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Mount Vernon
Council
of Citizens'
Associations

Record

Volume LIV, No. 9, October 2021

FROM THE CO-CHAIRS

1. Public comment period for the extension of the metro rail Springfield to Quantico: <http://drpt.virginia.gov/transit/springfield-to-quantico/>
2. If you live on a tidal stream or the Potomac, please pay close attention to the County's adoption of SB776 - living shorelines. BOS will hold public hearings in early Nov. It will impact you. Please read the Resolution in this issue of the Record.

3. River Farm: We saved it - now it is up to the remaining American Horticultural Society (AHS) board members to fix their governance, hire a new full time and local Executive Director, and repair River Farm's buildings and grounds. Consider volunteering - this is one of our areas valued sites. ahsgardening.org

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MVCCA General Council Meeting Minutes

MVCCA General Council Meeting Minutes September 22, 2021

Called to order at 7:05 by Co-chair Pascoe.

In attendance: Hollin Hall Village; Hollin Hills; Marlan Forest; Collingwood Springs; Belle View Condominium; Montebello; Quander-Rolling CA; Mount Zephyr; Collingwood Springs; Wellington; Gum Springs; Spring Bank CA; Belle Haven Terrace CA; Stratford Landing; Huntington; Hybla Valley Farms; Williamsburg Manor North; Riverwood CA; Mt Vee Manor; Marlon Forest; William and Mary; Holland Court Property Owners Association

Elected officials and county staff: Supervisor Dan Storck and land use aide Nicholas Rinehart.

MINUTES approved as published in the Record.

TREASURER'S REPORT accepted as published in the Record.

CO-CHAIRS' REPORT: The MVCCA joined the Gum Springs Community protest over the Richmond Hgwy. widening; the River Farm overlay district was approved by the BOS; The Co-chairs appointed Cathy Hosek as Education Committee Chair, and she was also appointed as Chair of the Special Redistricting Committee. The GC members ratified Cathy Hoseks appointment.

E&R: Minutes as presented in the Record. Dan Storck will speak to the new shoreline plans, in response to Senate Bill 776, which bans rip-rap and timber in most cases.as a means of reducing bank erosion.

P&Z: Minutes as presented in the Record. And there will be 2 resolutions to vote on later in the meeting.

TRANS: No meeting. The National Park Service will begin re-striping the GW Parkway on October 4.

SFDC: The Mount Vernon Gateway plans are moving forward again; the Richmond Highway Mural Project is looking into finalizing locations and funding.

PS: Minutes as in the Record; Use of Force Committee will report at the October 7 meeting.

Fairfax Federation : Legislative Package is being put together, and will be sent out when completed.

STORMWATER: Minutes as in the Record; Not enough data was collected from the survey, and they're asking for more members to respond; committee will be writing letters to VDOT and the County re new infill development regulations;

REDISTRICTING: Presented two options for submission to the County Task Force; committee is encouraging keeping the Embark communities together, and is opposed to separating Mount Vernon into two districts; encourages everyone to comment on all the proposals. The members were asked to approve the committees comments so they can forward them to the MV representative on the the county redistricting commission.. MOTION to send committee's two maps forward, with membership comments. APPROVED unanimously.

RESOLUTION in Support of the Huntington Club Project (as printed in the Record), APPROVED unanimously.

RESOLUTION Opposing Kramer Property Proposal for Gum Springs Glen II (as printed in the Record), APPROVED unanimously.

SUPERVISOR Storck spoke about the Redistricting in Fairfax, and stated that the BOS becomes involved after the Task Force recommendation. The developer's offer for River Farm and two adjacent properties was turned down by the Horticultural Society Board. There will be a meeting of the Penn Daw Fire

Station/Homeless shelter plans on October 1. Supervisor Storck is working with staff and gathering info on undergrounding, to be presented to the BOS. He does NOT support 13 lanes on Richmond Hwy at Sherwood Hall, and believes that VDOT and FCDOT are open to making changes. There will be new county standards regarding storm-water regulations from Land Development Services; there are tree canopy concerns. He was asked by our storm-water committee chair why the county is only working with developers on this new regulation and not the citizens. Dan responded that Nick will make sure we get the info and that staff work with us. The BOS passed the Plastic Bag Tax, to be implemented as of January 1. Fairfax County has plans to be Carbon Neutral by 2040, as part of the County Green Initiatives.

Meeting ADJOURNED at 9:17 pm.

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Budget & Finance

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

Education

MVCCA Ed min 10-6-21

The Education Committee attended the Mount Vernon Town Hall held by our School Board Member Karen Corbett Sanders with Karen Keys Gamarra.

