



Mount Vernon
Council
of Citizens'
Associations

Record

Volume LIV, No. 7, July 2021

Together we make a difference

FROM THE CO-CHAIRS

Thank you for your continued support of our leadership of this great organization. And Congratulations to the newly elected MVCCA board members. Your ratification is required for the committee chairs as proposed by the co-chairs.

BF vacant - search on going.
 EDU vacant - search on going.
 ER Chris Morgan
 PLZ Gretchen Walzl
 PS Jason Zaragoza
 TRAN Peter Sitnik
 SFDC Ellen Young
 FED Co-Chairs
 EDITOR Karen Keefer
 Special Committee for Stormwater Leo Milanowski

The newly elected MVCCA executive board members will take on their duties Sept 1, 2021.

Richmond Highway Widening: The actual details of the proposed widening by VDOT and FCDOT have just come to light. It varies greatly from the presentations we have received over the years. Supervisor Storck has asked for our detailed list of modifications we want to see.

River Farm update: It appears negotiations have broken down between AHS and NOVA Parks.

MVCCA BOARD

Co-Chairs Katherine Ward co.chair1@mvcca.org
 Lynn Pascoe co.chair2@mvcca.org
 open co.chair3@mvcca.org
 Secretary Abby Wells secretary@mvcca.org
 Treasurer Sean McCarthy treasurer@mvcca.org
 Membership open
 Editor Karen Keefer editor@mvcca.org
 BUDG Jason Zaragoza chair.bf@mvcca.org
 EDUC Judy Harbeck chair.edu@mvcca.org
 E&R Christopher Morgan chair.er@mvcca.org
 PL/Z Gretchen Walzl chair.pz@mvcca.org
 PS Bill Kane chair.ps@mvcca.org
 TRAN Pete Sitnik chair.tran@mvcca.org
 SFDC Ellen Young rep.sfdc@mvcca.org
 FCFCA co.chair1 rep.fairfaxfederation@mvcca.org

MVCCA General Council Meeting Minutes

MVCCA GENERAL COUNCIL MEETING MINUTES Wednesday, June 23, 2021 via Zoom

Virtual Meeting/Zoom Convened 7:05PM

Presiding: Lynn Pascoe, Co-Chair

Attending:

CoChair	Katherine Ward (part of mtg)
Treasurer	Sean McCarthy
Secretary	Abby Wells
Budget & Finance	Jason Zaragoza
Environment & Recreation	Christopher Morgan
Planning & Zoning	Gretchen Walzl and Karen Pohorylo
Public Safety	Bill Kane
Transportation	Pete Sitnik
SFDC	Ellen Young
Special Committee Chair	Leo Milanowski

----- Council Minutes ----- Council Minutes -----

Elected and Appointed Officials and Staff:

Supervisor Dan Storck, Mount Vernon District, Nick Rinehart,
Aide to Supervisor Storck

Voting Representatives Present:

Belle Haven Terrace Civic Association
Belle View Condominium UOA
Civic Association of Hollin Hills
Collingwood-on-the-Potomac
Engleside Civic Association
Holland Court Property Owners Association
Hollin Hall Village Citizens Association
Huntington Community Association
Hybla Valley Farms Civic Association
Marlan Forest Citizens Association
Mason Hill Citizen's Association
Montebello Condominiums Unit Owners Assn
Mount Vernon Manor
Mount Vernon Civic Association (MVCA)
Mount Vernon Manor Citizens Association
Mount Zephyr Citizens Association
New Gum Springs Civic Association
Potomac Valley River Bend Civic Association
Spring Bank Community Association
Stratford Landing Citizens Association
Villamay Community Association
Wellington Civic Association
Woodlawn Manor Community Association (WMCA)

SECRETARY'S MINUTES of May 2021 General Council meeting approved as published in the Record.

TREASURER'S REPORT of May 2021 approved as published in the Record.

GUEST SPEAKERS

Aaron Larocca, National Park Service
aaron_larocca@nps.gov gwmp_superintendent@nps.gov
Discussed South Parkway Safety Study, which was released April 5 <https://parkplanning.nps.gov/document.cfm?parkID=186&projectID=89079&documentID=111442>

Charles Cuvelier, National Park Service
Discussed the creation of a formal relationship between NPS and MVCCA.

COMMITTEE REPORTS

Budget & Finance:

Committee on hiatus until September
Anyone interested in joining the Budget & Finance Committee please contact Jason Zaragosa

Education: MVCCA Education Committee sending same recommendations to Fairfax County for 2021-2022 School Year as in previous years in terms of holding harmless funds allocations. Ratified by membership.

Environment & Recreation:

Topics as reported in Committee Minutes:
FFX Co Parks & Recreation official Andrea Dorlester spoke about the process the county goes through when creating a new park. Tetra and Christopher Company at Maury Place behind Old Mount Vernon High School. Stormwater project at Ft Belvoir. Next Meeting July 7

Planning & Zoning:

Topics as reported in Committee Minutes:
Committee meeting with IDI still taking feedback from communities. Issues: traffic, lack of green space, maneuvering around property. July meeting with owners of Huntwood Plaza and plans for new restaurant at Fort Hunt Road and Route 1.

Public Safety:

Topics as reported in Committee Minutes:
Committee developed work plan for next calendar year. Next meeting July 1: Guest speaker Community Relations Specialist from Mt Vernon Police Station

Transportation:

Topics as reported in Committee Minutes: Parkway and Intersection studies.
Feasibility for federal earmark to fund undergrounding WMATA – Feasibility study of possible extension of Metro-rail, Yellow or Blue Line to Fort Belvoir then to Quantico, or Bus Rapid Transit or (BRT) to Potomac Mills, or enhanced Virginia Railway Express (VRE). Not in decision stage yet.
Update on airplane noise.
Bill Kane brought joint resolution: Enforcement in GW Parkway Study –
Next meeting July 12 with VDOT and FCDOT to discuss Richmond Highway widening project plan.

SFDC REPORT: Event at Old Mount Vernon High School – music and food trucks.

Mt Vernon Plaza has permits to make - \$2-3 Million in upgrades, including putting in a park in. The board is considering a Mural project along Richmond Highway to highlight the roads historic nature.
The Water Tower –in Gum Springs is one of the areas being considered. Queenie Cox has reached out to art departments at Arts Fairfax, Lee District, West Potomac, and Mt Vernon HS art Departments; Historic in nature, relative to the neighborhoods they are located in.
Erin on My Hometown – HGTV similar project

FAIRFAX FEDERATION REPORT: As published in the Record. Mt Vernon Council will continue to participate with the Federation as membership and leadership transitions.

SPECIAL COMMITTEE FOR STORMWATER ISSUES:

Chairman Leo Milanowski specialcommittee@mvcca.org Held July 7 meeting with VDOT, County staff and Stormwater

Management staff, Northern Virginia Land Development Services. VDOT agreed infrastructure is inadequate, old, and only funded for related transportation projects. County staff gave presentation on their involvement with stormwater and runoff issues. Land Development Services has instituted a new office to look at the stormwater issues. Next meeting July 7.

PUBLIC TIME: No Comments

NEW BUSINESS: No new business

BOARD ELECTION: The chair of the nominating committee Jason Zaragosa presented the slate of Nominees as published in the Record and supervised the voting process. **FY 2021-2022 Only** voting members (Presidents or Alternates) were eligible to participate in voting. Voting IAW our bylaws was anonymous Using Zoom polling feature.

Floor Nominations were called for for all positions. Peter Sitnik was nominated for the vacant 3rd cochair position. After the electronic vote was taken the results were announced. Results are as follows: Abby Wells, Secretary, Bill Kane Treasurer, Cochairs Lynn Pascoe and Katherine Ward and Peter Sitnik were elected.

