



FROM THE CO-CHAIRS

1. Congressman Don Beyer will attend our June General Council Meeting.
2. Starting in the fall, the General Council meetings will have guest speakers. If there is a topic you want to hear about, please let your co-chairs know.

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MVCCA GENERAL COUNCIL MEETING MINUTES

May 25, 2016, at South County Center, Room 221

PRESIDING: Co-Chair Diane Donley.

ATTENDING: Co-Chair Katherine Ward, Treasurer Stephen Markman, Secretary Brian Leclair, Committee Chairs Judy Harbeck (EDU), Frank Cohn (TRANS), and Representative Ellen Young (SFDC).

Voting Representatives (16) from: Belle View Condominium, Clusters at Woodlawn, Collingwood on the Potomac, Collingwood Spring, Hollin Hills, Huntington Community Association, Mason Hill, Mount Vernon Civic Association, Mount Vernon Manor, Stratford Landing, Wellington, Wellington Heights, Westgrove Citizens Association, Williamsburg Manor North, Woodlawn Manor, and Woodlawn Terrace.

Elected and Appointed Officials and Staff: Chief of Staff Christine Morin, Mount Vernon District Tree Commissioner Eleanor Quigley.

The meeting was called to order at 8:07 p.m.

THE AGENDA as published in the May 2016 Record was adopted as amended.

SECRETARY'S MINUTES of March General Council meeting were approved as published in the April Record.

TREASURER'S REPORT was approved as published in the May Record.

COMMITTEE REPORTS

B&F: There was no May meeting.

ED: As printed in May Record.

- New principals of MVHS and Whitman ES, Roger Vanderhye and Dr. Anthony Terrell, respectively, spoke about their backgrounds, goals, philosophies, etc.

Council Minutes

- Meals tax and redrawing of FCPS boundary lines will be issues of note going forward.

E&R: As printed in May Record.

- June 1 meeting will feature Charles Smith, Fairfax County DPWES, Branch Chief, Watershed Implementation and Mount Vernon District Liaison.

P&Z: As printed in May Record.

- June 6 meeting will feature a presentation on aircraft noise from Reagan National Airport.

PS: As printed in May Record.

TRAN: As printed in May Record.

- Lieutenant Todd Reid, incoming commander of Park Police, spoke regarding coverage requirements along GW Parkway. Only two patrols are able to be staffed at once.
- The committee continues to address the issue of aircraft noise from Reagan National Airport.
- Northern Virginia Transportation Authority presentation re: Richmond Highway improvements will be held at South County Center on Wednesday, June 1, from 6:30 p.m. – 8:30 p.m.

SFDC REPORT: As printed in May Record.

- Restaurant Trends Summit, organized by Street Sense, to be held on Friday, June 10, at 8:30 a.m. at Holiday Inn Express. Register at SFDC.org.
- Fairfax County asked SFDC to co-sponsor a grant request re: DRPT and mass transit.

FAIRFAX FEDERATION REPORT: As printed in May Record.

- Meals tax referendum discussed. Federation will rely on previous resolution in favor of meals tax.

CO-CHAIR REPORT:

Co-Chair Donley provided an overview of MVCCA actions/resolutions in support of a meals tax referendum and mass transit improvements.

RESOLUTIONS:

MVCCA (ER) Resolution – E&R 2016-01

Important Elements Missing from Dominion Virginia Power's Project #PUE-2015-00133, the Transmission Line Rebuild of the

Belvoir – Gum Springs Double Circuit 230 Kilovolt (kV) Lines #204 and #220

The General Council voted unanimously to approve the resolution, with 15 voting.

Public comments can be submitted at <http://www.scc.virginia.gov/case/PublicComments.aspx> (scroll down to Case No. PUE-2015-00133).

MVCCA (PZ) Resolution – P&Z 2016-01

Fairfax County Proposed Zoning Ordinance Amendments

The General Council voted unanimously to approve the resolution, with 15 voting.

MVCCA (PZ) Resolution – P&Z 2016-02

Mount Vernon Council of Citizens' Associations Resolution Regarding Brookside Motel Redevelopment

The General Council voted to approve the resolution, by a vote of 10-5.

MVCCA (PZ) Resolution – P&Z 2016-03

Mount Vernon Council of Citizens' Associations Resolution Supporting Unlimited Hours for Starbucks

The General Council voted unanimously to approve the resolution, with 15 voting.

NEW BUSINESS:

Election of Officers

- Diane Donley elected Co-Chair
- Katherine Ward elected Co-Chair
- John Thillman elected Co-Chair
- Stephen Markman elected Treasurer
- Abby Wells elected Secretary

TREASURER'S BUDGET REPORT:

Treasurer's proposed budget for fiscal year 2016-2017 was unanimously approved as published in the May Record, with 16 voting.

MEMBER ASSOCIATION TIME:

- Rep. Ellen Young proposed a letter of gratitude for Doug Kennet for his many years of service as president of the Montebello Civic Association.
- Pete Sitnik of Woodlawn Manor thanked the Nominating Committee for their efforts, as well as the candidates who agreed to serve.

