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Mount Vernon
Council
of Citizens'
Associations

Record

Volume LIV, No. 10, November 2021

FROM THE CO-CHAIRS

We are starting the selection of the Officers nominating committee process this month. If you would like to be on the nominating committee, please contact either co.chair1@mcca.org or co.chair2@mvcca.org

MVCCA General Council Meeting Minutes

MVCCA General Council Meeting Minutes
October 27, 2021

Meeting Called to order at 7:03pm by Co-Chair Ward.

In Attendance: Belle Haven Terrace, Belle View, Collingwood Springs, Gum Springs, Holland Court, Hollin Hall Village, Hollin Hills, Huntington, Hybla Valley Farms, Mason Hill, Montebello, Mount Vee Manor, Mount Vernon Civic, Mount Zephyr, Spring Bank, Stratford Landing, Wellington, Wellington Estates, Wessynton, Williamsburg Manor North, and William H. Randall

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

Guests: 14 guests from Wellington Civic Association.

MINUTES approved as published in the Record.

TREASURER'S REPORT accepted as published in the Record. MVCCA currently has forty-four member associations.

CO-CHAIR'S Report: Co-Chair Ward said that the MVCCA still needed a Budget & Finance Chair.

Committee Reports

EDUCATION:

As noted in the Record, the Education Committee joined a Town Hall with Mount Vernon School Board Member Karen Corbett Sanders. Asked about changes to school districts, Education Chair Cathy Hosek confirmed no discussions were underway on school district changes.

ENVIRONMENT AND RECREATION:

The E&R Committee drafted a letter to Supervisor Storck raising our concerns over SB776 on Living Shore Lines, arguing that current riprap and/or sea walls must be grandfathered and run with the land. Chair Christopher Morgan stated that the Board had agreed to the letter (printed in the

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Stormwater	Leo Milanowski		specialcommittee@mvcca.org

Record) on an emergency basis to meet a county deadline and asked that the General Council endorse it. Morgan noted that they would hear a presentation at their next meeting (December 1) on plans for a restaurant on the corner of Ft. Hunt Road and Richmond Highway.

PLANNING AND ZONING:

Planning and Zoning Chair Gretchen Walz said they would also have a presentation by the same developer regarding construction of a restaurant at the corner of Richmond Highway and Ft Hunt Rds. group at the P&Z meeting next month. Co-Chair Ward reminded the group that in previous meetings with the developer we confirmed our position that we to oppose any fast-food restaurant at that site. We also demanded that the developer have a lease lined up to ensure that the restaurant met the county’s plan. She also noted that VDOT planned to put bollards along the right lane approach to the Wilson Bridge, making it impossible to exit from the site directly onto Richmond Highway unless the driver was headed to Maryland. This will create more traffic issues at this location to include potential disruption for the vehicles entering and departing the country club. We do, however, would like to see a quality restaurant at that location.

PUBLIC SAFETY

The Public Safety Committee met on October 5 with Fairfax County Police Department Captain Jeffrey Reiff, the new commander of the Mount Vernon District Police Station. They are readjusting schedules to make up for serious personnel shortages, a problem common to most police departments in the region.

TRANSPORTATION

The October 4 meeting of the Transportation Committee had thirty-eight people in attendance. It dealt mostly with reports by members on the intersections along the George Washington Parkway. There were also updates on the 11Y route bus and airplane noise. A full report is in the Record.

Karan Cerutti noted that Fort Belvoir is planning to re-open the Walker Gate which may cause major traffic problems/backups. She stated that the traffic lights timing would need to be adjusted to help reduce backups. The new Lieber Gate (which would facilitate access to the base commissary) has still not been reopened. It is likely to stay closed for some time due to a lack of personnel to man it.

STORMWATER MANAGEMENT

Report is in the Record. The Chair said the government is looking at the rating system for flood insurance. A new policy might lower some rates. (He noted that the Belle View Condo is paying \$1 million a year for flood insurance.) In the

committee’s discussions with officials, there is a lot of buck passing, so they are trying to get all players in a room for a serious discussion of the stormwater management problem. He noted that a recent study had listed the Rte.1 corridor as the region of Fairfax County at highest risk due to climate change.

