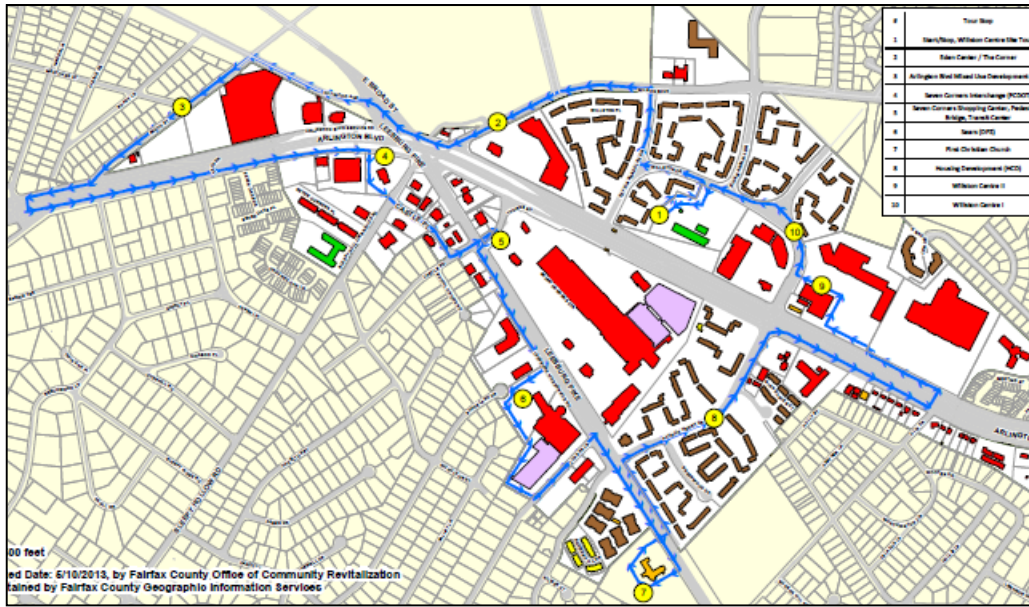


# The Seven Corners Visioning Task Force Plan Would Transform the Area into an Urban Complex of High-Rise Apartment Buildings

## Is That What We Want?

**Seven Corners Today:** Seven Corners today is a convenient, accessible suburban shopping area serving our community.



**Mason District  
Council Community  
Forum:  
Seven Corners  
Redevelopment**

**7 Oct 2014**

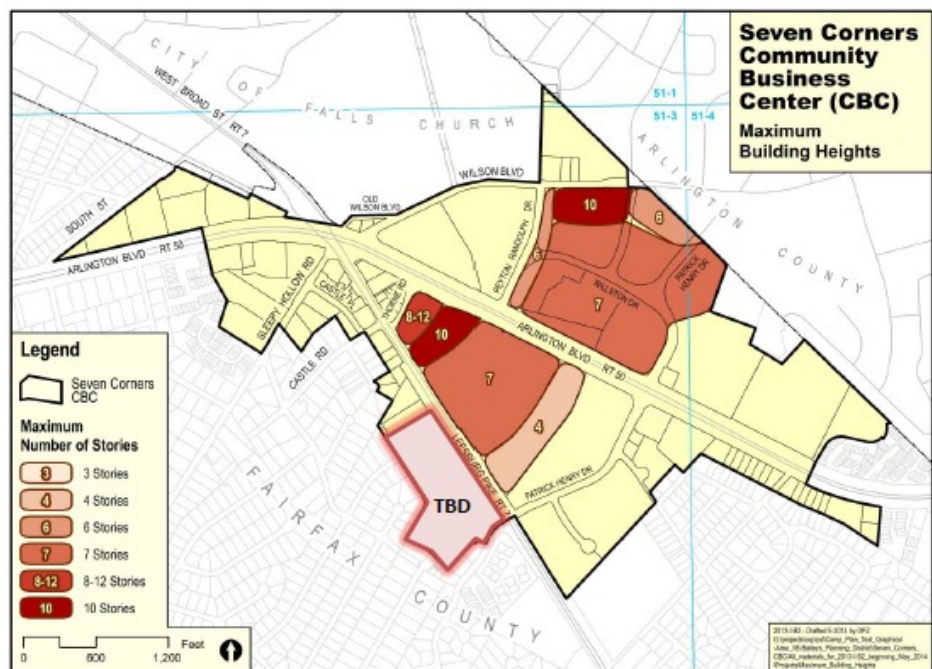
Comments by:  
Clyde Miller

**Task Force Plan:** The task force plan would change the area into mixed-use, high-rise buildings up to 12 stories high with a minimum of parking space and surface parking areas strongly discouraged.

