

Northern Jefferson Davis Special Area Plan (draft) Summary and Unedited Public Comments

Below is a summary of public comments received at citizen meetings and workshops with staff responses, followed by unedited comments submitted by citizens on-line with staff responses.

Comment Summary #	Comment Summary	Staff Response	Incorporated	Not Incorporated	Beyond Scope of Plan
1	Include the entire plan geography in the revitalization area.	The entire geography is included in a revitalization area.	x		
2	Address Defense Logistics Agency contaminated areas.	This matter is beyond the scope of the plan. It will be addressed by other means, through state and federal agencies.			x
3	Plan document too big – reduce to 50 pages or less	The document is large. However, the size of the area, the issues identified, and the aspirations of the community merit more thoughtful and thorough consideration than can be adequately condensed into a smaller document. The plan does have an executive summary, which gives a very brief overview of what the plan is intended to accomplish.		x	
4	The plan should be simple so everyone can understand it.	The plan has an executive summary, which gives a brief and simple overview of the document.	x		
5	Revitalization should not displace current lower-income population.	Language has been added to Section 4, Revitalization Section, of the plan acknowledging this issue and emphasizing that it should be addressed with any redevelopment actions that are adopted.	x		

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6	Sidewalks needed along the entire corridor.	The plan recommends pedestrian amenities along Jefferson Davis Highway throughout the plan geography. See also Section 9: Implementation, Action 18.	x		
7	Street lighting is needed along the entire corridor	Street lighting is typically accomplished in accordance with the county's street lighting policy.			x
8	Concerned that pedestrian connections to trails are recommended through existing neighborhoods.	The details and locations of connections will be addressed with detailed plans for improvements when these are planned.			x
9	Mid-block pedestrian crossings should not be recommended: too dangerous.	Locations and designs of pedestrian crossings will be in accordance with recognized VDOT standards.		x	
10	Pedestrian facilities should be separated from bicycling facilities.	The design of pedestrian and bicycling facilities will be in accordance with recognized VDOT standards.		x	
11	Concern about how widening Willis Road will affect area businesses and property owners.	The issue of how road widenings will impact businesses and property owners is taken under consideration when detailed plans are developed for road improvements. While the plan recognizes that Willis Road may be widened, currently there are no specific design plans.			x
12	Address anticipated increased industrial traffic in the area as new industries develop.	This will be taken under consideration when detailed plans are developed for road improvements.			x

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13	Public transportation needed along Rt. 1 from Food Lion (north) to John Tyler (south).	Awaiting CDOT			
14	Preserve, protect and improve existing single family neighborhoods.	<p>The plan does not recommend redevelopment of existing neighborhoods. The plan recommends ways to maintain and enhance existing neighborhoods.</p> <p>See also Section 9: Implementation, Actions 1, 6, 7, 8, 16, 19, & 32.</p>	x		
15	Don't 'Short Pump' the area: Downtown Chesterfield	<p>The plan recognizes opportunities to promote economic development and community enhancement in ways that can benefit current and future residents and businesses. At the same time, the plan promotes the preservation of existing neighborhoods, the mitigation of increased traffic impacts, and the creation of a sense of place that is attractive to residents, businesses and visitors. The plan recommends development at key locations which will create places with a mix of uses that allow families to live, work, shop and play in a pedestrian-friendly environment. The plan discourages development at these locations to occur in a piecemeal, strip commercial fashion.)</p> <p>See also Section 9: Implementation, Action 3, 9, 10, 17, 25, & 26.</p>	x		

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16	Address redevelopment of Shady Hill	<p>The plan recommends creation of a redevelopment policy, and further recommends evaluating the feasibility of creating a redevelopment entity. Such actions will likely encourage and facilitate future redevelopment activity in the plan area in the long term. However, the plan does not identify sites or neighborhoods for redevelopment opportunities.</p> <p>See also Section 9: Implementation, Action 3, 17 & 19.</p>		x	
17	Establish a flea market/farmers market in the area, especially if Bellwood Flea Market is redeveloped for other uses.	<p>The plan recognizes and promotes farmer’s markets, public gathering places, and venues for events and social interaction.</p> <p>See also Section 9: Implementation, Actions 21 & 28.</p>	x		
18	Too many used car/car rental establishments in the area.	<p>The plan recognizes that many properties along Jefferson Davis Highway can develop for such uses by right. However, the plan recommends exploring ways to separate commercial uses serving primarily customers outside the community (automobile oriented uses) from nearby neighborhoods, and encourage new neighborhood commercial uses near neighborhoods. The plan also recommends design standards for new or expanded commercial development to minimize impacts of such uses in the future.</p> <p>See also Section 9: Implementation, Actions 25 & 33.</p>	x		