SFDC

The SFDC is planning its first outdoor movie night at the Old Mount Vernon High School on Nov 12th.

REDISTRICTING

On November 9, three MVCCA members are planning to speak at the Board of Supervisors public meeting on November 9 to discuss Fairfax County redistricting. Our pitch will be to keep Mount Vernon District in its current configuration.

PENN DAW FIRE STATION & HOMELESS SHELTER

Ray Novitske reported on discussions of the county-proposed Penn Daw homeless shelter. Discussions were held with VDOT representatives on putting the shelter behind the Hyland Government Center. (VDOT has been planning a stormwater pond on the site.) He noted that the stormwater facility would be underground and could as easily be placed across Richmond Highway under the Old Mount Vernon High School parking lot. It was also mentioned that the county’s current planned site would put registered sex offenders within 500ft. of a day care center in violation of the county’s own rules.

Fairfax Federation: No report.

RESOLUTIONS

The resolution MVCCA (ER) 01-201 resolution and letter to the BOS on coastal living shorelines and SB 776 implementation was approved unanimously.

SUPERVISOR STORCK

Noting the number of visitors in the meeting, Supervisor Storck opened with high praise for the work of the Council. He reported the “Tour of Mount Vernon” had gone well with 250 bike riders including Chairman McKay and several state elected officials. He said the meetings on the Penn Daw Fire Station/Homeless Shelter had concluded, and he would decide on the homeless shelter in November. He said he agreed with the sentiments in the MVCCA letter on Living Shore Lines. Unfortunately, the county’s legal position was that they had to conform to the state wetlands law. He was putting together a resolution for the BOS to identify changes that our state representatives could propose to the law next year. In a recent briefing, VDOT had said that the speed limit on Richmond Highway would be lowered to 35mph after construction was

finished. This is unacceptable because it would also affect the sound wall issue. Supervisor Storck was confident the speed limit change would come relatively soon. There was nothing new on undergrounding, but a more detailed proposal requested by his BOS colleagues would be done November. The BOS will hold a public hearing on Fairfax County redistricting on December 9.

Visitors from the Wellington Civic Association began the questioning of Storck with their concerns about infill development in their neighborhood that is creating stormwater run-off issues as well as clear cutting trees and more parking/traffic problems. The speakers noted that a developer is taking down a house and will build three new ones on the property, the character of the neighborhood will drastically change. Supervisor Storck sympathized with the homeowners but added that unfortunately if a developer bought a home that sits on multiple lots, he could build a house on each of them. County policies on tree cover were not well enforced. Co-Chair Ward noted that the county let violators off too easily. The issue of allowing builder off bond to early doesn't protect neighbors from exacerbating stormwater runoff issues that pop up later. Supervisor Storck also agreed to arrange for a meeting on site with the neighbors, the builder and county staff to address issues related to construction crews parking, stormwater runoff, tree preservation etc. Another participant raised questions about the planned development at the Messiah Church at Fort Hunt and Belle View roads. Seven houses were planned at the site, and the developer was unwilling to listen to the views of the community. Supervisor Storck promised to see if more could be done to offer some protection to neighbors from infill development. He also said he would set up a meeting with the developer of the Messiah property. If developers offend residents of our community, it could make it exceedingly difficult to build in our district in the future.

The meeting ADJOURNED at 9:15pm.

Education

MVCCA Ed min 11-3-21

Meeting started at 7:32

Members present:
Collingwood Springs, Riverside Gardens, Springbank, Wellington and Mount Vernon Civic Association

We started with introductions of members.

Karen said she would work with us to get a panel together with various ways to get parents engaged with the schools. Some ways we discussed were joining your local PTA (you don't have to have a child in the school to be a PTA member), or GrandInvolve volunteer. You can also sign up for the newsletters of the School Board members and News You Choose for any school in FCPS. (Links to this to follow at the end of the minutes)

We discussed ways to boost the membership of the Committee, given that schools have taken such a front seat in the news lately. Suggestions include inviting the local PTA leadership and having our members get the word out to their neighborhoods of the issues the schools are facing. Karen is also willing to meet with individual civic associations to address any questions or concerns they may have.