- Mixed use means residential (80% of floor area) plus retail, office, hotel, and institutional.
- Floor area would increase from 1.5 M sq ft to 7.7 M sq ft; up to 6000 apartments
- Concepts for TBD area (Sears site) in graphic at right envision 2-6 story mixed-use buildings

Ref: [Task Force Plan](#), Pg 9

Note: Links to referenced task force documents are provided at the bottom of the last page.



LINKS DOC

## What Should We Be Concerned About?

- Loss of our neighborhood shopping centers (Seven Corners and Wilston I)
- Overcrowding in our public schools
- Traffic congestion
- Loss of affordable housing

## Overcrowding in Our Public Schools

Schools in the Seven Corners region are overcrowded and will continue to be overcrowded

- Example: Last year, Bailey's Elementary School was conducting classes in 19 trailers
- Bailey's Upper Elem School on Rt. 7 at Seven Corners opened this year to relieve Bailey's ES:
  - The new school is the county's first "urban-design" school
  - Classes for grades 3-5 are held in a 5-story converted office building with no gym or green space
  - Capacity of the new school is 700 students, 795 are enrolled

**Projected Enrollments of Elementary Schools in Seven Corners Region  
(Apr 2013. Does Not Include Bailey's Upper Elementary School)**

School	Capacity and Enrollment Projections							2017-18
	Capacity	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Capacity Utilization
Bailey's ES	1020	1321	1453	1529	1605	1621	1631	160%
Glen Forest ES	1026	999	1069	1129	1194	1268	1313	128%
Sleepy Hollow ES	450	440	486	496	480	485	467	104%
Belvedere ES	638	650	563	557	606	663	633	99%
Parklawn ES	918	753	851	878	926	997	1030	112%
Graham Road ES	439	475	488	505	502	507	515	117%
Westlawn ES	755	738	854	900	945	967	997	132%
Beech Tree ES	449	392	366	335	310	309	302	67%
Columbia ES	469	452	529	575	601	624	647	138%
Mason Crest ES	811	459	559	572	577	572	560	69%
Pine Spring ES	597	590	593	637	656	683	710	119%

Ref: [FCPS Presentation to Task Force](#)

