

Minutes of the Seven Corners Transportation and Land Use Task Force Meeting August 26, 2014

Meeting called to order at 7:05 PM
Mason District Government Center

Attendance:

Task Force: John Thillmann, Mary Ellen Ward, Patrick Hoar, Vince Burke, Steve Tillman, Karl Moritz, Dick Knapp, Martin Faga, and Blake Smith

Staff: Elizabeth Hagg (OCR), JoAnne Fiebe (OCR), Hyojung Garland (OCR), Bernard Suchicital (DPZ), Kim Rybold (DPZ), Kris Morley-Nikfar (DOT), Marianne Gardner (DPZ) and Aaron Frank from the office of Supervisor Gross

Administrative Items

Minutes from the August 12, 2014, meeting were reviewed. Mary Ellen Ward made a motion to approve the Minutes, and Karl Moritz seconded the motion. The Minutes were approved unanimously.

Review Remaining Steps/Schedule

John Thillmann reviewed the upcoming Task Force meeting schedule. The final three Task Force meetings will be on September 9th, September 23rd, and October, 1st. The meeting on September 9th will discuss the Sears site and include time for public comment. Fairfax County staff will complete the Staff Report by September 23rd in advance of the Planning Commission Public Hearing on October 23, 2014. The Task Force meeting on October 1st will discuss implementation issues in more detail. The Board of Supervisors Public Hearing is scheduled for November 18, 2014.

Presentation of Revised Concept for the Sears Site (Opportunity Area C) and Revisions to Loop Road Concept

The Sears Site

JoAnne Fiebe, OCR, presented two additional concepts, or options, for Opportunity Area C based on suggestions discussed at the previous Task Force meeting. John Thillmann explained that the Task Force would take the opportunity tonight to learn about the various options, but would delay a discussion and vote on the level of density and mix of uses until the September 9th Task Force meeting.

JoAnne Fiebe described the two options. Option 3.1 has 485,000 square feet (SF) of multifamily housing, 200,000 SF of townhomes, and 34,000 SF of retail, for a total of 719,000 SF. Option 4 has a range of 315,000 – 415,000 SF of multifamily development and 220,000 SF of townhomes, 50,000 SF of office, and a range of 34,000 – 134,000 SF of retail for a maximum total of 719,000 SF. The range in Option 4 would depend on exactly how much retail and multi-family housing the land owners choose, but in no case could the land owners exceed 719,000 SF. Both of these options remove road connections to Juniper Lane and also include two park spaces in addition to the linear green buffer located between the existing single family neighborhood and any proposed development along Leesburg Pike.

Revisions to Loop Road Concept

John Thillmann reported that there was a meeting with the Falls Church planning staff last Tuesday to discuss the next steps regarding the transportation plan and to prepare for the upcoming Falls Church City

Council meeting. Falls Church staff asked a number of questions about the ring road and the group discussed adjusting the concept so that the road did not have to enter in the City of Falls Church where it connects with Leesburg Pike (aka Broad Street). Falls Church reiterated the desire to have a direct and efficient transit loop to Metro because the East Falls Church Metro Station is about 0.8 miles from the closest point in the Seven Corners study area.

Kris Morley-Nikfar, FCDOT, presented the revised Conceptual Street Network map for Seven Corners. He explained that the green line on the map shows the revised alignment of the ring road which has been moved outside of the Falls Church boundary. The Task Force discussed how travel movements will occur between Roosevelt Blvd. north to Route 50 westbound using the ring road. Patrick Hoar expressed concern with how traffic will be affected now that the Falls Church portion of the ring road has been removed between Broad Street and Roosevelt Boulevard. He asked if the transportation consultant could provide information directly from the transportation model to demonstrate that the Falls Church portion of the ring road does not significantly affect traffic. Mr. Morley-Nikfar replied that the transportation model did not show a lot of traffic on this section of the ring road and so they assumed a very low volume of trips on that portion. Mr. Hoar asked staff to provide data from the model with the community on the impact of not including this portion of the ring road in the final concept. Staff agreed to provide this information.

John Thillmann announced that staff will present the Seven Corners transportation and land use concepts to the Falls Church City Council on September 15, 2014.

Discussion of Public and Task Force Comprehensive Plan Comments

John Thillmann noted that all comments specifically dealing with plan implementation will be discussed at the Task Force meeting on October 1, 2014.

Martin Faga stated that community members have asked about the thousands of homes proposed in Baileys Crossroads. Was this accounted for in the transportation model? Mr. Morley-Nikfar explained that it was factored in. The Metropolitan Washington Council of Governments model was used when calculating the number of households in the area and it is updated to reflect any revisions to the Comprehensive Plan.

Bernard Suchicital read the updated list of comments and facilitated a discussion between Task Force members. Some comments were simply acknowledged as typos, corrections, or clarifications. Other comments required specific discussion.

- Comment #2: Explain private financial contributions for infrastructure.
Response: These are typically addressed during the planning and zoning stage. For example, if there is a lot of infrastructure involved with a project, there will be a discussion of what the applicant can do to contribute towards those facilities.
- Comment: There is little mention in the Plan about financing.
Response: This is generally not addressed in the Comprehensive Plan, but may be discussed as part of the plan implementation.
- Comment #19: Architectural style should not be specifically referenced in the Plan.
Response: The details of particular architectural styles will be discussed at the rezoning stage.
- Comment #42: There was a brief discussion about the county's affordable housing policy and how that policy will affect the various levels of affordable housing in Seven Corners. This is because the majority of existing affordable housing in Seven Corners falls under the 60% of Area

Median Income (AMI) level. Not all of the currently existing affordable housing at this particular level will likely be replaced because the county's policy includes a range of affordability levels.

- Comment #54: A process needs to be defined that fully studies the impacts of the spine road bridge and the grid of streets.

Response: It is acknowledged that both the county, along with owners on both sides of the Route 50, will need to collaborate. Any changes to access to Opportunity Area B from Route 50 will also require further discussion with the affected land owners.

- Comment #54: Include a trigger in the Plan to require that major transportation improvements begin if development exceeds 50% of the planned density in the opportunity areas. The 50% is based on total planned development of Opportunity Areas A and C with the expectation that A and C will likely redevelop before Opportunity Area B.

Response: Pat Hoar would like to prepare a motion for the Task Force to consider including a trigger in the Plan and he will send a draft motion to staff for their review later this week.

- Comment #59: Windows on active street frontages should be transparent with active uses fronting these streets.

Response: Additions will be made to the Plan to reflect this comment.

- Comment #74: Park space requirements within Opportunity Area B are excessive.

Response: Staff will verify specific open space requirements for Opportunity Area B based on the Urban Parks Framework.

The Task Force should continue to send staff comments about on the Comprehensive Plan until September 12th. They can be addressed to JoAnne Fiebe or Bernard Suchicital.

Mary Ellen Ward made a motion to adjourn the meeting, which was seconded by Karl Moritz. The Task Force adjourned at 9:00 pm.

The next Task Force Meeting will be **Tuesday, September 9, 2014.**

Signed Electronically

By: John Thillmann
Task Force Co-chairman

9/9/2014
Date: