

## De La Vega, Maritza

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**From:** Jhtcav@aol.com  
**Sent:** Monday, August 11, 2014 7:25 PM  
**To:** Gardner, Marianne; dsmithie@verizon.net  
**Cc:** Fiebe, Joanne K; Hagg, Elizabeth A.; Suchicital, Bernard S.; Garcia, Michael W.  
**Subject:** Re: Response to questions about Seven Corners density

One thing that the other areas did not have to contend with is that at 7 Corners we have a very large number of affordable housing units needing to be redeveloped. Please note that none of the other areas Marianne evaluated had huge VHDA and HUD financial and relocation requirements for redevelopment. Most of the redevelopment of the other areas were either vacant, large single ownership, or very under performing real estate industrial or commercial areas.

This specifically separates the 7 Corners situation further from the other redevelopment areas and indeed makes it even more important to create the proper incentives to get rid of the 60 year old obsolete units and replace them with new ADA accessible, pedestrian friendly, high quality architecturally wonderful units that are mixed into the market rate units.

Best,  
John Thillmann

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

From: Gardner, Marianne <Marianne.Gardner@fairfaxcounty.gov>  
To: 'Debbie Smith' <dsmithie@verizon.net>  
Cc: 'John Thillman (jhtcav@aol.com)' <jhtcav@aol.com>; Fiebe, Joanne K <Joanne.Fiebe@fairfaxcounty.gov>; Hagg, Elizabeth A. <Elizabeth.Hagg@fairfaxcounty.gov>; Suchicital, Bernard S. <Bernard.Suchicital@fairfaxcounty.gov>; Garcia, Michael W. <Michael.Garcia3@fairfaxcounty.gov>  
Sent: Mon, Aug 11, 2014 4:01 pm  
Subject: Response to questions about Seven Corners density

Debbie –

Thank you very much for posing the questions about how the recommendations for Seven Corners were derived and whether the development potential being considered is consistent with similarly situated areas.

You provided a sheet listing 10 examples of zoned or existing development ordered by distance to some type of transit.

Within the category of less than a mile, Scotts Run South in Tysons has the highest intensity at an overall intensity, above 5.0 FAR, ranging down to .53 FAR at Fairfax Corner in the Fairfax Center Area.

The examples raise the question of whether the development potential proposed for Seven Corners is too high in an area not proximate to heavy rail. The sheet lists site specific zoning approvals as opposed to Comprehensive Plan recommendations for the entirety of activity centers, though, so present only a part of the picture for any given center. Specifically, the land areas surrounding the sites may be planned for additional density that may increase overall intensity, while in Seven Corners the rest of the 200+ plus acre CBC is planned for much lower density so reduces the intensity when considered from the perspective of the entire activity center.

In form based planning, the character of the desired development is expressed in terms of scale, massing and height rather than the traditional measurement of floor area ratio (FAR). However, to compare total potential intensity in activity centers, FAR is a useful measurement of proportionality. In the example below, the recommended Seven Corners CBC intensity is in line with Baileys Crossroads.

Community	Acreage	Total	Floor	Planned/Proposed	Planned/Proposed
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Business Center		Planned/Proposed Intensity	Area Ratio	Nonresidential	Residential
Baileys	453	26.3 m	.88	17.5 m planned	8800 planned
Seven Corners*	218	7.6 m	.81	1.7 m proposed	5900 proposed

\*Based on 6/23/14 draft

The total size of Seven Corners is approximately 218 acres excluding ROW. The intensity is suggested to be focused three opportunity areas comprising about 1/3 of the area. When considered as a whole the overall planned intensity is similar to Baileys Crossroads, although Baileys' larger area equates to a greater amount of development potential (17.5 million including 8800 dwellings), the scale of the two communities will be similar because of similarities in building height and form.

The Comprehensive Plan text for Baileys Crossroads was adopted July 13, 2010. Similarities in the two planning goals for the two CBC's include:

- Achieving high quality transit (Baileys Crossroads: street car, Seven Corners: bus rapid transit or light rail);
- Creating transitions between mixed use areas and established low density residential neighborhoods;
- Preserving stable residential neighborhoods;
- Creating additional parks and open space using compact development in "core" areas of the CBC's; and
- Improving the function of the CBC's through pedestrian and cyclist-oriented elements, and vehicular transportation improvements that will benefit surrounding areas as well as the CBC's/

An important factor to bear in mind is that implementation of the Comprehensive Plan will be influenced by site configuration, design and transportation and other conditions. In forecasting population and jobs, for example, 100 percent build out of the Comprehensive Plan is generally not assumed. Comparing the zoned approvals to the proposed Seven Corners Comprehensive Plan understates the true development potential of the activity centers where the examples are drawn.

The rationale for the increase in the Seven Corners density is based on goals of creating a pedestrian friendly, compact urban environment that can support high quality transit, and is able to accommodate transportation improvements that benefit all users, including motorists. Through providing workable incentives to spur revitalization, redevelopment of key portions of this community will promote connectivity, and provide elements identified in community workshops such as a bike trails that will connect to regional routes. Redevelopment supportive of higher density can also be used to help create smaller blocks which will serve to break up expansive single use shopping centers, reduce surface parking and encourage transit alternatives to driving.

The amount of development was determined through an iterative process among the work group, staff and the community. The development concepts were first identified during the land use charrette, held in June 2013. The charrette included the Task Force along with additional community members, HOA representatives, local organizations, and was open to the public to witness and comment. The concepts were refined through the fall of 2013 and refined again after the results of the transportation and impact analysis this past spring. At tomorrow night's meeting, I expect there will be further discussion on the amount of development along with other outstanding questions.

See you soon,  
Marianne

Marianne R. Gardner, Director  
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