

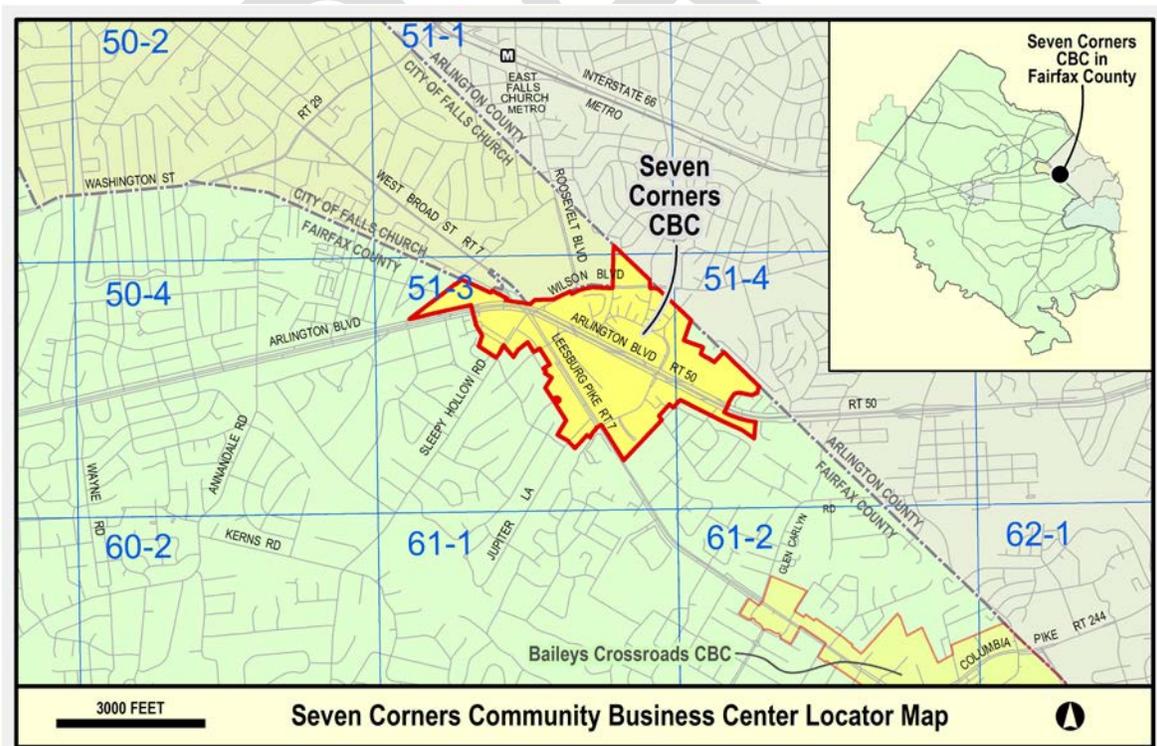
DRAFT – PA 2013-I-B2 – June 10<sup>th</sup>  
**SEVEN CORNERS COMMUNITY BUSINESS CENTER**

**LOCATION AND CHARACTER**

The Seven Corners Community Business Center (CBC) is a gateway to Fairfax County from both Arlington County and the city of Falls Church. The CBC (see Figure 23) is centered on the intersection of three regional commuter routes: Arlington Boulevard (Route 50), Leesburg Pike (Route 7), and Wilson Boulevard/Sleepy Hollow Drive. The convergence of these major routes forms the multi-cornered interchange from which the CBC derives its name. The Seven Corners CBC is a vibrant and culturally diverse community that includes approximately 203 acres. Although dominated by the Seven Corners Shopping Center, Willston I and Willston II Shopping Centers, and The Corner at Seven Corners, the CBC also contains the two high rise office towers, lower scale office buildings and a variety of residential uses including garden style complexes and townhouse neighborhoods. Surrounding the CBC are stable residential communities with a variety of densities, and a number of retail, automobile sales and service, and office uses located in the City of Falls Church which, with Arlington County, form the northern and eastern boundaries of the CBC.

The Seven Corners Shopping Center is a dominant focal point of the area and is considered both locally and regionally as the “center” of the Seven Corners CBC. The automobile orientation of this landmark, the complicated Seven Corners interchange itself, and the concentration of other highway-oriented, commercial development pose significant challenges to creating a strong sense of place.

Figure 23 – Seven Corners CBC Locator Map



## DEVELOPMENT AND PLANNING HISTORY

Known as Lee Boulevard in the 1920s, what is now Arlington Boulevard follows an early county road that ran from the Fairfax Court House via Falls Church and the Aqueduct Bridge to Washington, D.C. By the 1930s, it became a major commuter route with the expansion of the federal government during the Great Depression and the development of new, inexpensive housing in Fairfax County. Leesburg Pike is much older and followed wagon trails that stretched from the Shenandoah Valley via Leesburg to the port of Alexandria. It was known as the “Middle Turnpike” when it was improved between 1818 and 1838. Fort Buffalo, one of the major hill-top defensive works built by Union engineers during the Civil War to protect approaches to Washington, was located at the intersection of these two roads. The site was strategically chosen as one of several points of higher elevation along the ridge between Baileys Crossroads and the present Seven Corners.

After the Civil War, the area grew slowly with farms, scattered houses and crossroad stores dominating the land use pattern through the early 20<sup>th</sup> Century. After World War II, the area experienced rapid residential and commercial growth as demand for new housing, and the retail and office related uses to serve it, spread from Arlington west to rural Fairfax County. In the early 1950s, the tract of land once belonging to Frederick Foote, a free black who had purchased the land in 1864, became the site of the Seven Corners Shopping Center. This was the second and at the time largest “modern” shopping center in the Washington region. This shopping center, and the grade-separated interchange built in the 1960s, set the development pattern for the area as additional commercial development occurred from that time through the 1970s, with expansions and renovations of existing facilities during the 1980s through the 1990s.

Recognizing the age of many structures in older commercial areas throughout the county, and the opportunities and constraints of commercial revitalization and redevelopment in these areas, the Fairfax County Board of Supervisors initiated a commercial revitalization program in 1986 designating the Seven Corners area as part of a revitalization area. This designation was intended to support and encourage a comprehensive program of economic revitalization, preserve community- and neighborhood-serving retail uses, and protect stable residential neighborhoods from commercial encroachment associated with redevelopment. The primary focus in 1986 was to provide incentives for business and property owners to upgrade the area by enhancing the attractiveness of its retail establishments, continuing its neighborhood- and community-serving function, and focusing on certain “Opportunity Areas,” specifically within the Seven Corners business area.

The concept of Community Business Centers, such as the Seven Corners CBC, and providing more focused redevelopment and revitalization guidance was introduced in the county’s 1990 Policy Plan volume of the Comprehensive Plan. To further support the revitalization process, a consultant’s study of the potential for revitalization of the Seven Corners CBC was undertaken in 1997 (*Commercial Redevelopment Plan: Baileys Crossroads and the Seven Corners Revitalization Areas*, Hunter Interests, Inc., Annapolis, Maryland, 1997). This study included market analyses as well as urban design, transportation, and redevelopment recommendations for the Board-designated Baileys Crossroads/Seven Corners Revitalization Area which includes the Seven Corners CBC. The consultant’s findings and recommendations were prepared at the direction of the county’s Department of Housing and Community Development (HCD), and developed with input from a citizen focus group appointed by the Mason District Supervisor to represent area residents, civic associations, the business community, and local property owners.

In 1998, the Board designated the Seven Corners CBC as a special study area for the purpose of considering changes to the Comprehensive Plan. This enabled a later amendment of the Plan to encourage and support community revitalization efforts. This special study evaluated

previous efforts and projected the development potential for the Seven Corners CBC based on an analysis of future planned infrastructure and environmental constraints. Also in 1998, the Board designated the area comprising the Seven Corners CBC as part of the Baileys Crossroads/Seven Corners Commercial Revitalization District (CRD). This designation is a special category within the county's Zoning Ordinance intended to encourage revitalization activities by providing greater flexibility in ordinance requirements.

At the request of the Mason District Supervisor in 2012, a series of community-wide meetings and workshops were held to begin to define a community vision for the future Seven Corners CBC as well as understand concerns, interests and goals. Following the visioning workshops, a task force and two working groups were established with a focus on land use and transportation; connectivity and transportation issues; and quality of life concerns. Participants included local residents, property and business owners, and community and civic organizations. To incorporate the recommendations of the task force for encouraging the revitalization of the Seven Corners CBC, the Board authorized a Plan Amendment in 2013. Based on the community's vision, Comprehensive Plan guidance directs redevelopment in certain areas (Opportunity Areas) of the CBC by providing greater flexibility in uses and ways to achieve development potential. Within the Opportunity Areas, intensity of development is described through a combination of building height, building form and other urban design considerations instead of specific Floor Area Ratios (FARs). Streetscape and improved pedestrian, bicycle and vehicular connectivity guidance is provided for the entire CBC. In addition, a redesign of the Seven Corners interchange and surrounding roadway network is being recommended. The following guidance reflects a new community vision and incorporates a more flexible, form-based planning approach to encourage redevelopment.

## CONCEPT FOR FUTURE DEVELOPMENT

The Comprehensive Plan for the Seven Corners CBC encourages redevelopment that will increase the residential population as well as the number and variety of jobs, while encouraging a high-quality, pedestrian-oriented environment. The plan promotes a vibrant mix of land uses to enhance the quality of life for residents, while enabling business to prosper and actively contribute to the economic and social vitality of Seven Corners. The concept envisions a variety of housing types, employment options, and shopping and entertainment within walking distance of area residents. Strategically located public open spaces are planned throughout the mixed use areas as centerpieces that foster community interaction and civic events. In addition to economic diversity, higher-density, mixed-use development will support a walkable environment and establish a sense of place. By encouraging the highest quality development, the full potential of the area can be attained while protecting and strengthening the residential communities that surround the CBC. People in nearby residential areas will have attractive walking access to the CBC where their retail and entertainment needs can be satisfied, and their lives enriched by local community activities.

In the summer of 2012, area residents and businesses of the Seven Corners community came together to create a vision for the future CBC. This interaction and dialogue informed the work of the Seven Corners Task Force, which resulted in the overarching themes and guiding principles summarized below:

*Enhance* the connectivity of the area via an improved and expanded street network, new bridge connection(s), better pedestrian and bicycle facilities as well as increased transit service;

*Provide* a range of housing options for all needs, abilities, ages and income levels, and preserve the existing affordable and workforce housing;

*Protect* the surrounding established neighborhoods from further retail encroachment and traffic;

*Create* or retain compatible transitions at the edges to stable residential neighborhoods through a combination of use, intensity, scale, setbacks, and building type and height;

*Revitalize* the Seven Corners CBC by retaining or redeveloping as part of mixed-use development a mixture of neighborhood-serving retail, office, civic, and recreational/cultural uses with a broad range of housing types to serve a diverse community;

*Create* spaces that foster civic interaction and community gathering, and that incorporate public art;

*Emphasize* pedestrian scale, character, enhanced appearance and accessibility to strengthen the quality of life for residents;

*Design* developments to reduce reliance on single-occupant vehicles and provide only the minimum of parking necessary in mixed-use developments;

*Foster* high-quality design and sustainable development that limits adverse impacts on the environment and the community;

*Create* a thriving, safe, clean and dynamic urban mixed-use center that provides essential lifestyle services, amenities, and connectivity, and embraces Seven Corners' diverse community and central location as a transportation hub and historic gateway to Fairfax County.

Planning objectives for achieving this vision include:

Objective 1: Promote attractive, high-quality development that exhibits the best in design and contributes to the overall vision of Seven Corners as a premiere place to live, work, and play.

Objective 2: Employ measures such as trails, sidewalks, and complete streets to improve connectivity within the Seven Corners CBC and from the CBC to other areas.

Objective 3: Apply streetscape design to the reconstruction and addition of all roads in the Seven Corners CBC to achieve a system of interconnected complete streets to serve motorists, pedestrians, cyclists and transit users.