We discussed that 30% of the homeowners in FFX Co have school age children. (That means that 70% do not)

The Census reported that the MV district has grown to 134,000 and is one of the 4th largest districts in the county. MV is a large contributor to the GDP of Fairfax County.

The current development on the corridor is predicted to add 12,000 students in the Mount Vernon/Lee areas over the next 10 or so years. This will push the boundary issue to the forefront. North Hill opening summer of 2022, South Alex and the Novus developments are also in development. Also adding to the increase are the development of Huntington Club and the 2 new towers at River Towers. Mount Eagle has already gained some children from the Shelby and from the addition of the levee in the Huntington neighborhood. In the past we would have added trailers to schools to accommodate, but with the recent renovations of our schools, including the enhancement at West Potomac HS, we should be able to make smart decisions on boundaries which will start with the setting of the boundary policy. The school board meeting on December 13 will include a presentation by the consultants on their review of the existing boundary policy.

Although the school enrollment shrank by 8000 students, Mount Vernon HS saw an increase in enrollment in its

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Budget & Finance

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

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Freshman class. This is partly due to the access to the Dual Enrollment program through NOVA which allows high school students to graduate with transferrable college credits.

Karen also talked about COVID impact on schools on learning and enrollment. All kids are back in school 5 days a week, but we are challenged with getting people to re-engage with the norms. Several issues include a need to focus on discipline, loss of stamina with a 7 hour school day, and finding substitute teachers. We have increased substitute teacher pay as well as bus driver pay.

CDC has approved the vaccine for 5-12 year olds and FCPS is partnering with INOVA. The CDC guidelines have layered strategies with social distancing, masks, vaccines and testing. Fairfax County is getting 80,000 doses of vaccine and they will be available through both the county and primary care doctors and at local pharmacies.

Both Mount Vernon and West Potomac earned Superior ratings at the local band assessments. Both football teams are also doing well.

Questions – Budget concern – if the # of students is lower (8,000), will we get less \$ when students return next year. Answer Sept 30 enrollment is the point in time for funding while March 30 is the point in time for special education funding. FCPS is undergoing a full audit on the current student with disabilities program. We spend more more money per child but we could improve by pushing for more ways for inclusion. FCPS ration is 1 teacher /8 students while most other districts have a 1/16 student ratio.

The Budget for next year will be discussed by the committee in January.

ESSER funding and how it is being used in the schools – ESSER is a 3 year funding vehicle focused on learning delays outside support and education enrichment. It is very important that we help our students keep the joy of learning. Literacy is going back to phonics.

Karen is in the process of visiting all our local schools for a check in. Sully and Mount Vernon have the largest number of schools in our region.

Principals say they have turned the corner on this year. The first few weeks were rough with getting everyone back into a routine, but things are getting better. Kids need parents to be engaged. Parents are the educational partner with the schools.

Computers purchased with ESSER funds – what is the future of these computers? Karen said that purchasing and leasing make for a quicker refresh cost. Cost per unit is pretty low – around \$250-300. Also upon her initiative, Digital responsibility has been added to the Students Rights and Responsibilities,

which addresses topics such as cyber bullying and acceptable online behavior. There is also a class on Digital citizenship for all students.

Our future meeting topics will include: State of the region of the schools, COVID lessons learned, Budget in Mid January, creation of a document with links of how to find information that our members may find useful. We would also like to invite a speaker to the General Council meeting in the future.

Sign up for FCPS “News You Choose” email updates at <https://public.govdelivery.com/accounts/VAEDUFCPS/subscriber/new?preferences=true>

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

Environment & Recreation

The Environment & Recreation Committee did not meet in November.

Planning & Zoning

Planning and Zoning committee did not meet in November. Our next meeting is Monday, December 6th at 7pm via Zoom.

Public Safety

The Public Safety committee met jointly with the Transportation committee. Please refer to the Transportation committee minutes.

Next meeting will be Tuesday, December 7 at 7pm.