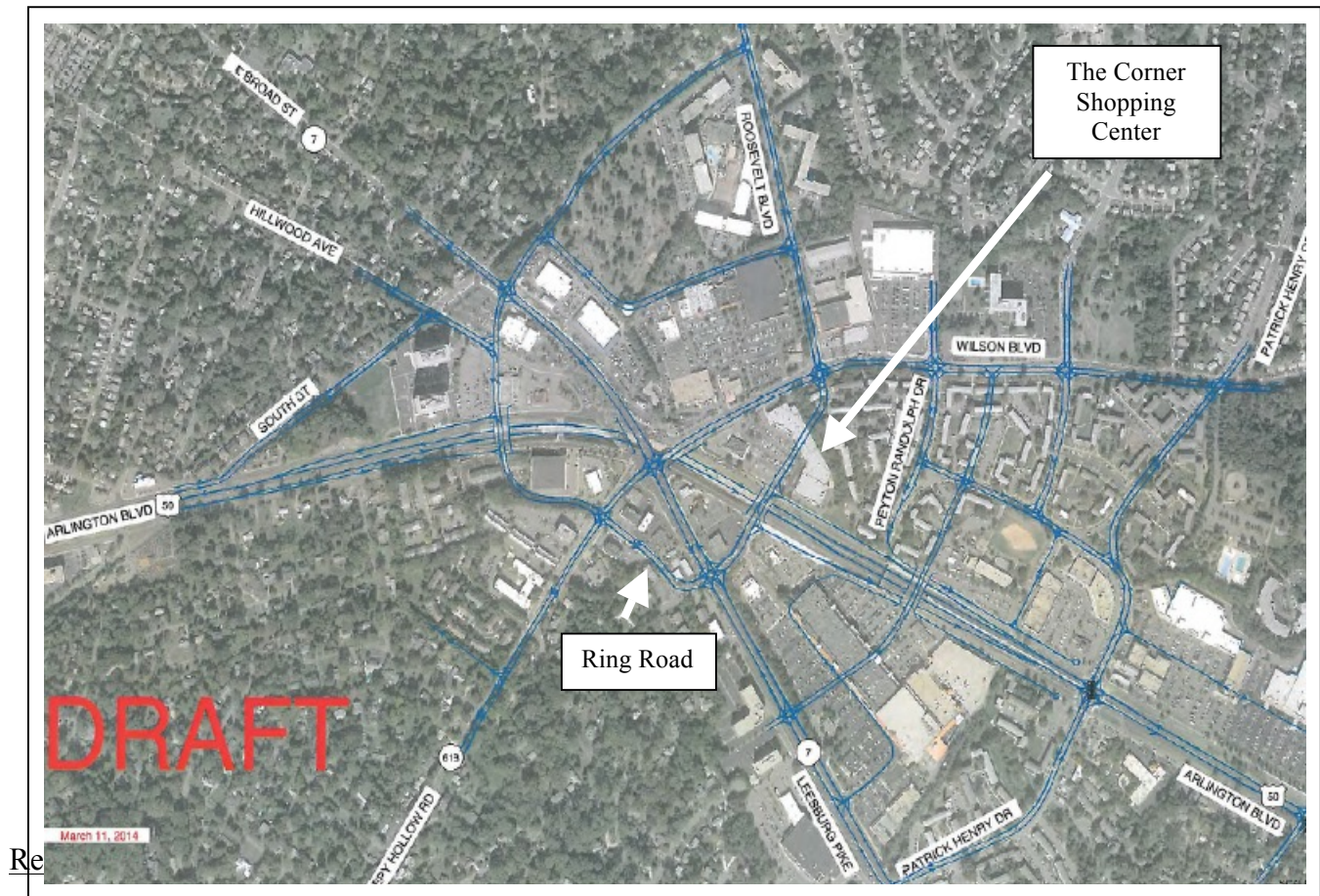
**Concerns re Schools:** How would public school capacity be provided for students from the 6000 new apartments?

- Are urban-design schools like Bailey's Upper Elementary an adequate solution?
- Is the quality of the school experience equivalent to that of a traditional school?
- Who would prefer to send their child to an urban-design school given an available traditional school?
- How does reliance on urban-design schools in our region affect our property values?



## Traffic Congestion

**Ring Road:** The task force plan envisions a new "ring road" around the south side of the Rt 7/Rt 50 interchange to connect Arlington Blvd on the west and Wilson Blvd on the east.



**Improvements to Rt 7, the "Village Main Street:"** Rt 7, Leesburg Pike, would be widened to two or three lanes in each direction with two dedicated rights of way for rapid transit (light rail or bus).



Ref: [Task Force Plan](#), Pg 36.

**Performance of the Road Network:** The proposed road network was analyzed to determine the extend to which it would accommodate year 2040 traffic demand taking into account both the redevelopment of Bailey's Crossroads described in current county plans (8900 dwelling units) and the Seven Corners redevelopment proposed by the task force (up to 6000 new dwelling units).