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- David Sears of Huntington Community Associations spoke of old Sunoco gas station in the North Gateway area. Responsible development will be his community's concern going forward.

Co-Chair Ward spoke of prior MVCCA efforts to spur redevelopment of the 17-acre properties. MVCCA and Supervisor Hyland had worked on this in the past and sought appropriate usage for this North Gateway area.

Supervisor Hyland supported the MVCCA 2.0 FAR density request; through a BOS vote, FCDOT was told to expedite its traffic analysis.

- David Dale of Woodlawn Terrace proposed sending a letter of gratitude to thank David and Catherine Vorhees for their many years of committee chairmanship for the MVCCA.
- Greg Dougherty of Mason Hill mentioned that Mike Rioux is the new association president. Homes in Mason Hill are being rented via Airbnb.com.

Mr. Rioux spoke of bills in Virginia General Assembly re: Airbnb. Home owners are urged to contact Senator Surovell and Delegate Krizek regarding this issue.

SUPERVISOR TIME:

- Chief of Staff Morin introduced herself to the General Council.
- Supervisor Storck's office is in the process of hiring a land use staff member.
- Ms. Morin updated the General Council on Supervisor Storck's expectations for appointees to Fairfax County boards, authorities, and commissions (BACs).

Supervisor Storck will hold two roundtable meetings for all Mount Vernon and at-large appointees to BACs.

The meeting was adjourned at 9:19 p.m.

Minutes submitted by Brian Leclair, Secretary.

COMMITTEE REPORTS

BUDGET AND FINANCE

There was no June meeting.

The next meeting will be held on Wednesday, July 6 at the Mount Vernon Government Center community rooms. We will meet to discuss the direction of the committee for the rest of the 2016 calendar year.

We look forward to seeing you there.

EDUCATION

The Education Committee did not meet in June 2016. Since the Committee customarily does not meet in July or August, its next meeting will be in September unless a specific need develops. Members will be notified by email of any special meetings.

Committee members were particularly asked to keep abreast of any developments concerning boundary changes or meals tax proposals.

Regarding the meals tax issue, the Board of Supervisors recently announced an intent to place a 4% meals tax referendum on the November 2016 ballot, with the anticipated \$90 million in revenue divided between FCPS (70%) and the County's General Fund (30%) for discretionary application by the Board, but with some portion earmarked for tax relief. While the Committee and MVCCA has long advocated for a meals tax, concerns remain over the specifics of distribution.

While the substantial portion allocated to FCPS would provide welcome funds for classroom reduction and a more competitive salary schedule, without a strong maintenance of effort requirement, these gains could be offset by reduction in County funding by this or another Board. Such a result would not be what the voters intended in the community's clear recognition that FCPS needs additional funding to maintain excellence.

Further, support by taxpayers may be weakened if no restrictions or strong guidelines are placed on fund usage, particularly on the County side, but also with respect to FCPS. While potential use should not be hamstrung to the point of eliminating all flexibility and ability to respond to circumstances as they arise, lack of clear purpose can be a vulnerability to be exploited by attackers and a source of concern for voters.

Next meeting: 8:00 p.m. on September 7, 2016, at Whitman MS library.

Committee Reports

ENVIRONMENT & RECREATION

Communities Attending: Belle View Condominium, Collingwood-on-the-Potomac, Hollin Hall, Hollin Hills, Huntington Community Association, Riverside Estates, Stratford Landing, Woodlawn Manor, Woodlawn Terrace.

Guest speaker Charles Smith, Branch Chief of Watershed Implementation Projects for the Department of Public Works and Environmental Services (DPWES), spoke about stream restoration projects in the Mount Vernon District. He stated that there is no resolution yet on the Robertson Blvd. flooding problem. Flooding is exacerbated by being tied into tidal cycles, and will only worsen with time. This has been an ongoing issue for quite some time, and more than one problem is causing the flooding. He agreed that the area needs to be investigated further, and he will reach out to the community and this committee's chair, as it clearly needs to be made a priority.

Elizabeth Lardner spoke about the proposed creek restoration along Paul Spring. The sewage spill discovered has now been corrected; DPWES and the community are working together to ensure the County has a construction and a permanent easement. Staff will walk the stream again and put this project back on the restoration list.

The Huntington Levee project has cost more than anticipated thus far. The total cost will be approximately \$40 million by the time it is finished in 2020.

The Quander Road Outfall will go into construction in July, 2016. Also in July, the planning and design phase for Quander Brook/Fairchild property will begin. This phase is expected to last 12 to 15 months. While there will be 923 total feet restored, the 35-foot bank will probably not be restored in entirety.

Mr. Smith explained that DPWES evaluates 35 NEW projects every year. Projects are selected based on ranking project constructability and stream condition according to a detailed form. Approximately five projects are initiated each year, depending on cost, and 60 watershed projects have been completed since plans were adopted. This year's budget (for the entire County) is \$20 million; the budget is scheduled to increase to \$27 million by 2020. The average cost per linear foot of stream restoration is \$1,000. According to conditions of the MS-4 permit, the County must address 5% of its stormwater projects in the first five years of the permit, 30% in the second five years, and 60% in the third five years.