Transportation

The Mount Vernon Council of Citizens' Association (MVCCA) Transportation Committee, in a joint meeting with MVCCA Public Safety, met at 7:00 p.m. on November 8, 2021 in a virtual gathering hosted on Zoom. Participating in the meeting were Captain Jonathan Hofflinger, Commander, West District, United States Park Police (USPP); Lieutenant John Matula, Commander, District 2, George Washington Memorial Parkway (GWMP) Station, USPP; Aaron LaRocca from the National Park Service (NPS); Claudia Llana, P.E. Assistant District Administrator, Director, Fairfax/Arlington Counties, Virginia Department of Transportation (VDOT); Tien-Jung “Tina” Ho, P.E., Northern Region Operations (NRO) Traffic Engineering,

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VDOT; Don Meyer, Fairfax County, Department of Transportation (FCDOT); Bob Pikora, FCDOT; Pete Sitnik, MVCCA Transportation Committee Chair, John Bioty, MVCCA Transportation Committee Note-Taker for tonight's meeting, Ann Rowan MVCCA Transportation Committee Attendance-Taker for tonight's meeting, Jason Zaragoza, MVCCA Public Safety Chair; Bill Kane, MVCCA Treasurer; Lynn Pascoe, MVCCA Co-Chair and Katherine Ward, MVCCA Co-Chair. Transportation Committee representatives from the following MVCCA Associations were in attendance: Belle Haven Citizens' Association; Belle Haven Terrace Citizens' Association; Holland Court Property Owners' Association; Marlan Forest Community Association; Mason Hill Citizens' Association; Montebello Condominiums Unit Owners' Association; Mount Zephyr Citizens' Association; Potomac Valley River Bend Civic Association; Riverside Estates Civic Association; Riverside Gardens Civic Association; Spring Bank Community Association; Stratford Landing Citizens' Association; Wellington Civic Association; and Williamsburg Manor North Civic Association.

Public Safety (PS) Committee representatives from the following MVCCA Associations were in attendance: Collingwood on the Potomac; Mason Hill Citizens' Association; Mount Vernon Citizens' Association; Mount Vernon Manor; Potomac Valley; Riverside Estates Civic Association; Sulgrave Manor Civic Association; and Wellington Civic Association. Total attendance, to include both Committees, and several other interested individuals, was 37

Peter Sitnik, MVCCA Transportation Committee Chairman, called the meeting to order and welcomed MVCCA's Public Safety (PS) Committee and introduced Chairman, Jason Zaragoza for his introductory words. Jason was brief in his comments but thanked the United States Park Police (USPP) for attending tonight's meeting. Chairman Sitnik then made the following announcements:

- The United States Park Police (USPP) are in attendance at this evening's meeting as well as the MVCCA Public Safety Committee. Collectively, both Transportation and Public Safety Committees have raised the issue of recent serious accidents on the Southern George Washington Memorial Parkway (GWMP) and emphasize the need for immediate action to reduce the endemic speeding and reckless driving on this part of the Parkway. The Committees desire to return the Parkway to the Historic National Park purpose that it was meant to be. This should be an informative discussion and sharing session.
- The NPS has published an informational website for the striping project currently being implemented as part of the GWMP Road Diet Safety Study: Please see: https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ for further information.
- Thanks again to the now ten (10) volunteers that adopted an intersection to evaluate NPS plans for that intersection. Mark Vianni has volunteered to assist in the Collingwood intersection.
- Mount Vernon Supervisor, Dan Storck, announced at the October 2021 MVCCA General Council Meeting that VDOT was planning on using a lowered roadway speed limit of 35 mph for the Richmond Highway widening project. Supervisor Storck believed that 35mph should reduce the need for sound walls along Richmond Highway. He also mentioned that it was his goal to reduce the speed limit sooner rather than later. When asked if the widening plan would be based on the current 45 mph, Supervisor Storck assured the group that the design would be based on a 35 mph limit.
 - One committee member asked when the decision was made to lower the speed limit on Richmond Highway to 35 mph. Chairman Sitnik responded that the final speed limit decision had not been made, however, planning was going forth based on a 35 mph (vice 45 mph) limit.
- The Department of Rail and Public Transportation (DRPT) released the Springfield to Quantico Enhanced Public Transportation Feasibility Study Executive Summary on October 18, 2021 for a 30-day comment period.
 - Please submit your comments to drptpr@drpt.virginia.gov by November 17, 2021. The Executive Summary can be accessed on the project web page at: <http://drpt.virginia.gov/transit/springfield-to-quantico/>
- VDOT finished installing the traffic control island that Transportation Committee has been promoting on the Ourisman side of the Richmond Hwy / Fort Hunt intersection (located on Old Richmond Hwy). VDOT is also working other intersection improvements. VDOT regrets it is not ready to give us an update this evening but has been re-invited to our December 6th meeting.
 - A picture of the Traffic Control Island is attached to these minutes.
- Gary Drane, from Hollin Hills, has resigned as Transportation Community Representative for his community; Leo Milanowski will be filling in until a replacement is found.
- The "Crosswalk", across Parkers Lane, located at the northern end of the Mount Vernon Government Center, has been improved as a result of efforts of our own John Coulter in combination with Scott Surovell's and Paul Krizek's office as well as VDOT.
 - A picture of the new Parkers Lane Crosswalk is attached to these minutes.
- Regarding an update on River Farm and the American Horticultural Society, Board Members who backed the River Farm sale have resigned. The new/remaining board members are working hard to reestablish good governance and restore the gardens to its former condition. During an