Objective 4: Promote new residential development within the Seven Corners CBC within planned mixed use settings.

Objective 5: Retain and enhance businesses serving the community.

Objective 6: Ensure the pattern of land uses protects the stability of neighboring residential areas by establishing transitional areas and preventing commercial encroachment into such areas.

Objective 7: Encourage mixed-use development, where appropriate, and pedestrian-oriented "destination type uses," including restaurants and small scale retailers to promote pedestrian movement and facilitate human interaction.

Objective 8: Utilize design guidelines in revitalization and redevelopment within the Seven Corners CBC to create a more attractive and functionally efficient community-serving commercial and mixed-use area.

Objective 9: Establish civic gathering spaces, green spaces, and other public amenities such as a community center, cultural center, public parks, and transit facility which will contribute to a sense of place in the Seven Corners CBC where the diverse communities represented by Seven Corners residents, businesses, and property owners can interact.

Objective 10: Incorporate planned roadway improvements which reflect context sensitive design principles and include elements of complete streets.

Objective 11: Create focal points using the planned new street grid and parks plan.

Objective 12: Establish a hierarchy of green/civic spaces connected by a pedestrian oriented network.

## AREAWIDE RECOMMENDATIONS

The areawide recommendations are intended to help achieve the future vision for Seven Corners. These recommendations present overall concepts as a framework for the specific land unit recommendations which follow, and provide guidance on areawide issues that may not be specifically addressed in the land unit text because they apply to all land units. The vision of the Seven Corners CBC creates three distinct planning areas: Opportunity Areas, the Transitional Areas and the Minimal Change Area (Figure 30). Within the Opportunity Areas, where redevelopment is envisioned, a form-based approach that emphasizes form, appearance and function is used to encourage redevelopment. In the Transitional Areas, which are expected to maintain existing uses or experience only moderate change, and for the Minimal Change Area, where existing uses are expected to be retained, a more traditional, FAR intensity-based planning approach is recommended. Both such areas may only develop under the Base Development Option. However, if consistent with the overall goals of Seven Corners, parcels in Transitional Areas may be considered for additional intensity through a concurrent Comprehensive Plan amendment and rezoning application. The amendment should redesignate a Transitional Area to an Opportunity Area so as to allow for the use of the Redevelopment Option in the newly designated area. All applicable conditions of the Redevelopment Option should be met in the rezoning. Uses in Minimal Change Areas are envisioned to remain as presently developed for the longer term.

### *Character and Overall Concept*

The ultimate goal for the Seven Corners CBC is to create a cohesive whole of its many neighborhoods and commercial centers. The sub-areas are separated by two major roadways, Arlington Boulevard and Leesburg Pike, which, without a proper north-to-south vehicular and pedestrian connection, act as barriers to the integration of the CBC. The plan concept envisions three densely developed Opportunity Areas, each with a different character, to serve the greater Seven Corners area. The three Opportunity Areas will be linked together via a new “spine road” that traverses the CBC from Wilson Boulevard over Arlington Boulevard to Leesburg Pike. The spine road will act as the central organizing construct for redevelopment in the Opportunity Areas. It will serve as the major pedestrian and vehicular north-south connector road and will be faced with street-activating uses and attractive building frontages. The central civic space will be located along one side of the spine road and other urban park spaces will link to it in order to create a pedestrian-accessible open space network. The spine road, together with a new grid of

streets that will accompany the redevelopment of the Opportunity Areas, is planned to provide new options for navigating Seven Corners, as shown in Figure 24.

A high-quality transportation network that connects neighborhoods will form a framework for a more urban environment that can be realized through mixed-use buildings located closer to the street; ground-floor retail or other uses activating key streets; an increase in residences; and walkable, tree-lined blocks laced with several types of parks and civic spaces. Such a network will provide new connections that will link the surrounding existing uses. Planned density will step back in height to lower-scale multifamily residential or townhouse development to create a compatible transition to the surrounding residential community.

Leesburg Pike is envisioned as a multimodal transit boulevard that will accommodate high capacity transit in a dedicated space within the right-of-way through the Seven Corners CBC. It will function as an urban link to both the neighborhoods to the west, in the City of Falls Church, and to the neighborhoods to the east, towards Baileys Crossroads. As a major transportation corridor, the challenge posed by Leesburg Pike is transforming it into a pedestrian-friendly environment. To achieve this, Leesburg Pike is planned to be lined with shops, residential and office buildings oriented to the street; have wide landscaped sidewalks; be accessible; have attractive bus/transit shelters; and, include a landscaped median that also serves as a refuge for pedestrian crossings. Denser developments will be concentrated along both sides of Leesburg Pike, with taller buildings along the Seven Corners Shopping Center side of the road. Crucial pedestrian and bicycle crossings are addressed in further detail in the Transportation section.

Arlington Boulevard, from Patrick Henry Drive to Cherry Street, is intended to serve as the major through corridor for vehicular traffic. It should also accommodate pedestrians and bicyclists by providing a safe and separated facility for users. Development along this corridor within Seven Corners should be more inward focused to direct pedestrian activity along Leesburg Pike as well as the spine road and the village main street.

Figure 24 – Draft Opportunity Areas Concept Map (place holder)



## Opportunity Areas

Each Opportunity Area is intended to possess a distinct character, but should be designed to function as part of a larger whole through linkages to one another and through a network of public open spaces. The individual character of each Opportunity Area will be defined through its respective uses, building type and height, level of development intensity, open spaces, architectural design and streetscapes. The three Opportunity Areas are: the Seven Corners Town Center, the Willston Village Center and the Leesburg Pike Village as depicted in Figure 25 and described in greater detail below.

Figure 25 – Draft Framework Plan



### Willston Village Center

Currently the site of the Willston Multicultural Center, surface parking, the Willston I Shopping Center and a portion of the East Falls Church Apartments, this Opportunity Area is envisioned to be more neighborhood-serving and smaller in scale than the Seven Corners Town Center. This area is planned to be organized around a village main street where ground-floor retail, an urban plaza, outdoor dining areas, and community uses will be concentrated so as to create a lively, pedestrian-friendly environment. Residential uses, office space and a community-serving recreational/cultural space should be located in the upper floors. Reflecting the predominantly residential character of this area, architecture should provide varied rooflines, use of balconies and bays and articulated building facades. Distinctive architectural treatment of ground-floor uses should distinguish the different uses. The village main street is planned to connect with the spine road to create a continuously activated pedestrian space that may continue up to Wilson Boulevard. The surrounding neighborhood should consist of medium to higher density residential development in buildings that frame the streets. Heights should transition to be compatible with existing, surrounding residential development consistent with the Maximum Building Heights Map (Figure 26). Additional pocket parks should be provided in this area along

with an athletic field that is separate from, but connected to, the existing Upton Hill Regional Park.

### Seven Corners Town Center

Currently, the Seven Corners Town Center Opportunity Area is the site of the Seven Corners Shopping Center. It is envisioned to have the highest intensity of development and the tallest buildings. Mixed-use development consisting of residential, retail, office and hotel uses is planned to be organized around a large, central plaza that will serve as the main public gathering place for the greater Seven Corners community. This civic place will be where large community events are held and will be further activated by retail and cultural uses. This plaza should be located along or connect with the spine road, which will allow convenient access to the plaza from areas to the north and south of the town center. Residential uses above or horizontally mixed on the site are intended to create a place where people can live and work and minimize their dependence on the automobile. The site will continue to be the location for the Seven Corners Transit Center, which may be relocated in conjunction with the future implementation of enhanced transit along Leesburg Pike. Architecture is envisioned to be modern with step-backs and building articulation to create a pedestrian environment at the street level. Flat rooflines that incorporate interesting towers or spires and with varied building heights throughout the area would create visual interest. Development along Leesburg Pike should be outward facing so as to enliven this corridor, have street-level retail or other active uses and, generally, be in keeping with the transit boulevard character of Leesburg Pike.

### Leesburg Pike Village

Currently the site of the Sears department store, an office building and large parking deck, this Opportunity Area is envisioned to be a predominately residential village that provides the greatest height along Leesburg Pike, and tapers in height and adjusts in building type to create an appropriate transition to the adjacent single-family neighborhood. A new road system will be created that connects to the spine road at Leesburg Pike. Neighborhood-serving retail uses, civic plazas and outdoor dining areas should be oriented to this access point. The corridor created by the continuation of the spine road south of Leesburg Pike should connect with a linear park that is envisioned to run along the rear of this Opportunity Area, and serve both as a landscaped buffer to adjacent single-family neighborhoods as well as a location for a linear trail. Development along Leesburg Pike should relate to development across the street at the town center, including the provision of street-level retail so as to reinforce the transit boulevard character that is envisioned. Connections should also be made to the adjacent urban school in terms of vehicular and pedestrian access and the provision of open space.

### *Planning Approach for the Opportunity Areas*

#### Emphasizing Form Instead of Floor Area Ratio (FAR)

The plan uses a form-based approach to incentivize redevelopment in the Opportunity Areas by emphasizing the scale, land use relationships, urban design principles and function of future development while providing flexibility with respect to specific land uses and intensities. Specifically, building form, design, and height guidance is provided in the plan to describe the development potential of properties within the Opportunity Areas in lieu of more traditional FAR limitations. As such, the amount of building areas allocated to any given property or assemblage will be prescribed by building height (Figure 26), the allotted total square footage for a sub-unit (Figure 25), urban design guidance, parking requirements, street connections and other criteria which may further affect the buildable area. This approach recognizes that FAR is not always a good indicator of good urban design, building form or project viability. With this form-based approach, developers will have the flexibility to design a project which meets their needs, while conforming to the vision of the community.

The form-based approach utilizes a maximum total development potential which applies to each individual sub-unit within the Opportunity Areas in the Seven Corners CBC. Capacity for any individual development will be dependent on satisfaction of criteria outlined within the Comprehensive Plan that support the best quality redevelopment of these areas. The total available development potential of the three Opportunity Areas combined is approximately eight million square feet (sf), with an allocation of square footage among the different sub-units and land uses as indicated in Figure 26.

Figure 26 – Opportunity Areas Redevelopment Option

	Opportunity Area	Existing Development		Redevelopment Option			
		Residential (DU)	Nonresidential (sf)	Residential (sf)	Retail (sf)	Office/Hotel (sf)	Open Space
Willston Village Center	Sub-unit A-1	589	0	1,200,000	0**	0	2.5-3.0 ac. park and field
	Sub-unit A-2		0	1,000,000	0	0	
	Sub-unit A-3		134,358	560,000	191,000	180,000	
Town Center	Land Unit B	0	630,199	2,450,000	625,000	725,000	1 ac. park
Leesburg Pike Village	Land Unit C	0	265,869	720,000	0***	0	1 ac. park
	<b>TOTAL</b>	<b>589 DU</b>	<b>1,030,426 sf</b>	<b>5,930,000 sf</b>	<b>815,000 sf</b>	<b>906,000 sf</b>	<b>4.0 to 4.5 acres</b>

\* Assumed Residential Unit Size: 1,000 g.s.f. per multifamily unit; 2,000 g.s.f. per townhouse unit.

\*\* There is an additional option in this sub-unit to permit up to 176,700 sf of retail along the planned spine road with a commensurate reduction in residential square footage to 1,010,000.