Any person or community may nominate a project to be considered, and we were encouraged to do so. DPWES looks to the MVCCA and Supervisor Storck for community interest and support.

The meeting was adjourned at 9:00 p.m. The next meeting will be held at 7:15 p.m. on July 6 in the Mount Vernon Government Center.

PLANNING & ZONING

The Planning and Zoning Committee meeting for June 6, 2016, began at 7:35 p.m.

Representatives of the following citizens' associations were in attendance: Belle View, Clusters at Woodlawn, Mount Zephyr, Engleside, HHVCA, Potomac Valley River Bend, Hollin Hills, Mount Vernon Civic Association, New Gum Springs, Stratford Landing, and Tauxemont.

Elected and Appointed Officials in Attendance: Mount Vernon Planning Commissioner Earl Flanagan and Planning Commissioner At-Large Tim Sargeant.

Guests: Sara Mariska of Walsh Colucci, Joe Fiancor of McQuire-Woods LLP, and 25 other guests.

The issues discussed at the meeting were:

1. **7-11 on Alban Road:** This 7-11 store seeks to change its Special Exception to a quick food store. This change would allow it to sell some forms of alcohol. The committee voted to not oppose this change.

2. **Lennar – Information-Only Update on Apartments Near Huntington Metro:** The developer is working closely with Fairfax County, which is building a levy next to Cameron Run. The developer is planning a six-story residential building.

3. **Bock Farm:** The developer is planning four buildings, each with 32 independent living condominium units for those 55 years-old and older. A traffic study was undertaken and nearby streets were evaluated. A four-way stop was proposed at Parkers Lane and Hinson Farm Road. New Gum Springs objected that a street through their community was not analyzed. A resolution to not oppose this proposal was passed, providing that the developer would meet with New Gum Springs Association on June 13 or 14 in advance of the scheduled Planning Commission hearing on July 13. A member of Williamsburg Manor North noted later in the meeting that his association had a covenant over the entire property and had not yet fully agreed to permit this development to go forward.

4. **EMBARK Update:** Earl Flanagan provided information about the widening of Richmond Highway and the number of businesses that would lose land or their buildings altogether. He also explained that Hybla Valley, Beacon Hill, and Penn Daw would need to be reconfigured to accommodate this widening. He noted

Committee Reports

that, while there was sufficient density along Richmond Highway to have Bus Rapid Transit, there was presently insufficient density to have Metro go down Richmond Highway.

5. Aircraft Noise: Mike Rioux from Mason Hill, the Mount Vernon District representative to the Metropolitan Washington Airports Authority (MWAA) Reagan National Airport Community Working Group, gave a presentation about the new system in effect at Reagan National Airport (DCA) for aircraft departures during south flow. The new procedure, called NextGen, uses satellites to guide aircraft rather than ground-based radar. The result of using satellites is that aircraft flights are much more concentrated over one location, resulting in an increase of noise from aircraft overflights in that location. Before NextGen, aircraft flights were spread over a wider area and no single location received significantly more noise than any other.

Among other things, Mr. Rioux explained that there was no nighttime curfew at DCA. At the present time, aircraft departing to the south from DCA that need to turn westward do so at about 5.1 miles south of the airport and that mileage calculation starts from the northern-most point of the main runway, called Runway 19. Mr. Rioux is seeking support to have aircraft fly farther south over the Potomac River and then move the westward turning point 2.92 miles to a point in the Potomac River just north of Piscataway Park. He noted that the westward turn could not occur over a routing called RavenStar, which is the route used by aircraft flying from the west into Baltimore Washington International Airport.

He proposes that the altitude of the aircraft would be at 5,000 feet at the turn and that then the aircraft would climb to 7,000 feet as it flies farther south and before it goes near Fort Belvoir. Questions were raised regarding (a) Can the aircraft be at 7,000 feet at the turn and then even higher before the aircraft went over Fort Belvoir? and (b) Why can planes not turn over Piscataway Park? Mr. Rioux indicated that he would seek answers to those questions.

He noted that each doubling of distance caused a 6-decibel (dB) decrease in noise. An increase in the height of an aircraft from 1,000 to 2,000 feet equals a 7.2-dB attenuation. He also suggested that removing aircraft that were MD-80s from DCA would assist in reducing aircraft and that modifying A-319s and A-320s to eliminate the whine or whistling noise they emit would also decrease aircraft noise. He indicated that this new procedure would or could be implemented in roughly two years. The Prince George's County representative to the Committee, where Mr. Rioux participates, has asked for a one-month delay in a vote on this proposal to move the westward turn to the south to study the matter further. No resolution was proposed or passed.

The meeting was adjourned at 9:50 p.m.

The next meeting will be held on Monday, July 11, at 7:30 p.m. in the South County Center in Room 217.