Meeting Adjourned 8:52 p.m.

Minutes submitted 7/17/2021 by Abby Wells

----- Committee Reports -----

Budget & Finance

The Budget and Finance Committee did not meet in July. The next meeting is TBD. We are looking for a chair for this committee - if you are interested, please contact a co-chair.

Education

The Education Committee did not meet in July. Next meeting: September 2021, date, time and format TBD

The Education Committee chair is retiring after many years. We are looking for a replacement - if you are interested, please contact a co-chair.

More information can be found at www.fcps.edu: see <https://www.fcps.edu/return-school/fall-2021-planning> and <https://www.fcps.edu/academics/summer-learning>.

Environment & Recreation

July 7, 2021 E&R Committee Meeting

- Discussion on Maury Place
 - Clark Massey gave presentation last time
 - Ellen: Have they spoken to immediate neighbors?
 - Not sure
 - Christopher drove around - cul de sac community.
 - Special Exception for Density is why they came to the committee
 - This neighborhood is not associated with MVCCA - should we reach out?
 - Raquel McLaughlin is a neighbor on this project Mt. Vee Manor, includes Shannons Green, Drews Court, Stephy's Court
 - Was on the P&Z meeting
 - Issues were loss of healthy trees in area
 - Worried about the growing need for parking, already limited where we are. They didn't have a resolution for parking. Already issue with commuters coming in and parking in our community.
 - Marty Sanchez-Lowery
 - pretty much adjoin neighborhood
 - Taking over for Bill on Mt. Zephyr
 - Will have a meeting next week to take the pulse of Mt. Zephyr
 - Agree that parking is likely an issue due to a rural road
 - Katherine
 - E&R and P&Z should join together to make a resolution
 - In addition to trees and parking, P&Z wants them to look at pocket parks
 - Please ask Kathy Ledec join as a guest to discuss the counties policy on tree canopy and tree save. Why because- more trees being taken down to accommodate infill such as Maury place and Popkins lane
 - Thomas Jordan
 - The change in impermeable space is concerning as well - going from a lot of green space to almost none
 - Concerns
 - Parking
 - Narrowness of road
 - Tree canopy
 - Stormwater

----- Committee Reports ----- Committee Reports -----

- Larry
 - Some of these issues are more in P&Z purview
 - Need to be thoughtful about parsing issues we claim
- Marty
 - How is a road that is that narrow within county rules?
 - Ellen - might be a private road
 - Katherine - VDOT roads have to be 50 feet wide. Perhaps take it up with transportation committee.
- Alan from Hollin Hills
 - Been through negotiations like this in central PA and MI
 - Would add heat island effect. Taking away trees great for shade and water collection and putting in roof
 - Coming off larger road backing up traffic every time someone has to turn
 - Walkability and bikeability
- Raquel
 - No bike lanes and not safely walkable.
- Marty
 - Wondering if this is deferred development because seems abandoned?
- Alan
 - Should we ask the county to buy that land?
- Raquel
 - Park is Vernon Heights Central Park
 - My association owns the stormwater pond since 1990; adjacent community owns the other one across the street
- Larry
 - When we put in single family homes along transportation corridor, likelihood of metrorail expansion goes down
 - What about LEED? Should at least be a comment to care about quality of housing from an environmental perspective
- Next Steps
 - Ellen to reach out to Gretchen at P&Z, and Kathy Ledec, for coordination
 - Mount Vee Manor and Zephyr reps to rally their communities
 - Marty to reach out to transportation
- Raquel
 - Yes, we have stormwater issues and coordinated with Leo about that. He's come out to committee to inspect it.
- Restaurant on Ft. Hunt and Richmond Highway
 - MVCCA said no to a drive-in component
 - Developed area - might get close to drainage issues.
 - Not going to be a cut through anymore because lanes to get to the bridge will be cut off pretty soon
 - No environmental information right now
- Terrance (Terry) Bright joined - VP for Mount Vee Manor
- Active items
 - Sale of River Farm - recent article in WAPO
 - Penn Daw - no resolution passed by the board last month. Ellen: Land slopes way down and are single family homes south and east of that project. Are going to be environmental issues to look at.
 - Verizon Property - was deferred, they want it rezoned to 5-6. Tabled by P&Z
 - Changes to PFM Code - no action
 - Review statement on Ft. Belvoir Stormwater Outfall.
- Next Meeting
 - Possibility for Creek Restoration speaker?
 - The next E&R meeting will be Wed. Sept 1st at 7pm via the same Zoom. There will be no August meeting.

Planning & Zoning

Minutes Planning and Zoning Committee - July 2021

Attendees: Belleview Condominiums, CA Hollin Hills, Collingwood Springs CA, Holland Court Property Owners Association, Hollin Hall Village CA, Huntington CA, Hybla Valley Farms, Montebello Condominiums, Mt. Vernon CA, Mt. Vee Manor CA, Mt. Zephyr CA, Quander Rollins Neighborhood CA, Riverside Gardens CA, Stratford Landing CA, Sulgrave Manor CA, Wellington CA

Guests: Co-Chairs Katherine Ward and Lynn Pascoe; Bob Brandt, Attorney - Walsh, Colucci; Janel Kausner, Owner/Applicant (Washington Property Company); Aaron Vinson, Civil Engineer (Walter L. Phillips, Inc.); Paul Trombley, Architect (Studio 66); JT Kelley, Environmental Engineer (Wetland Studies and Solutions, Inc.); Bob Caravona and Kyle Price, Contract Purchaser/Potential Applicant (Evergreen Investment Company); Peter Rinek, Civil Engineer (VIKA); Steve

----- Committee Reports ----- Committee Reports -----

Bannister, Owner/Applicant (Capital Investment Advisers);
Walter Clarke-PC Mt. Vernon District
Meeting to Order 7:03pm

Chairwoman Gretchen Walzl welcomed the committee and guests and turned the presentations over to Bob Brandt, attorney with Walsh, Colucci. The first presentation was the property located at

5863 Richmond Hwy (SEA84-V-035-03)

This project has come before the P&Z and Transportation before when it was introduced as a drive through restaurant, which due to known severe traffic issues in the area and the North Gateway as the entrance to Mt. Vernon District, it was a resounding NO. The owner has come back to the committee with a changed plan that includes a 6000 sq ft sit-down dining, though 3 different entities were mentioned and the committee quickly said NO, one restaurant. Additionally, it was unclear what type of dining would occur (breakfast, lunch or dinner). Mature plantings around the desired space were presented, though two sets of drawings gave mixed messages. RPA issues still abound as the entire property site is set in the RPA and there are still transportation issues to be resolved as the road dynamics are changing in the area for the new Gateway. No tenant has been secured yet as the owner wants to be able to finalize the Special Exception Amendment first. Committee felt the owner is getting closer to desired outcome though it needs to nail down a tenant first that will bring community together and not be a quick in-an-out entity.

6001 Richmond Highway (Brookside Motel)

The presentation was an informational session only as the proposed project is in its infancy and no offer has been made on the property for development, nor has application been filed for said property at this time. Evergreen Investment Company is interested in purchasing the property to include multi-family housing apartments for rent using the same footprint that is currently in use with the Brookside Motel. The project as presented has the building in a C-shape with two levels of parking, most below grade. The middle interior area would be used as a green space courtyard for use by tenants. Evergreen is aware of the RPA restrictions with the property and its abutment to the neighborhood behind it. Committee is in initial favor of the project and looks forward to additional information. Committee agreed it is better than anything that has been presented before P&Z.

