

Seven Corners Community Business Center Plan Amendment - Task Force Comment Compilation and Staff Response

Tuesday, September 23, 2014

Ref. #	Theme/Issue	Commenter	Comment	Response
Proffers and Phasing Implementation				
3	Phase-ability of the plan. Interim changes should not require proffering the full transportation plan, parks, etc. Proffer commitments should be proportional to the increased density.	Vince Burke	The concept of ensuring a viable transition from a vehicle oriented shopping center to a walkable mixed-use development needs to be adequately covered in the plan language. We would like the plan to accommodate interim investment and avoid triggering setbacks, dedications, design requirements, & transportation improvements that are incongruous with the current operation. We would like to see language that specifically addresses a phased implementation of the plan for Land Unit B.	Impacts associated with development need to be mitigated. However, such mitigations must be proportional to the impact caused by new development in accordance with Virginia state laws. References: Page 11 in the Seven Corners draft Comprehensive Plan Appendix 6 in the Fairfax County Policy Plan Reference Examples: There are a number of examples in Tysons where new development plans are designed to be developed in many phases and the county worked with land owners to identify appropriate improvements to match level/type of development.
76	Phase-ability of the plan. Interim changes should not require proffering the full transportation plan, parks, etc. Proffer commitments should be proportional to the increased density.	Jim Edmondson	It is not "possible" that redevelopment will happen in phases. It is certain , at least in A-2, if only because of the financing for replacement affordable units. In the near or intermediate terms, full consolidation is highly unlikely. The factors most affecting development to the parcels' full potential are a) building heights and their effect on cost, b) parking requirements and their cost, c) street design and its cost, and d) proffer contribution demands and their costs. I suggest that the language in the Plan should fully recognize the development realities.	
33	Redevelopment Options	Karl Moritz	The language on page 10-11 12 outlines the link between the increase in development in exchange for uses, facilities, and other elements. The eight categories seem to me to be the right ones. How number 1 and 2 are implemented is key. There is considerable interest on the part of the community, and I'm sure it will be helpful to potential developers too, to have implementation expectations as clear as possible. Whether this is through additional implementation language in the Plan itself (the Annandale Plan is somewhat more specific about what must be provided to achieve the increased density) or through another means (an implementation or phasing plan, rezoning guidelines, etc.), I don't have an opinion yet. I note that urban design guidelines are to follow this plan; possibly the implementation guidelines could follow as well. If they do follow the plan, community members will want to know what the parameters of these guidelines will be before the plan is adopted.	This comment is similar to the two comments above in that the county is trying to achieve a balance between development impacts and level of density. Any proposed development plans in Seven Corners will be expected to provide their proportional share of improvements for each of the 8 categories listed on Page 12. Detailed design guidelines for Seven Corners will be developed following Plan adoption.
Affordable Housing				

37	Affordable Housing	Jim Edmondson	Like the Tysons Plan, it does not address any needs for truly low-income households, new or replacement. The wording calls for 1:1 replacement of affordable units in A-1 and A-2, an appropriate goal. However, the income tiers in Figure 28 - in effect, the Tysons tiers - bear no resemblance either to the incomes or current residents or to the housing needs of households with incomes far below 60% of area median, of which there will be thousands in Fairfax more over the next 20 years.	The proposed tiers are segmented in ranges that state "up to" for each income level. These are minimum thresholds to be achieved at the time of a rezoning. A development proposal may voluntarily designate a greater number of units to be affordable to those at lower income levels. If greater affordability was desired, the county could explore, with the land owner, funding sources or other opportunities to improve the financial feasibility of a new development/redevelopment. Since funding sources change over time and are largely dependent upon the specific project being proposed, these sources and any financial support would be explored at the time when a specific project proposal arises. There are a variety of sources of funding for affordable housing. Most are competitive and should be evaluated on a case-by-case basis. See the information sheet: <i>Affordable Housing Funding in Fairfax County</i> The draft Seven Corners Comprehensive Plan is consistent with the county's current policy on affordable housing. Some of the questions/comments that have arisen during the Seven Corners study, are county-wide policies and are thus beyond the scope of this individual study.
79			The language in each section (for A-1 and A-2) means that wholesale displacement of current residents will occur. Few of the residents in A-2 could afford replacement units that were priced according to the County's Policy Plan. Surely this is not the Plan's intention.	
39			This is where the Plan simply must give a nod toward reality. The Tysons mix of affordable units or the "Policy Plan" mix (figure 28) simply cannot rationally apply to an area where many hundreds of households live, whose incomes are far below 60% of median. Further, there will be no redevelopment of A-1 or A-2 in the near term or intermediate term unless low-income housing tax credits and/or tax exempt bonds with county capital subsidies are available. No-cost capital will be essential to build new or replacement units priced at \$1,000 to \$1,300+ per month to serve current residents. This substantial problem recurs in the language on page 52.	
	Affordable Housing	Blake Smith	Let's make sure that housing in the redeveloped Seven Corners meets the needs of families across the economic spectrum.	
Transportation				
54	Feasibility study needed for the grid of streets	Vince Burke	As stated, detailed analysis needs to be conducted to ensure that connections are appropriately spaced creating buildable blocks that allow for the utilization of the density created by the Plan. When and through what process will that be explored and ultimately defined? What will be our opportunity to stay informed and comment on that process?	This comment is addressed in the proposed Follow-on Motions (FOMs) to accompany the plan. These motions will direct staff to begin working on a number of future projects to implement some of the Comprehensive Plan objectives for Seven Corners See FOMs: #4 and #6
55	Implementation and Funding for Transportation Improvements	Blake Smith	Require a trigger for adding more than 50% of the Plan "option" density to any site which requires construction of the transportation improvements to have begun. (So the developers can have completed half of their site maximum density new construction, but cannot start the second half until the transportation work has begun...) Note: This recommendation was changed to reflect discussion of the Task Force and an assumption that FCDOT will insert language explaining the process by which Fairfax County makes or encourages road infrastructure improvements throughout the redevelopment timeline.	A trigger was added to the draft Comprehensive Plan, See page 20. See FOMs See Information Sheet: Transportation Funding Sources (to be distributed on 10/1).