side of Silverbrook Road, and a service station and small strip of retail and restaurant uses to the west. and near the intersection with Lorton Road. A portion of Land Unit J1 is recommended for low-density residential uses in the 0.1-0.2 du/ac range but may be best suited as resource-based parks or open space because it is surrounded by either stream valley or the I-95 right-of-way on all sides.

Figure 59: LP2- Lorton-South Route 1 Suburban Center - Land Unit J



Sub-unit J1

This 26-acre sub-unit is west of I-95, bounded by Pohick Creek and the Laurel Hill site and undeveloped. Development of the site is limited by environmental constraints and poor road access. The county should consider acquiring these parcels for public park use. If public acquisition does not occur, the sub-unit is planned for residential use at .1-.2 dwelling unit per acre.

Sub-unit J2

Sub-unit J2 is generally located east of Silverbrook Road, south of the Laurel Hill site and north of Fleenor Lane. Sub-unit J2 is planned for residential use at 8-12 dwelling units per acre provided that the following site-specific conditions are met:

- Density of the sub-unit should transition down to the low-end of the range in areas adjacent to the Laurel Hill site.
- Substantial buffering should be provided between all portions of property lines and the Laurel Hill site.
- Substantial contribution towards transportation improvements should be provided.

Sub-unit J3

Sub-unit J3 is located east of the Laurel Hill site and north of Lorton Road. This sub-unit is planned for multifamily housing at 16-20 dwelling units per acre provided that the following conditions are met:

- Effective screening to mitigate visual impacts on lower density residential uses should be provided along all property lines adjacent to existing and planned lower density residential uses.
- Access to the sub-unit may allow a temporary left-turn access to or from Lorton Road until Lorton Road reaches its ultimate lane configuration.
- Substantial contribution towards transportation improvements should be provided.

Sub-unit J4

Sub-unit J4 is located north of Lorton Road and west of I-95 and planned for community-serving retail uses at the baseline. This sub-unit is developed with a mix of retail and service uses and a hotel.

Infill development or redevelopment in Sub-unit J4 may include a mix of both residential use at 16-20 dwelling units per acre and community-serving retail uses up to 0.15 FAR provided that the following conditions are met:

- Residential and non-residential development should provide substantial and logical land consolidation to function in a well-designed and efficient manner and provide for the development of any unconsolidated properties in conformance with the Plan at a later date.

- Smaller parcels should be consolidated and developed with adjacent land to facilitate a well-designed and efficient project and provide for the development of any unconsolidated properties in conformance with the Plan for community-serving retail uses up to 0.15 FAR.

- Substantial buffering and effecting screening should be provided between adjacent nonresidential and residential uses.

- Building heights should not exceed 40 feet for non-residential uses.

- For residential development, noise from I-95 should be satisfactorily mitigated in accordance with the Environment element of the Policy Plan.

- Noise from I-95 should be satisfactorily mitigated in accordance with the Environment element of the Policy Plan.

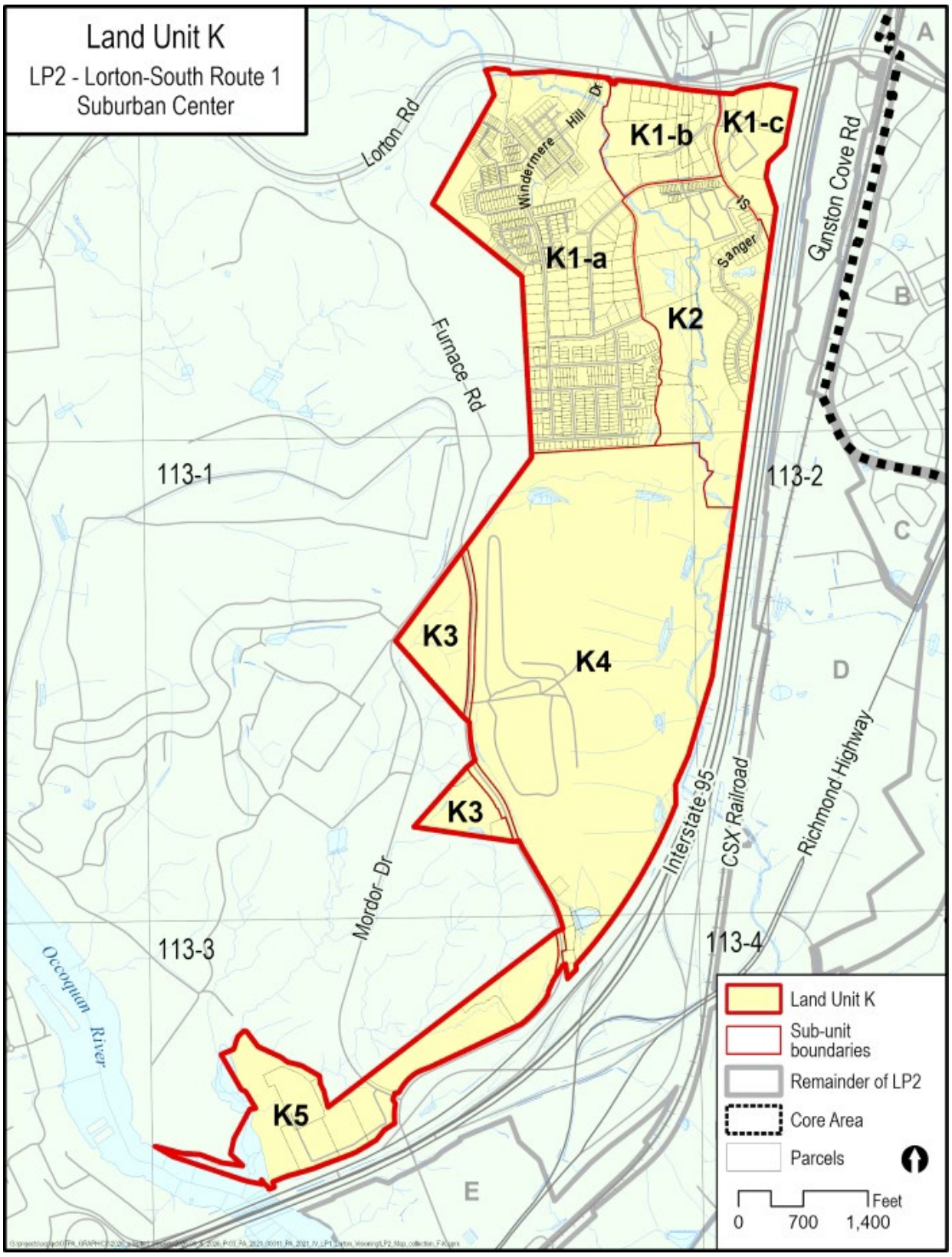
As an alternative option, Parcels 107-4 ((10)) 11-15 may be considered for public open space or park land.