The Parker, 2550 Huntington Avenue (RZ 2011-MV-031)

Located across from the Huntington Metro Station, the property currently has 390 residential units at 5 stories. (75ft) Developer is asking to build out Section 34E/34F to 85Ft with the first level as retail space and the rest residential. County insists on the second level as retail as well. This project came before the SSPA Task Force agreed that the first floor retail and residential above is best use of space. Committee agreed to the project and a resolution to support the project. The BOS meeting is

set for July 27th so the MVCCA Board will draft the necessary resolution to send to the BOS.

Chairwoman Walzl reminded everyone that the committee will have the month of August off, and that we have a full schedule when we meet at our September 13th meeting.

Meeting adjourned at 8:39pm.

Public Safety

The committee met via Zoom at 7:30 pm on July 1, 2021. In addition to the Chairman and Co-Chair Lynn Pascoe, Public Safety committee attendees were: Civic Association of Hollin Hills, Mason Hill Citizen's Association, Mount Vernon Civic Association, Potomac Valley River Bend, and Sulgrave Manor Civic Association. Jason Zaragoza attended as the prospective PS committee chairman.

The chairman briefly discussed the 29 June meeting of the Fairfax County Public Safety committee which hosted a presentation by the authors of the study report concerning disparities in the Use of Force (UOF) by Fairfax County police. The study covered about 1,400 events over a three-year period between 2016 and 2018 where UOF took place. The link to the briefing slides and the study report is <https://www.fairfaxcounty.gov/boardofsupervisors/board-supervisors-public-safety-committee-meeting-june-29-2021>. The recommendations included better data collection for future analysis, improved training, and policy changes. Recommendations will be added to the Fairfax County Public Safety Committee's Community Input Matrix for resolution.

The chairman announced that Chief of Police Kevin Davis will speak at the 28 July MVCCA General Council meeting.

The guest speaker for the July meeting was PFC Katie Watts, the Community Liaison Officer at the Mount Vernon District Police Station. The 115 sworn officers and 27 civilians assigned to the Mount Vernon Station patrol a 26 sq mile area divided into ten patrol areas covering the Mount Vernon and Lee magisterial districts. Manning is down from 157 sworn officers two years ago. Most officers perform patrol duties but there are detectives, a crime prevention team, auxiliary officers, crossing guards, police citizen aides, crime analyst, and administrative staff. The crime prevention team consists of MPO Marvin Goodley and PFC Watts. The goal of the crime prevention unit is to work together with members of our community, build lasting relationships, and provide education and training to the community to reduce crime. Officers Goodley and Watts prepare and deliver presentations on a variety of law enforcement topics to a wide range of business,

----- Committee Reports ----- Committee Reports -----

educational, and residential community groups like the community advisory committee. They manage Neighborhood Watch, Business Watch, and Park Watch programs and participate in a number of special engagements like National Drug Take Back Day, National Night Out, Shred Events, Community Days, Car Seat Inspection Events, Toy, Food, and Clothing Drives, Coffee with a Cop, and Ice Cream Socials. They are routinely involved in outreach activities like Boy Scout and Girl Scout visits and school visits where they engage students in motivational activities like Police Career Day and a Day in the Life of a Police Officer. They have a strong presence on social media like Facebook, Twitter, Nextdoor, YouTube, and the Fairfax County Police Department blog. PFC Watts asked us to get the word out to lock your car at night and to call the police non-emergency number (703-691-2131) if you see something suspicious. Anyone can email traffic concerns in the Mount Vernon District to FCPDMTVtraffic@fairfaxcounty.gov.

The next meeting of the Public Safety committee is tentatively scheduled for 7:30 pm on September 2, 2021 via Zoom.

Transportation

The Mount Vernon Council of Citizens' Association (MVCCA) Transportation Committee met at 7:00 p.m. on July 12, 2021 in a virtual gathering hosted on Zoom. Participating in the meeting were: Dan Reinhard, Senior Project Manager / Location and Design, Virginia Department of Transportation (VDOT), Claudia Llana, P.E. / Assistant Director, Transportation & Land Use, Fairfax & Arlington Counties, VDOT NOVA District, Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT), Ajmal 'AJ' Hamidi, Transportation Planner, main coordinator/liaison working with VDOT, FCDOT, Zachary 'Zach' Krohmal, Site Analysis & Transportation Planning Division, FCDOT, Thomas Burke, P.E., AICP Senior Transportation Planner, FCDOT, Vanessa Aguayo, PE, Richmond Highway BRT Project Manager, FCDOT, Neil Freschman, Section Chief, Capital Projects and Operations Division, FCDOT, Bob Pikora, Senior Transportation Planner, FCDOT, Stuart Samberg, Senior Manager, Traffic from RK&K Consulting, and Lynn Pascoe, MVCCA Co-Chair. Transportation Committee representatives of the following Mount Vernon Council of Citizens' Associations were in attendance: Belle Haven Citizens Association, Belle Haven Terrace Civic Association, Hollin Hall Village Citizens Association, Mason Hill Citizens Association, Montebello Condominium Unit Owners Association, New Alexandria Citizens Association, Riverside Estates Civic Association, Stratford Landing Citizens Association, Sulgrave Manor Civic Association, Waynewood Citizen Association, Wellington Civic Association, Wellington Heights Citizens Association, and Williamsburg Manor Citizens Association North. Total

attendance, from the committees and several interested individuals, was 27.

Pete Sitnik, MVCCA's Transportation Committee Chairman, called the meeting to order and made the following announcements:

- When checking in on Zoom, please type in the name of the association you are representing (placing your cursor over your photo and rename with your represented association).
- John Bioty from Stratford Landing will be assisting in taking minutes tonight.
- During the June 7 meeting, as a reminder, the Committee at large was asked to review the NPS planned channeling of traffic at Belle Haven Road and Belle View Boulevard and Southern George Washington Memorial Parkway (GWMP) in reference to the National Park Service (NPS) Safety Study. <https://parkplanning.nps.gov/projectHome.cfm?parkId=186&projectID=89079>
- Kathleen Graham has volunteered to monitor and keep the Committee informed on the 11C / 11Y Bus Routes.
- Thanks again to the eight (8) now (9) volunteers that adopted an intersection to assess or evaluate the NPS plans for that intersection. Please note that Robert "Bob" Witajewski has volunteered for Waynewood Boulevard; appreciate your volunteering, Bob!
- Thanks also to our own Keith Kerr for the initial report on the Tulane Drive intersection during the June 7th meeting.
- Looking ahead, on August 30 we will have a GWMP report on the Stratford intersection by Michael Vogler.
- On July 28 General Council meeting, Kevin Davis, the new Chief of the Fairfax County Police Department will be the guest speaker.
- Associations are reminded that it's that time of year to renew memberships. Memberships renewed, thus far (7/10/21), include Hollin Hall Village Citizens Association; Hybla Valley Farms Civic Association; and Belle View Condominium UOA.
- Welcome back Clusters at Woodlawn Citizens Association.
- New members or visitors were given an opportunity to introduce themselves to the Committee.
- Welcomed new members.

Chairman Sitnik then introduced Mr. Dan Reinhard, Virginia Department of Transportation (VDOT) Senior Project Manager and Location/Design Specialist for the Richmond Highway Improvement Project. Chairman Sitnik then gave Mr. Reinhard a heads up to expect a lively question and answer session on the width and footprint of the project. Mr. Reinhard began his

----- Committee Reports -----

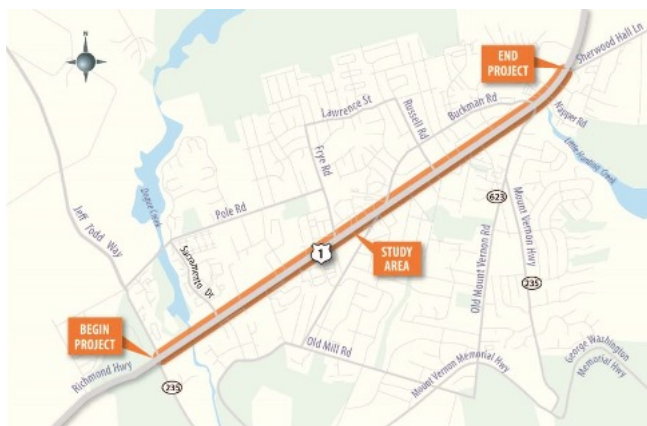
Presentation by stating that VDOT's briefing was an "update" to the previous MVCCA given some time ago. He indicated that essentially, there were no changes since that time. VDOT's intent was to update the Committee on where the project stood at the moment.

