

De La Vega, Maritza

From: Jhtcav@aol.com
Sent: Wednesday, September 03, 2014 11:33 AM
To: Byron, Barbara A.; Gardner, Marianne; Hagg, Elizabeth A.; Fiebe, Joanne K; Morley-Nikfar, Kris M.
Subject: Re: Seven Corners Text

Thanks!
JT

-----Original Message-----

From: Byron, Barbara A. <Barbara.Byron@fairfaxcounty.gov>
To: John Thillmann (jhtcav@aol.com) <jhtcav@aol.com>; Gardner, Marianne <Marianne.Gardner@fairfaxcounty.gov>; Hagg, Elizabeth A. <Elizabeth.Hagg@fairfaxcounty.gov>; Fiebe, Joanne K <Joanne.Fiebe@fairfaxcounty.gov>; Morley-Nikfar, Kris M. <Kris.Morley-Nikfar@fairfaxcounty.gov>
Sent: Wed, Sep 3, 2014 11:24 am
Subject: Seven Corners Text

A longstanding planning concept in the Comprehensive Plan is linking development to the provision of the infrastructure needed to support it. A dynamic and evolving plan that links redevelopment with the associated public improvements is critical to ensuring the transformation of Seven Corners. Growth will need to be supported by transportation improvements that better connect Seven Corners internally and to the rest of the region. The transportation improvements are set forth in The Road Network section of the Plan and are based on the proposed land use recommendations also set forth herein. This proposed development level will occur over the course of time. Planning for and sequencing transportation infrastructure will need to take into account actual and projected growth for different land uses based on the development pipeline as well as mid and long range market forecasts. In addition, major transportation improvements can take many years to design, fund, and construct. Therefore, the sequencing of such public improvements will require close monitoring of approved rezonings, building permits, commuting patterns, demographic trends, and population and employment growth.

All development proposals should perform a traffic impact analysis and the mitigation measures identified by this analysis should be considered in the context of the entitlement process. In addition, the County should conduct an analyses of new development and infrastructure projects at such time as xxx square feet of development has been constructed within the Study Area.. Such analyses should assess how the pace of growth compares to the provision of transportation infrastructure projects and public facilities; and, whether total development approved through rezonings is in balance with the private and public sector commitments toward achieving the necessary transportation improvements.

Barbara Byron, Director

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