Land Unit K

Land Unit K contains approximately 500 acres (see Figure 60). Shirley Acres, Green Ridge and Curtis subdivisions are located north of Dixon Street. A private debris landfill is located approximately 260 acres to the south of Dixon Road and east of Furnace Road. The former Lorton school site, which is located in the northeastern section of the sector, currently serves as administrative offices of the Fairfax County School Board Transportation Department. The remaining areas in Land Unit K are vacant or contain single-family homes on large lots.

Several environmental issues and factors should be considered in the development of this area including: an extensive floodplain associated with the Giles Run Stream Valley; steep slopes (greater than 15 percent); unstable soils; widely distributed quality vegetation resources; and transportation noise from I-95. The Lorton Road/I-95 interchange is planned to be improved.

Figure 60: LP2- Lorton-South Route 1 Suburban Center - Land Unit K



Sub-unit K1

Sub-unit K1 contains the Shirley Acres, Green Ridge and Curtis residential subdivisions and two large vacant parcels, one north and one south of Shirley Acres, both planned for residential uses. At the present time, the residential subdivisions should be maintained as single-family residential use. To be compatible with these subdivisions in these areas, new or infill residential development within the subdivisions should be at 1-2 dwelling units per acre and should meet the following conditions:

- Development should take advantage of the possible positive visual orientation to swales and floodplains, which are unsuitable for development.
- Development should provide for local infiltration to be incorporated into the stormwater system designed to provide groundwater recharge.
- Development should retain the wooded appearance which will be maintained in part by tree preservation.
- Substantial buffering should be provided along all property lines abutting the Laurel Hill site.
- Subdivision layout should occur so that no dwelling unit is located closer than 500 feet from the actual landfill surface of the I-95 Landfill.
- The Giles Run Environmental Quality Corridor should be protected.

However, in the event that there is a change in circumstance making the existing residential uses no longer desirable, an option for residential development at 3-4 du/ac may be considered for the area west (Sub-unit K1-a) of the Giles Run Environmental Quality Corridor, identified as Shirley Acres Subdivision provided that the following conditions are met:

- Substantial and logical consolidation should be provided so that Shirley Acres may be redeveloped as one unified project to provide for high quality design. The development of the areas north and south of Shirley Acres may be done independently of the redevelopment of the residential area but must be planned so that the ultimate development is a unified project. Redevelopment of the residential area to more intense residential uses should only be allowed when the property owners determine that existing single-family residential use is no longer desirable and provided that the owners of the area petition for consolidation and redevelopment in conformance with the guidelines for neighborhood consolidation in the Policy Plan.
- Substantial contribution towards transportation improvements in the Lorton-South Route 1 Area should be provided, such as improvements to the I-95/Lorton Road interchange.
- Development should take advantage of the possible positive visual orientation to swales and floodplains, which are unsuitable for development.
- Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge.

- Development should retain the wooded appearance which will be maintained in part by tree preservation.

- Clearing and grading on steep slopes should be minimized to reduce the negative impacts of erosion and siltation on adjacent wetlands and streams.

- Substantial buffering (minimum of 50 feet) should be provided along all property lines abutting the Laurel Hill site.

- The Giles Run Environmental Quality Corridor should be protected.

- In addition to preserving the EQC, provide non-EQC land for on-site recreation facilities sufficient to serve the residents of this proposed new development; or, as an alternative, consider providing a mix of on-site recreation and off-site recreation improvements within Land Unit K1, at a level sufficient to serve the residents of this proposed new development (Note: Off-site improvements may include dedication and/or improvements to a neighborhood or community park that could serve some on-site recreation needs. On-site improvements, at a minimum, should include a neighborhood recreational facility.).

- Trails should be provided on-site to connect the areas north and south of Shirley Acres and to provide access to retail areas and the commuter rail station.

- Access to the areas north and south of Shirley Acres should be provided.

The portion of Sub-unit K1-a which is located north of the Shirley Acres residential subdivision, generally west of the Giles Run Environmental Quality Corridor, and south of Lorton Road is planned for single-family attached residential development at 5-8 dwelling units per acre. Single-family attached development at 5 to 6 dwelling units per acre should provide, at a minimum, a coordinated development plan which shows how any unconsolidated parcel(s) could be developed at a similar intensity with shared access to Lorton Road. Development above 6 dwelling units per acre shall provide complete consolidation of the three parcels.

In addition, all single-family attached development proposals should meet the following conditions:

- This area may be developed independently of any redevelopment of the Shirley Acres subdivision but must be planned so that when Shirley Acres redevelops, the entire area functions as a unified whole.

- Substantial contribution towards transportation improvements in the Lorton-South Route 1 Area should be provided including improvements to the I-95/Lorton Road interchange.

- Development should take advantage of the possible positive visual orientation to swales and floodplains which are unsuitable for development.

- Development should provide for local infiltration to be incorporated into the stormwater system design to provide groundwater recharge.

- Development should retain the wooded appearance which will be maintained by tree preservation in the EQC areas, in part by preserving prime specimen trees and in part by an aggressive replanting plan.

- Clearing and grading on steep slopes should be minimized to reduce the negative impacts of erosion and siltation on adjacent wetlands and streams.

- Substantial buffering (minimum of 50 feet) should be provided along all property lines abutting the Laurel Hill site.

- A minimum 25-foot undisturbed buffer should be provided in order to maintain the mature vegetative screening between this higher density residential site and the Shirley Acres residential subdivision.

- The Giles Run Environmental Quality Corridor should be protected.

- In addition to preserving the EQC, provide non-EQC land for on-site recreation facilities sufficient to serve the residents of this proposed new development; or, as an alternative, consider providing a mix of on-site recreation and off-site recreation improvements within Land Unit K1, at a level sufficient to serve the residents of this proposed new development (Note: Off-site improvements may include dedication and/or improvements to a neighborhood or community park that could serve some on-site recreation needs. On-site improvements, at a minimum, should include a neighborhood recreational facility.).

- Trails should be provided on-site to connect the areas north and south of Shirley Acres and to provide access to retail areas and the commuter rail station.

- Access from this northern area must be provided from Lorton Road, with a provision for inter-parcel access to Shirley Acres, if the northern area develops before Shirley Acres redevelops. This connection should be provided at Fifth Place.

The portion of Sub-unit K1-a which is located south of the Shirley Acres residential subdivision, generally west of the Giles Run Environmental Quality Corridor and north of the Lorton Landfill (The Village at Lorton Valley subdivision, Tax Map parcels 107-3 ((6)) All), is planned for single-family detached residential use at 1-2 dwelling units per acre. As an option, this area may be considered for single-family residential use at 3-4 dwelling units per acre if all the above site development conditions are met (except the above access condition), in addition to the following conditions:

- Substantial buffering adjacent to the Lorton landfill should be provided such that no dwelling unit is closer than 500 feet from the actual surface of the landfill. (Note: This densely vegetated buffer is provided by the approved special exception conditions for the debris landfill.)