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initiated capital campaign, their first \$1M was gifted on Nov 1, 2021. Earlier this month, Board Members introduced their new Director, Keith Tomlinson, who comes with years of horticulture and leadership skills. Expect the property to be opening back up to the public in the near future.

- Committee membership renewal is well underway and is strong.
 - Welcome new members; please introduce yourself.

UNITED STATES PARK POLICE (USPP) DISCUSSION on GWMP SAFETY ISSUES

The GWMP Safety Study for the Southern Section of the Parkway publicized its campaign to improve safety was based on three principles (1) Education - of the public, (2) Enforcement and (3) Engineering. To date, NPS has presented informational briefings on Parkway design. In addition, engineering modifications are currently underway to include roadway "striping" for the controversial "Road Diet". Speeding and reckless driving in the southern section of the Parkway, however, is a major concern and is getting worse instead of better. What has been lacking in NPS' GWMP campaign is an Enforcement Plan for this area. It has been desirable, by both Committees, that the National Park Police (NPP) have opportunity to share concerns and suggestions on combating speeding and reckless driving on the southern section of the Parkway. To this end, Chairman Sitnik introduced USPP Captain Jonathan Hofflinger, Commander, West District, and Lieutenant John Matula, Commander, District 2, GWMP Station to address Parkway Safety issues.

Lieutenant (LT) Matula began the discussion by informing the Committees of the safety role of the United States Park Police (USPP) in all sections of the GWMP. He mentioned his areas of responsibility included Parkway sections 211, 212 and 213. He noted that this involves responsibilities on both the North and South Sections of the Parkway which includes Virginia, DC and some of Maryland as well. He mentioned a wide variety of items to cover and pointed out that on any given day, he could only count on 3 USPP officers to cover the entire Parkway. He normally assigned one officer to each section. Lt Matula commented that much of his focus was on statistics and in the first 11 months of the year, there were 492 incidents or accidents on all sections of the Parkway. He noted that the Southern Section of the Parkway (Old Town Alexandria to Mount Vernon), was more populated and he was not surprised that more complaints were coming from this area. His focus, however, was on the entire GWMP "hot spots". He mentioned that with 200 accidents happening in other places, 5.4 accidents per month on the southern section didn't appear to be that much. He did state, however, that although he focused on "reported" statistics, he was ready to listen to what was happening on the Southern Parkway Section that wasn't reported.

A committee member responded to LT Matula stating that "speed" on the Southern Section of the Parkway is the issue and it's common to see cars traveling at 70 mph or greater, especially at night and during the early morning hours. LT Matula reported that current USPP staffing was at a lower level than in previous years; patrolling was challenging. Even speed gun operations could not be conducted on some days because only 3 officers were available for enforcement operations. When asked if other enforcement measures, such as speed cameras, would help USPP do their job, LT Matula responded by indicating fines from Parkway violations went to the Treasury's General Purpose Fund - not back to the USPP/NPS for Parkway use. He also mentioned that incorporating a speed camera program was logistically involved, requiring financial and personnel assets that the USPP did not currently have. LT Matula admitted that staffing is currently not robust now due to fiscal constraints and when an officer gets called away, it leaves a hole in the GWMP enforcement program. He did say that digital boards, showing vehicular speed, would be available in a week or two, and that may reduce the speeding issues on the Parkway.