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19	Partner with area schools, universities, and health care providers to bring educational and 24 hour health care services to area	The plan makes recommendations designed to encourage such services within the area. See also Section 9: Implementation, Actions 15, 20, 21 & 23.	x		
20	Reach out to older residents (home bound) with information about rehabilitation incentives.	The plan makes recommendations to encourage such outreach efforts. See also Section 9: Implementation, Actions 11, 12, 16 & 19.	x		
21	Provide transitional housing and associated support services in area. Don't designate the area as the only place in the county for transitional housing.	The Northern Jefferson Davis Special Area Plan acknowledges this issue, and notes that it is being addressed on a countywide basis through the countywide comprehensive plan update currently under review (<u>Moving Forward</u> , the Comprehensive Plan for Chesterfield County).		x	
22	Address needs of people in rehab, recovery, etc.	The plan recommends provision of health and social services within the community. See also Section 9: Implementation, Actions 15, 21, 23 & 24.	x		
23	County should consider some kind of subsidized housing program for low and moderate income citizens.	This issue is being addressed on a countywide basis through the countywide comprehensive plan update, currently under way (<u>Moving Forward</u> , the Comprehensive Plan for Chesterfield County).		x	

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24	Need more proactive property maintenance/neighborhood enhancement programs.	The plan recommends initiatives for neighborhood enhancement, including more proactive code enforcement. See also Section 9: Implementation, Actions 6, 7 & 8.	x		
25	Parks and trails in this part of the county should be a priority.	Park and trails funding is allocated by the Board of Supervisors on a countywide basis. The plan recommendations for the area will be factored into the decision-making process.			x
26	Consider an organic farming demonstration project within the James River Conservation Area: celebrate rural tradition, educate, etc.	Programs and improvements within the conservation area will be determined when detailed plans are developed. Such a project could be within the scope of any future park planning.			x
27	Consider a native American village at the James River Conservation Area: celebrate pre-colonial history	Programs and improvements within the conservation area will be determined when detailed plans are developed. Such a project could be within the scope of any future park planning.			x
28	Consider including dog parks in park facilities.	Programs and improvements within the conservation area will be determined when detailed plans are developed. Such facilities could be within the scope of any future park planning.			x
29	Provide a walkway across Falling Creek Linear Park to connect the north bank of the creek with the south bank	This is already being considered as part of the design of Falling Creek Linear Park.	x		

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30	The map in the Jefferson Davis Special Area Plan for Bensley Neighborhood is wrong for Bensley	<p>The area identified in the plan as Bensley Neighborhood is named in recognition of the original Bensley Village established by Roger Bensley in 1909, and which continues to be a defining and distinct neighborhood in the area. However, as the plan notes, over time other residential areas developed in proximity to Bensley Village. These neighborhoods also contribute to the larger community.</p> <p>The plan identifies other elements in the area that define the larger community. These include the commercial development along Jefferson Davis Highway, and public facilities such as Bensley Elementary School, Bensley Community Building, Bensley Park, Bensley Fire Station, Falling Creek Linear Park, and the Falling Creek Ironworks site. All contribute to the identity of the larger community of which Bensley Village is a defining part.</p> <p>The goal of the plan is to bring these elements together to promote a greater sense of community for all the area's residents. At an even larger scale, the plan attempts to bring 'Greater Bensley' together with the other neighborhoods that make up the Northern Jefferson Davis Special Area plan. These neighborhoods can work together, and work with area businesses, industries and the county, toward a common goal of investing in community. Achieving this goal will be key to the revitalization of the Northern Jefferson Davis community.</p>	x		