There were 25 people present, not all MVCCA members.

Topics covered included:

- COVID impact on schools on learning and enrollment and what is being done about it
- ESSER funding and how it is being used in the schools
- Outdoor time – for both lunch and classrooms
- The Boundary survey taken by the community and where we are with the boundaries in general
- Staffing Shortages
- The new academy planned for Lewis HS

Questions were submitted ahead of time and a few questions were submitted during the meeting

Next meeting: November 2021, date, time and format TBD

Environment & Recreation

Transportation

Meeting minutes not available.

Planning & Zoning

The Planning & Zoning Committee did not meet in October.

Public Safety

The Public Safety committee met via Zoom at 7:00 pm on October 5, 2021. In addition to the Chairman, Public Safety committee attendees were: Belle View Condominium UOA, Civic Association of Hollin Hills, Holland Court Property Owners Association, Mason Hill Citizen’s Association, Mount Vernon Civic Association (MVCA), Mt. Vernon Manor Civic Association, Potomac Valley River Bend, Sulgrave Manor Civic Association, and Wellington Civic Association.

The guest speaker was Fairfax County Police Department Captain Jeffrey Reiff, the new commander of the Mount Vernon District Police Station. He replaces Brian Ruck, who was promoted to Major of the Administrative Support Bureau in August. Reiff is a 23-year veteran of the FCPD and was stationed in the Mount Vernon District during his first 5 years with the department, from 1998 – 2003. He arrives from the McLean District Station.

Reiff cited staffing as one of his biggest challenges. The department is short 135 officers county-wide. An additional 311 will be eligible for retirement within the next few years. He will implement a new staff plan beginning November 6 to create more overlap between shifts and combat officer fatigue.

Reiff discussed a new community initiative called iPAC (Integrating Police and Community), an effort by the department to use data to identify high call volume areas and increase foot patrols in those areas. He said that while officers will take enforcement action if they witness any laws being broken during these patrols, the goal of the program is to increase one-on-one interactions with the community and get officers out talking to people in those areas.

The station has a new assistant commander, Lt. Kevin Shaw, who replaces Lt. Frederick Chambers.

The next Public Safety meeting will be a joint meeting with the Transportation committee on November 8 at 7:00 pm via Zoom.

The Mount Vernon Council of Citizens’ Association (MVCCA) Transportation Committee met at 7:00 p.m. on October 4, 2021 in a virtual gathering hosted on Zoom. Participating in the meeting were Aaron LaRocca from the National Park Service (NPS), Thomas Burke, P.E., AICP Senior Transportation Planner, Fairfax County Department of Transportation (FCDOT), Raquel McLaughlin with RIDESportation, LLC, Pete Sitnik, MVCCA Transportation Committee Chair, Frank Cohen, MVCCA Transportation Committee, Chairman (Emeritus), John Bioty, MVCCA Transportation Committee, Note-Taker for tonight’s meeting, Ann Rowan MVCCA Transportation Committee, Attendance-Taker for tonight’s meeting, Jason Zaragoza, Jr., MVCCA Public Safety Chair, Bill Kane, MVCCA Treasurer, Lynn Pascoe, MVCCA Co-Chair, and several Planning and Zoning (P&Z) members.

Transportation Committee representatives of the following Mount Vernon Council of Citizens’ Associations were in attendance: Belle Haven Terrace Citizens’ Association, Belle Haven Citizens’ Association, Belle View Condominiums Unit Owners’ Association, Collingwood on the Potomac, Holland Court Citizens’ Association, Hollin Hall Village Citizens Association, Huntington Community Association, Marlan Forest Citizens’ Association, Mason Hill Citizens’ Association, Montebello Condominium Unit Owners’ Association, Mount Vernon Manor Citizens’ Association, Mount Zephyr Citizens’ Association, New Alexandria Citizens’ Association, New Gum Springs Citizens’ Association, Riverside Gardens Citizens’ Association, Riverwood Homeowners’ Association, Stratford Landing Citizens’ Association, Sulgrave Manor Civic Association, Waynewood Citizens’ Association, Wellington Civic Association, Wellington Heights Citizens’ Association, and Williamsburg Manor North Citizens’ Association. Total attendance, from the Committees with other interested individuals was 38.

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

- Expect Transportation meetings to start with a vigorous attempt to capture attendees and their organizations for inclusion in the official minutes. Committee members are reminded to include their organization’s name when signing in on Zoom.
- Southern George Washington Memorial Parkway (GWMP) in reference to the National Park Service (NPS) Safety Study:
 - Thanks again to the nine (9) volunteers that adopted an intersection to assess or evaluate NPS plans for that intersection.