- Access from this southern area should be provided by a minimum of two separate access routes to the arterial road system (i.e. Lorton Road and/or Furnace Road).

- If the development is single-family detached, primary access to the southern area should be via a new connector through the northern area to Lorton Road. If the southern area develops prior to the redevelopment of Shirley Acres, then this connector road should be provided generally along the alignment of Fifth Place. Additional landscaping may need to be provided to help buffer the existing homes along Fifth Place prior to redevelopment of Shirley Acres. Secondary access could be provided through Third or Fourth Place, connecting to Lorton Road via Cooper Drive and Sanger Street. An alternative secondary access could be a connection to Furnace Road. (Note: The existing roads within Land Unit K1 are sub-standard and may need improvements as a result of new traffic generated by development within these areas.)

- If the development is single-family attached (townhouse), primary access should be provided via the extension of Dixon Street across Giles Run EQC to Sanger Street, with improvements to Dixon and Sanger Streets required. Secondary access to the southern area should be via a new connector through the northern area to Lorton Road. Additional landscaping may need to be provided to help buffer the existing homes along Fifth Place prior to redevelopment of Shirley Acres.

- Effective buffering and screening based on the density of development of the southern area, should be provided along the common boundary between Shirley Acres and the southern area.

- Substantial and logical consolidation of the four parcels is encouraged; however, as an alternative, a coordinated development plan should be provided which shows how the unconsolidated parcel(s) could be developed at a similar intensity and be integrated into the other development through a shared circulation system.

Sub-units K1-b and K1-c are generally located south of Lorton Road, east of the Giles Run Environmental Quality Corridor, west of Sanger Street and I-95 and north of the Lorton Landfill. Sub-unit K1-b contains the Curtis subdivision while Sub-unit K1-c encompasses all parcels within Tax Map parcel 107-3 ((8)) and 107-4 ((25)), the Gunston Commons subdivision. The boundary between Sub-unit K1-b and K1-c is Fourth Place. At the present time, these sub-units should be maintained as single-family residential uses. To be compatible with these subdivisions, new or infill residential development should be at 1-2 dwelling units per acre, with the exception of Tax Map parcel 107-4 ((1)) 85A and parcels within the Gunston Common subdivision, which are planned and zoned for residential use at 12-16 dwelling units per acre. The following condition should be met:

- For that portion of Sub-unit K1-c that is adjacent to I-95, any development proposal should provide attenuation measures to mitigate noise impacts from I-95. These measures should mitigate both interior and exterior noise in accordance with the Environment element of the Policy Plan

Sub-unit K2

Sub-unit K2 is located south of Lorton Road between I-95 and Sanger Street. The area contains approximately 20 acres. Tax Map parcel 107-4 ((1)) 74, the site of a Fairfax County Public Schools Administration Transportation Center and eventual part of the Lorton Road/I-95 interchange, is planned for public facilities. The remaining Tax Map parcels 107-4 ((1)) 75A, 77, 78, 79, 80, 81 and 82 are planned for office use to accommodate medical office use and medical care facilities. Hotel or assisted living facility uses may also be appropriate. The remaining parcels mentioned above are planned for an overall intensity up to 0.40 FAR (253,000 square feet) derived from a property area of 14.55 acres, subject to the following conditions:

- Transportation improvements should be provided that ensure that the impact of the proposed development is mitigated so that there is no overall degradation of the transportation network in the vicinity of the site.

- Substantial contribution towards transportation improvements should be provided, including TDM commitments. Land should be dedicated for transportation improvements along Lorton Road and Sanger Street, including a bus shelter, and the interchange improvements along Interstate 95. Sidewalks should be provided along Sanger Street and Lorton Road.

- Full consolidation should be achieved with the exception of parcel 74 which is planned for continued use as the Fairfax County Public Schools Administration Transportation Center and the planned future expansion of the I-95 – Lorton Road interchange.

- All structures should be located on the northern and center portions of the site. In order to be compatible with the massing and scale of nearby commercial structures, buildings located along Lorton Road shall be no taller than 60 feet for a maximum of 208 feet above sea level.

- Ancillary uses such as a restaurant, deli, retail, medical laboratory and pharmacy uses may be appropriate as ground floor uses. A daycare center which should primarily serve employees of the medical care and medical office uses may be appropriate as an ancillary ground floor use provided that noise impacts for the outdoor play area can be fully mitigated. Free-standing buildings for these ancillary uses should be discouraged.

- Parking should be consolidated into structures and surface parking should be minimized. Parking structures should provide façade and other architectural treatments and landscaping features to ensure an attractive appearance along major roadways and toward nearby residential communities.

- All buildings including parking structures should utilize low impact development features such as rooftop landscaping and stepped-back tiers with planters to minimize their impact on the environment.

- Most of parcel 81 and all of parcel 82 should remain undeveloped and be utilized as tree save areas except for areas that are needed to accommodate internal access drives and utilities.

- Underground stormwater detention facilities should be provided in order to preserve open space and maintain tree save areas.

- A substantial landscaped buffer along all property lines adjacent to existing and planned residential uses should be provided in order to effectively screen these uses from noise, lighting, and other impacts. Any retaining walls should be attractive in appearance and effectively landscaped to minimize any negative visual impacts.

- Development, to the extent possible, should preserve the existing slopes and their associated vegetation, provide re-vegetation where necessary, and minimize clearing and grading.

- Noise or lighting impacts on the adjacent residential neighborhoods should be mitigated using techniques such as appropriate design, buffering, and sensitive operation.

Sub-unit K3

These two triangular-shaped pieces of property west of Furnace Road together contain about 27 acres. The northern portion is planned for light industrial use and for public open space when the adjacent landfills are closed. The southern portion is planned for industrial use for a recycling center and/or recycling related industries with an option in the long range for public open space when the adjacent landfills are closed.

Sub-unit K4

Sub-unit K4 contains a private debris landfill. To help mitigate any visual impacts upon the surrounding area, buffers should be maintained around the landfill. When the landfill is built out, it is recommended that the site ultimately be developed with active recreational uses such as a golf course.

Sub-unit K5

Sub-unit K5 is located north of the Occoquan River, west of I-95 and east of the Laurel Hill site. This is a "gateway" site and special attention should be employed in the use and development of this sub-unit.

Sub-unit K5 is planned for mixed-use development to include but not limited to office, industrial, industrial/flex uses with ancillary restaurant, and childcare facility uses up to 0.25 FAR in keeping with their riverfront and gateway locations, under the following conditions:

- Substantial consolidation of the property in Sub-unit K5 should be provided to allow for a high-quality, integrated development.