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31	Prioritize partnering with the relevant business communities, since they are the job creators that will ultimately move this area forward.	The plan recommends initiatives for partnering with area businesses, industries, and John Tyler Community College to address work force training, job creation, and economic development. See also Section 9: Implementation, Actions 5, 27 & 31.	x		
32	Protect the interests of the poor who currently live in the plan area from being priced/forced out of the area.	The Revitalization Section of plan recommends that initiatives be developed to address the impacts of revitalization and redevelopment on the most vulnerable of the community's residents. See also Section 6: Guidelines, Housing	x		
33	What about the Chesterfield Tech Center? Do the high schools serving the plan area promote the tech center for those who cannot continue on to college? Is the tech center accessible to students living in the plan area?	The programming of county educational facilities is being addressed through the countywide comprehensive plan update, currently under way – Infrastructure Chapter of <u>Moving Forward</u> , the Comprehensive Plan for Chesterfield County.			x
34	The plan calls for incentives to aid in redeveloping obsolete uses and vacant properties along the Jefferson Davis Highway and at highway interchanges. The plan does not define obsolete uses or provide detail on the number of	This issue is being addressed on a countywide basis through the countywide comprehensive plan update, currently under way (<u>Moving Forward</u> , the Comprehensive Plan for Chesterfield County).		x	

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	vacant properties along the corridor.				
35	The County should establish a TIF (Tax Increment Financing) overlay district along the entirety of the Jeff Davis corridor.	<p>The Implementation Section of plan recommends funding initiatives be created to finance public improvements within the community. The evaluation of creating a TIF has been added. Such evaluation will need to compare the costs and benefits of a TIF versus other funding potential mechanisms such as Community Development and Redevelopment Authorities, and Tax Assessment Districts.</p> <p>See Section 9: Implementation, <u>35. Jefferson Davis Highway Community Tax Increment Financing District.</u></p>	x		
36	The county should consider an affordable dwelling unit ordinance (“ADU”).	This issue is being addressed on a countywide basis through the countywide comprehensive plan update, currently under way (<u>Moving Forward</u> , the Comprehensive Plan for Chesterfield County). An Affordable/Workforce Housing Strategy is being considered as possible implementation items in Chapter 16: Implementation of the county’s comprehensive plan.			x
37	The Northern Jefferson Davis Special Area Plan provides Chesterfield with the opportunity to advance a revitalization strategy aimed at a long-term return on investment; but to make this investment, a local	The plan includes a variety of public, private, and public/private funding approaches to support revitalization, including: incentives, public investment in infrastructure and facilities, community partnerships, and structural funding solutions such as TIFs, CDAs, Redevelopment Authority, Tax Assessment Districts, CIP and direct General	x		

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	funding source must be identified.	Fund allocation. However, the actual programming and funding commitments of such solutions requires separate later actions that are beyond the scope of this plan (e.g., county budget and CIP adoption). The plan identifies realistic approaches and the next steps needed to take to secure such funding solutions.			
38	The County should adopt an inclusionary zoning overlay along the corridor to promote density and ensure that residents of various income levels have affordable housing options.	This issue is being addressed on a countywide basis through the countywide comprehensive plan update, currently under way (<u>Moving Forward</u> , the Comprehensive Plan for Chesterfield County).			x
39	Accessory dwelling units are another option to increase the affordable housing stock.	This issue is being addressed on a countywide basis through the countywide comprehensive plan update, currently under way (<u>Moving Forward</u> , the Comprehensive Plan for Chesterfield County).			x
40	In dealing blight along the corridor, land banking could be a viable option for the County.	This issue is being addressed on a countywide basis through the countywide comprehensive plan update, currently under way (<u>Moving Forward</u> , the Comprehensive Plan for Chesterfield County).			x
41	If Chesterfield County wants true revitalization along the corridor, it needs to invest municipal dollars into housing redevelopment instead of relying upon dwindling federal grants.	This issue is being addressed on a countywide basis through the countywide comprehensive plan update, currently under way (<u>Moving Forward</u> , the Comprehensive Plan for Chesterfield County).			x