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- We have three (3) GWMP Intersection Committee Reports this evening: Morningside Lane, Collingwood Road and Stratford Lane.
- Previously reported intersections include Tulane Drive, Belle Haven Road and Belle View Boulevard
- GWMP Striping Project Press Release by several media outlets indicates that work will begin today (October 4th) for striping, signage and tree trimming.
- Richmond “supersize” widening project related events include:
 - A Gum Springs Virtual Community Meeting held on September 14, 2021 with representatives from both the Virginia Department of Transportation (VDOT) and FCDOT. The meeting focused on Community concerns and updates from the February 9, 2021 proposal to increase the number of lanes on Richmond Highway at Sherwood Hall Lane to 13-lanes.
 - Gum Springs’ organized demonstration to protest VDOT’s proposal to increase the lanes on Richmond Highway to 13-lanes on September 9th was attended by many members of the MVCCA.
 - Mount Vernon Supervisor Dan Storck, Lee District Supervisor and Fairfax County Board of Supervisors Public Safety Chairman Rodney Lusk and Virginia State Senator Scott Surovell are not supporting the plan for excessive lanes and are also advocating lowering the speed limit to 35 MPH and 10.5’ lanes. A link to video of the demonstration is below:
<https://www.nbcwashington.com/news/local/residents-in-gum-springs-protest-plan-to-widen-portion-of-richmond-highway/2797067/>
- Michael Rioux will provide an update on hiring a Consultant to address aircraft arrival/departure noise in the areas surrounding Washington’s National Airport.
- Virginia Department of Public Transportation (VDPT) held two virtual public meetings (attended by many from the Transportation Committee) on Sept. 21 and 23.
 - Attendees learned about study evaluation results for potential future transit enhancements in Fairfax and Prince William counties.
 - Discussed was the feasibility of enhanced public transportation services between the Franconia-Springfield Metro Station in Fairfax County and the Quantico Marine Base in Prince William County.
 - Enhanced transit options could include additional express bus services, increased VRE commuter rail service levels, bus rapid transit (BRT), or an extension of Metrorail southbound. In general, the Yellow line extensions scored very well as a viable option. For more information see the following link:
<http://drpt.virginia.gov/transit/springfield-to-quantico/>

- A Transportation Committee Member reported that VDOT appears to be installing an island on the Ourisman side of the Richmond Hwy/Fort Hunt intersection.
- Jack Coulter visited with John Kohout in Williamsburg and took a picture of John and his wife Joan, toasting us. We all wish John and his wife good luck in their future endeavors.
- Latest on River Farm and American Horticultural Society:
 - The Washington Post reports that five (5) board members of the American Horticultural Society (AHS) who backed the sale of historic River Farm, including the board chair, have resigned. This leaves only board members who opposed selling the Potomac River property that once formed part of George Washington’s Mount Vernon estate. See the below link for more information:
<https://www.washingtonpost.com/dc-md-va/2021/09/30/ahs-river-farm-board-resign/>
- United States Park Police (USPP) have been invited to our November 8, 2021 Transportation Meeting. Stay tuned!
- Associations are reminded that it’s that time of year to renew annual memberships.

MORNINGSIDE LANE DISCUSSION

Chairman Sitnik introduced Steve Ditmeyer, Transportation Representative from the Wellington Heights Civic Association. Steve provided a report on Morningside Lane intersection as referenced in the GWMP NPS Safety Study.

Steve’s presentation included several diagrams and tables from the NPS Safety Study (see attached PowerPoint). Steve indicated that Morningside Lane is different from any other Parkway intersection because of its geometry –horizontal and vertical upgrade curves. Vehicles in the turn-out lane that plan to make a right turn from the GWMP onto Morningside Lane obstruct the vision of southbound traffic from cars wanting to turn from Morningside Lane onto the Parkway. Line of sight (to oncoming traffic) is the major concern. In addition, views of northbound lanes on the GWMP from Morningside Lane are obstructed by trees and bushes. The result is that cars collide and people die. 40% of the accidents are due to failure to yield. Collisions occur because vehicles have to pull out into the intersection in order to obtain line of sight clearances for both north and southbound traffic intervals. Quite often, cars block other car’s view.

Morningside Lane had the 2nd highest documented number of crashes in the NPS Safety Study. These accidents mostly occurred during daylight hours in clear/dry road conditions. Steve concluded that vehicles from Morningside Lane may be trying to merge onto the GWMP without being able to see if a vehicle is approaching them from either the northbound or southbound direction. Steve noted that the NPS Safety Study plan for Morningside Lane included better signage and

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improved line-of-sight but added that the Report did not articulate how that was to be accomplished.