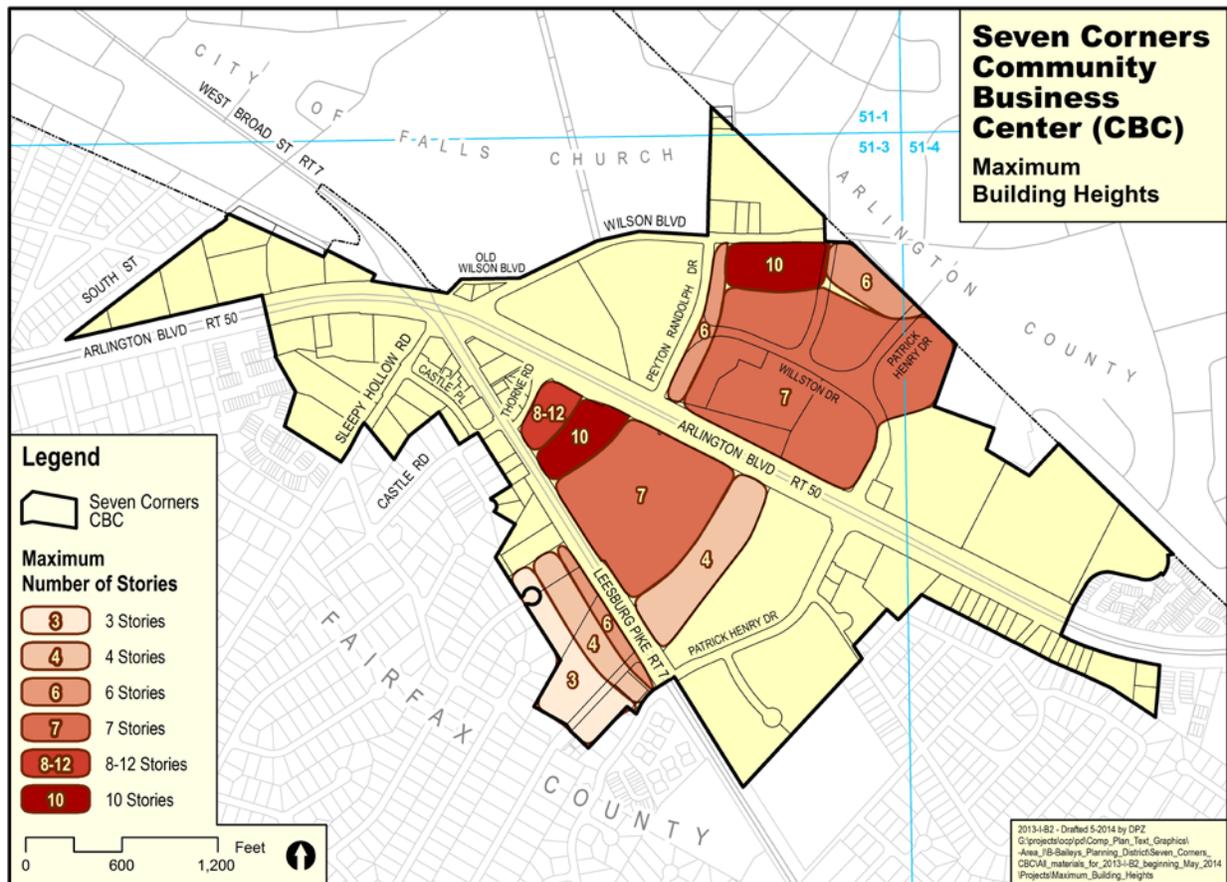
\*\*\* There is an additional option in this sub-unit to permit the addition of up to 5 percent neighborhood-serving retail (up to 36,000 sf) in addition to the total available density.

The redevelopment potential of the Opportunity Areas within the Seven Corners CBC can be achieved using the form-based approach to inform the general type, intensity, and distribution of development. The form-based approach is comprised of four major components:

1. Maximum Building Heights
2. General / Specific Land Use
3. Urban Street Design
4. Urban Design Recommendations

These four components, along with the Policy Plan guidance, will be used to implement the vision of the Seven Corners CBC. The intent is to provide a simple, easy-to-understand method for determining options, as well as for flexibility in implementation. The Maximum Building Heights map (Figure 26) illustrates the recommended maximum building height within the Opportunity Areas. General land use guidelines, as well as detailed sub-unit guidance, describe the recommended uses, and include specific conditions to be addressed. The Urban Street Network describes desired street design and pedestrian realm improvements. Finally, Urban Design Recommendations provide guidance regarding building siting, design and form, as well as approaches for addressing the building zone area.

Figure 27 – Maximum Building Heights



Building heights are highest within the Opportunity Areas, and generally taper down to the adjacent communities within and adjacent to the CBC. The tallest buildings are recommended to be located along or near Wilson Boulevard, Arlington Boulevard, and Leesburg Pike, as the larger right-of-way widths can best accommodate the planned height. The additional height will help create focal points that emphasize the core areas of Seven Corners. Further, the tallest buildings and most intense development should be located closest to transit opportunities. Those portions of the Opportunity Areas that border lower scale residential uses should transition to lower heights consistent with Figure 27 to address impacts of scale on adjacent residential areas.

#### Development Options for Opportunity Areas

##### Base Development Option:

Proposed developments should be in conformance with the base development level in the Comprehensive Plan and in compliance with all other applicable codes and regulations. Every sub-unit has a base development level, but only Opportunity Areas will have a redevelopment option. The base development level continues previously planned and zoned intensities and uses. The areawide recommendations for Urban Design, Transportation, Public Parks, and other guidance are generally applicable to the base development option.

##### Redevelopment Option:

The redevelopment option provides an increase in the development potential of certain areas in exchange for certain uses, facilities, or other elements which are deemed appropriate to

implement the vision for Seven Corners. A variety of benefits have been deemed appropriate to be considered for additional development potential, including, but not limited to:

1. Coordinated Development and Phasing – Development and redevelopment is expected to occur over time and be phased. It is important particularly when there is more than one owner of a sub-unit to coordinate development plans and phasing so that current and future phases work cohesively and implement a coordinated concept plan.
2. Contribute to the Transportation Network – Enhancements should be made to improve the pedestrian, bicycle and vehicular circulation on existing and planned roadways as depicted in **Figure ##** in the Transportation section.
3. Conformance with Urban Design and Urban Street Guidance – Redevelopment should conform to the guidance provided in the urban design recommendations and guidelines to achieve the desired building form, type and placement of buildings, and specified streetscapes. All redevelopment should demonstrate how it will contribute to the defined character of the area.
4. Public Parks – Public parks and recreation areas are shown in the concept map (Figure 34). Parks and recreation areas or contributions that exceed county urban parks framework recommendations may also be considered. These spaces are expected to be provided with the initial phase of redevelopment.
5. Public Facilities – Monetary contributions or land should be provided for identified public facilities that are needed to accommodate the future development of the Seven Corners CBC. Such facilities may include, but are not limited to a government center, cultural center, community center and/or transit facility.
6. Provide Enhanced Green Building Certification – LEED certification, or the equivalent, is the minimum expectation for the Seven Corners CBC, as established by county policy.
7. Compatibility with Adjacent Land Uses to Include:
  - a. Tapering of building height and buffering as needed to provide a transition to lower density neighborhoods, and/or
  - b. Physical connection and complementary architectural style when adjacent to higher intensity uses.
8. Provide a Significant Affordable Housing Component – A key to the continued growth of Seven Corners is the availability of a variety of housing types at a range of income levels. The Policy Plan states that affordable housing should be located close to employment opportunities and should be a vital element in high density and mixed-use development projects. As a center for jobs and commerce, Seven Corners is well situated to provide housing which will promote a vibrant CBC.

Except for Sub-units A-1 and A-2, projects with a residential component may be granted redevelopment potential if 15 percent of the residential units in new developments are affordable to households with incomes ranging up to 120 percent Area Median Income (AMI). In Sub-units A-1 and A-2, a 1:1 replacement of affordable units within the development area is expected. All affordable units should fall within the income tiers shown in Figure 28. The Redevelopment Option includes the Policy Plan density bonus and is not intended that there be an additional bonus for the provision of affordable and/or workforce units.

Figure 28

Income Tiers for Affordable Housing	
Up to 120% of AMI	2% of total units
Up to 100% of AMI	3% of total units
Up to 80% of AMI	5% of total units
Up to 70% of AMI	3% of total units
Up to 60% of AMI	2% of total units

*Planning Approach for the Transitional Areas/Minimal Change Area*

The areas of the Seven Corners CBC outside of the Opportunity Areas are referred to as either Transitional Areas or as Minimal Change Areas. Land uses and development patterns in these areas, which include, for example, the twin office towers, the Willston II Shopping Center, the Corner at Seven Corners, and the Hollybrooke Condominiums, represent stable residential areas and commercial areas not planned for redevelopment. The Transitional Areas represent a variety of uses that, given recent or continued reinvestment, location or overall community value, are planned to be retained.

Nevertheless, parcels within Transitional Areas may be appropriate for consideration of redevelopment through a concurrent Comprehensive Plan amendment and rezoning application. This approach is consistent with county policy to facilitate redevelopment in designated revitalization districts and areas. Proposals for redevelopment pursued under this option should demonstrate the ability to provide the benefits recommended for consideration under the redevelopment option in the Opportunity Areas. The concurrent Comprehensive Plan amendment and rezoning process will explore additional benefits necessitated as a result of redevelopment within the Transitional Areas.

The Plan uses a more traditional, FAR intensity-based planning approach in the Transitional Areas. New development or redevelopment could occur using the Base Development Option and consistent with sub-unit guidance. However, if consistent with the overall goals of the Seven Corners CBC, parcels in Transitional Areas would be redesignated as an Opportunity Area so as to allow for the use of the Redevelopment Option in the newly designated area. All applicable conditions of the Redevelopment Option should be met in the rezoning.

Parcels within the Minimal Change Area are not anticipated to redevelop and are envisioned to retain current uses and intensities. However, this area also has a base development option.

**GENERAL LAND USE GUIDELINES**

General and specific guidance is provided to implement the vision of the Seven Corners CBC. The following guidelines are intended to supplement the land unit recommendations.

*Land Use*

A mixture of uses should be provided in the Seven Corners CBC such that a vibrant, unique, and social place is created that extends activity beyond the normal working hours. The success of this vision is reliant on providing a broad range of dwellings, uses, and services that

respond to the needs of the local residents, employees, and regional users. The coordinated design of the Opportunity Areas within the CBC will provide new environments connected by open space, walkways, trails and roadways. These areas combined with an improved transportation network will promote competitiveness of individual uses and the CBC as a whole.

### Supported Uses

In general, mixed-use development is planned for the Opportunity Areas, as addressed in the land unit recommendations, where residential, commercial, office, hospitality, civic, institutional and retail uses or a mixture of those uses are expected within the Seven Corners CBC. Arts and cultural uses are supported in specified areas within the CBC to serve the community and to compliment surrounding uses.

### Discouraged Uses

Uses that detract from the planned vision of the CBC should be discouraged. These include, but are not limited to:

- Storage and Distribution – Storage or distribution as primary use are discouraged. These uses detract from the vision of a vibrant, urban community. If these kinds of uses are considered, they should be incorporated into a mixed-use development. For example, a self-storage facility which includes office and retail facing the street would be preferable to a warehouse without an active use component. Facilities for the storage of lumber, building materials, and similar contractor yards, should also be discouraged.
- Auto-oriented and Drive-thru Uses – New auto-oriented uses are discouraged. Uses which include drive-thrus, including fast-food restaurants, and others, do not contribute to a pedestrian-friendly environment. Drop-off areas or porte-cocheres should also be discouraged as they disrupt pedestrian and vehicular traffic flow. The creation of freestanding pad sites is also discouraged.
- Outdoor Sales and Storage – Outdoor sales of equipment and material as a primary use is discouraged. This includes motor vehicle sales, trailer sales, and other equipment. This does not include limited materials typically stored indoors, but displayed outdoors for sidewalk sales or similar events. Unscreened outdoor storage of equipment or materials should be highly discouraged.