PUBLIC SAFETY

The Public Safety Committee of the Mount Vernon Council of Citizens' Associations conducted its monthly meeting on June 2 in the Mount Vernon Center Community Meeting Room #1. The meeting was called to order at 7:31 p.m. with the following communities represented: Collingwood on the Potomac, Hollin Hills, Mount Vernon Civic Association, New Gum Springs, Potomac Valley River Bend, Stratford Landing, Stratford on the Potomac IV, Southwood, and Westgrove.

Old Business

The committee reviewed recent actions on the Huntington Metro Station, including the recent letter drafted by the Transportation Committee.

New Business

The Committee discussed the staffing and equipment levels of the Fairfax County Fire and Rescue Department (FCFRD). The Committee would like to determine whether the FCFRD has enough resources both to cover day-to-day demands and to handle unusual, large emergencies such as train derailments or a spill from the tank farms near the junction of I-95 and US-1. The Committee will seek to have a guest speaker from the FCFRD to address these concerns in an upcoming meeting.

The Committee discussed the usefulness of the "Nextdoor" website as a public safety information tool. Some civic associations in the area are already active on Nextdoor, which has a built-in "Crime and Safety" category for sharing public safety information.

The Committee discussed upcoming local Community Emergency Response Team (CERT) classes. There has been some interest expressed by both the CERT trainers and the Good Shepherd Catholic Church regarding hosting CERT classes at Good Shepherd. The Committee will contact both parties to try to get this class started.

The Committee discussed the logistics of prolonged school lockdowns. The Committee will seek to have a joint meeting with the Education Committee on this subject in the fall.

The Committee discussed the issue of gang activity in local schools. The Committee will arrange a guest speaker on this issue in the fall.

There being no further business, the meeting adjourned at 8:33 p.m.

The next meeting will be held on Thursday, July 7, at 7:30 p.m. in the Mount Vernon Government Center in Community Meeting Room #3.

Committee Reports

TRANSPORTATION

The MVCCA Transportation Committee met at 7:30 p.m. on June 6, 2016, in Community Room 3 of the Mount Vernon Government Center.

Representatives of the following citizens' associations were in attendance: Belle View, Gum Springs, Mason Hill, Mount Zephyr, Riverside Gardens, Southwood, Stratford-on-the-Potomac IV, Waynewood, Wellington, Wellington Heights, Wessynton, Westgrove, Williamsburg Manor North, and Woodley Hills. Additional attendees included 11 interested citizens from the Mount Vernon Citizens' Association, which had neither participated in Transportation Committee activities nor designated a Transportation Committee representative.

Elected and Appointed Officials in Attendance: Delegate Paul Krizek, 44th District; Transportation Commissioner Michael Shor.

The Committee addressed the proposed resolution of support for the initiative developed by the Reagan National Airport Community Working Group to extend the flight routes of aircraft departing to the south until reaching a new turn point just beyond Fort Washington where they would proceed to the southwest. This change would keep aircraft departing to the south over the waters of the Potomac until approaching Fort Belvoir. It would also permit the aircraft to climb to 5,000 feet before their first turn and then 7,000 feet before again flying back over land at Fort Belvoir. This change would eliminate the most serious noise problems currently inflicted on Mount Vernon residents in the several communities where departing aircraft are frequently overflying their homes at 2,200 feet to 3,500 feet. Because this departure pattern is all over water until the aircraft climb through 7,000 feet, it would not simply move a problem in one area to some other community. The second part of the resolution was to support the creation of a "Fly Quiet Program" at Reagan National Airport to monitor noise related issues and to ask for the extension of the mandate of the Community Working Group beyond this year so that there is a permanent community organization focused at continuing to reduce aircraft noise from flight operations at Reagan National Airport.

Attendees from the Mount Vernon Citizens' Association expressed their concern, fearing that they would be hearing more noise and, since they had designated no representative to the Transportation Committee, feeling that they had no say in the issue. Mike Rioux, Mount Vernon Representative to the Reagan National Airport Community Working Group and President of the Mason Hill Citizens' Association gave a presentation on the issue. After hearing Mr. Rioux's explanation of the actions being sought and examining maps of the proposed routing they shifted their concerns to the noise generated by arriving aircraft, which impacts their area. The Committee ensured the attendees from Mount Vernon that the present resolution would not end our work on this issue, and while

reducing the noise from arriving aircraft is a more complex challenge, we would continue to address it in future resolutions. The Committee added a passage to its second resolve to specifically include arriving aircraft noise. The resolution (*Transportation 2016-01, Excessive Aircraft Noise in Mount Vernon District Residential Communities during South Flow Departures from Reagan Washington National Airport*) was passed unanimously.

The Committee then reviewed a draft resolution addressing safety, security, and the appearance of the Huntington Metrorail Station and its parking structures and approaches. Local Metro riders had been complaining about lighting, walkway markings, car break-ins, and unclean conditions. After including several editorials and one substantive change, the resolution (*Transportation 2016-02, Safety and Appearance of the Huntington Metrorail Station*) was passed unanimously.