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42	Were studies of the area produced by the Richmond Regional Planning District Commission and others consulted in producing the plan?	In recent years several studies of the Northern Jefferson Davis community were produced by the county, the Richmond Regional Planning District Commission, Virginia Commonwealth University and consultants. These studies explored existing conditions in the area, produced inventories of conditions, and made recommendations for ways to improve and revitalize the area. The plan acknowledges this work, and relevant findings and recommendations were incorporated.	x		
43	To aid in revitalization efforts, inventories of sites and structures that need to be improved or removed should be made.	The plan recommends creation and maintenance of inventories of the condition of uses, sites and structures that contribute to the health of the community, as well as inventories of uses, sites and structures that may require attention due to condition. See Section 9: Implementation, Inventories of existing conditions.	x		
44	The area lacks medical services convenient to residents.	The plan recommends the county explore partnerships with state agencies and local private and non-profit healthcare entities to provide affordable behavioral and physical health services in the area, to include 24-hour emergency care along with community resource center functions centered on mental health/social services programs. See Section 9: Implementation, 24. Comprehensive Medical Services Facility.	x		

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45	The area needs public transportation to help residents get to shopping centers, services, jobs, and educational centers.	<p>The Infrastructure Section of the plan has been amended to recommend additional measures that can be explored to address the need for public transit within the community.</p> <p>See Section 8, Infrastructure, Transit Alternatives.</p>	x		

<p align="center">Staff Response (see Comment Summary # above)</p>	<p align="center">Citizen Comments</p>
<p align="center">45</p>	<p>I heard you were collecting input about the need for public transportation into Chesterfield County. I can't attend the gathering this Wednesday, so I thought I'd write to say I think this is very important!</p> <p>I pastor a church on Chamberlayne Ave in Northside Richmond. Just last week someone came to our office looking for help because he'd been in a car accident, and he didn't have the money to repair his car, and he couldn't get to his job in Chesterfield County. He was weeping, he was so upset and worried.</p> <p><u>Fixed-route, local and daily service, from the city to John Tyler Community College would be a life-saving help to folks like him. I'd love to see BRT service eventually, but regular buses would be great for now.</u></p>
<p align="center">45</p>	<p>Hello: <u>Please vote for fixed-route, local GRTC Bus Service, every day of the week, from the Richmond City limits to John Tyler Community College.</u></p> <p>The metro area requires this if we are going to serve the needs our entire population; those with automobiles and those without.</p> <p>Please consider the long term cost savings to the roads and the environment. Please consider how many doors can be opened for those who will be able to commute via bus to educational opportunities.</p>
<p align="center">45</p>	<p><u>I am disappointed that transportation gets short shrift in the Rt 1 plan. You know that BRT down Rt 1 from the city is the easiest and most feasible way to get needed public transportation to this segment of our county.</u> Uber makes no sense at all (nor do school buses nor church buses as the primary conveyor).</p>
<p align="center">45</p>	<p><u>The Richmond Metropolitan Region has nothing to lose, and everything to gain, by implementing the plan he describes asap!</u> Please, see:</p> <p>http://richmondmagazine.com/news/news/my-take-public-transportation-rev-benjamin-campbell/</p> <p>Will it cost money upfront? Sure! But look how much money we spend on roads, and no one thinks twice about subsidizing their construction or upkeep. And will we gain in the long run? Absolutely YES, as a much higher percentage of residents will be able to use public transportation to access health care, education, and WORK.</p>

<p align="center">Staff Response (see Comment Summary # above)</p>	<p align="center">Citizen Comments</p>
<p align="center">45</p>	<p>I am writing to let you know <u>we need a fixed-route, local service, every day of the week (aka plain ol' bus service provided by GRTC) from the City limits to John Tyler Community College. We need to connect the city of Richmond with Chesterfield County.</u></p>
<p align="center">45</p>	<p>I appreciated the release of the new Special Area Plan for the Northern Jefferson Davis region. I will not be able to attend the public meeting next week, but I wanted to share my feedback. As a Chesterfield resident and pastor of a church located along the 360 corridor I continually find that a major issue for the members of my congregation and the community we serve is reliable transportation. As you know transportation is a major factor for older adults in being able to reach appropriate health care, for lower income families being able to reach social services like our church's food closet, and for young people being able to reach jobs and community colleges. Transportation issues affect every age and demographic in our county. This is why <u>I was disappointed that daily, fixed route public transportation was not fully addressed in the Jeff Davis Special Area Plan.</u> Particularly along major routes such as Jefferson Davis and 360 it is imperative that the county begin working towards reliable and accessible public transportation. I have recently had a young person who is a member of my congregation have to postpone his education at John Tyler indefinitely because of a lack of reliable transportation. This is a cycle that perpetuates poverty in our county. <u>I hope that as you finalize the Jeff David SAP that there will be increased attention to public transportation access. As I see the City of Richmond making great strides in the area of public transportation I fear that Chesterfield will begin to fall behind Richmond in our standard of living if we continue to ignore transportation issues.</u></p>
<p align="center">45</p>	<p>I'm writing to offer feedback on the draft of the Northern Jefferson Davis Special Area Plan. I believe <u>it's vitally important to offer, within the short term of the next 1-5 years, public transportation that is fixed-route, local service, every day of the week, from the City limits to John Tyler.</u> I am sorry to see <u>that the plan does not recommend that, and is lacking, overall, regarding planning for public transportation.</u> Thank you for considering this feedback.</p>
<p align="center">45</p>	<p>I am a Chesterfield County resident and would like to <u>support a fixed-route, local service, every day of the week, from the City limits to John Tyler along Jefferson Davis highway.</u> These residents need to be able to get to work downtown as well as get out to John Tyler to go to the community college or <u>even just to be able to go to the grocery store without walking.</u> This is one of the poorest parts of our county and these residents need mass transit.</p>