VDOT's presentation was the standard that has been seen and heard before and included a very basic overview on Richmond Highway's (From Jeff Todd Way to Costco):

- Widening (4 to 6 lanes)
- Safety Improvements
- Intersection Improvements
- 3 Bridge Replacements
- Utilities Location
- Storm Water Management, and
- Sound Wall (possible) incorporation

Note: Not in the presentation was the newest plans detailing the number of additional Richmond Highway through lanes and turn lanes that have swollen many intersections and the highway to 10, 11, 12, and a whopping 13 lanes in two (2) more locations, with massive intersections, loss of trees, and side streets of 5 and 6 lanes. The newest plans far exceed the often mentioned 6 through lanes, 2 BRT lanes, and pedestrian and bike easements.

Mr. Reinhard indicated that the Richmond Highway Project was divided into two phases; the Southern Phase and Northern Phase. The Southern Phase begins at Jeff Todd Way and ends just north of Frye Road. The Northern Phase begins just beyond Frye Road and ends at Sherwood Hall Lane. Each segment is about 1.5 miles long. Actual construction work on the southern phase is planned to begin in 2025 and end in 2027. Construction work on the Northern Phase is planned to start in 2028 and end in late 2028 or early 2029.



VDOT went on to say that once completed, Richmond Highway would realize three (3) travel lanes in each direction with a center median reserved for Bus Rapid Transit (BRT).

Mr. Reinhard showed the need for Richmond Highway improvements using a Level of Service (LOS) chart based upon a 2015, Route 1 Multimodal Alternatives Analysis. This analysis, VDOT stated, identified improvements needed to best meet the needs of both the community and corridor travelers.

Mr. Reinhard recommended VDOT's website: <http://www.virginiadot.org/richmondhighway> as a means to stay connected to the Richmond Highway Improvement Project. At present, authorization has been received for full parcel Right of Way (ROW). Project construction costs have been identified as 415M with 341M currently programmed. VDOT mentioned that ROW is a hot topic and will continue to be for the next couple of years. Each business or tenant has unique situations. Mr. Reinhard stated that should anyone have specific questions on ROW issues, please contact VDOT for an explanation. This would dispel rumors. He also described the ROW process as having various steps to include: (1) VDOT and Federal Highway Administration requests for total property acquisition, (2) property appraisal, (3) written offer, (4) negotiation, (5) moving assistance to tenants and (6) closing. If this process is unsuccessful, then Eminent Domain is pursued.

Currently VDOT plans to place utilities above ground which was a large disappointment to Committee members. Again Mr. Reinhard stipulated that VDOT could review that issue, but funding and schedule would be impacted. At present VDOT has asked utility companies to look where services could be placed to support the Richmond Highway Widening Project. Another point of contention was the use of sound walls along the Richmond corridor. Sound walls were included in VDOT's briefing as a means to quell noise along the project. Members voiced their renewed opposition to sound walls, noting they were unsightly and physically divided the east west sides of the highway (our "Main Street"). Additionally noted and emphasized was that it makes no sense to move forward with sound walls until the speed study is completed. Mr. Reinhard responded by indicating that a small percentage of Richmond Highway, approximately 7%, was being considered for sound wall impact. He noted that once studies are completed, there was a possibility that the project may not have sound walls at all. Note: the Committee has long opposed sound walls.

During the question and answer period, discussions became quite controversial and sometimes heated. MVCCA members felt that there was a divide between FCDOT and VDOT's intentions with respect to the future of Richmond Highway. It was thought that FCDOT was working toward a more complete street or "Main Street" plan for Richmond Highway with lowered speed limits in order to construct a place where residents could comfortably live, shop, entertain and dine. VDOT's presentation was the standard 6 lane with BRT down the middle. Through questioning and discussions, it was noted that added dedicated turn lanes described more of a super highway plan concept with many lanes. At many intersections,

----- Committee Reports ----- Committee Reports -----

this has swollen the highway to 10, 11, 12, and in two (2) locations 13 lanes (with side streets of 5 and 6 lanes). The question was posed: Does Richmond Highway want to be turned into a super highway or a place where residents can comfortably reside? Several Committee members concluded that VDOT was interested in the super highway and not a community roadway or “Main Street” with lowered speed limits. Mr. Reinhard fielded questions on the disparity of the two points by noting that Richmond Highway was currently the biggest traffic issue in Fairfax County. Changes were needed to alleviate interim problems prior to long term solutions such as Metrorail. He stated that VDOT was focused on “Benefits to all Users” and although changes could still be made in planning, funding those changes was another issue. Note: The committee supports the speed study on Richmond Hwy. If the study results in lowering the speed limit as expected, the lower speed will justify smaller intersections making them more pedestrian friendly and should result in more space for trees and green space and reduce heat island effects. Ultimately, this supports the vision of our “Main Street”.

Chairman Sitnik closed the Richmond Highway discussion at 8 p.m. by asking VDOT to kindly send a copy of their presentation to the Committee. Chairman Sitnik’s overall summary, concluded that the issue was “Main Street” vs. super highway. It was very disappointing to know that modifications to the Richmond Highway Project are difficult at this point because planning and funding have moved so far downstream.

Chairman Sitnik then introduced Jessica Carlson from Belle Haven Terrace who would brief the Committee and lead a “brainstorming” session on her, and Kay Bushman’s, review of the Belle View Blvd and Belle Haven Road Intersections to the George Washington Memorial Parkway (GWMP) Safety Study. Although, Intersection reviews were done separately by Jessica (Belle View Blvd) and Kay (Belle Haven Rd), Jessica would brief both to the Committee. Intersection summaries, submitted to the Committee beforehand, are attached to these minutes. Jessica agreed to incorporate the committee input into her notes.

Belle Haven Road Intersection: Jessica emphasized that after reviewing the GWMP Safety Study, she felt that that considerable confusion still remains regarding ROW at the Belle Haven Road Intersection. This is accentuated by a gas station which is situated there. She mentioned 16 Right of Way (ROW) conflict points and noted that this intersection had the 2nd highest number of crashes. 85% of the traffic exceeded the speed limit at this intersection. She concluded that channelization of traffic at this intersection requires further clarification on ROW. She also stated that there was little to no speed control due primarily to lack of enforcement and that pedestrian crossings were not addressed.

Upon showing the National Park Service (NPS’) design improvement diagram at the Belle Haven Rd Intersection, one committee member felt that NPS’ design made matters worse for ROW issues than currently exists. Chairman Sitnik pointed out that NPS desired to partner with the MVCCA Transportation Committee and perhaps the issue could be resolved at a meeting between the two groups that involved collaboration.

Belle View Boulevard Intersection: For the Belle View Boulevard intersection, Jessica indicated that the proximity of the Mount Vernon Trail made this intersection problematic. In her view, this eliminated the possibility of a roundabout. Additionally, she said that cyclist traffic wasn’t sufficiently addressed. Belle View Blvd. remains one of the more popular pedestrian crossings and one of the most dangerous in terms of accidents with 90 crashes documented. 99% of the traffic at this intersection exceeds the posted speed limit. Jessica went on to point out that traffic calming measures were not mentioned – a complaint echoed by many Transportation Committee members with respect to the absence of an enforcement plan to the entire GWMP Safety Study. Again, Chairman Sitnik discussed the possibility of resolving these issues with the NPS in a collaborative forum.