The traffic network and its performance have been controversial for a number of reasons:

- Construction of the ring road link between Arlington Blvd and Wilson Blvd on the east side of the interchange is a concern:
  - Its construction would require demolition of The Corner shopping center which is not participating in the redevelopment project. Is it realistic to expect that the link can be constructed?
  - Construction of the link may require demolition of some or all of the 244 units of affordable housing at the Villages at Falls Church located between The Corner and Peyton Randolph Dr (top of pg 3).
  - Preliminary investigation of the possibility of relocating this link indicates that it would be difficult.
- The City of Falls Church has voiced a number of concerns regarding street alignments that would affect their citizens. Apparently, there is agreement to modify the alignments in collaboration with city planners. The effects on network performance are unknown and would be assessed at a later time.
- The traffic analysis did not account for the Eastern Gateway redevelopment planned by the City of Falls Church on the north side of Seven Corners. The development would add traffic to the roads and probably would affect the alignments of roads analyzed by the transportation report. The Eastern Gateway project was briefed to the task force in May 2013, but they elected to not include its effects in the traffic study that concluded in June 2014.

#### **City of Falls Church Eastern Gateway Project on North Side of Wilson Blvd**

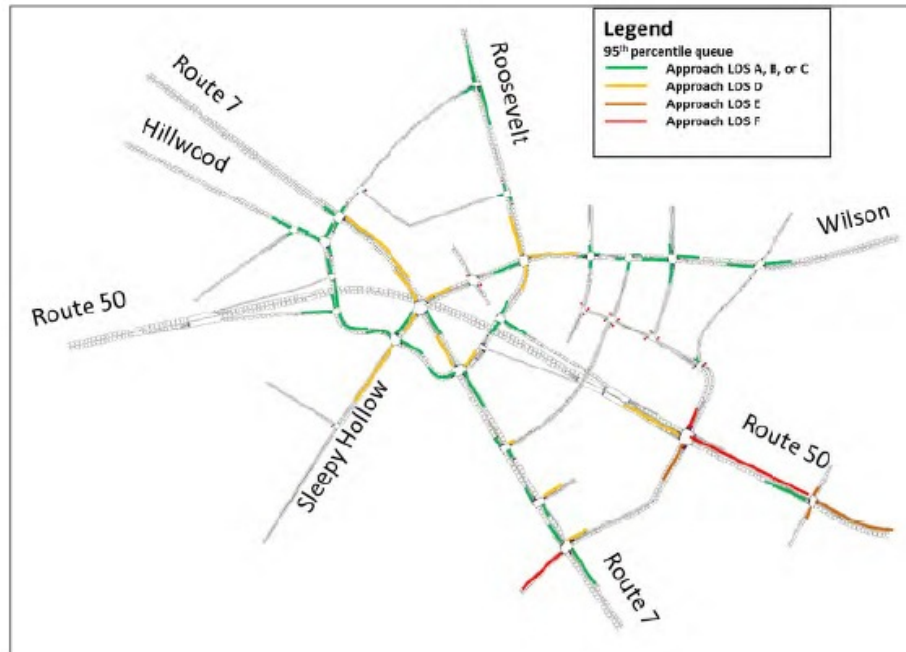


Ref: [Plans for Eastern Gateway](#)



- Finally, the traffic analysis predicted unacceptable queue lengths and delays at the Patrick Henry Dr. intersections with both Rt 50, Arlington Blvd, and Rt 7, Leesburg Pike.
- The intersection of Arlington Blvd and Patrick Henry would operate above capacity and queuing would spill back to adjacent intersections and ramps. West bound traffic on Rt 50 turning left onto Patrick Henry Dr would experience delays on the order of 11 minutes. [Task Force Transportation Report](#), Pg 95 and 281.
- At the Rt 7 intersection, queue lengths on the order of 500 ft were predicted on Patrick Henry Dr for traffic approaching from the south. [Task Force Transportation Report](#), Pg 289.

### **Transportation Report Depiction of Congestion at Patrick Henry Dr. Intersections**



**Concerns re Traffic:** The task force transportation study fails to demonstrate that the traffic associated with the redevelopment plan could be accommodated on the limited land area available.

- The street alignment proposed would intrude upon Seven Corners neighbors and must be modified:
  - It would intrude upon precincts and prerogatives of the City of Falls Church
  - It would require the demolition of The Corner shopping center - a non-participant in the redevelopment project
  - It likely would require demolition of some or all of the affordable housing at the Villages at Falls Church - another non-participant
  - It assumes the use of roads in the City of Falls Church that likely would be realigned by the Eastern Gateway project
- The study fails to take into account the additional traffic that would be generated by the Eastern Gateway project.
- The performance of the proposed network is not acceptable. Patrick Henry Dr. is a shambles.