<p align="center">Staff Response (see Comment Summary # above)</p>	<p align="center">Citizen Comments</p>
<p align="center">31</p>	<p>I spoke with a businessman at church who has a direct interest in the plan area about the subject planning effort and I was surprised to hear him express his concerns that the county does not work well with the business community in these matters. As a result of this conversation, <u>I recommend a plan priority be placed on partnering with the relevant business communities, since they are the job creators that will ultimately move this area forward.</u></p>
<p align="center">5 & 32</p>	<p><u>Highlight the plan actions that will be taken in order to protect the interests of the poor who currently live in the plan area.</u> Specifically, when these type of efforts are successful, it usually results in pricing/forcing the poor out of the area instead of helping them. Our county is probably seeing some of that movement out of Richmond for that reason. If rents go up and you eliminate the road side motels, where will they live within the plan area?</p>
<p align="center">18</p>	<p><u>Since there are so many, don't you think the second hand car lots that you want to relocate serve some type of current local need or do you think the car buyers live outside the area? It would seem that if other cheaper transit options became available, the lots will shut down without encouragement.</u></p>
<p align="center">33</p>	<p>I see the identification of John Tyler as a local educational resource for workforce improvement. <u>What about the Chesterfield Tech Center? Do the high schools serving the plan area promote the tech center for those who cannot continue on to college? Is the tech center accessible to students living in the plan area?</u></p>
<p align="center">30</p>	<p><u>The map in the Jefferson Davis Corridor Plan is wrong for Bensley. Bensley's boundary lines start at the south side of Falling Creek, goes South to Drewrys Bluff Road Falling Creek divides Ampthill and Bensley. Ampthill starts on north side of Falling Creek and not at Chippenham.</u></p>
<p align="center">34</p>	<p>The plan calls for incentives to aid in redeveloping obsolete uses and vacant properties along the Jefferson Davis Highway and at highway interchanges. The plan does not define obsolete uses or provide detail on the number of vacant properties along the corridor. RAR urges the county to define obsolete uses and conduct an inventory of vacant properties. The inventory should examine which properties are considered blighted and/or tax delinquent. The county should also consider partnering with a designated non-profit to acquire these properties and place them in a land bank for future, strategic development.</p>