For the final briefing of the evening, Chairman Sitnik introduced Kathleen Graham who presented both a written and verbal update on the Status of the 11C and 11Y Fairfax Connector Bus lines. Kathleen’s written update is available [here](#).

Kathleen reviewed the history of the 11Y bus line and reported that it was suspended due to the Pandemic. Effective June 6th through September 30th, 2021, however, the 11Y was partially replaced with the 11C. The 11C is one of two new routes among numerous existing routes with adjusted schedules that will not have printed schedules as service may change. 11C times are the same for all runs and have not been adjusted for time of day.

The 11C serves the same Fairfax County stops as the former 11Y but turns left on Pendleton Street in Alexandria to terminate at the Braddock Road Metro. The 11C has seven runs in the morning rush (every half hour from 5:15 a.m. to 8:15 a.m.) and 8 runs in the evening rush (every half hour from 3:30 p.m. to 7 p.m.). Kathleen then presented her views on the advantages and disadvantages bus routes.

Advantages and disadvantages of 11C compared to the 11Y: The 11C has a longer rush hour window. The intervals are about the same. The 11C ends at a Metro stop, requiring passengers to transfer to Metro. The 11C does not serve Alexandria stops north of Pendleton Street. These stops still have signs stating that stops are “discontinued until further notice.” The stops on East Abington were popular and contributed significantly to the financial success of the route.

----- Committee Reports ----- Committee Reports -----

Advantages and disadvantages of 11C compared to Fairfax Connector 101: The Braddock Road Metro has both Blue and Yellow line trains so there will be a shorter wait for trains than at Huntington. Otherwise the time spent on the 101 plus the Yellow line to Braddock is about the same as the 11C to Braddock.

Bus conclusions & recommendations: Given that the 11Y is suspended, not discontinued, and that 11C is part of a service change effective through September 30, 2021, there is a possibility that the 11C is a temporary experiment to see if commuters will prefer a longer service window in exchange for losing direct service to Washington, DC. The bottom line, however, is that success of any 11 bus route will greatly depend on whether employers require staff to return (full time) to district locations rather than continuing telework.

Chairman Sitnik graciously thanked all meeting presenters and attendees at the conclusion of Kathleen's presentation; the Transportation Committee Meeting concluded at 8:40 PM and continued for a short time as an informal chat period.

The next Transportation Committee meeting will take place at 7:00 p.m. on August 30th (Note: This is our September meeting). This and subsequent meetings will be virtual meetings for the foreseeable future. Subsequent Transportation Committee meetings for 2021 are planned for October 4, November 8, and December 6.

Note: Attached to the minutes that were sent to committee Members and interested persons.

1. Most recent Richmond Hwy widening map (http://www.mvcca.org/docs/Rt1-Widths_07-07-2021.pdf): The pdf is a detailed map overview of the current overall width and scope of the project. Detailing the number of additional Richmond Hwy through lanes and turn lanes that have swollen many intersections and the highway to 10, 11, 12, and a whopping 13 lanes in two (2) more locations, with massive intersections, loss of trees, and side streets of 5 and 6 lanes. The newest plans far exceed the often mentioned 6 through lanes, 2 BRT lanes, and pedestrian and bike easements.

2. VDOT's Richmond Hwy presentation 7/12/2021: That was the very basic standard short presentation that has been seen and heard before showing only the standard cross section showing 6 through lanes, 2 BRT lanes, and pedestrian and bike easements. This cross section of Richmond Highway that has been routinely presented to the MVCCA (<http://www.mvcca.org/docs/Richmond-Highway-Typical-Section-graphic.pdf>) does not match the reality of the actual latest drawings.

Fairfax Federation

The Federation swore in new officers. President- Sridhar Ganesan, 1st VP- Morgan Jameson, 2nd VP- Barbara Zamora-Appel, Treasurer- Leslie Braun, Recording Secretary- Vacant, Corresponding Secretary- Tim Thompson
The membership will not meet in August. The Board will meet Aug 20th. The membership meeting for Sept 17th. The Federation will continue to meet virtually.

All things related to the Fairfax County Federation of Citizens Associations (FEDERATION/FED) can be found on the Federations Website (www.fairfaxfederation.org).

SFDC

YOU'RE INVITED !!

Original Summer Picnic at the Old Mount Vernon High School, 8333 Richmond Hwy. The event will be on Saturday, August 14, from 10 am to 2 pm.

Bring a blanket or a chair, and we'll provide live music, food trucks, local vendors, and more!

Come join the fun - it's FREE!

Special Committee on Stormwater Management

The MSCS meeting was held on July 7. Participants included representatives from the New Alexandria, Westgrove, Wellington, Holland Court Property Owners Association, Mount Vee Manor, Stratford Landing, Tauxemont, and Hollin Hall Village communities.

The meeting's purpose was to review committees' activities to date and discuss/define our next steps. Prior to this meeting, the committee had identified individuals/neighborhoods with stormwater issues; toured several problematic sites with SW problems; received assessments of toured sites from independent SW subject matter experts, and received briefings from State and Local government entities responsible for SW management.

To work toward the committee's desired results, i.e. fixing legacy problems; evaluating current projects that could cause problems and change their course; and preventing future problems, the chair proposed that the committee focus on the following activities:

---- Committee Reports ----- Committee Reports -----

- Documenting specific, current SW problems and requesting fixes from responsible organization; monitoring progress toward fix
- Identifying and actively pursuing changes to laws, guidance, Best Management Practices, funding, enforcement, etc., that fall short in preventing SW problems
- Developing a plan to educate homeowners on SW effects and mitigation by:
 - Establishing SW education program for county residents
 - Developing a guide to help homeowners address SW problems with appropriate state/local offices
 - Identifying “self-help” remedies homeowners can pursue, e.g. Operation Stream Shield, Stormwater Districts, self-help Citizen Improvement Committees, VCAP, etc.

To that end, Committee members proposed the following actions:

1. Investigate the County’s SW Problem Reporting System and obtain data from it to identify numbers of complaints and causes of SW problems residents are facing.
2. Review SW Issues survey template designed to populate our data set with community-by-community instances of SW problems. The template was developed by the Westgrove community.
3. Review list of communities/sites with SW problems and identify the agency responsible and action required to resolve a maintenance or design deficiency problem, or to ensure compliance with agency requirements by builders/homeowners on ongoing/planned projects. It was suggested that this is probably best done by team members affected by or familiar with the problem areas so concerns aren’t diluted by concerns an agency can’t do anything about.
4. Identify the pathway to accomplish changes to laws/regulations and other applicable guidance, e.g. what legislative body, who the actors are, etc. It sounds like the county is trying to tighten up their interpretation of existing infill requirements, however, additional changes are needed to beef up the requirements to reduce future problems.
5. Investigate what state and local officials would like to see in any new SW legislation. If there are particular problems with funding mechanisms at the state/county level, we should note them in our discussions.
6. Identify state/local agencies who will be the targets of our initiatives, and encourage community associations/citizens to lead this effort.
7. Obtain an update on Community Rating System for Flood Insurance prior to October 30, 2021.

