

De La Vega, Maritza

From: John Thillmann <jhtcav@aol.com>
Sent: Wednesday, October 09, 2013 11:46 AM
To: Morley-Nikfar, Kris M.; Vince.Burke@bfsaul.com; Frank, Aaron M.
Cc: Hagg, Elizabeth A.; Fiebe, Joanne K; Garcia, Michael W.
Subject: Re: Atlantic Station Info

Good morning Aaron:

Please send this email to the whole Task Force.

To the 7 Corners Task Force:

Kris Morley-Nikfar (OT) mentioned the project (depicted in the attachments) in Atlanta last evening as an example of a roadway that worked with a grade change having to also cross a major street. Kris sent the attached images of the Atlanta project called "Atlantic Station" to me this morning and I'll offer that in addition to the possibilities for the grade working with the flyover at Rt 50, this Atlanta example whether on a parking deck or as in our case at grade and podium parked presents a very good visual illustration of what we are trying to achieve at 7 Corners.

I particularly like the public space with the Jumbo-tron as in keeping with my vision of our public space across from the Government center building and integrated into the commercial and residential "Main Boulevard" we are creating. In addition, it clearly shows activated street frontages, mixed heights, and mixed uses. As a visual I believe that it captures the work we have done since the Charrette and that resulted in the action we took last evening to move the grid layout and FAR of option B forward to the plan stage. It might be useful to keep this visual in mind as we move forward in our deliberations.

Best,
John Thillmann

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

From: Morley-Nikfar, Kris M. <Kris.Morley-Nikfar@fairfaxcounty.gov>
To: 'Vince.Burke@bfsaul.com' <Vince.Burke@bfsaul.com>; 'John Thillmann <jhtcav@aol.com> (jhtcav@aol.com)' <jhtcav@aol.com>
Cc: Hagg, Elizabeth A. <Elizabeth.Hagg@fairfaxcounty.gov>; Fiebe, Joanne K <Joanne.Fiebe@fairfaxcounty.gov>; Garcia, Michael W. <Michael.Garcia3@fairfaxcounty.gov>
Sent: Wed, Oct 9, 2013 10:45 am
Subject: Atlantic Station Info

Good morning Vince and John,

I pulled together a few screen shots and other photos this morning of the Atlantic Station development, in Atlanta, that I mentioned during last night's Seven Corners Task Force Meeting. Atlantic Station, developed by Jim Jacoby, is a highly successful, award winning, mixed-use/brownfield redevelopment that has been used as a national example for good urban planning. Here are links to the Atlantic Station Wikipedia page and the project's page for more info: http://en.wikipedia.org/wiki/Atlantic_Station, <http://www.atlanticstation.com/shop> . The whole project began with a thesis paper written by Brian Leary, my former grad school professor and Jacoby Development Executive.

The entire Market District section of the development is built on top of a three story parking structure. If you open the picture titled "Atlantic Station Parking Garage", you'll see how the developer constructed the parking structure under the entire site and used it to address grading challenges. The 17th Street bridge connects the site to Midtown Atlanta which is separated from the site by the I-85/I-75 Connector. This bridge was essential to the success of Atlantic Station. The bridge takes off at grade on the east side of I-85/I-75 and lands on the third level of the multi-acre parking structure on the western side of I-85. After touching down on the parking structure, 17th Street continues to run for at least a quarter mile on top of the parking structure before it runs over solid ground again. When you're on the surface level of 17th street, on top of the garage, you have no idea you aren't standing on solid ground. The same can be said for when you're walking around in the market district. The top level of the garage is designed with urban, context sensitive streets. The buildings are mixed-use with retail on the ground floors and residential above. The site contains a Regal Cinema, a DSW Shoe Warehouse, a Publix Grocery Store and many other national chains like Z Gallerie, Guess, The Gap, Banana Republic, American Eagle and a Dillards Department Store.

Although Atlantic Station as a whole, and the 17th Street bridge, are larger than what we're going to see or need in Seven Corners, I think it's a great example that can be emulated when it comes to building a bridge over Rt. 50. If you'd like to get in touch with Brian Leary, I'm sure he'd be happy to talk to you about Jacoby's experience with the project and getting GDOT to pay for the 17th Street Bridge. Just let me know if you'd like to talk to him and I can give him a heads up that you intend to do so. I hope you find this helpful.

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