<p align="center">Staff Response (see Comment Summary # above)</p>	<p align="center">Citizen Comments</p>
<p align="center">Awaiting CDOT</p>	<p>We applaud the County for considering alternative transit opportunities such as bus rapid transit (“BRT”) and demand responsive services. The RAR supports the expansion of a north-south BRT line down the Jefferson Davis Highway. A comprehensive public transportation system is a crucial tool for combating poverty by enabling citizens without a personal vehicle to safely and efficiently access employment opportunities that are typically located far from their residences. RAR believes that the expansion of BRT must be done in conjunction with the expansion of GRTC’s regular bus routes and park-and-rides to provide greater connectivity across the region. We believe the density and need for traditional bus transit currently exists and would urge the county to consider adding GRTC routes along the corridor. Additionally, we would encourage the county to explore technology that allows buses to change traffic lights to create express routes along the corridor.</p>
<p align="center">35</p>	<p>The implementation chapter calls for a study to examine construction plans and phasing for streetscape improvements along Route 1 north of 288 and to create a tax assessment district to provide funding for streetscape and beautification improvements and maintenance. RAR suggests the County establish a TIF (Tax Increment Financing) overlay district along the entirety of the Jeff Davis corridor. As real estate tax revenue increases in the area, the county will have the necessary revenue to further invest in its revitalization efforts.</p>
<p align="center">36</p>	<p>The implementation chapter also calls for a zoning density bonus in exchange for provision of affordable housing units and/or redevelopment of existing substandard housing. The county should consider an affordable dwelling unit ordinance (“ADU”). ADU programs allow localities to provide incentives, such as density bonuses or fee reductions, to developers when they create affordable housing units for purchase or rent as a part of their development. These incentives encourage the development of affordable housing, as well as the creation of mixed use communities.</p>
<p align="center">37</p>	<p>To argue that this robust vision for the Jefferson Davis corridor is possible without local investment is disingenuous; rather, the plan’s success depends on local investment. Private investors need to see that Chesterfield County is invested both rhetorically and financially in the revitalization of the area. The demonstration of local investment in the area helps mitigate apprehension among private entities and encourages them to be a part of the area’s revitalization: a kind of snowballing effect, but local government must be the force that gets the ball rolling. To reemphasize what County Government already knows: the area is currently a drain on local funds. The County is already spending money in the Jefferson Davis Corridor (between lost tax revenue from blighted structures and the costs associated with nuisance</p>

<p align="center">Staff Response (see Comment Summary # above)</p>	<p align="center">Citizen Comments</p>
	<p>properties) without seeing any kind of return. The Northern Jefferson Davis Special Area plan provides Chesterfield with the opportunity to advance a revitalization strategy aimed at a long-term return on investment; but to make this investment, a local funding source must be identified.</p>
<p align="center">Awaiting CDOT</p>	<p>First and foremost, the Special Area Plan recognizes that the area’s population is largely immobile and that there is a need for greater transportation options. It recommends microtransit/demand responsive services and Bus Rapid Transit (BRT) to service the area. If the goal is to mobilize the population and connect it with access to jobs and services, microtransit and demand responsive services, unless wholly financed by the County, do not meet the logistical or socioeconomic needs of the existing population along the corridor. Bus Rapid Transit, while a great option for the corridor, needs to be preceded by traditional, fixed bus service connecting the County to routes in the City of Richmond, and the BRT line along Broad Street. This is an immediate need, and the County could begin zoning areas along the corridor more densely. Moreover, we believe the rationale for limiting fixed route bus service along this corridor is with fault as no other public service (police, fire, etc.) is expected to be fully funded through revenue alone. We recognize the complexity of redevelopment but strongly encourage the County to find and fund viable transit options along this corridor.</p>
<p align="center">38</p>	<p>That said, we applaud the recommendations to encourage greater density along the corridor. In order to bring this goal to fruition, we recommend that the County adopt an inclusionary zoning overlay along the corridor to promote density and ensure that residents of various income levels have affordable housing options. Inclusionary zoning is an affordable housing tool that ties the production of affordable housing to the production of market rate housing. Inclusionary zoning policies either require or encourage new residential developments to make a certain percentage of the housing units affordable to low - to moderate-income residents. To build affordable units, inclusionary zoning ordinances provide a variety of financial incentives to developers, such as density bonuses that allow the developer to build more units than traditional zoning would allow. To be effective, inclusionary zoning ordinances must be strictly tailored to the local market and provide real incentive for developers to see a return on their investment. This process will require extensive consultation with the development community, but will allow for high quality, mixed-income residential development throughout the corridor.</p>