Regarding the Road Diet, a committee member voiced her opinion that traffic was already backed up north of Old Town trying to get south during rush hour. She believed that the Road Diet would make matters worse. She wondered when that happens, who do you call? Chairman Sitnik interjected that we were to focus on Enforcement issues at this meeting and steered the conversation back in that direction. Aaron LaRocca (NPS) spoke up and offered to discuss all such questions both by chat during the meeting and after. To that point he chatted with a number of members during the meeting. Another committee member said that reckless driving and speeding was the worst he had seen it for more than 30 years. He believed the area was getting a reputation of being a motor cross with speeds approaching 100 mph. He wondered if somewhere there was a media site that said "if you've got a hot car and want to run it out, go to the Parkway around Mount Vernon". Another committee member brought up the question of "after-hours" activity on the various pull-offs indicating there's much debris and loud noise at those locations. He asked LT Matula whether those areas are off limits after dark. LT Matula said he would have to research it to see if they fell under the same rules as the parks which are off limits/closed after dark. Again, LT Matula indicated that with increased manning, pull-offs could be placed under better surveillance. Another committee member said that he sadly witnessed two speeding vehicles proceeding north on the Parkway at speeds in the 100 mph range while two USPP vehicles were proceeding southbound. He noted that neither USPP vehicle turned to give chase. LT Matula said he was unaware of the incident and didn't want to offer an excuse. He did say that sometimes USPP vehicles are given a priority mission that does not allow them to venture from that mission. Another committee member

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once again brought up the idea of having Fairfax County Police patrol the Parkway in partnership with the USPP. The matter was shelved for another time.

Chairman Sitnik asked if a speed camera program could be funded and implemented, without impacting USPP budgets or manpower, would it help? LT Matula indicated that it would. Several other committee members voiced comments about lowering the Parkway speed limit to 35 mph or incorporating a Road Diet Plan in the northern direction as well. LT Matula answered by stating that the Park Police don't set speed limits and a Road Diet in the northern direction, falls under the heading of engineering. Another committee member offered an observation that the Road Diet may have an adverse affect on traffic since busses and taller vehicles would have to maneuver out of recommended lanes to obtain safe clearance under the Parkway bridge underpass. This issue was not addressed.

At this juncture, it was apparent that many committee members felt things were going to get worse on the southern section of the Parkway instead of better. It was clear to both Committees that although speeding and reckless driving occurrences were increasing on the southern section of the Parkway, there was insufficient USPP manpower to address the issues that were required. LT Matula said he was doing his best in utilizing his assets to address the needs of all Parkway communities, not just the southern section. He offered that if he had 5 or 6 officers per shift, instead of the usual 3, he could assign 2 officers to each section and that would be an improvement.

Captain Jonathan Hofflinger, USPP, Commander of the West District, informed the Committees that efforts were underway to obtain more funding for Parkway personnel to address safety on all parts of the Parkway. He said USPP staffing was at its lowest level in his National Park Service (NPS) career. More money means more progress in addressing Parkway enforcement capability. He mentioned that additional procurement funding takes time. The USPP, he states, works for NPS. NPS works for the Department of the Interior. Although this year's USPP budget has more funding than last years', there are other priorities to consider such as funding for body cam cameras. He informed the Committees that it takes 10 months from date of hire to place a Park Policeman on the beat. To that end, there are plans to start 3 new classes of United States Park Police (USPP) before the end of the year. USPP would like to hire 100 new officers, however, it takes about 20 months before all those officers would hit the street. Like any organization, attrition is a factor.

Captain Hoffinger said that he took notes during tonight's discussion and he would work with both Committees on addressing Parkway enforcement issues. He closed by saying that the Southern Section of the Parkway is a beautiful drive and he desired to keep it safe for all residents and users to

enjoy. Chairman Sitnik added that the Transportation Committee would be willing to work with the USPP to address funding issues. He reiterated that helping the Park Police was helping the individuals who utilize the Parkway, especially those live in Mount Vernon area.