### Alternative Land Uses

Alternative uses are those uses which may not be specifically recommended in an area, but which may be consistent with the vision of the Seven Corners CBC, and which would not have impacts which exceed those uses which otherwise would have been allowed. When an alternative land use can be demonstrated to be supportive of the desired urban form and compatible with the surrounding development and when the Plan's transportation needs, pedestrian orientation, and other urban design aspects called for in the Plan are adequately addressed, such uses may be considered. For example, a hotel use may be compatible in areas planned for office and retail use provided that such use conforms to the desired form, contributes to the pedestrian orientation, and provides needed public amenities. In addition, the Plan is flexible and encourages future opportunities for institutional, cultural, recreational, and governmental uses which enrich community life, improve the provision of public services, and enhance the area's business competitiveness. Such uses may be considered where the use and scale is compatible with planned uses. Generally, community-serving institutional uses, such as a community center, may be considered in any land unit if the use is of a similar scale and character as other uses planned for the sub-unit.

## Other General Guidelines

- Affordable Housing – For all base development proposals outside the Opportunity Areas with a residential component, affordable housing should be provided in accordance with the Affordable Dwelling Unit Ordinance and the Guidelines for the Provision of Workforce Housing set forth in the Policy Plan. Per the county policy, any residential use should provide at a minimum 12 percent of new units as affordable housing. The residential use should accommodate a variety of households such as families, senior housing and residential studio units. To the extent feasible, the units should meet ADA requirements and accommodate universal design.
- Parcel Consolidation – For all development proposals, consolidation is highly encouraged as a way to achieve the planning objectives for the CBC. Parcel consolidations should be logical and of sufficient size to allow projects to function in a well-designed, efficient manner, and address transportation needs, particularly related to access management and providing greater connectivity. In general, any unconsolidated parcels should be able to redevelop in conformance with the Plan.
- Telecommunications – New buildings should be designed to accommodate telecommunications antennas and equipment cabinets on rooftops. Such design should be compatible with the building's architecture and should conceal antennas and equipment from surrounding properties and roadways by flush mounting, screening antennas, and/or concealing related equipment behind screen walls or building features.

## HERITAGE RESOURCES

A comprehensive field survey of the Seven Corners CBC has not been conducted. The potential exists for significant heritage resources associated with the area's 20<sup>th</sup> century residential and commercial history. Prior to the rezoning process, heritage resource studies should be conducted and completed to identify significant residential, commercial, public facility and recreational resources in the area. Significant historic properties should be evaluated for preservation and incorporation into any new development plans.

The Seven Corners CBC contains the historically significant Willston planned community. Built in the early 1950s, Willston is one of the county's first planned mixed use centers. It is eligible for listing in the Fairfax County Inventory of Historic Sites and may be eligible for listing in the National Register of Historic Places. The county's Heritage Resource Management Plan, adopted by the Board of Supervisors in 1988 and referred to in the Policy Plan, provides for the registration and protection of heritage resources identified under the study unit of Suburbanization and Urban Dominance. Alternatives to wholesale demolition of the apartment complex and wholesale realignment of the streets should be considered, including redevelopment within the existing apartment buildings to preserve the current configuration. The shopping center at Tax Map Parcel 51-3((18))4 has been altered dramatically, losing its integrity and is appropriate for redevelopment. The former Willston School building at Tax Map Parcel 51-3((18))1 has been altered and is recommended for study and evaluation prior to any ground disturbing activity.

For the purpose of recording and documenting historic and architectural information, the full extent of the post-World War II Willston area needs to be identified. It should be photographed and documented prior to any ground disturbing activity by an individual who meets The Secretary of Interior's professional qualification standards. After identifying significant historic and architectural features, measured drawings and photographs should be

prepared in coordination with county heritage resources staff prior to any ground disturbing activity.

The Doctors Building at Tax Map Parcel 51-3((1))3A and 3B is significant for its mid-20<sup>th</sup> century modern architecture and is eligible for listing in the Fairfax County Inventory of Historic Sites. Eligibility for listing in the Inventory recognizes that a property meets criteria established by the Board of Supervisors to identify sites of importance; therefore, the goal is retention and preservation of the historic resource. Consideration should be given to using this building as an example of new architecture that may be planned, and incorporating it into any new area designs.

Also within the Seven Corners CBC is one of the original sandstone markers placed in 1791 to designate the original boundary of the District of Columbia. These boundary stones are listed in the National Register. D.C. Boundary Stone G, S.W. Line #8 is located at Tax Map Parcel 51-3((18))D1. Although previously moved, the stone should be retained in its current location and be incorporated into the open space of any new development. If moving the stone is unavoidable, the move should be coordinated with the Children of the American Revolution (C.A.R.) and follow guidance developed by the National Capital Boundary Stones Committee.

Any development or ground disturbance in this area, both on private and public land, should be preceded by heritage resources studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archeological resources, the artifacts recovered.

## ENVIRONMENT

Much of the natural environment of the Seven Corners CBC has been changed with development. The area contains sparse vegetation. Creation or addition of green space, planting of new trees and landscaping should be encouraged with new development and redevelopment.

Future development and redevelopment of the Seven Corners CBC should promote increased quality of life for the public and improve the quality of natural resources by employing sustainability in planning and design. The Policy Plan's Environment Section provides guidance for green building practices applicable to CBCs and includes sustainable practices such as the achievement of the U.S. Green Building Council's Leadership in Energy Environmental Design (LEED) certification or equivalent third-party certification.

Sustainable practices may include:

- *Low Impact Development (LID) Stormwater Techniques* – Innovative stormwater management techniques as provided in the Stormwater Management guidance.
- *Site Design and Construction* – Green building practices for new and renovated buildings can include the incorporation of solar orientation for heating and cooling, onsite renewable energy production, low energy lighting fixtures, green roofs, low-maintenance landscaping, and the use of recycled construction materials. Construction waste should also be recycled, when possible. Graywater should be reused on site where feasible.

- *Pedestrian Oriented Design* – Building layout and streetscape facilities with enhanced pedestrian accessibility to minimize automobile dependence in the Seven Corners CBC, supporting the goals described in the Urban Design Recommendations.

### *Water Quality*

The majority of this area was developed in an era when the goal of stormwater management was to get the water away from developed areas as quickly as possible, with no real consideration for removing pollutants or reducing impacts to receiving streams. As a result, many surrounding streams are in poor condition. Future development offers considerable opportunities to improve upon past stormwater management practices that could protect and restore local streams and reduce pollutant loads entering the Potomac River and Chesapeake Bay. New development should reduce pollutants and manage the volume and velocity of runoff through the use of LID measures and stormwater management best management practices (BMPs). Any Resource Protection Areas (RPAs) or Environmental Quality Corridors (EQCs) should be addressed in a manner consistent with Environmental Policy Plan objectives.

### *Stormwater Management*

The Seven Corners CBC is located on the drainage divide between the Cameron Run and Four Mile Run watersheds. Specifically, it is located in the upper reaches of a subwatershed associated with a tributary of Tripps Run (Cameron Run watershed) and the upper reaches of the Long Branch subwatershed (Four Mile Run). Both watersheds have long histories of urbanization, with most of the land developed before the advent of stormwater controls. Nonpoint source pollution and urban stormwater runoff greatly affect the health of these watersheds. An RPA associated with the Long Branch subwatershed is located in Sub-unit F-2. A watershed management plan was developed in 2007 for the Cameron Run watershed, and in 2011 for the Four Mile Run watershed. These plans recommend a number of spot-improvement stormwater projects within or near the CBC.

Receiving waters downstream of Seven Corners should be protected by reducing runoff from impervious surfaces within the Seven Corners CBC. By using a progressive approach to stormwater management, downstream stormwater problems can be mitigated and downstream restoration efforts can be facilitated. Measures to reach this goal may include the application of LID Techniques, including but not limited to rain gardens, vegetated swales, porous pavement, vegetated roofs, tree box filters, and water reuse. The incorporation of LID practices in street rights-of-way and parking lots will also support this goal; such efforts should be pursued where allowed. There is also a potential for the establishment of coordinated stormwater controls over multiple development sites.

### *Stormwater Design*

Environmentally-friendly stormwater design should be an integral design principle that is part of the conceptual stage of site development, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. Coordination of stormwater management controls among multiple sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all future development projects consistent with the scale of such projects and revitalization goals.

Stormwater management and water quality controls for redevelopment should be designed to return water into the ground where soils are suitable or reuse it, where allowed.

Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. In furtherance of stream protection and/or restoration through replication of natural hydrologic conditions, the emphasis should be on LID techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it. LID techniques of stormwater management should also be incorporated into new and redesigned streets, as well as parking lots, where allowed and practicable.

In addition, at a minimum the following guidelines should be followed for any application in an Opportunity Area where an intensity increase of more than 50 percent or above 1.0 FAR is proposed. Any development proposals should be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls, allowing for flexibility in specific approaches taken to achieve these guidelines.

- 1. For sites that have greater than 50 percent impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed or redeveloped condition for the two-year, 24-hour storm should be at least 25 percent less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the two-year, 24-hour storm in the post-developed condition should be at least 25 percent less than the existing condition peak runoff rate for the same storm.
- 2. For sites that have 50 percent or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the one- and two-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm.
- 3. In addition to item 1 or 2 above, stormwater runoff associated with the development should be controlled such that either: (a) the total phosphorus load for the property is no greater than what would be required for new development pursuant to Virginia's Stormwater Regulations/ the county's Stormwater Management Ordinance; or (b) an equivalent level of water quality control is provided.
- As an alternative to items 1, 2 and 3 above, stormwater management measures may be provided that are sufficient to attain the Rainwater Management credit of the most current version of Leadership in Energy and Environmental Design-New Construction (LEED-NC) or LEED-CS (Core & Shell) rating system (or equivalent of this/these credit(s)).
- As an alternative to the minimum guidelines above, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals.

The above guidelines are intended to improve stormwater management controls sufficiently to allow for improvements to the habitat and recreational values of streams near the Seven Corners CBC through natural restorative processes and/or through restoration projects.

## *Air Quality*

While there is very little heavy industry within Fairfax County and there is no expectation that any portion of Seven Corners would be recommended for such uses, air quality remains a concern. A high volume of vehicular trips through the area contributes to air pollution. Measures such as access to transit, limiting single passenger vehicle trips, ridesharing, mixed-use development, as well as tree preservation and encouraging the planting of new tree cover can all aid in the goal of air quality improvement.

## *Noise*

The Seven Corners CBC is affected by transportation noise from Arlington Boulevard, Leesburg Pike, Wilson Boulevard and other roadways. The Policy Plan recommends against new residential development and other noise-sensitive uses in areas where current and future noise levels exceed 75 decibel (dBA) day-night loudness (DNL). However, broader planning goals for the Seven Corners CBC may suggest that sites near major roadways would be appropriate for residential development and/or other noise-sensitive uses. Where such locations are proposed, efforts should be made to design these uses in order to minimize the exposure of noise-sensitive interior spaces to noise levels above DNL 75 dBA.

Where residential or other noise sensitive uses are proposed near major roadways, such proposals should only be considered with the provision of a noise study during the review of the development and appropriate commitments to noise mitigation measures. The noise study should clearly define the noise levels impacting the proposed uses as a measure of dBA DNL. The noise study should include noise contours and/or noise impacts at each façade of each affected building with current noise levels and future noise levels based on a minimum 20-year traffic volume projection for the roadway and other transportation noise sources. In addition, the noise study should identify noise levels that may affect building facades at different elevations. When a noise study indicates noise levels in excess of DNL 65 dBA on proposed noise sensitive uses, mitigation measures should be provided with the goal of achieving DNL 45 dBA for interior space and DNL 65 dBA for outdoor recreation areas. Attenuation may include siting and orientation of the noise sensitive use, as well as the use of building materials and noise barriers.

Where projected noise at affected building facades exceed DNL 75 dBA, and for dwelling units where outdoor balconies are projected to have noise levels that exceed DNL 65 dBA, then disclosure statements should be provided to affected residents and users within the impacted uses or units. The disclosure statement should clearly identify the mitigated and unmitigated noise levels for interior space and noise levels for any affected balconies. Post-development noise studies should be conducted in order to help staff evaluate the effectiveness of interior noise mitigation measures.