<p align="center">Staff Response (see Comment Summary # above)</p>	<p align="center">Citizen Comments</p>
<p align="center">39</p>	<p>Accessory dwelling units are another option to increase the affordable housing stock. They are additional living quarters on single-family lots that are independent of the primary dwelling unit. By no means a new solution to providing affordable housing in communities across the country, the existence of ADU’s can be traced back to the beginning of the 20th century. Commonly found throughout older residential communities, accessory dwelling units began to be prohibited in post-war suburban developments which were heavily focused on detached single-family housing. Beyond serving to increase the supply of housing options within a community, accessory dwellings are typically affordable to low and moderate income households. and provide housing opportunities for elderly and/or disabled residents wishing to live in close proximity to family members or caregivers. Additionally, accessory dwelling units can be an attractive option for many empty nesters and young adults.</p> <p>Accessory dwelling units are but one solution to providing affordable housing options via the private market. However, communities with a sincere interest in providing affordable and flexible housing options to its residents would benefit from including accessory dwelling units in their municipal code. Further, recipients of federal grants with an obligation to affirmatively further fair housing should seriously consider passing an accessory dwelling unit ordinance.</p>
<p align="center">40</p>	<p>In dealing blight along the corridor, land banking could be a viable option for the County. Land banks are government or nonprofit entities that focus on the conversion of vacant, abandoned, and/or tax delinquent properties for productive use. Land banks typically have special powers that allow them to undertake this conversion more effectively than municipal entities in the Commonwealth of Virginia already do. While this would require enabling legislation from the General Assembly, they have already granted such powers to various municipalities in the Commonwealth.</p>
<p align="center">41</p>	<p>Ultimately, if Chesterfield County would like to see true revitalization along the corridor, it needs to invest municipal dollars into housing redevelopment instead of relying upon dwindling federal grants. Without that investment, the Northern Jefferson Davis corridor will remain stagnant and will not live into its potential to be a vibrant, revenue-earning portion of the County.</p>

Jefferson Davis Association
comments on the
draft Northern Jefferson Davis Special Area Plan
6/27/17

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	The Jefferson Davis Highway corridor should have a Historic Rt. 1 theme, with sections such as Ampthill, Bensley, Bellwood, and Kingsland each having its own signage.	Additional language has been added under Section 2, Opportunities, Aesthetics and Beautification: This Plan recommends consideration of new streetscaping infrastructure, to include: street trees, pedestrian scale street lighting, pedestrian and bicycling improvements, business façade/site improvements, consistent and attractive community signs, and improved landscaping around public facilities and within public rights of way, to include Historic Route 1 and neighborhood identification signs.	x		
	New design standards should come forward sooner than 3 months after adoption of the plan (Implementation Item # 9)	Implementation Item 9 has been amended to shorten the recommended time frame, from 3 months to 2 months.	x		
	The draft plan should mention Community Development Authority as a funding source for recommended improvements.	The JDA and staff has agreed that specific funding options for plan implementation should not be identified in the draft plan, but should be determined as the plan is implemented.		x	

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	Implementation item # 18 recommends creation of a tax assessment district to fund streetscaping and other improvements. This method of funding would increase the cost of development and discourage reinvestment in the area. The county should fund these improvements.	<p>The language of implementation item # 18, second sentence, has been modified as follows:</p> <p>Create a tax assessment district to provide <u>Identify</u> funding for streetscape and beautification improvements and maintenance.</p>	X		
	High rise apartments should be limited in height and should be addressed in design standards.	<p>The draft plan suggests where apartments should be located and further suggests that they be incorporated into mixed use developments. The draft plan does not support blocks of freestanding, high-rise apartment complexes.</p> <p>Staff will explore limiting the heights of multifamily buildings to a maximum of five (5) stories in areas other than those identified for Regional Mixed Use.</p>	X		
	Some implementation items identify departments and agencies that will be the project leads for implementation of recommendations. Have these departments and agencies agreed to this?	The draft plan was developed with input from all county departments and agencies that have an interest in the community, and all recommendations were vetted with them. The plan does not automatically commit any identified department to additional workload, but identifies which department should be involved with implementation of any specific item, based on areas of responsibilities, expertise, and interests.	X		

Comment Summary #	Comment Summary	Staff Response	Incorporated	Not Incorporated	Beyond Scope of Plan
	A marketing plan should be developed to promote the area as a place to invest, live, visit, shop, etc.	A new, ongoing implementation item has been added: Marketing plan. Develop a marketing plan to promote the Northern Jefferson Davis Community as a place to live, work, play, invest, and visit.	X		
	Add a recommendation that the GRTC bus system be extended south along Rt. 1 to John Tyler Community College.	Awaiting CDOT			
	The plan should strongly promote code enforcement, expand enforcement to include things like overgrown vegetation, and recommend the Jefferson Davis Association be involved in development of a proactive focus for implementation.	A new implementation item has been added to address this concern: 37. Property Maintenance Requirements. Subject to limitations of the Virginia Uniform Statewide Building Code, evaluate more stringent property maintenance requirements.	X		
	The plan should combine Implementation Items 9, 10, and 25, regarding new zoning ordinance amendments, and design standards, and voluntary rezoning of C-5 properties	The draft plan recommends several implementation items to accomplish quality revitalization and redevelopment that complies with the vision and goal. While these items are related and mutually supporting, the issues involved in each are complex and unique, and merit individual attention. The JDA and staff has agreed that this issue can be deleted.			