- If portions of land on Sub-unit K5 are undevelopable due to sensitive environmental conditions, then those areas should be preserved and development should be located and transferred to Land Unit C. Development intensity on Land Unit E is planned up to 0.25 FAR; however, the intensity may be increased up to 0.27 to accommodate the transfer of development from Sub-unit K5 if the transfer is provided under one unified development and rezoning action.

- Generally, development on steep slopes (in excess of 15 percent) should be discouraged.

- Adequate access with minimization of access points should be provided. A right-turn only ingress and egress on Richmond Highway may be considered between Furnace Road and the Occoquan River Bridge.

- Effective landscaping, possibly including berms along Richmond Highway, should be provided.

- A thorough heritage resources survey should precede and, if appropriate, accompany development and the recovery of significant heritage resources should be undertaken prior to development.

- Outdoor storage uses should be discouraged,

- High-quality design that is in keeping with the "gateway" concept which incorporates substantial on-site landscaping should be provided throughout the site.

- The Environmental Quality Corridor, as defined by previous zoning action may be renegotiated; however, there should be no net loss of the amount of area identified as an Environmental Quality Corridor as defined by the previous zoning action.

- Flex space uses may include office uses, provided that in Sub-unit K5, the combined area of all office, both as a principal use and as an accessory use, does not exceed 80 percent of the total gross floor area of the office/industrial/flex space use.

- Fast-food restaurants, service stations or quick-service food stores should be discouraged.

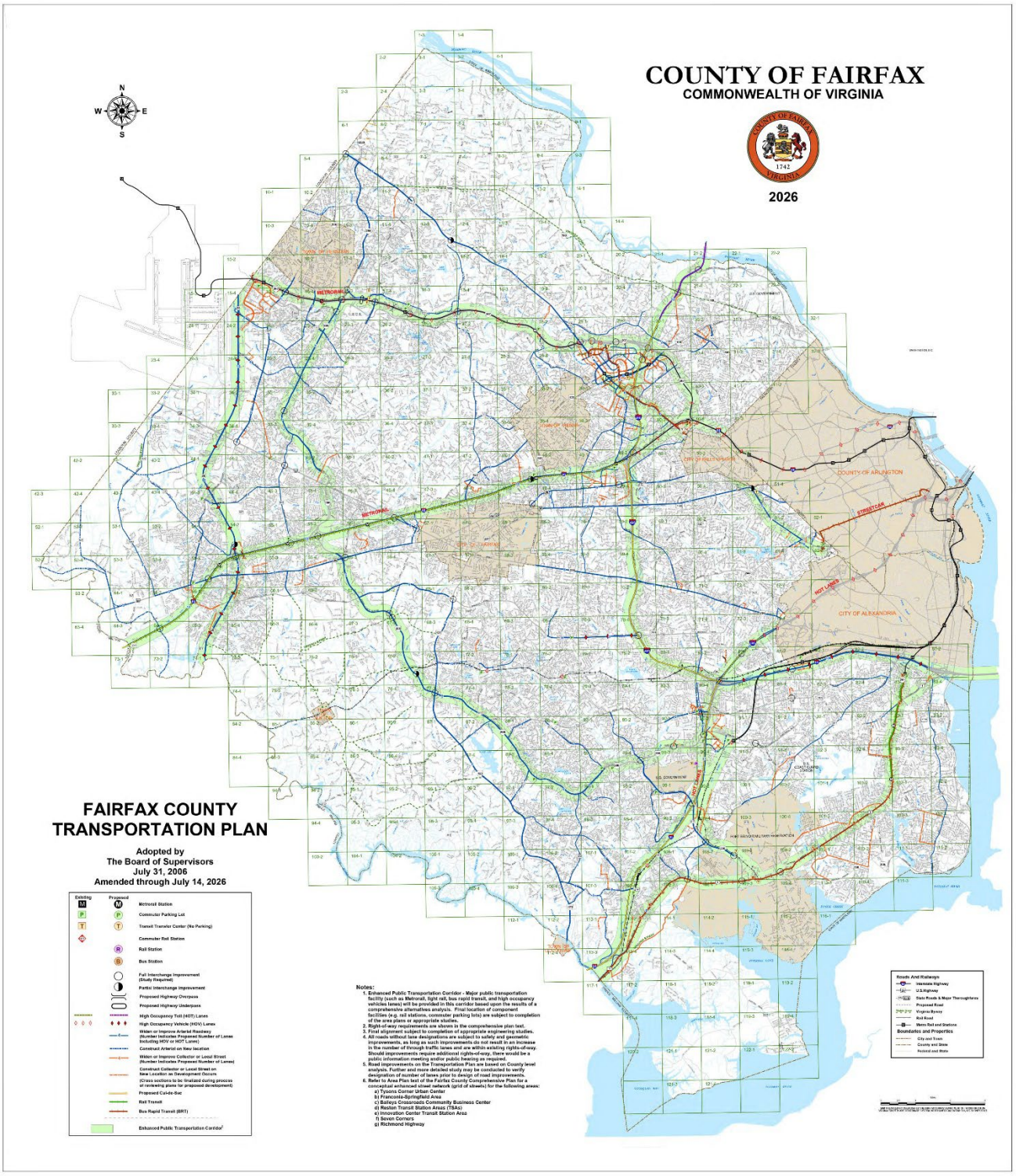
As an alternative use, Sub-unit K5 and Land Unit E are planned for hotel/motel conference center and office complex uses up to 0.25 FAR, provided that the site-specific conditions provided above are satisfied except for the recommendation on flex space uses.