CROSSWALK (ACROSS PARKER'S LANE)

Jack Coulter, from Williamsburg Manor – North, addressed the new crosswalk at the northern end of the Mount Vernon Government Center. He indicated that the crosswalk extended from the northern end of the Government Center to the northern end of Walt Whitman Middle School. The improvements, he added, make it obvious that this is a pedestrian crossing. He thanked Scott Surovell and Paul Krizek's office along with VDOT, for making it happen. Jack also provided a picture of the completed crosswalk.

LEE HIGHWAY RENAMING ISSUE

In reference to an e-mail received from John Reisner for the Transportation Committee to take up the issue of the renaming Lee Highway, Chairman Sitnik said that he believed that addressing this matter as a Committee issue was not appropriate. The renaming of Lee Highway is more of a social and political issue than a transportation issue. Chairman Sitnik, however, encouraged individuals to fill out the survey on the below website:
fairfaxcounty.gov/transportation/confederate-names-task-force.

CHAIRMAN'S CLOSING THOUGHTS

Chairman Sitnik suggested that the Transportation Committee and MVCCA should do all that it could to assist the NPS/ USPP with budgets and funding methods for speed cameras to increased enforcement for the Southern Parkway. This could involve meeting off-line with the USPP, NPS, Senator Scott Surovell, and Representative Don Beyer to assist the NPS/ USPP cause. Committee members were encouraged to reach out to their federal elected representative. The Transportation Committee will seek several volunteers to do so.

MEETING ADJOURNED

Without new business introduced by members, Chairman Sitnik graciously thanked all presenters and attendees for tonight's meeting. The joint Transportation/Public Safety meeting concluded at 8:25 PM and continued for a few minutes as an informal wrap up session.

The next and last Transportation Committee Meeting for 2021 will take place on December 6th, 2021.

Fairfax Federation

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

SFDC

There will be a verbal report at the November 17 GC meeting.

Special Committee on Redistricting

The committee did not meet. The Chair will testify at the Board of Supervisors Public Hearing on November 9.

Special Committee on Stormwater Management

The MSCS November meeting will be held on November 15. The minutes from the November meeting will be included in the December meeting minutes.

In advance of our November meeting, committee-generated letters were sent out to State and County officials to meet a deadline. They are published under Resolutions/Letters for Ratification by GC on the following pages.

----- Resolutions/Letters for Ratification by GC -----

The Mount Vernon Council of Citizens Associations, Inc.
P.O. Box 203, Mount Vernon, VA 22121-9998

Mr. Bryan Hill
Fairfax County Executive
12000 Government Center Parkway Fairfax Virginia 22035

Dear Mr. Hill,
Thank you for providing a copy of the proposed guidance "Localized Flooding Mitigation Policy for Residential Infill Development-Detention Requirements" for our review.

After careful consideration, we find the proposed guidance falls short in addressing current and steadily increasing stormwater problems resulting from infill development in the Mount Vernon District. The technical bulletin's proposed guidance (1) does not address existing stormwater problems caused by previous infill development, (2) minimally improves what is required for stormwater problems caused by current infill projects, (3) does not require future infill projects to retain/absorb all stormwater it generates, and (4) does not consider contributing factors that will likely increase the severity of stormwater-caused problems, e.g. changes to historical climate patterns, increasing losses of pervious surfaces, and lack of a resilient stormwater infrastructure. The proposed guidance continues to approach stormwater management on a lot-by-lot basis failing to recognize the need for an integrated, systemic approach focusing on areas larger than a specific project on an individual lot.

We instead recommend that the County decision-makers and staff develop requirements for treating stormwater on infill development that address all current, and reasonably considered, future issues, to include changes to applicable ordinances (stormwater, zoning, Chesapeake Bay, erosion & sediment control, tree conservation) along with underlying guidance, including the Public Facility Manual, best management practices and building permit requirements. A detailed evaluation and upgrade to current shortfalls in stormwater infrastructure is also required.