The Committee next readdressed George Washington Memorial Parkway safety issues at three challenging areas: the circle and stop sign at the Mount Vernon Estate, the Morningside Lane intersection, and its approaches and the Belle View Boulevard intersection. Rather than trying to draft a resolution, which would not have captured the complexity of the various issues and parties involved, a number of communication approaches were favored. At the circle, the first issue is southbound drivers getting in the right turn lane approaching the stop sign and then cutting left in front of straight through drivers in the correct lane. The second is the requirement that drivers on the circle yield to those entering the circle. This is not standard practice and the existing yield sign does not seem to be effective in causing drivers on the circle to actually yield. The Committee's consensus was that the yield sign should be replaced by a stop sign. The third issue raised is the interaction of masses of pedestrian tourists crossing at the stop sign without regard to giving motor vehicle traffic a chance to move. We will be approaching the U.S. Park Police with respect to signage, pavement markings and enforcement, and the management of the Mount Vernon Estate about the stationing of a crossing guard to discipline pedestrian movements during hours of the greatest tourist presence or particularly well attended events.

The Morningside Lane intersection and stone bridge to its south were the subject of a Federal Highway Administration "Safety Assessment Field Trip Report" dated February 29, 2016. That report had evidently suggested that the Parkway be narrowed to one lane in each direction under the stone bridge to prevent tall bus encounters with the low bridge. The Committee does not agree with that conclusion, but feels that clearing sight-lines on all intersections in that area by trimming back brush would help. We are also considering limiting turning movements at the Morningside intersection.

The Belle View intersection remains dangerous. Rather than interfering with the work of the Belle View Flood Mitigation Task Force efforts to protect their low-lying communities from flooding, we

Committee Reports

anticipate communicating our concerns so they can work them into flood abatement solutions they might succeed in devising with The U.S. Park Service and the Army Corps of Engineers.

In all three areas, speed enforcement is essential. Getting traffic, particularly rush hour traffic, down to the speed limit is something that can be done now. We have communicated this to the Park Police and will continue to press for more action. We are also asking the Fairfax County Police if they can add to the enforcement on the Parkway.

Chairman Cohn, also a Mount Vernon Representative to the Embark Richmond Highway Advisory Committee, voiced his concerns about where the Fairfax County Staff is taking this study effort. The purpose of Embark is to change the Comprehensive Plan so that it will support a density of residential and commercial development along the Mount Vernon segment of the Richmond Highway sufficient to justify first Rapid Bus Transit and then rail mass transit. The FCDOT and Planner personnel seem to be putting this effort into a spiral where you need the density to get the mass transit, but you cannot get the density until you have the mass transit. He and MVCCA Council Co-Chair Ward are convinced that much higher attendance at Advisory Committee meetings by concerned citizens is necessary to convince the staff to recognize that they are in a hole and to quit digging. All are urged to attend the next Embark Richmond Highway Advisory Committee meeting at the Sherwood Regional Library, 2501 Sherwood Hall Lane, on Monday, June 27, 2016, from 7:00 p.m. to 8:30 p.m.

As the Transportation Committee meeting adjourned, one interested citizen requested that we take action to get the traffic light timing changed and revise lane markings at the Richmond Highway intersection at the Mount Vernon Memorial Highway (VA235) and Jeff Todd Way. Traffic is backing up during rush hours to the point it is taking several light cycles to clear the intersection.

The next meeting of the Transportation Committee will be in Community Room 3 in the Mount Vernon Government Center at 7:30 p.m. on Monday, July 11.

SFDC

SFDC participated in a grant application, with Fairfax County, for \$400,000 from the Federal Transit Administration. These funds would be matched by \$200,000 each from DRPT and VDOT. The money will be used for development and planning for Embark (Richmond Highway transit improvements).

SFDC sent a second letter to the Planning Commission in support of the proposed zoning amendments. This also supports the MVCCA position.

Everyone is encouraged to attend the Embark Advisory Group meeting on June 27, at 7:00 p.m. at the Sherwood Hall Regional Library. There will be time at the end for public comments and questions.

The Northern Virginia Transportation Authority has once again failed to place the widening of Richmond Highway between Napper Road and Mount Vernon Highway on its recommendation list. This project is CRUCIAL, as the segments above and below are three lanes each way, while this section of two lanes each way creates a daily traffic bottleneck nightmare. There will be a town hall meeting on Tuesday, June 14, from 6:30 p.m. to 8:30 p.m. at the South County Center. Comments may also be submitted to FY2017Program@TheNoVaAuthority.org, or by phone at (703) 642-4652. This is important, so please get your comments in - the deadline is Friday June 17th!!!

The July Business Roundtable will be held at the Holiday Inn Express, 6055 Richmond Highway, at 8:30 a.m. The topic is "Small Business Financing/Borrowing"! Registration is free and walk-ins are welcome.

FAIRFAX FEDERATION

The Federation will host their Annual Picnic and installation of the Executive Board on June 16, 2016 at 6:30 p.m. at the Nottoway Park Shelter #1, 9537 Courthouse Rd., Vienna. Sharon Bulova and numerous other state and local elected officials will attend.

A resolution was passed by the board to support the Washington Metro Area Transit Authority's Safe Track Plan. This resolution urges local and state officials to work together to initiate a travel work around to mitigate traffic snarls caused by metro outages.