Steve compared the pros and cons of the planned Road Diet versus a Roundabout for the Morningside Lane intersection. The Roundabout, in Steve's opinion, provided easier movement from Morningside Lane onto the GWMP - both northbound and Southbound. He stated Wellington Heights endorsed the Roundabout over the planned Road Diet.

In the discussions that followed, several committee members felt that drivers often misjudged vehicle closure rates at this intersection. One member felt that although a Roundabout appeared to solve many problems at Morningside, there wasn't enough space to build one and it would cost so much more. Another member stated that line-of-sight pictures in the Report are misleading since they were taken with minimal foliage on trees. Current lines of sight are reduced from those shown in the Report. Another member felt that a Safety Risk Assessment (SRA) should be conducted for stakeholder input. NPS representative, Aaron LaRocca, noted that stakeholder input was a part of the GWMP Safety Study – not only for the initial input but for recommended courses of action (COAs).

A recurring observation from many (if not most) Committee members is that the current Parkway condition is in terrible shape. It does not represent the purpose for which it was built – a picturesque national tribute to honor our 1st President. Dead trees along the Parkway are unsightly and have not been removed for months. Sight lines continue to be reduced because tree trimming is lacking. The term “embarrassment” was often used to describe the current status of the GWMP.

Chairman Sitnik thanked Steve Ditmeyer for his professional assessment of Morningside Lane. He also reiterated that the NPS wanted to work with the Committee in obtaining feedback so hopefully, many of the insights and comments noted above will be considered in NPS' effort to improve Parkway Safety and appearance.

COLLINGWOOD ROAD DISCUSSION

Collingwood Road discussion was led by Michael Kowalski from the Wellington Civic Association. See attached Report.

Mike reported that Collingwood Road extends for about two miles westward from the Parkway, where it becomes Parker's Lane, close to INOVA Mount Vernon Hospital. As such, Collingwood Road carries a good amount of local traffic onto, and off of, the Parkway.

Luckily, this intersection has no visible change in elevation and is landscaped with good sightlines for motorists heading both northbound and southbound.

Mike indicated that the Parkway divides at the Collingwood Road intersection and there's about 1,000 feet of grassy

median both to the south and north with well-marked exits. When heading south, the Parkway curves gently to the left (east). When heading north, the Parkway changes from two lanes to four, providing safe and adequate turn lanes both to the right and to the left.

The only negative comment was aimed at trails and bike paths. The presence of a bike trail crosswalk at Collingwood presents a safety challenge, as some cars exit the parkway at a relatively fast speed and do not seem to be looking for cyclists or pedestrians.

Heading south, the Parkway goes from two lanes to four, providing safe and adequate turn lanes both to the right and to the left. This helps minimize or eliminate any traffic friction at this intersection. A right turn takes you onto Collingwood Road, where West Boulevard Drive bisects it just before the Parkway. A left turn has the motorist cross oncoming lanes to access East Boulevard Drive.

Mike's conclusion is that the Collingwood Road intersection seems to be generally safe and well-designed. Perhaps only some added signage or a speed bump would help improve pedestrian/cyclist safety at this intersection.

In the discussions that followed, Chairman Sitnik reported that it was good to hear that an intersection on the GWMP was adequately designed and had no major safety issues except for possible pedestrian and bike traffic improvements.

STRATFORD LANE DISCUSSION

The Stratford Lane discussion was led by Michael Vogler, an involved citizen whose house backs up to the Parkway at the Stratford Lane /GWMP intersection.

Mike began by showing his home's location in relation to the Stratford Lane intersection. He emphasized that speeding was the biggest concern on the southern portion of the Parkway - particularly in the Stratford Lane area. Speed data collected by NPS indicates that the median speed is above the posted speed limit with the 85th percentile ranging from 8 to 12 mph above the posted speed limit. Mike pointed out that the Parkway was designed to provide scenic recreational driving experiences thereby preserving the unique visitor encounter that is better appreciated by traveling at slower speeds. The design of the Parkway was not intended for the point-to-point travel that appears to be occurring today.

Traffic volumes indicate that vehicles may be using the Parkway as a bypass to US Route 1. Additionally, heavier left-turn volumes entering the Parkway in the morning from side streets such as Collingwood Road do not mirror the returning southbound right-turn volumes. This indicates that drivers are

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traversing neighborhoods to enter the Parkway further south in order to avoid congested intersections further north.