<END OF ADOPTED PLAN TEXT>

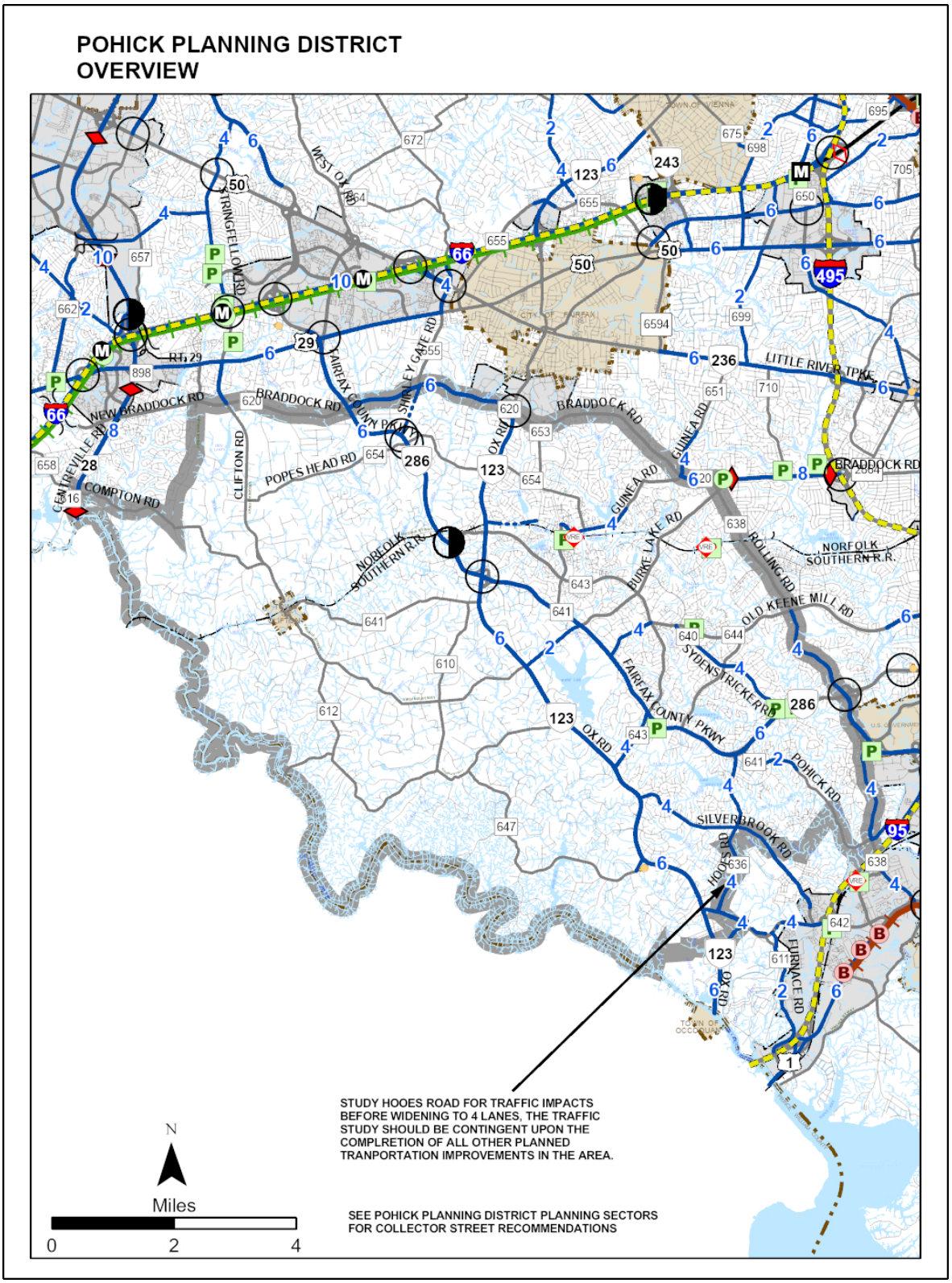
ADOPTED MODIFICATIONS TO OTHER TRANSPORTATION MAP FIGURES:

The Transportation Recommendations figures for areas outside of the L2 Lorton-South Route 1 Suburban Center that depict Route 1, from Fort Belvoir to Woodbridge have been updated to show the planned stops at Gunston Plaza, the Lorton Community Center and Gunston Road, and to reinforce the previously planned local grid connection from Gunston Cove Road to Route 1. These figures are all provided, as follows:

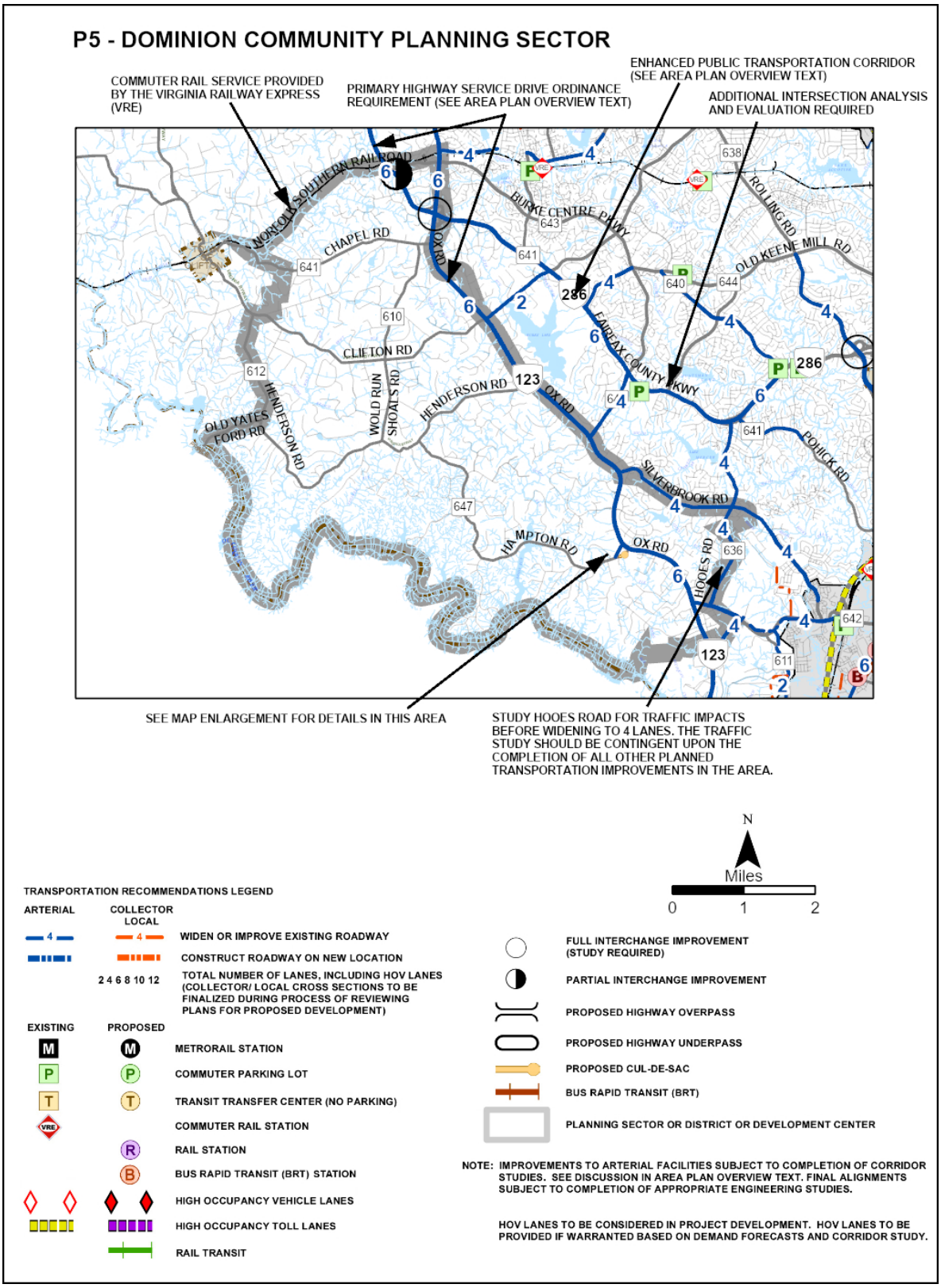
MODIFY: Fairfax County Countywide Transportation Plan Map, as amended through December 9, 2025 (and as incorporated by reference in Fairfax County Comprehensive Plan - Policy Plan, 2026 Edition, Transportation Element, Figure 1) to add bus rapid transit (BRT) from Fort Belvoir to Woodbridge, with stops at Gunston Plaza, the Lorton Community Center and Gunston Road.