The board also reinstated the Special Committee on Libraries for one year.

The MVCCA representative to the Federation, Katherine Ward, requested, once again, that the Federation take action to ensure that all persons appointed by the Federation to County boards, authorities and commissions report to the Federation regularly regarding what these organizations are doing. And to furthermore, take direction from the Federation as to what the Federation's position is on matters acted upon by these organizations. This request was made over a year, again last month, and again on May 26, and to date the Federation has not followed through.

Committee Resolutions

PLANNING & ZONING

Proposed MVCCA P&Z Resolution 2016-03
MVCCA P&Z RESOLUTION 2016-03, MOUNT VERNON
COUNCIL OF CITIZENS' ASSOCIATIONS (MVCCA)
RESOLUTION REGARDING THE 7-11 ON ALBAN ROAD IN
SPRINGFIELD, VIRGINIA

(1) **WHEREAS**, the Subject Property, located at 8071 Alban Road in Springfield, Virginia, is located on the east side of Alban Road just south of the intersection of Alban Road and Boudinot Drive in the Mount Vernon Magisterial District;

(2) **WHEREAS**, the Subject Property consists of approximately 54,106 square feet, is zoned to the C-6 zoning district, and is developed with a service station and mini-mart;

(3) **WHEREAS**, the Applicant now proposes a special exception amendment to convert the existing mini-mart use to a quick service food store use; and

(4) **WHEREAS**, pursuant to Section 2-414 of the Zoning Ordinance, the Applicant also requests a modification of the required 75-foot setback for commercial buildings from an interstate highway in favor of a 30-foot setback.

THEREFORE, BE IT RESOLVED, that the MVCCA does not oppose this change from a mini-mart use to a quick service food store use or its modification of the required 75-foot setback.

END: RESOLUTION P&Z-2016-03

Proposed MVCCA P&Z Resolution 2016-04
MVCCA P&Z RESOLUTION 2016-04, MOUNT VERNON
COUNCIL OF CITIZENS' ASSOCIATIONS (MVCCA) RESOLU-
TION REGARDING THE BOCK FARM PROPERTY ON HINSON
FARM ROAD

(1) **WHEREAS**, the Subject Property, located on Hinson Farm Road across from Mount Vernon INOVA Hospital in the Mount Vernon Magisterial District, is proposed to be a four building independent living complex;

(2) **WHEREAS**, the four buildings each have 32 condominium units with 32 parking spaces for residents in each building;

(3) **WHEREAS**, although not required by Fairfax County development regulations, following the request of the MVCCA Planning and Zoning Committee at the March 2016 meeting, the Applicant has carried out a traffic study to determine how much additional traffic will be generated by this development and whether any nearby streets will require signals or other changes;

(4) **WHEREAS**, this traffic study has determined that a four-way stop should be instituted at Parkers Lane and Hinson Farm Road;

(5) **WHEREAS**, the New Gum Springs Civic Association has expressed a concern that the developer has not conferred with New Gum Springs members about additions to traffic in their neighborhood as a result of this development; and

(6) **WHEREAS**, the developer has agreed to meet with the Gum Springs Civic Association on or about June 13, 2016, to listen to Gum Springs concerns.

THEREFORE, BE IT RESOLVED, that the MVCCA does not oppose this development of this independent living complex, unless the MVCCA Board receives notice that either Applicant did not meet with New Gum Springs or that significant resolvable concerns directly attributable to the Applicant's project have not been addressed.

END: PROPOSED RESOLUTION P&Z-2016-04

TRANSPORTATION

Proposed MVCCA TRANS Resolution 2016-01
MVCCA TRANSPORTATION RESOLUTION 2016-01,
MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATIONS
(MVCCA) RESOLUTION REGARDING EXCESSIVE AIRCRAFT
NOISE IN MOUNT VERNON DISTRICT RESIDENTIAL
COMMUNITIES DURING SOUTH FLOW DEPARTURES FROM
REAGAN WASHINGTON NATIONAL AIRPORT (DCA)

(1) **WHEREAS**: Residents of Bell Haven, Villamay, Marlan Forest, Mason Hill, Hollin Hills, Wellington Heights, and other nearby communities of the Mount Vernon District of Fairfax County have been subjected to continuous high noise levels since April 2015, created by aircraft departing DCA and turning west five miles south of the airport (the CAPVC waypoint) to pass overhead in climb power at altitudes between 2,200 and 3,500 feet and;

(2) **WHEREAS**: The concentration of aircraft making the west turn at the same point is directly attributable to the implementation of "NextGen" Area Navigation (RNAV) technology and air traffic control procedures;

(3) **WHEREAS**: The 2012 Federal Aviation Administration (FAA) Modernization and Reform Act, Title II NextGen, Section 213 stipulated that given navigation performance, and other efficiencies including measurable reductions in noise, implementation of NextGen shall be presumed to have no significant effect on the quality of the human environment requiring the Administrator to issue a categorical exclusion for the new procedure without public comment;