## TRANSPORTATION – *To be distributed on June 23rd*

- I. Overview
- II. Maintaining a Balance Between Land Use and Transportation
- III. Monitoring System
- IV. The Road Network
  - A. Enhanced Street Connectivity
  - B. Street Types and Design Guidelines
    - i. Multimodal Through Corridor (Principal Arterials)

- ii. Transit Boulevard (Principal Arterials)
    - iii. Avenues/Major Avenues (Collectors)
    - iv. Local Streets (Local)
  - C. Seven Corners Interchange
  - D. Access Management Policy
- V. Bicycle Network
  - A. Bicycle Parking
- VI. Wayfinding
- VII. Public Transportation
  - A. Route 7 (Lessburg Pike) Higher Capacity Transit Service
  - B. Circulator Service
  - C. Local Bus Service
  - D. Transit Centers
  - E. Multimodal Transportation Hubs
- VIII. Level of Service (LOS)
  - A. Impacts on Roads, Transit, Pedestrian, and Bicycle Facilities
  - B. Transportation Management
    - i. Transportation Demand Management (TDM)
    - ii. Parking Management
- IX. Funding for Transportation Improvements

URBAN STREET DESIGN – To be distributed June 23<sup>rd</sup>

- I. Introduction
  - A. Background on the Virginia Department of Rail and Public Transport (VDRPT) Urban Street Design Guidelines reference
  - B. Functional Classification Translation Matrix
- II. Street Types and Design Guidelines
  - A. Explanation of Complete Streets
  - B. Map of New Street Network with Associated Functional Classifications
  - C. Description of Street Types
    - i. Multimodal Through Corridors  
Include description and section graphic
    - ii. Transit Boulevards  
Include description and section graphic
    - iii. Major Avenues  
Include description and section graphic
    - iv. Avenues and Local Streets  
Include description and section graphic
    - v. Village Main Street  
Include description and section graphic

## URBAN DESIGN

Urban design is the discipline that guides the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. An urban environment is comprised of many elements; including streets, blocks, open spaces, pedestrian areas, and buildings. These recommendations provide guidance for each of these elements, with a focus on transforming the Seven Corners CBC from a series of disconnected, auto-oriented commercial centers and residential enclaves into a cohesive and functional mixed-use center that balances transportation needs with land uses creating a place that is valued by its residents.

The current character of the Seven Corners CBC is suburban and auto-oriented with low-scaled, single-use buildings and large amounts of surface parking, particularly along Arlington Boulevard and Leesburg Pike. Conversely, the planned urban form has taller buildings with a mix of uses, is walkable, pedestrian-oriented with buildings closer to the street and to one other, and is more-often served by structured than surface parking. Detailed urban design guidelines will be developed to provide specificity on broader Plan recommendations and aid with implementation of the Plan's concepts. The guidelines will address issues such as building materials and articulation, streetscape design, street furniture, planting design, lighting, and signage, and will provide more specific guidance on built forms and parking structure treatment. The guidelines will help define distinct identities and characteristics for each of the Opportunity Areas while strengthening the perception of Seven Corners as a cohesive place.

The following urban design recommendations provide guidance regarding the physical form of development in the Seven Corners CBC, and should be used in the development review process along with further details that can be found in the Seven Corners Urban Design Guidelines publication.

### *Building and Site Design*

Building and site design must support the pedestrian realm to create a vibrant urban environment. The location of a building on a site should not create a barrier to pedestrians by interrupting the pedestrian circulation system. Typically, buildings should be located close to the sidewalk to allow for active storefronts and other uses that engage pedestrians. Uses like loading docks, mechanical rooms, utility vaults, and exposed parking decks should be oriented away from pedestrian-friendly streets. These uses, which detract from the pedestrian experience, should be located facing service drives or placed internally to the building envelope to minimize their negative impacts.

The scale of buildings in relationship to the street and sidewalk should also be considered. Tall, continuous buildings along the sidewalk create canyon-like conditions that significantly detracts from the pedestrian experience. In general, street frontages should aim for a street width to podium height ratio between 1:2 to 1:3. (i.e., a minimum of one foot of building height for every two to three feet of street width).

The following recommendations address building siting, bulk and massing, building height, step-backs, and general parking design recommendations.

### Building Siting

The build-to line is a theoretical line on the ground indicating where the façades of buildings should be located. The line ensures that the ground floors of all buildings on a block are in line with each other at the edge of the streetscape. Exceptions to the build-to line may occur where plazas, pocket parks, or spaces for public art are located. The build-to line generally

applies to the podium (or base) of the building structure and excludes upper levels, which may be set back further to allow light and air to reach the street.

The building frontage is the portion of the building that serves to define and enclose the pedestrian realm. It aligns with the build-to line, and generally serves as a physical and visual boundary to the pedestrian realm. The building frontage typically separates exterior public space from interior semi-public or private space. The building frontage only applies to the floors of the building podium.

Proposed developments in the Seven Corners CBC should adhere to a consistently established build-to line for each block as discussed in the Urban Street Design Recommendations. The location of the build-to lines will relate to the streetscape guidelines for the street frontages of each particular project. Existing uses and buildings will not conform to the build-to line established by new development. Thus, new development and redevelopment (especially those that are phased) should incorporate visual and physical linkages to existing buildings to create a better pedestrian realm. These new buildings may use walls, landscaping, or other architectural features to visually align with existing buildings from the build-to line. Articulation along these walls can result in sculptural elements and maintain visual interest along the sidewalk.

### Bulk and Massing

Redevelopment in the Seven Corners CBC should be urban in nature. Sites should be designed to achieve the desired density goals, while remaining sensitive to the impact of development on the surrounding context. Guidance regarding building massing includes:

- Buildings should be designed with height variations to protect access to light and views and to allow for privacy.
- Building height should be arranged to allow for light at the street level and to minimize long periods of shadow on the street, adjacent buildings, or in open space.

In general, ground-floor commercial uses should be accessed directly from the adjacent public sidewalk or building zone. In the absence of significant existing topographic variation, storefronts should be at the same grade as the sidewalk and building zone.

Ground-floor residential uses, however, are encouraged to be grade-separated from the public sidewalk to distinguish the units and to provide some privacy. Ideal vertical grade change between the sidewalk and the main level of the residence is 2.5 feet to three feet. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the pedestrian realm. When grade separation cannot be achieved, a planted setback should be provided between residential uses and the public sidewalk.

If accessed directly from the public sidewalk, stairs should not impinge upon the pedestrian realm; they should be located wholly on private property in the building zone so as to not affect pedestrian movement. In lower density areas, front yards should be shallow and characterized by entry gardens, terraces, and low walls or fences that encourage a direct relationship between the building and the pedestrian realm.

### Building Height

Building height ranges for Opportunity Sites are illustrated in Figure 27. The following are general recommendations regarding building height throughout the CBC:

- Building heights in this plan are not measured in feet but rather in stories to provide some flexibility. While it is assumed that the ground floor of a mixed use or commercial building may exceed a typical floor-to-ceiling building height, remaining stories should not exceed 12 feet floor-to-ceiling.
- Buildings may be oriented to maximize their view potential, but their location and orientation should take into consideration uses in the immediate vicinity.
- Height limits do not include mechanical penthouses, architectural elements, or features affixed to buildings which are part of innovative energy technology such as solar panels, provided that these features do not exceed 25 percent of the overall building height. Except for architectural elements, these features should be effectively screened from adjoining uses.

### Step-Backs

The pedestrian experience is greatly influenced by the height of the building along the sidewalk. As a result, great care must be taken to preserve the proportion and scale of the street section so that it does not result in an overwhelming, dark, and windy corridor. Step-backs are one tool that can be used to create an appropriate proportion of street width to building height.

Step-backs result in portions of the building above the ground-floor that are set back from the build-to line at the ground plane.. As a result, pedestrians only perceive the first few floors of the building podium, and not the full height of the building. Step-backs can be used to reduce the impacts of shadows and increase sunlight in certain locations, particularly as related to public open spaces, including pocket parks and plazas. Shadow study (also called sunlight or solar shading analyses) may be necessary to ensure that adjacent buildings will have adequate light and air.

Step-backs can be used to add a measure of depth and complexity to the bulk of buildings. Step-backs may be necessary to ensure sunlight in certain locations, particularly as related to public open spaces, including pocket parks and plazas. Stepping back can create interesting elevated exterior spaces that can be used as outdoor patios or terraces in residential areas or as rooftop gardens or unique spaces for restaurants in commercial settings, which can be an asset to building users.

Step-backs should be reviewed in proposed developments to confirm the scale and proportion of the street section and their relationship to adjacent building heights and scale. The use of the step-back technique should avoid “wedding cake” architecture which can result from excessive upper story building setbacks.

### *General Parking Design Recommendations*

The following parking design recommendations are applicable to all areas of the Seven Corners CBC:

- Parking access should always be designed in such a manner as to minimize conflicts between vehicles and pedestrians and to take into account pedestrian safety. This should include reducing the number of parking access points and minimizing the widths of ramps and curb cuts where they intersect with the sidewalk.
- Vehicular access to parking lots and parking garages should be limited to local streets or service drives when feasible.

- Parking access should always be designed to be attractive and coordinated with the site plan and architecture. Views into parking structures should be minimized through the use of architectural treatments, doors, or similar treatments.
- Certain uses, such as retail, civic or entertainment, may require highly visible or clearly signed parking. In these cases, the design of the parking and its access should be reflective of the activity level that will occur within the building.

### Structured Parking

Underground parking is the least intrusive form of parking on the built environment and is the preferred method for providing parking in Seven Corners. Above-grade structured parking, or podium parking, may also be appropriate under some circumstances. Above-grade parking structures should be wrapped with active uses on all sides except along a service drive.

In some locations, exposed parking structures that are not wrapped with other uses may be unavoidable. In such cases, careful architectural detailing, lighting, and landscaping should be employed along the building frontage to mitigate the negative impacts of exposed parking levels. Generally, architecturally-treated garages should be designed to be consistent with surrounding buildings. Exposed parking structures are not permitted along the spine road, village main street, or adjacent to major public plazas. No more than 20 percent of the street frontage should be faced directly by garage and service bay openings; efforts should be taken to place these structures facing service drives. Stand-alone above-grade parking structures are discouraged, except as shared public parking facilities.

### Surface Parking

Surface parking should be avoided whenever possible. When provided, surface parking lots should be located to the side or rear of the primary use and should contain pedestrian connections that lead to the front door of the associated building. They should be intensively landscaped, well-lighted, and publicly visible for safety. Surface parking lots should provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line to enclose and define the pedestrian realm. They also should be designed to contribute to site stormwater management by using elements such as planter areas and permeable paving in the parking stall area.

### On-Street Parking

On-street parking makes sidewalks safer and provides necessary and sometimes more accessible residential and retail parking. Where on-street parking is provided, curb cuts for vehicular access should be minimized in order to increase pedestrian safety and maximize the number of on-street parking spaces. On-street parking should be parallel or angled to the street. Perpendicular, on-street parking is discouraged. Landscaped bulbouts within on-street parking areas at intersections should be utilized to increased safety and reduce crosswalk distances for pedestrians in streets.

### *Architectural Elements*

#### Building Articulation

In addition to building massing and setbacks, the treatment of building façades contributes to the quality and character of the pedestrian realm. Building articulation, in the form of an interruption in a façade consisting of a horizontal recess or protrusion, material changes,

window systems, entries, balconies and/or stoops, can be used to break down the scale of building façades and avoid long, monotonous lengths of building elevation.

Building articulation should also include changes across the height of the building. This can include material, color, and textures which express the ground floor, building podium, and higher elements. Articulation may also include cornices, different roof forms, and parapet modulation to provide visual interest. It provides the details which make buildings interesting and engaging. Further, articulation elements serve a dual purpose when they provide shade, demarcate entries, or act as gateway features.

### Fenestration and Transparency

Where ground floor retail, commercial, community or other nonresidential uses occur, the façades of the first floor should be primarily transparent for the occupied portions. Transparency should permit visibility from the sidewalk into a building and its active uses. Opaque, mirrored and translucent glass should be avoided and should not be considered transparent. Special consideration should be given to ground floor facades along the spine road, village main street, or adjacent to major public plazas to encourage an active public realm in these areas.