Comment Summary #	Comment Summary	Staff Response	Incorporated	Not Incorporated	Beyond Scope of Plan
	The plan should recommend rezoning of sites where zoning does not comply with the land use recommendations of the plan.	<p>The draft plan recommends developing incentives for voluntary rezoning that complies with the recommendations of the plan. Mandatory rezoning of property without agreement on the part of the property owner would be difficult and could be challenged.</p> <p>See Section 9, Implementation, Item 10.</p>	x		
	The plan should include specific language for a partnership between the county and VDOT to restore the Old Stone Bridge with a timeframe and plan of work included.	<p>A new, ongoing implementation item has been added:</p> <p><u>Falling Creek Bridge & Ironworks Park.</u> Support the efforts of the Falling Creek Ironworks Foundation in the establishment of public/private partnerships to restore the historic Falling Creek Stone Bridge and establish a welcome center at the Falling Creek Ironworks Park.</p>	x		
	The plan should specifically support, and recommend a strategy for development of, a welcome center at Falling Creek Linear Park and Ironworks, to include relocation of a donated Moores Lake cottage to house the center.	<p>A new, ongoing implementation item has been added:</p> <p><u>Falling Creek Bridge & Ironworks Park.</u> Support the efforts of the Falling Creek Ironworks Foundation in the establishment of public/private partnerships to restore the historic Falling Creek Stone Bridge and establish a welcome center at the Falling Creek Ironworks Park.</p>	x		

Comment Summary #	Comment Summary	Staff Response	Incorporated	Not Incorporated	Beyond Scope of Plan
	The plan needs to provide more details regarding the development of a Community Resource Center, especially regarding how this facility would be funded and where, specifically, it would be located.	The details of this recommendation, if it is approved by the Board of Supervisors with the adoption of the plan, will be developed as part of the plan's implementation. To fully develop the concept (including funding, location, facilities and services provided) will take several years of work.		X	
	Implementation item # 5, regarding regional meetings, should include the Jefferson Davis Association, and meetings, should be held quarterly, not annually.	The implementation item has been edited to include the following: More frequent meetings, as necessary to address important matters, would be appropriate. Include the Jefferson Davis Association as a participant in these meetings.	X		
	The plan should make a recommendation that the county proactively work with the Jefferson Davis Association to encourage the creation and support of civic and neighborhood associations within the area.	A new on-going implementation item has been added to address this concern: <u>Community Organization Support.</u> Help develop and build capacity of community organizations serving the plan area.	X		
	The plan should recommend a Route 1 Coordinator as a single point of contact within the county to work with the Jefferson Davis Association on issues of revitalization, redevelopment, economic development, historic properties, parks, transportation, community development, etc.	A new implementation item has been added to address this concern: <u>37. Implementation Coordinator.</u> Designate a single point of contact within the county organization to coordinate and track plan implementation.	X		

Comment Summary #	Comment Summary	Staff Response	Incorporated	Not Incorporated	Beyond Scope of Plan
	<p>The following statement should be added to the introduction to the Implementation Section:</p> <p>What makes this plan distinctive and precedent-setting is that it promotes community by cultivating mutually beneficial relationships:</p> <ul style="list-style-type: none"> • Between preserving the old and developing the new. • Between residents and the business community. • Between private, corporate, and public interests. <p>Two important aspects of how this translates into action are the county’s commitment:</p> <ul style="list-style-type: none"> • To seek ongoing input and guidance from the residential community with regard to development and redevelopment. • To protect and promote the quality of life of all are residents, with due consideration for those who are most vulnerable. • 	<p>This statement has been added.</p>	<p>X</p>		
	<p>Implementation item # 31, the JDA Executive Director position: this should be assigned to a county employee, funded by CDBG.</p>	<p>The JDA should operate independently of the county, with its own staffing. Also, CDBG funding varies from year to year, which could result in this position becoming vacant if funding is not available.</p>		<p>X</p>	