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(4) WHEREAS: DCA operates flights 24 hours per day, and the flights generating the increased noise exposure are taking place earlier in the morning and later at night due to increased DCA flight operations as passenger demand and Congressionally-approved transcontinental flights have increased;

(5) WHEREAS: The Metropolitan Washington Airports Authority (MWAA) established the Reagan National Airport Community Working Group (Working Group) in response to increasing community concerns regarding aircraft noise throughout the National Capital Region;

(6) WHEREAS: The Working Group, is chartered to inject broad-based community input into noise-related discussions, and to move the noise discussion beyond the airing of individual and neighborhood complaints toward a cooperative effort to identify practical solutions and recommend those solutions to the MWAA for submission to the FAA for consideration and action;

(7) WHEREAS: Noise complaints of Arlington County and the District of Columbia as affected by flight operations north of DCA have resulted in two Working Group recommendations that the FAA revise the current north flow departure procedure waypoints to maximize the time aircraft spend flying directly over the Potomac River and minimizing the time aircraft spend flying over adjacent communities;

(8) WHEREAS: The Potomac River south of DCA is aligned with the runway axis and is far wider than the river north of the airport, and bends to the west and widens to the east at Piscataway Creek just over 10 miles from the airport, thereby allowing the turn point (CAPVC waypoint) to be extended further south over the Potomac River and enabling aircraft to climb to an altitude of 5,000 feet, but preferably higher, before making the turn west, still over water until reaching the new GAITE waypoint east of Fort Belvoir at an altitude of 7,000 feet, but preferably higher, thereby greatly reducing the noise impact to residential communities;

(9) WHEREAS: The citizens of the Mount Vernon District expect that the DCA South Flow revised SID maintain a flight track to the CAPVC_NEW waypoint and to the GAITE New waypoint over the Potomac river as shown on the attached chart;

(10) WHEREAS: The citizens of the Mount Vernon District recognize that safe, efficient, and convenient airline operations at DCA are essential to the residents of the National Capital Region and the United States Government, but there are noise mitigation solutions that should be considered and can be implemented in a timely manner that would help address the overall noise footprint for DCA flight operations;

(11) WHEREAS: The significance of this issue merits the attention of the entire Mount Vernon community, action by our elected representatives, and procedural changes by the FAA, airlines, and air

traffic officials to revise the current pattern of south flow departures and for MWAA to encourage operators to take action;

(12) WHEREAS: The objective of this resolution is to make specific recommendations for MWAA and FAA consideration to reduce the excessive noise concentrated on affected communities and not to simply move the problem to other communities both within and beyond the Mount Vernon District.

THEREFORE, BE IT RESOLVED (1): That the MVCCA request that the Fairfax County Board of Supervisors endorse the Working Group's recommendation that the FAA, in the most expeditious timeframe feasible, develop, assess, and implement a new DCA south flow departure procedure that moves the turn point (the CAPVC_NEW waypoint) further south an additional 2.92 NM on the Potomac River and increase the altitude at that waypoint to 5,000 feet, but preferably as high as safety factors permit, before making the westerly transition turn to the GAITE_NEW waypoint.

BE IT FURTHER RESOLVED (2): That the MVCCA request that the Fairfax County Board of Supervisors recommend:

- That the MWAA implement a DCA Fly Quiet Program.
- That the MWAA establish a permanent MWAA Noise Advisory Working Group, after the current Working Group completes its work.
- That the MWAA continues to address noise issues of outgoing as well as incoming aircraft.
- That the MWAA Noise Advisory Working Group make further recommendations to the MWAA and the FAA.
- That the MWAA Noise Advisory Working Group return for consultation with the Mount Vernon Council of Citizens' Associations if the recommended flight path is modified.

END: PROPOSED RESOLUTION TRANS-2016-01

Proposed MVCCA TRANS Resolution 2016-02 MVCCA TRANSPORTATION RESOLUTION 2016-02 SAFETY AND APPEARANCE AT THE HUNTINGTON METRORAIL STATION

(1) WHEREAS: Citizen complaints have been received concerning pedestrian safety and the appearance within the Huntington Metro-rail station and its parking structures and approaches;

(2) WHEREAS: The Metrorail station is poorly lighted and Metro riders maintain that they feel at risk;

(3) WHEREAS: Multiple break-ins of cars parked in the station's parking structures have been reported;

(4) WHEREAS: There are no pedestrian pathways or safety island markings on the pavement within the Metrorail station to protect

pedestrians from speeding motorists, nor are there any measures taken to slow down circulating traffic;

(5) WHEREAS: Vehicles entering and exiting the Metrorail station have been observed speeding and drivers were frequently inattentive to traffic signals;

(6) WHEREAS: To further promote pedestrian safety, pavement markings and pedestrian-operated signals are needed at the approaches to the Metrorail station;

(7) WHEREAS: Metro riders are noting a lack of cleanliness within the station, stairwells contain trash and smell unpleasant, and they report that the station currently lacks the appearance appropriate for our national capital; and

(8) WHEREAS: The correction of the above listed deficiencies should not be difficult to achieve and should be affordable, even within Metro's tight budget.