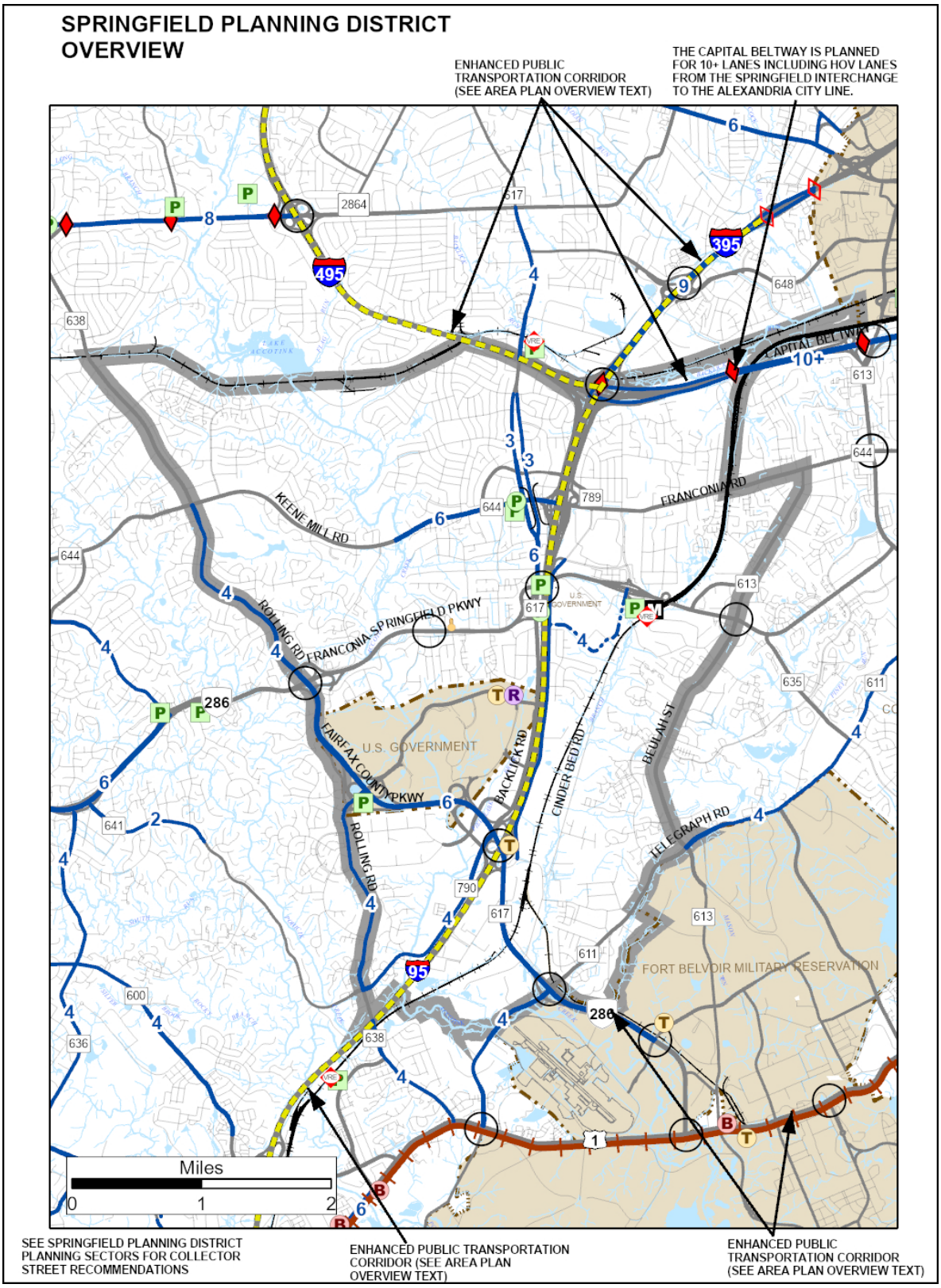
REPLACE: Area III, Pohick Planning District, as amended through December 9, 2025, Overview, "Countywide Transportation Recommendations, Pohick Planning District," Figure 2.



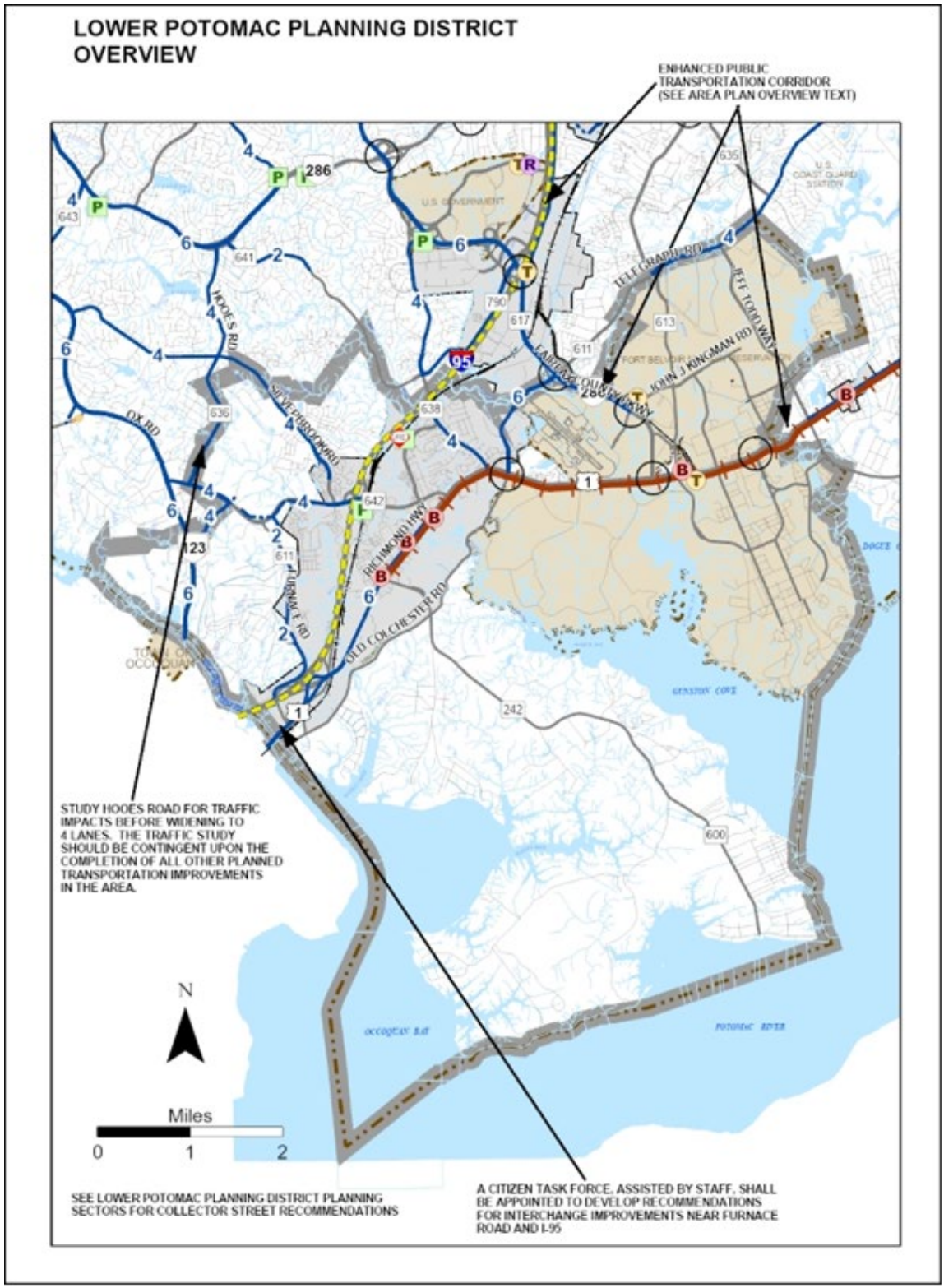
REPLACE: Area III, Pohick Planning District, as amended through December 9, 2025, P5 Dominion Community Planning Sector, "Transportation Recommendations," Figure 24.