Blank walls are solid walls without fenestration, entries or portals. When long expanses of blank walls are located at the ground floor, they can detract from the pedestrian experience. Such conditions should not be permitted on any public street-facing façades. Proposed developments should create building façades and frontages which are appropriate to pedestrians in scale and level of detail. Active uses should be provided at the ground floor as much as possible. If blank façades cannot be avoided, strategies should be employed to mitigate their impacts. These may include the provision of applied architectural elements, material changes, murals, public art installations, special lighting, or other similar features to provide additional building detail and visual interest.

In residential buildings, the level of ground floor transparency may be lower for private uses, such as living areas. Residential lobbies and other common spaces should exhibit higher transparency and should provide a visual connection to the pedestrian realm. To ensure adequate privacy in residential buildings, the sill of ground floor windows should be placed above the eye level of passers-by on adjacent sidewalks. This can be partially achieved through raising the finished grade of the ground floor residential units.

### Signage and Wayfinding

Generally, signage should be integrated with building architecture, and should not add to the visual clutter of the streetscape. Building-mounted signs or monument-style ground-mounted signs incorporated within the building zone should be encouraged. Pole-mounted signs should be prohibited. Pedestrian-scaled signage including blade signs should be encouraged.

To enhance connectivity and orients the area to the pedestrian, bicycle, and transit riders, there should be a program of public art, signage, and/or other way-finding elements, which will make the area more attractive and inviting, and easily direct and orient residents, employees and visitors through the area.

### Public Art

The identity of the Seven Corners CBC should in part be established through the presentation and distribution of public art throughout the area. Public art can help build authenticity, remember the historically significant events in the area, and increase both a sense of pride and a sense of place. Artwork should create an inviting and attractive place for residents,

employees, and visitors. Redevelopment projects and public spaces should include works of public art in their design. These pieces of art should be selected based on factors, including, but not limited to, aesthetic, historic, cultural, or functional value. They should be located in prominent public spaces and be integrated with other urban design features. An opportunity for community input should be sought in the selection process.

## PARKS, RECREATION AND OPEN SPACE

Public access to parkland, recreational facilities, and open space are vital components of a thriving community. Within CBCs and other mixed-use activity centers, urban parks provide an outlet for residents, employees, and visitors alike to engage in both leisure and fitness activities, social gatherings, and enjoyment of green spaces within an urban environment. Creating a comprehensive park system is important not only for the social and health benefits but also for the economic benefits it contributes to the community in attracting business customers and visitors. Further, such a system can provide ecological benefits to the community by helping to improve air quality, boost local biodiversity, and reduce stormwater runoff.

As the Seven Corners CBC redevelops, transforms and grows, the need for parks and recreation facilities will increase. Few residents will have private yards making the need for functional outdoor spaces essential. The CBC's future urban function and form will be compatible with an urban form of parks that range from small pocket parks integrated into new development for casual use and respite to functional parks that provide community-building activities and events and places for youth, adult and four-legged exercise and recreation. Safe public accessibility from the public realm will lend to the usability, visibility and placemaking value of these spaces that support residents' health and wellness.

### *Current Conditions*

The Seven Corners CBC has historically been a retail and office destination centered around the Seven Corners Shopping Center. Due to the primarily commercial nature of the CBC, there is a lack of public parkland and recreational opportunities. The rectangular field located on the Willston Multicultural Center property is the only public park and recreation space located in the CBC. This field is in poor condition and not scheduled for community use; however, it is heavily used informally by nearby residents who value its existence. Public parks and recreational facilities located within one mile of the CBC include 11 Fairfax County Park Authority parks, 15 athletic fields on both Park Authority and Public School property, 14 Arlington County parks, five City of Falls Church parks, and the Upton Hill Regional Park operated by the Northern Virginia Regional Park Authority. Connectivity to and between these parks from the Seven Corners CBC is poor.

### *Typology of the Urban Parks Framework*

The Urban Parks Framework includes four distinct types of urban parks: pocket parks, common greens, civic plazas, and recreation-focused urban parks. The four urban park types span continuum of purposes, uses, sizes and features that can flexibly accommodate a broad spectrum of recreational and leisure pursuits. A distinction should be made between urban parks that align with the typology and urban design elements such as streetscape areas, sidewalk cafes, commercial entertainment venues, and retail browsing areas. As the Seven Corners CBC redevelops, the following park typologies should be utilized:

### Pocket Park

Usually less than once acre, these urban parks are small-scale open spaces incorporated into developments and designed for casual use by people working and living in the immediate area. A pocket park is designed as a single “room” to provide limited casual open space to enjoy individually or in social interactions. These spaces may consist of hardscape elements or lawn and landscaped areas, seating and visual amenities.

### Common Green

Larger than pocket parks, these urban parks include flexible open spaces with open lawn areas, serving as the recreation and social focus of a neighborhood or larger area. Size generally depends on the context, function and area, but should be a minimum of one acre. Although a central lawn is the main focus of this type of park, it may be designed with multiple “rooms” offering a mix of complementary uses and/or large enough to support multiple simultaneous activities. The common green could function as unscheduled open space for uses such as picnicking and unstructured play or be programmed for athletics, public gatherings, performances and special events. The common green may include facilities such as off-leash dog areas, community garden plots, landscaping, water features, shade structures, gathering areas, amphitheaters, space for public art, and/or hardscape areas. Examples of recreational facilities include tot lots and playgrounds, small skate parks, fitness courses and paved trails, and sport courts.

### Civic Plaza

An important feature of the park network will be a centrally located civic gathering plaza in each district. This publicly accessible park includes public art and multiple activity areas and is large enough to support casual un-programmed use as well as community events. This type of urban park includes public gathering spaces set aside for civic purposes and commercial supporting activities. Civic plazas are usually located at the intersection of important streets or other significant locations and serve as a focal point and unique placemaking feature. Public squares that are surrounded by public streets are also an example of this type of urban park. Flexible, programmable spaces in multiple “rooms” are generally included. Design includes primarily hardscape elements, but may include trees or other landscaping, seating, public art or water features. Size generally depends on the context, function and area, but should be a minimum of one acre. Depending on size, civic plazas could support open air markets, concerts, festivals, outdoor exercise classes or special events. Recreation amenities may be incorporated as complementary facilities, but do not predominate.

### Recreation-focused Urban Park

Appropriate recreation facilities will serve a variety of needs and add to the vibrancy of the Seven Corners CBC. In densely-populated urban areas, recreation needs should be addressed with the inclusion of recreation facilities in an urban park setting to serve local residents, visitors, and workers. This park type is distinguished by its primary function to provide recreation facilities for nearby residents and workers. Facilities such as athletic fields, multi-use courts and skate parks should be provided. Facilities could be scheduled or casually used. Athletic fields should have synthetic turf and lighting to maximize use. Support facilities and amenities such as trails, seating, tot lots, shade structures, water features, picnic areas, restrooms, landscaping or hardscape should be provided to complement the recreational component. Parking needs should be addressed through shared parking agreements with adjacent developments. The size of the park should be appropriate to accommodate the recreation facilities and support amenities located there.

## Linear Green Spaces

In addition to these four urban park types, linear green spaces provide for pedestrian connectivity within an urban area. These spaces are designed for casual outdoor use and consist of continuous lengths of outdoor trails that are a minimum of eight-feet wide and may include amenities and/or design features such as trailheads, orientation features and wayfinding signage. Outdoor linear facilities are popular for jogging, dog walking, biking, walking, and/or general outdoor enjoyment. Creation of continuous linear spaces for recreation provides an important amenity that can be linked with pedestrian and bicycle street elements. Linear greenways that utilize urban stream valleys for trails and trail connections are another form of linear urban space.

## Concept

The conceptual vision for creating a comprehensive park system for the Seven Corners CBC (Figure 29) is based on the Fairfax County Urban Parks Framework adopted by the Board of Supervisors. Under the redevelopment option, the concept plan envisions a large-scale civic plaza in the center of the Seven Corners Shopping Center (future Seven Corners Town Center), a common green associated with the future redeveloped Willston Multicultural Center (future Willston Village Center), multiple pocket parks and linear green spaces throughout the CBC, and several recreation-focused urban parks with additional recreational facilities dispersed throughout the CBC. Potential locations are indicated in the conceptual park system map to generally depict the distribution and connectivity of parks throughout the CBC, although alternative or additional locations are not precluded. Ideally, the comprehensive park system will include a complement of urban park types in order to serve local leisure needs; support environmental sustainability goals; and contribute to the area's sense of culture, liveliness and identity. These publicly-accessible park spaces can be publicly owned, privately owned, or provided through public-private partnerships.

In addition to those areas indicated on the concept plan, future development should be resourceful in its provision of recreation spaces, which could include non-traditional locations. Creative urban park initiatives may include rooftop parks, flexible programming areas, recreation facilities and redevelopment at nearby existing parks. Indoor facilities and program space within private buildings is also desirable. This may include space for exercise and fitness classes or education workshops. With any of these approaches, visual and physical accessibility to the public is essential.

## Civic Plazas and Common Greens (Land Unit A & B)

Under the Redevelopment Option, to serve as community destinations in the Seven Corners CBC, a large-scale civic plaza of up to at least one acre in the center of the Seven Corners Shopping Center (future Seven Corners Town Center) and two complementary common greens is envisioned. A common green of approximately one acre associated with the future redeveloped Willston Multicultural Center (future Willston Village Center) is also envisioned and may be co-located with other redevelopment facilities. These park spaces will serve as the principal location in predominantly commercial areas for leisure activities, community events like farmers markets and festivals, and other casual group or individual uses. The civic plaza should be larger than the common greens and be viewed as the primary public gathering space in the CBC. These parks will be linked by a central spine road that connects the northern land units of the CBC to the southern land units. This spine road will improve connectivity for vehicles, pedestrians and bicyclists and will have appropriate streetscape treatments and grade-crossings. While each park space should be designed for its respective setting, placemaking elements should be incorporated to serve as focal points and to ensure park spaces are activated and

inviting to the public. There is no limit to the variety of placemaking elements, which can range from public art to interactive water features such as fountains and splash-pads.

### Pocket Parks and Linear Green Spaces (Land Units A, B, & C)

The Seven Corners CBC is envisioned to have a variety of pocket parks designed for casual use by people working and living in the immediate area. Pocket parks in predominantly commercial areas should be designed as retreats from the urban environment with pleasing landscaping and seating areas, while pocket parks in predominantly residential areas should be designed for casual leisure use and include facilities such as picnic tables and small-scale recreational facilities like bocce ball courts, climbable art, and game tables. In addition, a pocket park is envisioned to specifically incorporate the historic D.C. boundary marker located in the northern part of the CBC to provide cultural history interpretation.

Incorporating linear green spaces to connect key locations within the CBC, both the public realm and publicly-accessible park spaces, will help enhance pedestrian connection corridors and provide a buffer between established neighborhoods and planned redevelopment.

### Recreation-Focused Urban Park (Land Units A and C)

Active recreation needs in the Seven Corners CBC is envisioned to be addressed through the provision of athletic fields to serve local residents, visitors and workers. In addition to the existing rectangle field that will be retained through the future Willston Multicultural Center redevelopment, a second athletic field is needed. This new athletic field is envisioned to be provided in Land Unit A in order to support redevelopment growth throughout the Seven Corners CBC. These athletic fields will support both scheduled and informal uses by individuals and groups, and a variety of activities and sports.