THEREFORE BE IT RESOLVED: That Mount Vernon District Supervisor Daniel Storck contact Metro's General Manager and Chief Executive Officer, Mr. Paul J. Wiedefeld and advise him of our citizen complaints and request expeditious corrections in a spirit of maintaining the Huntington Metrorail Station as a positive beacon, impressing visitors to the Mount Vernon District's historical sites and satisfying the expectations of our daily Metro commuters.

END: PROPOSED RESOLUTION TRANS-2016-02

In 2004, the Fairfax County Board of Supervisors (Board) adopted its [Environmental Vision](#)—and now **the Board needs your help to update it**. While it is not an action plan, this vision is important because it helps to guide the county's environmental initiatives and programs.

How you can provide feedback

There are two ways that you can offer recommended updates, changes or additions to the current vision.

- Take an online survey at <https://www.surveymonkey.com/r/environmentalvision>. : This survey will be open through June 30. Results will help identify environmental issues that are of the greatest concerns, as well as updates that may be needed.
- To provide feedback in person, attend the public meeting on July 27, 7-9 p.m. at the South County Government Center main conference room, 8350 Richmond Highway, Alexandria

Survey results will be posted online and presented at the public meetings. Early next year, the revised vision will be made public for further comment, and it is anticipated that the board will adopt its final, updated vision in 2017.

For more information or reasonable ADA accommodations, visit the [project web page](#), or contact the county's Environmental Coordinator at 703-324-1788, TTY 711.

Treasurer's Report

Mount Vernon Council of Citizens' Associations, Inc.

Treasurer's Report, Current Month and Fiscal Year to Date Compared to Annual Budget

1 July 2015 to 31 May 2016

(Amounts are rounded to nearest dollar)

	May	Total July 1 to May 31	Annual Budget	Budget Variance To spend or Favorable (Unfavorable)
Cash Receipts (including deposits in-transit):				
Dues - Current Members	\$ -	\$ 2,442	\$ 2,525	
Dues - Collected in 2014-15 Fiscal Year ³	-	870	625	
MM Interest Receipts	1	9	10	
Total Cash Receipts	1	3,321	3,160	161
Cash Disbursements (including outstanding checks):				
Administrative	132	257	300	43
Reception	-	247	300	53
Insurance premium	-	835	880	45
"Record" Production	140	1,080	1,390	310
Web Site	-	250	250	-
Total Cash Disbursements	272	2,669	3,120	451
Net Budget-Receipts in Excess(less than) Disbursements	(271)	652	40	\$ 612
Other sources/changes in cash				
Total Cash at Beginning of Period	11,941	11,570	11,570	Note 2
Less cash collected in 2014-15 Fiscal Year	-	(870)	(625)	Note 3
Dues - Collected in 2015-16 for 2016-17 Fiscal Year	-	318	-	Note 4
Total Cash at End of Period	\$ 11,670	\$ 11,670	\$ 10,985	

End of Period Cash Balances by Account (adjusted for outstanding items):

Burke & Herbert - Checking	\$ 1,646
Burke & Herbert - Money Market	10,024
Total Cash	\$ 11,670

Respectfully
Submitted,
Stephen Markman
Treasurer
9 June 2016

Notes:

- 1 This financial statement uses the cash basis of accounting except as noted on the face of the statement.
- 2 The "Annual Budget" and "Total Year-to-Date" columns reflect actual Beginning of Period cash as of July 1, 2015.
- 3 Note dues collected in 2014-15 fiscal year for 2015-16 fiscal year are added as "Cash Receipts"; therefore, must be deducted from "Cash at Beginning of Period".
- 4 Dues that are currently collected for the next fiscal-year are separated from budgeted transactions but are included in the cash balances reported.

NEXT COUNCIL MEETING

Wednesday, June 22, 8:00 p.m.
Mount Vernon Government Center, Community Rm 3
2511 Parkers Lane, Alexandria

AGENDA

Call to Order

- Guest Speakers
- Approval of Agenda
- Approval of Secretary's Minutes
- Approval of Treasurer's Report
- Committee Reports
- Co-Chair's Report on Board Actions

Published Items and Resolutions

New Business

- Member Association Time
- Mount Vernon Supervisor Time
- Other Elected Officials and Public Time

Adjournment

COMMITTEE CALENDAR

MVCCA Council—June 22, 8:00 p.m., MVGC Comm. Rm. 3
MVCCA Board—July 14, 7:30 p.m., MVGC Comm. Rm 3

Comm	Date	Time	Place	Chair
BUDG	7/6	7:30	MVGC Comm Rm	<i>open</i>
COAF	TBD			<i>open</i>
EDU	9/7	8:00	WWMS/Lib	Harbeck
E&R	7/6	7:15	MVGC, Rm. 3	Ledec
HHS	TBD			<i>open</i>
PL/Z	7/11	7:30	SCC/Rm. 217	Viani (<i>acting</i>)
PS	7/7	7:30	MVGC, Rm. 3	McDonald
TRAN	7/11	7:30	MVGC, Rm. 3	Cohn

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