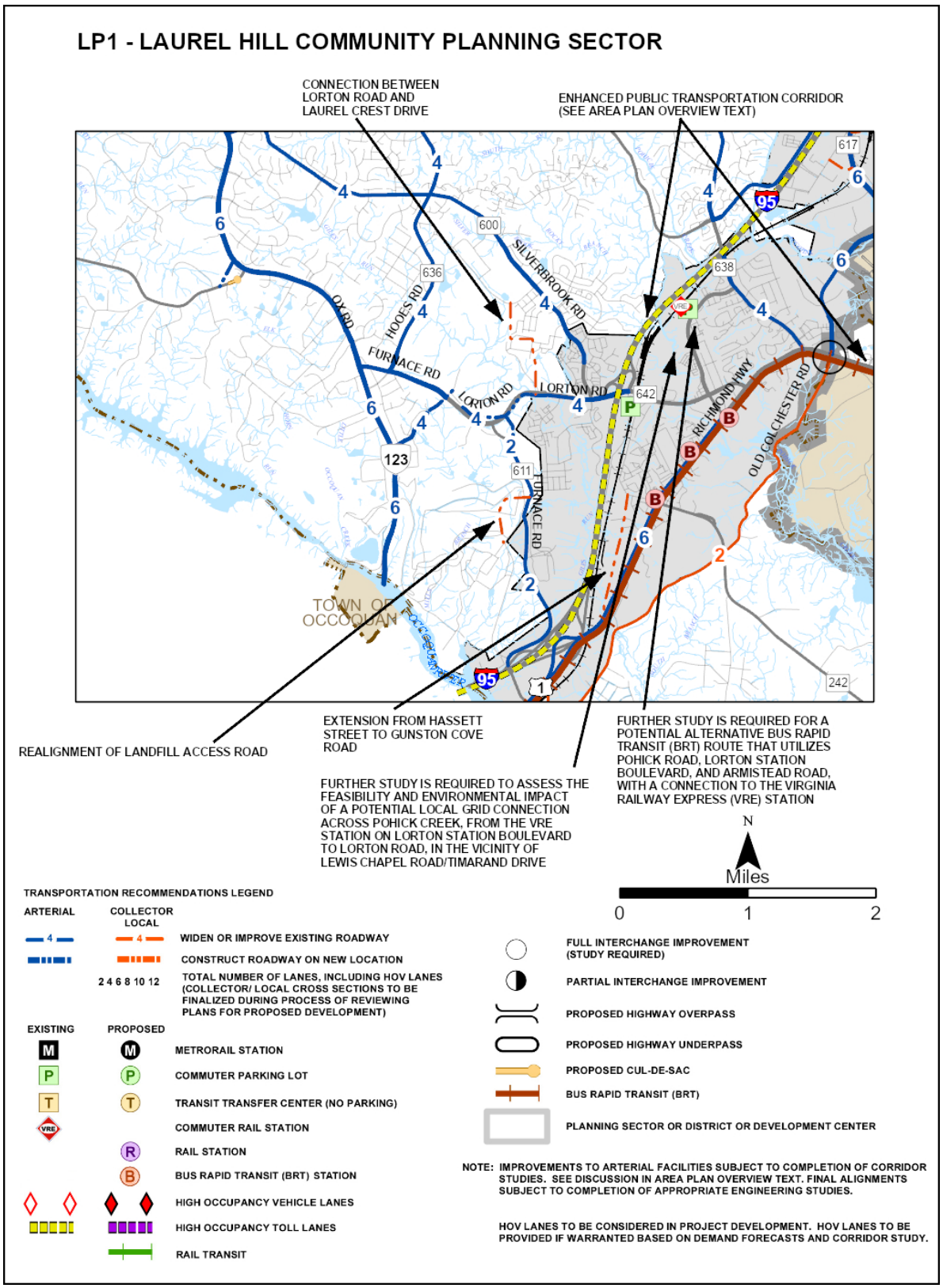
REPLACE: Area IV, Springfield Planning District, as amended through March 17, 2026, Overview, "Countywide Transportation Recommendations, Springfield Planning District," Figure 2.



REPLACE: Area IV, Lower Potomac Planning District, as amended through March 21, 2023, Overview, "Countywide Transportation Recommendations, Lower Potomac Planning District," Figure 2.