Turning southbound from Stratford Lane onto GW Parkway is dangerous due to the blind curve (looking north) and the excessive speeds at which vehicles enter the intersection. It's also menacing for joggers, walkers, and bikers because there isn't a crosswalk at the intersection.

Mike emphasized that it's clear from the NPS Safety Study that the northbound section from Wellington to Belle Haven is where the biggest concerns are – but what about the speeding issue on the southern end? Speeds of 80, 85, 90, and 95 mph are not unusual. Accidents that did occur around Stratford Lane had a larger than anticipated likelihood of a serious injury because of excess speeds.

Mike is in favor of the Road Diet but feels that ending the Road Diet at Lucia Lane does not address the southbound speeding issue. If the Road Diet is to end at Lucia Lane, Mike recommends adequate road markings for Stratford Lane and a reduced speed limit to 35 MPH through the intersection. Mike also recommends installing retro-reflective pavement markings using black contrast tape for enhanced conspicuity and yield lines at the trail crossing on Stratford Lane. He also favors supplemental pavement markings, including right-turn and left-turn arrows, but only verbiage to provide positive guidance to Parkway motorists on auxiliary lane usage.

For the discussions that followed, nearly all members noted the increased speeds on the southern half of the Parkway. Members again discussed the poor shape of signs on the Parkway and the number of dead-fall trees that have not been removed for considerable length of time. This is a change from years past; the term "embarrassment" was again mentioned. Other members commented that that the NPS Parkway Study advertised a three-prong approach to increased safety:

- **Education** (for Parkway users)
- **Enforcement** (improved /increased efforts to curb speeding and reckless driving)
- **Engineering** (Road Diets and other physical modifications to increase safety)

Committee Members stated that missing from the NPS/USPP plan is an enforcement strategy to address Parkway speeding/safety. One Committee member raised the issue of trying to get the Fairfax County Police to patrol the roadway. Other members, however, indicated Fairfax County was reluctant to pursue that initiative due to scope and funding issues. The bottom line is that that the Parkway is a national responsibility.

Chairman Sitnik thanked Mike for his Stratford Lane assessment and noted that the Committee had endorsed

speed cameras as a source for Parkway enforcements. He also stated again that the Committee will continue to work with the NPS for improved Parkway safety.

BUS ROUTE 11Y UPDATE

Kathleen Graham, from the Sulgrave Civic Association, gave a brief update on the former Bus Route 11Y.

Kathleen rode the 11Y from 1989 through 2015 and used it as late as March 2020. She reported that Metro and the County tried to eliminate the route over the years. Riders, however, always organized and testified at Metro hearings to retain the service. The Pandemic, however, reduced ridership to the point where it was no longer economically feasible for Metro to operate the 11Y Bus line. Nonetheless, efforts continued in an attempt to persuade Metro to restore Alexandria service to the 11Y (Fairfax County Express) as one of the only area direct bus routes to serve Alexandria and the Pentagon.

As a transportation option, although less convenient, Bus Route 11C was among the routes that received additional trips with the September update. 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 number of morning runs for the 11C has increased from 7 to 9 and the evening runs increased from 8 to 10 within the same rush periods. According to Kathleen, ridership has been light on the 11C in the Mount Vernon-Fort Hunt area therefore she concludes that it must be a more popular route in the City of Alexandria. See this link for 11 C schedules: https://wmata.com/schedules/timetables/upload/11C_210905.pdf

For the future of Metro Bus Route 11Y, Kathleen is of the opinion that the route will not be restored until a significant number of Federal agencies reopen and require employees to work on site. Stated another way, the 11Y is a victim of the Pandemic with an uncertain future.

AIRPLANE NOISE

Mike Rioux provided the Committee an update on the effort to hire a Consultant to address aircraft arrival and departure noise in the local areas surrounding DCA. Mike began by apologizing to those residents living 5 to 7 miles south of National Airport for the air shows that have been occurring there! Post Pandemic air travel has now reached pre-Pandemic levels; noise complaints are up.

In an effort to independently document issues, on Sept 23, 2021 the City of Alexandria, Fairfax County and Prince Georges County agreed to jointly fund a consultant to support the South of the Airport Subcommittee (SOA SC) to address noise issues. Hopefully this will result in developing or revising DCA approach and departure procedures to lessen aircraft noise pollution.

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Mike reported that the 3 jurisdictions mentioned above, approved a Statement of Work (SOW) prepared by the SOA SC. The SOW will serve as the basis for a Request for Proposal (RFP) to vendors. For “next steps”, the 3 jurisdictions plan to agree on a lead jurisdiction after meeting online. The funding for a consultant has a 250K ceiling.