8. Identify metrics to be used to determine if proposed changes for infill development by County’s Land Development Service will have the desired effect.
9. Develop a glossary to define terms and explain the alphabet soup of acronyms for all agencies involved with stormwater regulation.
10. Investigate the long term worth of detention ponds as a SW solution, and the extent to which they address SW issues given effects of climate change and destruction of green infrastructure.
11. Encourage Community Associations to engage with the County offices to apply and proactively enforce regulations, rather than assume regulations will be followed.
12. Develop a decision tree to help homeowners understand the nature of their SW problem and what steps should be taken to remedy to include:
 - What kind of problem is this? Is it improper maintenance or inadequate infrastructure, excess runoff flow due to infill/home improvements, inadequate drainage due to poor soil or insufficient slope/channeling, or a combination of the above?
 - What kind of information do I need to gather on the situation before seeking a remedy and what are the specific regulations pertinent to the problem? Where do I get this information?
 - Who is responsible for the situation and how do you contact them?
 - Who are the POCs for each of the kinds of problems that have been identified and what are the potential remedies that are available. Is it VDOT, Fairfax County, the home builder, homeowner of an adjacent property, or the homeowner of the property with the problem?
 - What are sources for self-help if the homeowner with the problem is responsible?

Committee members also had the following questions:

13. After the stormwater tour, were homeowners with SW issues caused by run-off from neighbor’s property told they need to deal directly with their neighbor?
14. Can the connection between stormwater remediation & the Dillon Rule be clarified?

Definitive answers to these questions will be presented at the next committee meeting.

The next meeting will be held on August 4.

----- Committee Resolutions -----

Planning & Zoning

[PROPOSED] MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATIONS (MVCCA) RESOLUTION PZ-2021-05 FINDING A LOCATION FOR THE SINGLE ADULT HOMELESS SHELTER AND LOCATING A NEW FAMILY HOMELESS SHELTER AT 2801 BEACON HILL RD AND RICHMOND HIGHWAY (OLD HYBLA VALLEY NURSERY SITE)

1. WHEREAS, Fairfax County has an urgent need of affordable Housing, Workforce Housing and Supportive Housing; and the communities in the Mount Vernon District are economically and ethnically diverse;

2. WHEREAS, the county used bond money to purchase the property at 2801 Beacon Road for the express purpose of building a new fire station to replace fire station #11 on Hulvey Terrace;

3. WHEREAS, in 2016, Fairfax County residents passed a bond to fund the replacement of the aging Eleanor Kennedy Shelter with a new shelter; the county then started to look for a new site for the Kennedy shelter;

4. WHEREAS, in 2020 County staff, without notification or consultation with neighboring communities, proceeded to plan to utilize the property at 2801 Beacon Hill Rd to relocate the Eleanor Kennedy homeless shelter and co-locate other housing there;

5. WHEREAS, On 6 November 2020, Supervisor Storck formed an advisory committee to provide feedback on proposed project including on the appropriate housing solution for 2801 Beacon Hill Rd;

6. WHEREAS, During the first four meetings (November 2020 – February 2021) of the newly formed advisory committee, which did not include all neighboring communities, members were presented with details of a draft block design for a replacement Kennedy shelter, other supportive housing and the fire station;

7. WHEREAS, questions about the proposed relocation of the Eleanor Kennedy shelter to the Beacon Hill Rd site began to be raised by citizens, the neighboring community of Spring Bank was invited to join the advisory group, and Supervisor Storck agreed to meet with the Spring Bank community to hear their concerns;

8. WHEREAS, One Fairfax Policy requires that "all residents... hav[e] the opportunity to participate in the region's economic vitality", that "everyone feels safe to live, work, learn, and play in any neighborhood of Fairfax County" and the County will work to "protect existing stable neighborhoods";

9. WHEREAS, Supervisor Storck on June 29, 2021 indicated no decision has been made and the County is still open to other sites for the Kennedy Shelter; however, at that meeting staff rejected other sites for various reasons and continued to state that they were continuing to work on the designs for the Beacon Hill property;

10. WHEREAS, at the June 29th meeting the Assistant Fire Chief stated that members of the Firefighters' union who will occupy the Beacon Hill Rd station did not support the single adult shelter at this site due to safety concerns;

11. WHEREAS, based on the Firefighters' concerns and neighbors' concerns that this location is not well suited for the single adult homeless shelter;

12. WHEREAS, a family shelter is compatible with existing, stable neighborhoods and there is a need for a better family shelter in the Mount Vernon area;

13. WHEREAS, the Beacon Hill Rd site is more appropriate for a new family shelter; and there are funding sources for a family shelter which should be pursued immediately;

A. THEREFORE, BE IT RESOLVED, the MVCCA requests that Supervisor Storck, County staff, the Planning Commission, and the Board of Supervisors diligently locate another site for the Eleanor Kennedy Shelter single adult shelter and not continuously reject sites presented to them;

B. FURTHER RESOLVED, the MVCCA requests that they move quickly to locate a more suitable site for the Kennedy single adult shelter and provide appropriate funds for a new and expansive family homeless shelter at the Beacon Hill Rd site.

C. FURTHER RESOLVED, the MVCCA requests that County staff conduct a transparent, public, inclusive and thorough investigation of alternative locations for emergency housing in Mt Vernon and Lee Districts; and

D. FURTHER RESOLVED, the MVCCA requests that the County provide the results of the "equity tools" required by One Fairfax policy demonstrating that the County considered "whole community benefits and burdens, [and] identify[ed] strategies to mitigate negative impacts, and promot[ed] success for all people in planning and decision making".

E. FURTHER RESOLVED, the MVCCA supports co-locating a family emergency shelter, affordable and workforce housing at 2801 Beacon Hill Rd and opposes including the Eleanor Kennedy Shelter there.

END PROPOSED RESOLUTION PZ-2021-05

----- Resolution for General Council Ratification -----

Mount Vernon Council of Citizens' Associations (MVCCA) Planning and Zoning Committee
Resolution PZ 2021-06
2550 Huntington Avenue - PC19-MV-011/PA2021-00007

WHEREAS, the South County SSPA Task Force reviewed the 2550 Huntington Avenue (PC19-MV-011/PA2021-00007) nomination and the county staff report, and recommended the nomination **as set forth by the developer** be approved by the Planning Commission and the Board of Supervisors;

WHEREAS, the current comprehensive plan established parcels 34E and 34F for hotel and office over 9 years ago and these parcels continue to sit vacant;

WHEREAS, the plan amendment proposed by the developer includes a multi-family building with **ground floor retail only**, accommodations for seniors, reduced height from the current comprehensive plan authorization, a public plaza and an interior courtyard;

WHEREAS, the surrounding area within walking/biking distance already includes current and under construction/authorized office spaces and community serving businesses. Many those already built remain vacant;

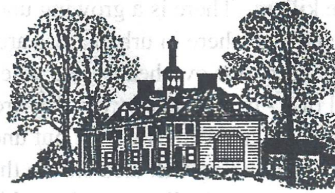
WHEREAS, the county staff report and the Planning Commission did not support the SSPA Task Force's strong recommendation to eliminate second floor retail/ community serving businesses,

WHEREAS, the Mount Vernon Council of Citizens' Associations (MVCCA) reviewed and discussed the nomination and the staff report for this property;

THEREFORE, BE IT RESOLVED, The MVCCA agrees with the SSPA Task Force recommendation to eliminate second floor retail, office, community serving businesses;

THEREFORE, BE IT RESOLVED, the MVCCA requests the Board of Supervisors approve the change to the Comprehensive Plan for parcels 34E and 34F permitting multi-family dwelling units **over first floor retail space and eliminate the second retail/community business space offices.**

APPROVED BY THE MVCCA LANDUSE, PLANNING AND ZONING COMMITTEE JULY 12TH AND THE MVCCA BOARD OF DIRECTORS JULY 13



The Mount Vernon Council of Citizens Associations, Inc.