### Urban Parkland/Recreational Facility Standards and Implementation Guidelines

Implementation of the conceptual park system for the Seven Corners CBC, including the provision of onsite recreation facilities and/or contributions to offset development impacts, should be guided by the Urban Parks Framework and recreational service level standards outlined in the Park and Recreation element of the countywide Policy Plan. The provision of parkland should be proportionate to the impact of the proposed development on park and recreation service levels using the Urban Park service level standard. New development in urban areas should provide at least 1.5 acres of publicly-accessible urban parkland per 1,000 residents and one acre of urban publicly-accessible parkland per 10,000 employees. Needed recreational facilities should also be provided onsite. Expected parkland needs within the CBC, assuming full build-out under the Comprehensive Plan is estimated at 13 acres. Further, expected recreational needs include at least three playgrounds, four sport courts, and three athletic fields. Presently, there is not any public parkland or recreational facilities in the CBC except the rectangular field on the Willston Multicultural Center property.

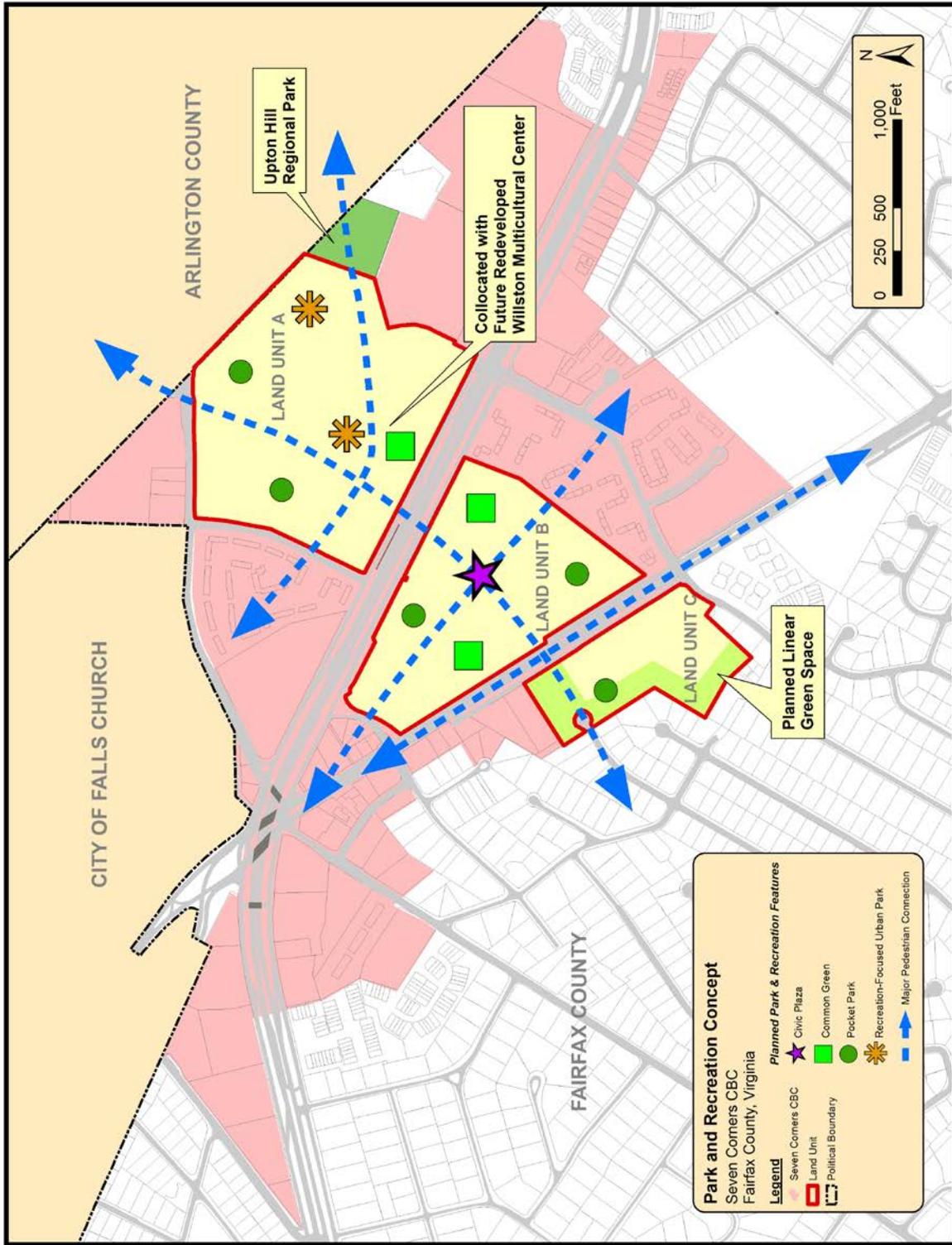
While many CBC redevelopments will include onsite urban park amenities and small-scale recreational facilities, contributions toward the provision of athletic fields will also be needed to ensure a park system that adequately serves broad community needs for active recreation. Moreover, CBC redevelopments should provide a monetary contribution to the Park Authority to help address this broad community need for athletic fields. In the event land and/or facilities are provided onsite, or generally within the service area of the CBC, this monetary contribution amount may be adjusted. While this monetary contribution will primarily fund athletic field construction within the CBC, it may also be used to upgrade existing fields within the service area of the CBC to improve field playing capacity and help address active recreation needs.

Innovative approaches can be used to ensure provision of recreational facilities, especially athletic fields that meet service level standards. This may include indoor and rooftop facilities or those located above underground stormwater management facilities. Collocation with other public facilities is also appropriate. In addition, park and recreational trends should be evaluated over time to address emerging needs and facilities.

Facilities that contribute toward meeting the parks and open space needs in the Seven Corners CBC may be privately owned, developed, and maintained. However, such facilities must be publicly-accessible during appropriate hours and must meet or exceed the same service level standards as any publicly owned and developed parks or open spaces.

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Figure 29 - Seven Corners Parks and Recreation Concept Map





The Seven Corners CBC is divided into land units and related sub-units for the purpose of organizing land use recommendations. The boundaries of the land units and sub-units are indicated in the above Figure 30. The land units and sub-units are further characterized as Opportunity Areas, Transitional Areas and Minimal Change Area as described in the sections that follow.

### *Opportunity Areas*

Refer to Figure 25 in the Areawide Recommendations section in conjunction with specific Plan text for Land Units A, B and C. Opportunity Areas are recommended for redevelopment as mixed-use nodes consisting of residential uses that are mostly multifamily in type as well as office, hotel, neighborhood and community serving retail and/or institutional uses.

It is possible that the redevelopment of the Opportunity Areas will occur in phases. Consolidation of entire sub-units or one or more individual sub-units is highly desirable, although it is recognized that achievement of this objective will be influenced by market and other factors. Where full consolidation is not feasible, it is expected that proposals will demonstrate that development will not prevent unconsolidated parcels from developing at the maximum planned potential, and demonstrate how coordinated development could occur over time.

### Land Unit A (Willston Village Center)

Land Unit A is bounded by Wilson Boulevard to the north, Arlington County to the northeast, Patrick Henry Drive to the east, Arlington Boulevard to the south, and Peyton Randolph Drive to the west. The area contains the Willston Shopping Center, a community-serving retail center with some additional office uses, and the Willston Multicultural Center. Residential uses are represented by the Seven Corners Apartments and the East Falls Apartments. Under the redevelopment option, this area is planned to become the Willston Village Center. Anchoring the northern end of the spine road and bridge, the village center will be organized around a grid of streets with sidewalks and other pedestrian-oriented features. Design and/or contributions toward the construction of the spine road/bridge and other planned transportation improvements, onsite and offsite, should be provided, as deemed appropriate. Two recreation-focused urban parks, a pocket park and common green, are planned for this land unit. Within the overall planning concept described above, the following recommendations apply to specific sub-units of Land Unit A:

#### Sub-unit A-1

Sub-unit A-1 is bounded by Wilson Boulevard to the north, John Marshall Drive and the Willston Multicultural Center to the east, Arlington Boulevard to the south, and Peyton Randolph Drive to the west. At the base development level, this area is planned for, and developed with, residential use at a density of 16-20 dwelling units per acre.

Under the redevelopment option, this sub-unit is planned for a maximum of 1,200,000 square feet of multifamily residential use with ground floor retail and other commercial uses fronting the spine road that traverses the length of the sub-unit. The spine road is an essential multimodal corridor that will connect the three different Opportunity Areas from Wilson Boulevard over Arlington Boulevard to Leesburg Pike. Building heights should be no taller than six stories fronting on Peyton Randolph Drive but may increase to seven stories in the remainder of the sub-unit, except that up to ten stories may be allowed along the Wilson Boulevard frontage. Redevelopment of this sub-unit should provide elements of the street network with streetscape, and a pocket park. Design and/or contribution should be provided toward the

construction of the spine road and bridge and of other planned transportation improvements, both onsite and offsite. As described in Recommendation 9 under “Development Options for Opportunity Areas,” a 1:1 replacement of units that are affordable to households with incomes up to 120 percent of the median income should be provided with redevelopment.

#### Sub-unit A-2

Sub-unit A-2 is bounded on the north by Wilson Boulevard and Arlington County, Upton Hill Regional Park and the Willston II Plaza shopping center to the east, Patrick Henry Drive to the south, and John Marshall Drive to the west. At the base development level, this area is planned for, and developed with, residential use at 16-20 dwelling units per acre.

Under the redevelopment option, this sub-unit is planned for a maximum of 1,000,000 square feet of multifamily residential use. Building heights should be no taller than seven floors, tapering down to six floors along the Arlington County line. Redevelopment of this sub-unit should provide elements of the street network, a recreation-focused urban park, and incorporation of the historic D.C. Boundary Stone marker located within this land unit into a pocket park. As described in Recommendation 9 under “Development Options for Opportunity Areas,” a 1:1 replacement of units that are affordable to households with incomes up to 120 percent of the median income should be provided with redevelopment.

#### Sub-unit A-3

Sub-unit A-3 is bounded on the north and east by Patrick Henry Drive, by Arlington Boulevard to the south, and by Peyton Randolph Drive to the west. A pedestrian bridge connects the land unit to the Seven Corners Shopping Center on the south side of Arlington Boulevard. At the base development level, this area is planned for, and developed with, public facility use and includes the Willston Multicultural Center (formerly the Willston School), which houses a variety of community services and has a playground and an unimproved athletic field. The northwest quadrant of this sub-unit at the intersection of Patrick Henry Drive and Arlington Boulevard includes the Willston Shopping Center [Tax Map Parcel 51-3((18))4]. Except for the former Willston School site, this area is planned for community-serving retail use up to .35 FAR.

Under the redevelopment option, this area is planned to become the heart of the Willston Village Center. A maximum of 930,000 square feet is planned, with a mix of multifamily residential with ground floor retail, office/hotel use, and enhanced public open space. Building heights should be no taller than seven stories, with emphasis on creating a village-scaled main street parallel to Arlington Boulevard and Patrick Henry Drive. Redevelopment of this sub-unit should provide a recreation-focused urban park, a common green and elements of the street network with streetscape. Design and/or contribution should be provided toward the construction of the spine road and bridge, and of other planned transportation improvements, both onsite and offsite.

#### Land Unit B (Seven Corners Town Center)

Land Unit B is a wedge of land east of the intersection of Arlington Boulevard and Leesburg Pike and bordered by Patrick Henry Drive, Leesburg Pike Thorne Road and Arlington Boulevard. The land unit is dominated by the Seven Corners Shopping Center, and includes a transit (bus transfer) center along the Arlington Boulevard frontage road. A pedestrian bridge connects properties on the north side of Arlington Boulevard to the shopping center. At the base development level, the Seven Corners Shopping Center is planned for, and developed as, a regional shopping center up to .50 FAR. Any additional development on this site should be designed in a manner that is integrated with the existing shopping center.

Under the redevelopment option, this area is planned to become the Seven Corners Town Center area that anchors the southern end of the new spine road and bridge that will cross over Arlington Boulevard. A new internal grid of streets, major pedestrian corridors, a major civic plaza and pocket parks are planned for this land unit. Planning for the internal street grid should be organized around the location of the central spine road and should be designed to divide the site into pedestrian scaled, walkable blocks. New streets should provide multiple connections with Leesburg Pike. Design and/or contribution should be provided toward the construction of the spine road and bridge and of other planned transportation improvements, both onsite and offsite.