Regarding schedule, Mike felt that a draft RFP would be released by the end of October or possibly the second week in November 2021. Publishing the RFP, however, requires considerable legal and contractual oversight. Mike does not expect the RFP to go out to vendors before the end of 2021; more likely it will be during the 1st Quarter of 2022. He will keep the Committee updated on the ongoing process.

RICHMOND HIGHWAY / FORT HUNT ROAD UPDATE

Chairman Sitnik shared a recent communication received from Claudia Llana, VDOT’s Assistant District Administrator Director, Fairfax and Arlington Counties. Claudia reported that work has started on the proposed signal modification improvements for the Route 1 / Fort Hunt Road intersection and that a concrete island is now in place.

Claudia also reported that Fort Hunt repaving is currently underway. At the request of state elected officials and Fairfax County Supervisor Stork, VDOT added work to the initial contract (targeted shoulder widening and revised pavement markings to accommodate bike use where possible). VDOT’s Project Manager overseeing the paving work has asked the contractor to start the application of asphalt on the milled road immediately (in practice that means soon, since only night paving is scheduled in this high volume road). Claudia apologized for any inconvenience to drivers in this area.

MEETING ADJURNED

Without new business introduced by members, Chairman Sitnik graciously thanked all meeting presenters/attendees for tonight’s meeting. The Transportation Committee Meeting concluded at 8:45 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 November 8, 2021. This, and subsequent meetings, will be virtual meetings for the foreseeable future. The last Transportation Committee meeting for 2021 is planned for December 6, 2021.

Zoom directions on how to change your name on a Zoom conference, learn using this link:
<https://www.bing.com/videos/search?q=how+to+add+your+name+during+a+zoom+meeting&&view=detail&mid=5295BFF93CBB63D79B665295BFF93CBB63D79B66&&FORM=VRD GAR&ru=%2Fvideos%2Fsearch%3Fq%3D>

[how%2520to%2520add%2520your%2520name%2520during%2520a%2520zoom%2520meeting%26%26FORM%3DVDV VX](https://www.bing.com/videos/search?q=how+to+add+your+name+during+a+zoom+meeting&&view=detail&mid=5295BFF93CBB63D79B665295BFF93CBB63D79B66&&FORM=VRD GAR&ru=%2Fvideos%2Fsearch%3Fq%3D)

Fairfax Federation

Updates can be found on the Federations website (www.fairfaxfederation.org).

SFDC

OUTDOOR MOVIE NIGHT! There will be a showing of “Luca” on November 12, at 7 pm, at the Old Mount Vernon High School. Bring chairs/blankets - admission is free!. Info at <http://sfdc.org/movie>.

Join us, and the Mount Vernon-Lee Chamber of Commerce, for Opportunity Richmond Highway 2021 on November 18. There is an in-person option at the Belle Haven Country Club, as well as a virtual option. Register at sfdc.org/opportunity-richmond-highway-2021/. Scheduled panelists are Federal Realty Investment Trust, Baywood Hotels, Fairfax County EDA, and Northern Virginia Building Industry Association.

Special Committee on Stormwater Management

A MSCS meeting was held on October 13. Participants included representatives from the New Alexandria, Belle View Condominiums, Westgrove, Wellington, Tauxemont, and Hollin Hall Village communities.

The meeting’s agenda included review of committee activities between its September 8 and October 13 meetings and discussion in the following areas:

1. Community Rating System Adjustments
2. MSCS Survey Data
3. County’s DRAFT policy on stormwater (SW) detention for infill development
4. County SW complaint system Report
5. Letter requesting State/County action on SW problems in Mt Vernon District

Committee Activities between September 8 and October 13
During this period, the Committee’s survey of SW issues in Mt Vernon communities continued; the County’s draft policy on mitigation of infill related SW issues was received and analyzed; data from the County’s SW complaint system was received and analyzed; a letter requesting action by the State/

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County on specific SW issues was drafted/distributed for comment. In addition, the County provided budget documents on its SW Tax, but review and analysis of the data was deferred to a later time.

Community Rating System(CRS) Adjustments

Committee reps from New Alexandria and Belle View Condominium have been working with the County to update the CRS ratings for their communities. A rating update for these communities could offer substantial monetary savings in FEMA flood insurance premiums. To date, no changes to the rating system have been made. The committee will follow up on the issue in subsequent meetings.

The community reps informed the committee that FEMA has recently changed its risk assignment methodology, and this has resulted in a premium reduction for homeowners in the National flood Insurance Program. This is not a result of changes to the CRS being pursued through the County, but is a result of change in FEMA policy.