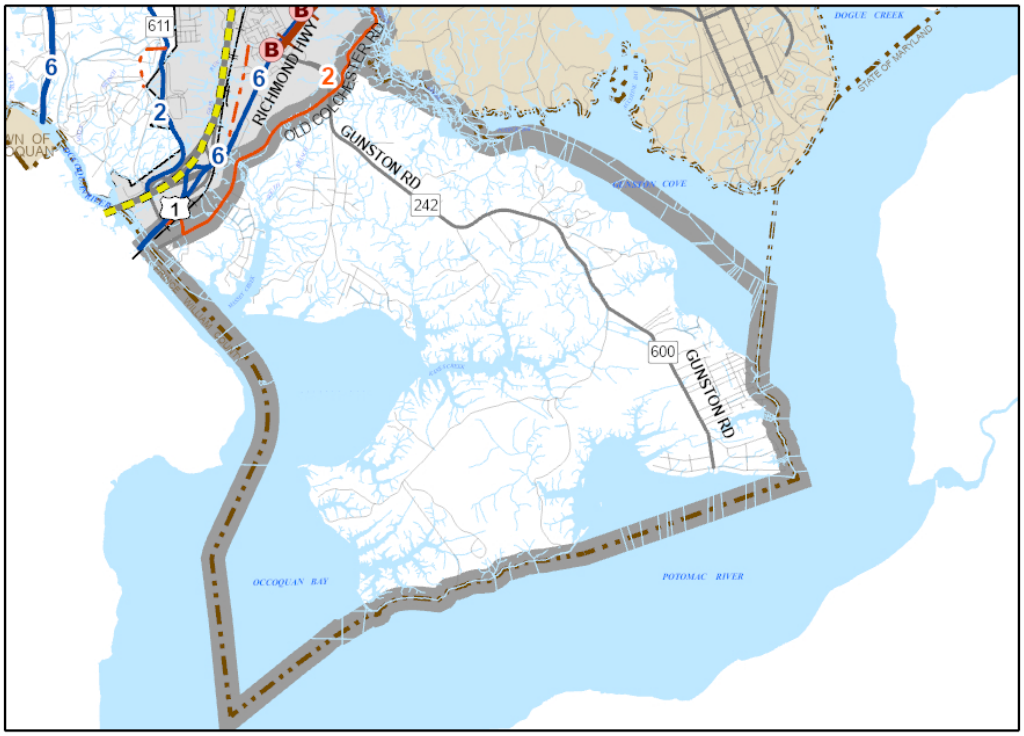


REPLACE: Area IV, Lower Potomac Planning District, as amended through March 21, 2023, L1 Laurel Hill Community Planning Sector, "Transportation Recommendations," Figure 12.



REPLACE: Area IV, Lower Potomac Planning District, as amended through March 21, 2023, L3 Mason Neck Community Planning Sector, "Transportation Recommendations," Figure ~~37~~ 62.

LP3 - MASON NECK COMMUNITY PLANNING SECTOR



N
Miles
0 1 2

TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL / COLLECTOR LOCAL

- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING / PROPOSED

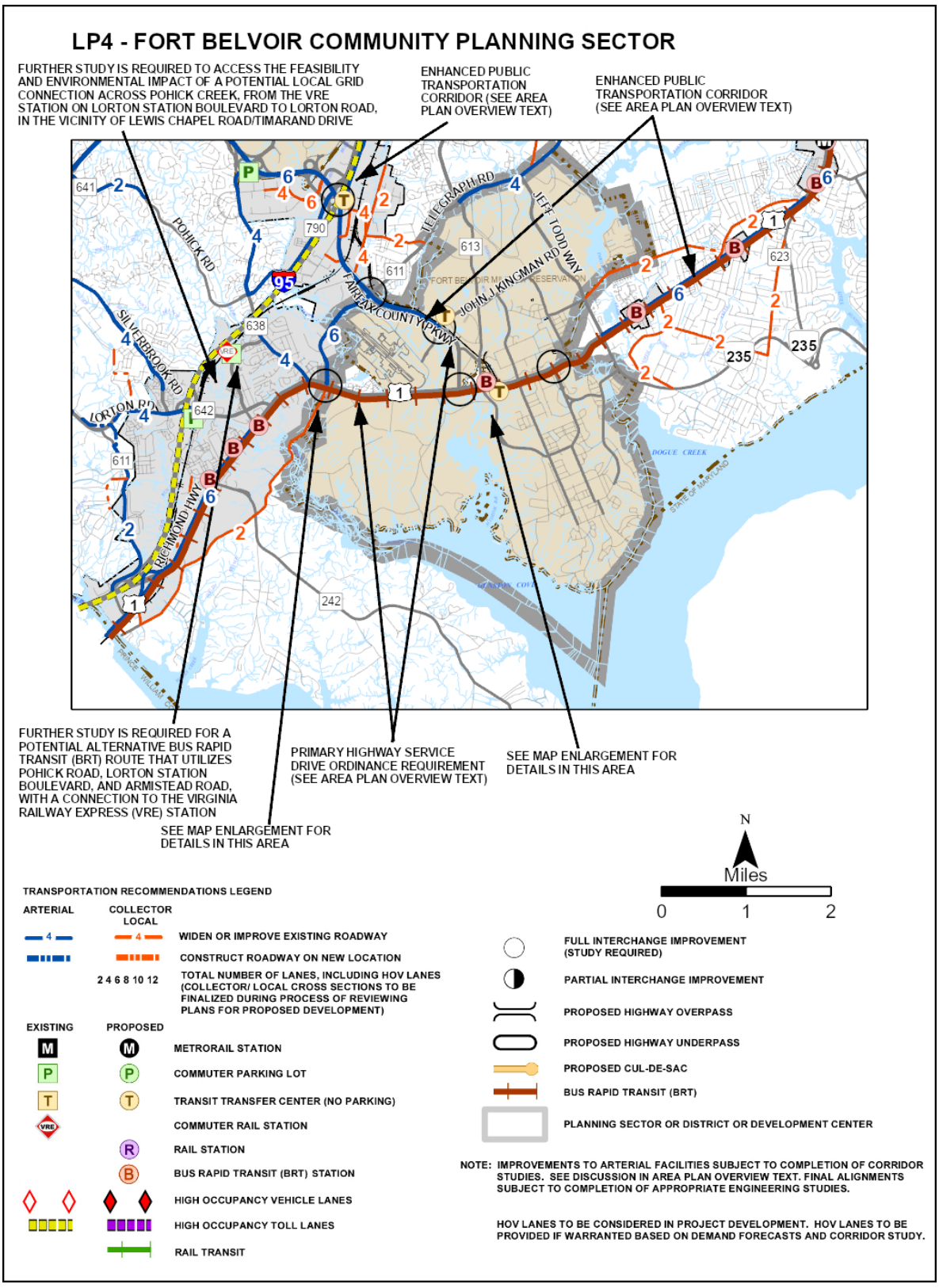
- METRORAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION
- BUS RAPID TRANSIT (BRT) STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES
- RAIL TRANSIT

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

REPLACE: Area IV, Lower Potomac Planning District, as amended through March 21, 2023, L4 Fort Belvoir Community Planning Sector, "Transportation Recommendations," Figure ~~41~~ 67.



REPLACE: Area IV, Lower Potomac Planning District, as amended through March 21, 2023, L4 Fort Belvoir Community Planning Sector, "Interchange Recommendations," Figure ~~42~~ 68.