This land unit is planned for mixed use development at a maximum of 3,800,000 square feet. Approximately two-thirds of the development should be residential use, with the remaining development comprised of retail, office or hotel uses. The tallest buildings should be located closest to the Seven Corners intersection, tapering down toward the stable residential neighborhood on the eastern end. Building heights should range from up to 12 stories down to four stories as depicted in Figure 26. Opportunities exist for one or more tall signature buildings that can serve as focal points for the area. Redevelopment should emphasize urban design that supports redeveloping the edge of Leesburg Pike with a transit boulevard character with enhanced transit serving the corridor. The potential relocation of the existing transit center should be evaluated in conjunction with future redevelopment and future enhanced transit service along Leesburg Pike.

#### Land Unit C (Leesburg Pike Village)

Land Unit C fronts on Leesburg Pike, south of its intersection with Patrick Henry Drive, and is directly across from the Seven Corners Shopping Center. At the base development level, it is planned for and developed with a community serving office and retail uses. The dominant use is the free-standing Sears department store located on Tax Map Parcels 51-3((11))190A and 51-3((23))A on Leesburg Pike, west of Juniper Lane. This portion of the land unit is planned and developed for retail use at an intensity of .45 FAR. Tax Map Parcels 51-3((1))27A, 51-3((23))B, C, and C1, to the south of Patrick Henry Drive are planned and developed with office use at an intensity of .50 FAR. These parcels serve as a transition from the Seven Corners CBC to the surrounding neighborhoods and are also designated as gateway locations as they are located at one of the entrances to the CBC.

Under the redevelopment option, this land unit is planned to become the Leesburg Pike Village, organized around a street grid with a maximum of 720,000 square feet of townhouses and multifamily residential with the option to permit the addition of up to five percent neighborhood-serving retail (up to 36,000 square feet) in addition to the total planned density. The tallest buildings should be located closest to Leesburg Pike and should be no more than six stories in height, tapering down towards the stable residential neighborhood on the eastern end with maximum heights of three stories. To implement this vision, townhouses are planned adjacent to the single-family residential neighborhood. In addition to other conditions provided in this plan, redevelopment of this land unit is contingent in part upon providing a sufficient landscaped buffer and linear park adjacent to the existing residential neighborhood and school. Additional elements of the street network and a pocket park are also planned for this land unit.

#### *Transitional Areas*

All of the land units and sub-units described in this section are planned as Transitional Areas, except for Sub-unit F-2, which is planned as a Minimal Change Area. As previously described, Transitional Areas are not planned for immediate redevelopment, but may be considered for such in the future through a separate study process. Minimal Change Areas are not planned for redevelopment and current uses should be retained in the long term.

## Land Unit D

This land unit is directly east of the Seven Corners interchange, south of Wilson Boulevard, west of Peyton Randolph Drive and northeast of Arlington Boulevard. It includes the Corner at Seven Corners shopping center, which is planned for, and developed with, community-serving retail use at the current intensity of .25 FAR. Additional parking lot landscaping and pedestrian connections to adjacent uses are encouraged. The eastern portion of this sub-unit includes the Villages at Falls Church Condominiums that is planned for and developed with residential use at 16-20 dwelling units per acre.

## Land Unit E

This land unit is located north of Wilson Boulevard, between the boundaries of the City of Falls Church and Arlington County. It is planned for, and developed with multifamily residential use at a density of 16-20 dwelling units per acre and developed with the Cavalier Club apartments on Tax Map Parcel 51-3((1))43. Neighborhood-serving retail uses planned at an intensity of up to .25 FAR are also present.

## Land Unit F

Land Unit F extends south of the Arlington County border to Leesburg Pike and is bisected by Arlington Boulevard. It is bordered to the west by the Seven Corners Shopping Center and Patrick Henry Drive and to the southeast by the Ravenwood Tower apartments and a stable single-family residential neighborhood. The land unit contains a variety of community-serving retail, office and residential uses. Within the overall planning concept described above, the following recommendations apply to specific sub-units of Land Unit F:

### Sub-unit F-1

This sub-unit is located in the northernmost quadrant of the intersection of Arlington Boulevard and Patrick Henry Drive. It includes a variety of community-serving retail and office uses. Directly east of Patrick Henry Drive is the Willston Center II [Tax Map Parcel 51-4((1))2B and 24C] and additional retail development on Tax Map Parcel 51-4((1))4. These parcels are planned for, and developed with, retail use at an intensity of .35 FAR. The easternmost portion of this sub-unit (Tax Map Parcel 51-4((12))5A) is planned for, and developed with, office use at an intensity of .20 FAR. Office and retail uses within this sub-unit are planned to be retained at their current intensity. Buffering along the northern and eastern edges of this sub-unit is encouraged to screen the adjacent residential uses.

### Sub-unit F-2 (See Minimal Change Area)

### Sub-unit F-3

Tax Map Parcels 51-3((18))8A, 8F1, and 8F2, located at the southeast quadrant of the intersection of Arlington Boulevard and Patrick Henry Drive, are planned for and developed with neighborhood-serving retail use up to .35 FAR. Tax Map Parcel 51-3((18))8E is planned for, and developed with hotel use, and should continue at the existing intensity of approximately .50 FAR.

To provide a transition in land use intensity between Arlington Boulevard and the Lee Boulevard Heights subdivision to the south, Tax Map Parcels 51-4((15))1-21 are planned for townhouse office use at an intensity up to a .35 FAR, well-buffered from the residential uses to the south. Tax Map Parcels 51-4((2))B)1-2, 51-4((2))A)4-9, and 51-4((1))6 and 8 are planned for office use at an intensity up to .25 FAR, with retention of existing residential structures

encouraged to form a transition zone. As an option, this area may be considered for redevelopment with townhouse office uses up to .35 FAR if logical consolidation of parcels is achieved and designed in a manner compatible with the surrounding neighborhood by the development being residential in appearance, building height being limited to four stories, and a 35 foot buffer provided adjacent to single-family residences, which includes a solid wall and effective landscaping. In addition, development proposals should improve the area's storm water drainage and traffic circulation. These parcels are designated as a gateway location.

### Land Unit G

Land Unit G is centered on and comprises four of the seven corners for which the area is named. The land unit contains an elongated strip of free-standing retail and office uses, most of which front on and have access to Leesburg Pike and Sleepy Hollow Road. It is bordered by the City of Falls Church and Arlington Boulevard to the north, Thorne Road and Leesburg Pike to the east, and stable residential neighborhoods to the west and southwest. The following recommendations apply to the specific sub-units of Land Unit G:

#### Sub-unit G-1

This sub-unit is immediately adjacent to the Seven Corners. The land is divided into two sections: the larger area south of Arlington Boulevard and east of Leesburg Pike is planned for neighborhood-serving retail or office use at an intensity of up to .35 FAR. As an option, land within this sub-unit may be considered for retail and office mixed use at an intensity up to .50 FAR if full consolidation of parcels is achieved. The smaller portion of the sub-unit north of Wilson Boulevard is developed with and planned for neighborhood-serving office use at its current intensity of approximately .10 FAR.

#### Sub-unit G-2

This sub-unit is directly south of Arlington Boulevard, west of its intersection with Leesburg Pike and Sleepy Hollow Road. Parcels fronting Arlington Boulevard are planned for neighborhood-serving retail or office use at an intensity of up to .50 FAR. As an option, retail and office use at an intensity up to .70 FAR may be considered provided that substantial and logical consolidation is achieved, including Tax Map Parcels 51-3((1))6A and 8A and 51-3((5))2 and 3C, and peak-hour vehicular trip generation for the mix of use is determined to be no greater than that for office use at .50 FAR. Sharing of structured parking by adjacent uses should be encouraged. With any redevelopment, access points should be minimized and provided to both the frontage road (Arlington Boulevard ramp) and Sleepy Hollow Road.

Tax Map Parcel 51-3((1))9B is separated from land to the north by a substantial change of elevation and is oriented to Sleepy Hollow Road. It is planned for and developed with community-serving office use at the existing intensity. The area to the southwest (Tax Map Parcels 51-3((34))1A-3R) is developed with and planned for townhouse style office use at the existing intensity. Tax Map Parcel 51-3((1))9A, on Sleepy Hollow Road, is developed with and planned for public facility use as a hospital at the existing intensity.

#### Sub-unit G-3

This sub-unit is directly south of the intersection of Leesburg Pike and Sleepy Hollow Road. Tax Map Parcels 51-3((13))2B, 38 and 39 fronting on Leesburg Pike between Sleepy Hollow Road and Castle Roads are planned for, and developed with, retail uses at an intensity of .15 FAR while the remainder of the sub-unit is planned for and developed with community-serving office uses at an intensity of .90 FAR.

As an option, office use at an intensity up to .50 FAR may be considered for Tax Map Parcels 51-3((13))38 and 39 and/or Tax Map Parcels 51-3((17))2B - 4A4 provided that the grouping of parcels is consolidated. As a further option for these parcels, office use at an intensity of up to .70 FAR may be considered with consolidation of two or more acres.

The Seven Corners Fire and Rescue Station is located on Tax Map Parcels 51-2((1))11 and 51-3((15))4. This area is planned for public facility use and serves as a transition between the commercial area to the north and east and the townhouse and single-family neighborhood to the south and east.

#### Sub-unit G-4

Tax Map Parcels 51-3((1))30 and 31, 51-3((11))188A, 51-3((13))5, 10 and 11 has an existing office building that is planned as the county's first, adaptive-reuse urban public school. This area is planned for public facility use and serves as a transition between the commercial area to the north, the planned mixed-use retail and multifamily development to the south and east, and the existing single-family neighborhood to the west.

#### Land Unit H

Land Unit H is a triangular-shaped area bounded by the City of Falls Church to the northeast, South Street to the northwest, and Arlington Boulevard to the south. The area is bordered by a stable residential neighborhood to the northeast and by automobile sales and service uses to the north, in Falls Church.

This land unit includes areas planned for, and developed with, neighborhood-serving retail uses at the existing intensity on Tax Map Parcels 51-3((1))2 and 3, and the visually prominent high rise office towers located on Tax Map Parcels 51-3((1))1B and 1E. Tax Map Parcel 51-3((1))1D is planned for a residential and retail mixed-use project. Tax Map Parcel 51-3((1))1 is developed with a hotel. The overall planned intensity of A small automobile service use is located on Tax Map Parcel 51-3((1))1A, at the intersection of Arlington Boulevard and South Street. Tax Map Parcels 51-3((1))1A-1E are planned for mixed use and should continue at the same intensity.

As an option, Tax Map Parcels 51-3((1))2 and 3, located directly at the intersection of Arlington Boulevard and Hillwood Avenue may be considered for retail and/or office use up to .50 FAR if the two parcels are consolidated and access coordinated with Tax Map Parcels 51-3((1))1B and 1E or provided as far west of the intersection as possible. As a further opinion, the entire sub-unit may be considered for retail/office mixed use up to .70 FAR provided that full consolidation is achieved and higher structures are located to the east, away from the adjacent single-family detached residential areas. At this higher intensity, a traffic study at the time of redevelopment should be performed.

With any redevelopment, primary access points should be minimized with parking lots or structures situated to minimize visual and noise impacts on adjacent residential uses. Any redevelopment should also address the Seven Corners CBC future street grid found in the Transportation section to the best of its ability. The type of buffering and screening provided along South Street should be designed to maintain the residential character of this street.

*Minimal Change Area*

Sub-unit F-2

The multifamily residential uses along Patrick Henry Drive south of Arlington Boulevard and north of Leesburg Pike are planned for, and developed with, residential use at a density of 16-20 dwelling units per acre. These apartments and condominiums are a source of affordable housing and function as a transition between commercial development and other residential development. This residential area of the sub-unit is a Minimal Change Area because although some new infill development may occur within this area, no change is contemplated.

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