A realistic demonstration that traffic could be managed successfully should be provided prior to acceptance of any redevelopment plan for Seven Corners.

### **Loss of Affordable Housing**

Two affordable housing developments would be demolished by the task force plan:

- The East Falls Apts between Peyton Randolph and John Marshall (305 units)
- The Seven Corners Apts east of John Marshall (284 units)

In addition, 244 units of the Village at Falls Church are jeopardized by the proposed road network. Consequently, 589 affordable units certainly would be demolished; possibly the total would be 833. All of these units are north of Arlington Blvd within Subunits A-1 and A-2 of the project area, and all are uniquely valuable for low income families. They are within walking distance of transit, shopping, and medical services; and they are affordable for households earning as little as 60% of the area median income.

The task force plan states that affordable housing lost north of Arlington Blvd "is expected" to be replaced on a 1:1 basis. South of Arlington Blvd, residential projects "may be granted redevelopment potential" if 15% of units are affordable. The criterion for affordability in the plan, on average, is that units must be affordable by households earning 85% of AMI, 40% higher than the 60% AMI housing to be demolished.

**Concerns re Affordable Housing:** How would the broadly stated objectives for replacement of affordable housing be accomplished? In particular, who/what would provide the necessary capital investments and where are the 589-833 households to relocate while their dwellings are being redeveloped?

The county community has a social obligation to these low-income families. It requires that we develop a comprehensive and credible plan for replacement of affordable housing at current monthly rents prior to the acceptance of any redevelopment plan for Seven Corners.

### **What's To Be Done??**

The future of Seven Corners is an important concern for our community, and its future should be decided by the people who live here. The way we determine our future is by e-mailing the Planning Commission now, and testifying at the commission hearing expected early next year.

Please e-mail the commission at [plancom@fairfaxcounty.com](mailto:plancom@fairfaxcounty.com) and tell them your opinion:

- If you support the plan of the Seven Corner Visioning Task Force, say so in your e-mail
- If you are opposed to the plan, tell the commission that you are opposed and why.

Please write your e-mail address CLEARLY on this evening's sign-up sheet so that we can send you the date of the Planning Commission hearing when it is announced.

Thank you.

### **Suggestion/Request for MDC**

Would MDC please consider conducting an on-line survey of residents to assess the extent to which the community agrees or disagrees with the plan developed by the task force.

### **Links to Task Force Web Site**

#### **Task Force Web Site:**

<http://www.fcrevit.org/baileys>

#### **Task Force Plan:**

[http://www.fcrevit.org/baileys/download/TaskForce-WGs/7Cs%20Draft%20Plan%20Text\\_Master%20Draft\\_September%202023.pdf](http://www.fcrevit.org/baileys/download/TaskForce-WGs/7Cs%20Draft%20Plan%20Text_Master%20Draft_September%202023.pdf)

#### **FCPS Presentation to Task Force:**

[http://www.fcrevit.org/baileys/download/TaskForce-WGs/130409-TF/130409\\_FCPS\\_Presentation.pdf](http://www.fcrevit.org/baileys/download/TaskForce-WGs/130409-TF/130409_FCPS_Presentation.pdf)

#### **Plans for Eastern Gateway:**

[http://www.fcrevit.org/baileys/download/TaskForce-WGs/130514\\_TF/20130514\\_Presentation.pdf](http://www.fcrevit.org/baileys/download/TaskForce-WGs/130514_TF/20130514_Presentation.pdf)

#### **Task Force Transportation Report:**

[http://www.fcrevit.org/baileys/download/Studies/SevenCornersTransportationStudy-Phase2-Report\\_FINAL.pdf](http://www.fcrevit.org/baileys/download/Studies/SevenCornersTransportationStudy-Phase2-Report_FINAL.pdf)

A soft copy of this document is available at <http://www.holmesrun.org/sevendcorners>.