MSCS SW Survey Update

The survey was issued to all MVCCA member organizations in late August 2021. To date, 97 responses have been received. The Committee rep from Westgrove, who is managing the survey and parsing the data, noted survey participants are reporting various condition resulting from SW and steps they've taken to resolve their issues. The next steps are to compare the survey results with other data collected and produce an integrated view of SW issues in Mount Vernon.

County's DRAFT Policy on SW Detention

After a robust discussion, Committee members agreed that the policy was inadequate in addressing the effect of infill development on existing and future SW issues. Discussion supporting the Committee's position focused on the amount of existing impervious surface in Mt Vernon, poor soil composition preventing SW absorption, the adequacy of outfall channels and if the outfall would still fall across property lines, monetary costs residents are experiencing in solving their SW problems, no recognition of previous infill that exacerbates current conditions, inadequacy of the existing infrastructure to manage current SW problems, and the absence of adequate enforcement mechanisms for existing SW rules. The Committee agreed to submit a letter to the County detailing our position.

County SW Complaint System Data

The Tauxemont Committee rep provided an analysis of the data. 299 complaints were provided, spanning 7 years. Of these, 258 related to "drainage", and 41 to "erosion," although these terms were not defined. The number of complaints in each year follow:

<u>Year</u>	<u># of Complaints</u>
2015	36
2016	22
2017	16
2018	35
2019	38
2020	70
2021	82 (thru August)

The County also assigned "problem" codes as follows: wet yards (104), standing water (84), yard flooding (42), and infrastructure damage (70). They also assigned responsibility for problem resolution as: Owner (108), County (87), VDOT (30), Private Entity/HOA (22), Unknown/Incomplete (50). This data will be integrated into the Committee's statical analysis of SW issues.

Letter to State/County on SW Problems

Committee members were asked to submit their edits. A final version will be drafted and sent to members for review. After addition of the locations with SW issues, the letter will be forwarded to State and County officials and our elected reps at the state and county level for action. The Committee co-chair agreed to approach residents whose property is included to obtain their permission to be included in the list.

Unresolved Items

The Committee agreed that a better understanding of the laws/ordinances/regulations/practices surrounding SW is important, and the co-chair agreed will make the request.

Clarification was requested on the following:

- Is data used to determine 2/10/100 year storms parameters based on current trends reflecting climate change or older data?
- How does County determine whose responsibility it is (County, VDOT homeowner, other) to address SW issue resolution?
- What is the difference between stormwater and groundwater?
- Is there an estimate of the current impervious surface in Mount Vernon District?

The November meeting date is TBD.

Special Committee on Redistricting

Meeting minutes not available.

----- **Resolutions to be Ratified by the GC** -----



The Mount Vernon Council of Citizens Associations, Inc.

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

<http://www.mvcca.org>

Supervisor Dan Storck
Planning Commissioner Walter Clarke

Dear Supervisor Storck and Planning Commissioner Clarke,

Oct 15, 2021

Ref: SB 776 Living Shorelines

The attached MVCCA Resolution regarding concerns over the SB 776 and Fairfax County's implementation policy requiring living shorelines is forwarded for your serious consideration.

Our membership, many of whom live on tidal streams and the Potomac River, are very concerned over the ambiguity of the language in this bill and the staff's recommended implementation policy. We believe that these homeowners should be grand-fathered and therefore be allowed to keep and if necessary, repair their sea walls and/or riprap if damaged or simply in need of repair. We believe that the grand fathering should run with the land.

While the County's Wetlands Board stated in their meeting with the MVCCA ER committee Oct 14, 2021, that they are here to help homeowners successfully meet the SB776 law, we found their comments to be also vague and contradictory in some cases, for example "what exactly is a fetch?". Furthermore, while some vagueness is needed in order to allow for each case to be adjudicated independently, we still have concerns that the decisions are very subjective. Hence, our position they current riprap and/or sea walls must be grand-fathered and run with the land.

Thank you for your support of our resolution.

Regards,

Katherine Ward

Katherine Ward
Co-Chair
MVCCA

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----- Resolutions to be Ratified by the GC -----

MVCCA (ER) Senate Bill 776 Living Shorelines Resolution 01-2021

WHEREAS rip rap and sea walls have been the methods of choice for the stabilization of shorelines in Virginia, including the Mount Vernon District, and in many other local communities;

WHEREAS the loss of wetlands is and has been a concern because wetlands serve multiple environmental functions and the law arising from Senate Bill 776 constrains development to wetlands of lesser ecological significance and non-vegetated wetlands;

WHEREAS the law arising from Senate Bill 776 establishes living shoreline as the preferred alternative for every permit. The law arising from SB 776 specifically states: “The Commission shall permit only living shoreline approaches to shoreline management unless the best available science shows that such approaches are not suitable. If the best available science shows that a living shoreline approach is not suitable, the Commission shall require the applicant to incorporate, to the maximum extent possible, elements of living shoreline approaches into permitted projects.” Thus, the consideration of practicality would only arise if the best available science shows that a living shoreline is not suitable.