P.O. Box 203, Mount Vernon, VA 22121-9998

<http://www.mvcca.org>

July 12, 2021

Dear State Senators Ebbin, Surovell, Boysko, Favola, Howell, Marsden, Petersen, and Saslaw and Delegates Sickles, Krizek, Tran, Bulova, Delaney, Filler-Corn, Helmer, Keam, Kory, Lopez, Murphy, Plum, Samirah, Simon, Sullivan, and Watts:

Fairfax County is undergoing a rapid transformation from a suburban and rural past to an increasingly urban environment. Some of the county is up to date and modern, some areas will and should remain comfortably suburban, and some of it looks like it is stuck in the mid-1900s and desperately needs renovation. In our part of the county, the Embark plan for Richmond Highway offers a dramatic opportunity to transform one of the oldest highways in the county into what the Comprehensive Plan describes as our “Main Street” with modern housing, businesses, abundant trees, and a modern transportation system. This is the county’s largest ever revitalization project. It is an exciting effort and should serve as a model for updating other old corridors in Fairfax County as we move to our common modern future.

The Mount Vernon Council of Citizens Associations has long advocated for a transformation of Richmond Highway and strongly backs the Embark plan. We are joined in this effort by the South Fairfax Development Corporation and the Mount Vernon/Lee Chamber of Commerce. The Fairfax Federation also supports this effort as part of a county-wide approach to revitalization. We are deeply worried, however, that key parts of the plan may not be implemented, leaving us a disappointing billion dollar project and setting a bad precedent for development in the rest of the county.

A crucial issue is whether the utilities along Richmond Highway will be undergrounded as part of the project or whether the unsightly and damaging utility poles, wires, and cables that now help mark Richmond Highway as one of the ugliest roads in the county will remain. It is a well-known fact that developers, residents, and business people move to areas that are pleasant to the eye as well as near to urban centers. Richmond Highway certainly qualifies on the second part but fails miserably on the first. Undergrounding will be a key to whether this and other ambitious renovation efforts in the county attract residents and business.

- Letter to Fairfax County State Senators & Delegates (cont.) -

The value of undergrounding utilities goes beyond aesthetic issues and its attraction to development. Power lines are tree killers. There is a growing understanding in the United States that mature trees along highways and elsewhere in urban areas are crucial to reducing the heat island effect of the roads. Planting trees near overhead wires where they will be maimed is ridiculous. (Fairfax County is full of V- or Y-shaped trees that are headed for an early death due to power company trimming.) The wires and cables can be put under the bike path which would allow full scope for the trees. Undergrounding will also ensure the security of the power and communications grid from natural or manmade disasters along this critical corridor between Washington and Fort Belvoir.

There is also an equity, "One Fairfax" issue involved in carrying out undergrounding as part of this project. We admire the undergrounding included in recent projects in other areas of Fairfax County and completely laud the effort. In fact, we want all new development projects in the county to have the benefits of hidden utility wires and cables. But undergrounding should be county-wide, not just limited to better off parts of the county. We are absolutely sincere in our belief that undergrounding on Richmond Highway is important to establish the precedent for similar highway projects across the rest of the county so all can benefit equally. What will now benefit Richmond Highway will in the future be key to renovation of older major roads in your neighborhoods.

Failure to do the undergrounding at this time would be an obvious false economy. The poles and wires will have to be removed and replaced in any case, the roadway will already be torn up, and it would be much cheaper to have the same contractor to put in the conduit while the road is being redone as they did in Prince William County. Not doing the undergrounding along with the other work on Richmond Highway would simply be extremely foolish.

We are quite aware of the many discussions about who pays what on Fairfax County roads, but in the end Richmond Highway is a state road and the state has to be interested in quality urban development along its roads as well as adding more traffic lanes. Undergrounding utilities along Richmond Highway is a critically important part of the project, the time to accomplish this is very short, the cost is small relative to the overall project, and the responsibility of all stakeholders is clear. We request that you as our Fairfax County representatives in Richmond act now to provide the Commonwealth's fair share of funding for this essential project.

Thank you.



B. Lynn Pascoe

Co-Chair, Mount Vernon Council of Citizens Associations

- Letter to Fairfax County State Senators & Delegates (cont.) -

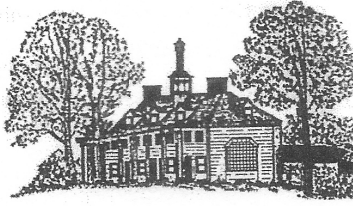
To: Senator Adam P. Ebbin
Senator Scott A. Surovell
Senator Jennifer B. Boysko
Senator Barbara A. Favola
Senator Janet D. Howell
Senator David W. Marsden
Senator J.C. Petersen
Senator Richard L. Saslaw
Delegate Mark D. Sickles
Delegate Paul E. Krizek
Delegate Kathy K.L. Tran
Delegate David L. Bulova

Delegate Karrie K. Delaney
Delegate Eileen Filler-Corn
Delegate Dan I. Helmer
Delegate Mark L. Keam
Delegate L. Kaye Kory
Delegate Alfonso H. Lopez
Delegate Kathleen J. Murphy
Delegate Kenneth R. Plum
Delegate Ibraheem S. Samirah
Delegate Marcus B. Simon
Delegate Richard C. Sullivan
Delegate Vivian Watts

CC: Chairman Jeffrey C. McKay
Supervisor Daniel G. Storck
Supervisor Rodney L. Lusk
Supervisor Walter L. Alcorn
Supervisor John W. Foust

Supervisor Penelope A. Gross
Supervisor Pat S. Herrity
Supervisor Dalia A. Palchik
Supervisor James R. Walkinshaw

----- Letter to Supervisor Storck -----



The Mount Vernon Council of Citizens Associations, Inc.

P.O. Box 203, Mount Vernon, VA 22121-9998

<http://www.mvcca.org>

Dear Supervisor Storck,

July 18, 2021

Ref: Your email of July 14,, 2021, on Richmond Highway VDOT/FCDOT widening designs

The MVCCA appreciates your reaching out to us regarding our alarm over the latest VDOT and FCDOT designs for Richmond Highway. We have serious concerns over these designs that the Board of Supervisors must address before giving their approval. The purpose of this letter is to reemphasize our previously stated positions, outline our overarching concerns, and state our objections to recently learned details.

First and foremost, we are amazed that the latest designs run contrary to several County policy positions as well as the BOS approved Comprehensive Plan amendment on the BRT. The traffic engineers do not seem to be aware of (or have chosen to ignore) the Board's policies or the views of citizens along the corridor on a variety of issues:

- Urbanization of Richmond Highway (our "Main Street") to ensure a more walkable, bikeable, and people-centric environment;
- Green House Gas (GHG) reductions. – The design gives highest priority to an automobile thoroughfare to the Beltway and Alexandria and will encourage more, not fewer vehicles on the road;
- Racial and Income Equity for all citizens – Many of our citizens who live in the corridor rely heavily on crossing the highway and taking mass transit. They will face more, not fewer obstacles with these additional lanes;
- The additional lanes to cross at BRT stations and CBC's will discourage, not encourage BRT ridership and cross-highway movement;
- Tree Canopy is reduced in many areas by excessive road width and overhead utilities - The design trades asphalt for many of the trees promised in the BRT plan;
- It ignores the Comprehensive Plan stipulation that utilities be placed underground;
- Tourism enhancements – The overly wide Richmond Highway will make tourists feel as though they are on a thoroughfare and not on a historic roadway/main street. They will not take advantage of the shops, restaurants, and hotels on this historic roadway.

1

----- Letter to Supervisor Storck (cont.) -----

- It undermines the Embark plan's focus on placemaking by including soundwalls instead of focusing on the need to reduce the speed limit and eliminate the need for them.

The Board of Supervisors will be asked to approve the current design of this BRT plan at their July 27, 2021, meeting. We urge you to stop the process on this vote until serious modifications are carried out.

You should be aware that the presentations from VDOT and FCDOT have for years glossed over the planned lane expansion. They have consistently shown a slide with six traffic lanes and two BRT lanes plus some green medians, not what is in the detailed plans. We have only recently learned that they are envisioning the road to include a total of eleven, twelve, and thirteen lanes. This is not what is shown on the FCDOT website. Instead of the comforting 8-lane slide, we now see that they are planning roads half-again as wide at intersections where people will need to get to the BRT stations and cross the street to the CBC retail stores and neighboring communities. Widening many side streets abutting Richmond Highway as well increases safety concerns. This plan may be a traffic engineer's priority, but it is not ours. Nor does it conform to the BRT promise or the EMBARK vision you approved.

Furthermore, funding for the BRT is based on an effort to reduce auto traffic and broaden multimodal ridership. How can this be squared with designing a road that envisions an expansion of auto traffic by 2045? Frankly, from our point of view, it looks like the plans are not in compliance with their FTA funding requirements. How can they say they are seeking \$1.2B in funds for BRT in order to reduce auto trips and then create a car-centric plan with 11, 12, and 13 lanes of traffic based on projections of increase traffic?

Richmond Highway has many low-to-middle income older housing units. The citizens living in these units must often cross the highway on foot. The proposed width creates major safety issues, especially for children and senior citizens. Multiple turn lanes from and onto side streets create dangerous situations for pedestrians and bikers by allowing drivers to turn at higher speeds. Additionally, this proposed width will continue to divide the Lee district and the Mount Vernon district citizens from each other rather than unite them along a "Main Street" with a slower speed and maximum 10-lane street.

As you know, the Mount Vernon Council of Citizens Associations (MVCCA) has been a strong backer of the Embark Plan from its inception and was pleased with the March 20, 2018 Board of Supervisors adoption of the Comprehensive Plan amendment. We have also been encouraged by the County's planning that looks forward to making our "Main Street" a reality. On the road itself, the concept has consistently included widening the southern portion to three traffic lanes each way, a left-turn lane, and two lanes in the medium for a Bus Rapid Transit system. The Embark plan promised undergrounding of utilities, trees lining the street, bike paths and walkways, and a focus on pedestrian safety and convenience. As part of this effort we have supported reducing the speed limit on the highway to 35mph as a critical safety measure. We have also argued consistently for trees as a buffer, not unsightly "sound walls" that cut off people from their "Main Street". The lower speed should eliminate the need for these walls, but the study to make this a reality has been inexplicitly delayed until September.

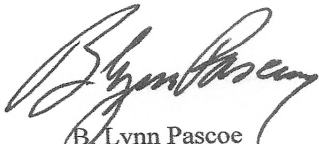
----- Letter to Supervisor Storck (cont.) -----

MVCCA's position on the plan has been consistent for a dozen years. In October 2009 we supported the pre-BRT proposal for three lanes in each direction with median strips for *a dedicated left-turn lane*. We later supported the two lanes for a Bus Rapid Transit system in the middle. In numerous briefings, resolutions, and letters, we have insisted that the implementation of the plan stick closely to the "Main Street" concept, including undergrounding facilities and no "sound walls". As one participant put it in a meeting a few years ago, the Council may disagree on many things, but we are unanimous that the reconstruction of Richmond Highway must result in a better, pedestrian-friendly environment without walls and with the utilities underground.

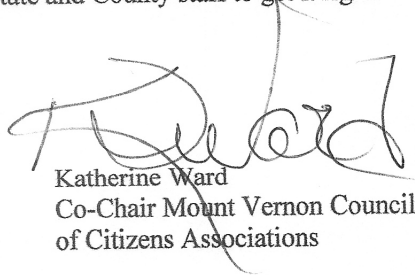
We believe that the current VDOT/FCDOT designs fail to carry out the County's commitment in the 2018 Plan Amendment. The Mount Vernon Council of Citizens Associations is deeply disturbed that the highway design we have been shown in recent weeks fails to live up to the county's promise to the people living in the vicinity of Richmond Highway. In many respects, it also defies common sense.

We cannot support the current design. It must be redone to ensure that there are no more than ten lanes (plus bike paths and sidewalks) anywhere along the corridor, utilities are undergrounded, native shade trees are planted along the entire corridor, and traffic is slowed to 35mph to promote safety and eliminate "sound walls". In short, we want our "Main Street" as promised, not the thoroughfare shown in the current designs.

We appreciate your offer to arrange a meeting with VDOT and FCDOT and other appropriate county staff agencies to get these plans back to reality and ensure the entire corridor is no more the ten lanes wide. We would be happy to provide our suggested details intersection by intersection to the designs. In the meantime, please have the proposed BRT design vote delayed until the changes we have requested are incorporated. This is a huge project, and we want to work with you, the Board of Supervisors, and State and County staff to get it right.



B. Lynn Pascoe
Co-Chair Mount Vernon Council
of Citizens Associations



Katherine Ward
Co-Chair Mount Vernon Council
of Citizens Associations

cc: Supervisor Lusk
Chairman McKay

----- Treasurers Report -----

Mount Vernon Council of Citizens' Associations, Inc. Treasurer's Report, Current Month and Fiscal Year to Date Compared to Annual Budget Periods Ending June 30th, 2021

	June	Total July 1 to June	2020-2021 Annual Budget	Budget Variance To spend or Favorable (Unfavorable)
Cash Receipts (including deposits in-transit):				
Dues - Current Members	\$ 225	\$ 3,034	\$ 3,145	
Money Market Interest	0	3	8	
Total Cash Receipts	225	3,037	3,153	\$ (116)
Cash Disbursements (including outstanding checks):				
Administrative	-	241	450	209
Insurance Premium	-	930	844	(86)
Outreach/Town Hall Meets	-	-	-	-
"Record" Production	140	1,140	800	(340)
Web Site	413	1,238	2,200	963
Total Cash Disbursements	553	3,549	4,294	745
Net Budget - Receipts in Excess(less than) Disbursements:	(328)	(512)	(1,141)	\$ 629

Other Sources/Changes in Cash:

Cash at Beginning of Period	8,533	8,717	8,717 ^{Note 2}
Total Cash at End of Period	\$ 8,204	\$ 8,205	\$ 7,576

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

Burke & Herbert - Checking	\$ 2,045
Burke & Herbert - Money Market	6,160
Total Cash	\$ 8,204

Respectfully
Submitted,
Sean McCarthy,
Treasurer
July 13, 2021

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" columns reflect actual Beginning of Period cash as of July 1, 2020.
 - 3 Amounts are rounded to the nearest dollar
- (Paid Association(s) Update - Marlan Forest CA)

NEXT COUNCIL MEETING

Wednesday, July 28, 2021, 7:00 p.m.
Virtual

AGENDA

- Call to Order
- Minutes Approved
- 7:30 pm Guest Speaker: Fairfax County Police
Chief Davis
- Committee Reports
- Treasurer Report
- Co-chairs report
- Resolutions
- Elected Officials Time
- Members Time
- Adjourn

COMMITTEE CALENDAR

MVCCA Council—July 28, 7:00 p.m., Virtual
MVCCA Board—September 14, 7:00 p.m., Virtual

Comm	Date	Time	Place	Chair
BUDG	TBD	7:00	Virtual	Zaragoza
EDU	TBD	7:30	Virtual	Harbeck
E&R	9/1	7:00	Virtual	Morgan
PL/Z	9/13	7:00	Virtual	Walzl
PS	9/2	7:30	Virtual	Kane
TRAN	8/30	7:00	Virtual	Sitnik
MSCS	8/4		Virtual	Milanowski

* All committee meetings are virtual until further notice

*The Record is published monthly except August by the
Mount Vernon Council of Citizens' Associations, P.O. Box 203,
Mount Vernon, VA 22121-0203.*