WHEREAS, neither the law arising from Senate Bill 776 nor the accompanying guidance adopted by the Virginia Marine Resources Commission provide any direction on the consideration of cost, suitability, or other impacts to guide decisions on whether to require that existing sea walls or rip rap be removed and a living shoreline installed;

WHEREAS the removal of a sea wall or rip rap and creation of a living shoreline will 1) be more expensive than replacing/maintaining a sea wall or rip rap, 2) require a landowner to reduce otherwise usable property to create the required slope for a living shoreline and can result in the loss of beneficial vegetation and trees; and

WHEREAS the law arising from Senate Bill 776 provides no goals but opens every review to a highly subjective decision.

THEREFORE, BE IT RESOLVED, the Mount Vernon Council of Citizens’ Association believes that protecting wetlands is important but also believes that it is important to protect property interests of Mount Vernon property owners;

THEREFORE, BE IT FURTHER RESOLVED, that establishing living shorelines as the preferred alternative without providing any guidance on the impacts to property owners with previously approved or existing rip rap or seawalls, is inequitable and requires clarification;

THEREFORE, BE IT FURTHER RESOLVED, that in order to provide for clarification on the interests of property owners, we ask that the Fairfax County Board of Supervisors direct the Wetlands Board to adopt a policy to protect the interests of waterfront property owners with existing sea walls or rip rap; and

THEREFORE, BE IT FINALLY RESOLVED, that if the Wetlands Board cannot provide protection to current and future property owners of existing seawalls and rip rap, then the MVCCA asks that the Fairfax County Board of Supervisors to ask our elected Virginia representatives to modify the law arising from Senate Bill 776 to provide for protections through grand-fathering for current and future property owners with sea walls and rip rap.

Approved by the MVCCA Environmental and Recreation Committee on Oct 6,2021and the MVCCA Board on Oct 12, 2021and reaffirmed on Oct 15,2021.

----- 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 September 30, 2021

	September	Total July 1 to September 30	2021-2022 Annual Budget	Budget Variance To spend or Favorable (Unfavorable)
Cash Receipts (including deposits in-transit):				
Dues - Current Members	\$ 355	\$ 2,360	\$ 3,016	
Money Market Interest	-	0	2	
Total Cash Receipts	355	2,360	3,018	\$ (658)
Cash Disbursements (including outstanding checks):				
Administrative	-	159	250	91
Insurance Premium	-	-	930	930
Outreach/Town Hall Meets	-	-	250	250
"Record" Production	140	490	1,240	750
Web Site	-	718	1,400	682
Total Cash Disbursements	140	1,367	4,070	2,703
Net Budget - Receipts in Excess(less than) Disbursements:	215	993	(1,052)	\$ 2,045

Other Sources/Changes in Cash:

Cash at Beginning of Period	8,983	8,205	8,205	
Total Cash at End of Period	\$ 9,198	\$ 9,198	\$ 7,153	

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

Burke & Herbert - Checking	\$ 3,037			
Burke & Herbert - Money Market	6,161			
Total Cash	\$ 9,198			

Respectfully
Submitted,
William J Kane,
Treasurer
October 8, 2021

Notes:

- 1 This financial statement uses the cash basis of accounting except as noted on the face of the statement.
- 2 Amounts are rounded to the nearest dollar.

NEXT COUNCIL MEETING

Wednesday, October 27, 2021, 7:00 p.m.
Virtual

AGENDA

- Call to Order
- Minutes Approved
- Committee Reports
- Treasurer Report
- Co-chairs report
- Resolutions
- Elected Officials Time
- Members Time
- Adjourn

COMMITTEE CALENDAR

MVCCA Council—October 27, 7:00 p.m., Virtual
MVCCA Board—November 17, 7:00 p.m., Virtual

Comm	Date	Time	Place	Chair
BUDG	TBD	7:00	Virtual	open
EDU	TBD	7:30	Virtual	Hosek
E&R	11/3	7:00	Virtual	Morgan
PL/Z	11/1	7:00	Virtual	Walzl
PS	11/8	7:00	Virtual	Zaragoza
TRAN	11/8	7:00	Virtual	Sitnik
MSCS	TBD		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.*