The Mount Vernon Council of Citizens Association chartered a committee to address an increasing number of reported stormwater issues facing homeowners in the Mount Vernon District. Its Action Plan, dated April 19, 2021, established three goals: fix existing stormwater problems, examine current activities with a view to reduce/eliminate stormwater issues, and pursue changes to laws, regulations, best management practices, etc. to eliminate future SW problems. To this end, the focus has been on infrastructure, infill, and enforcement.

Through its work, the committee found an infrastructure that is aging, inadequate, and under-maintained and an enforcement mechanism for existing rules that is spotty at best. They also found infill projects continue to increase impervious surfaces burdening the infrastructure and enforcement activities. They believe increases in impervious surfaces will likely accelerate with current and future infill projects, and in addition, will further increase when existing homes are renovated under a county-issued permit or when permits are not required. Both of these - infill and renovation - require attention and the addition of adequate safeguards.

The committee firmly believes that any policy addressing infill related stormwater issues must address all aspects contributing to the stormwater problems facing property owners. The policy must address past, near-term, and long-term negative effects stormwater has on our neighbors, neighborhoods, and waterways.

Regarding the proposed guidance, the committee's concerns are:

1. There are no requirements to capture, contain, and absorb all stormwater generated at an infill site within that site's property boundaries.
2. Grading plan requirements for new construction, especially when infill grades are raised above the pre-existing grade, are not being changed to assure stormwater will not flow to adjacent properties.
3. Poor soils composition and low water absorption rates of those poor soils has not been addressed.
4. Inadequate consideration has been given to district-wide increases in density with attendant increases in impervious surfaces, and its effect on existing neighboring properties, neighborhoods, and waterways.

----- Resolutions/Letters for Ratification by GC -----

5. Costs incurred by property-owners to fix stormwater problems caused by adjacent or nearby infill projects has been given no consideration.
6. Defined requirements for long-term maintenance of stormwater detention devices installed at infill sites, including notice to new homeowners of the device's maintenance requirements and enforcement of the maintenance requirement, is not addressed. Homeowners are not aware of the requirement.
7. Non-infill projects that increase impervious surfaces, e.g. new driveways, patios, and other impervious surfaces causing stormwater issues for neighboring property owners is not addressed.

Overarching these concerns is the effect of climate change. In its "Resilient Fairfax" briefing on October 14, 2021, the County's Office of Environmental and Energy Coordination portrayed future rainfall increases nearing 27%, and storm durations increasing by 8 to 20%. With projected increases in storm durations and frequency, stormwater will increase in the future. The draft policy falls short in solving current stormwater problems and its inadequacy is more noteworthy given generally accepted future stormwater projections and the increasing amount of impervious surface being added.

By itself, the proposed guidance to install individual detention devices on infill lots does not represent an integrated, systemic solution to existing or future stormwater problems. As stated above, MVCCA recommends that a county-wide effort be undertaken to evaluate and update its stormwater management regulations and procedures in view of current shortfalls and in the context of projected climate impacts.

Please forward questions regarding this letter to the committee through Leo Milanowski. specialcommittee@mvcca.org

We look forward to continuing the dialogue to develop and implement solutions to stormwater problems that will best serve the residents of the Mount Vernon District and the entire County.

Sincerely,

Katherine Ward
Co-Chair
Mount Vernon Council of Citizens Association

cc: Chairman McKay
Supervisor Storck
Deputy County Executive Flynn

----- Resolutions/Letters for Ratification by GC -----

The Mount Vernon Council of Citizens Associations, Inc.
P.O. Box 203, Mount Vernon, VA 22121-9998

November, 2021

Commissioner of Highways
Northern Virginia District Engineer
ATTN: John Lynch
4975 Alliance Drive
Fairfax, VA 22030

County of Fairfax
Director, Public Works & Environmental Services
ATTN: Christopher S. Herrington
12000 Government Center Parkway, Suite 448
Fairfax, VA 22035

Executive Director
Northern Virginia Soil & Water
Conservation District
ATTN: Laura Grape
12055 Government Center Parkway, Suite 905
Fairfax, VA. 22035

Dear Ms. Grape, Mr. Lynch, and Mr. Herrington,

The purpose of this letter is to request immediate action to cooperatively address and end negative impacts caused by stormwater at sites identified by our Special Committee on Stormwater. We request site-by-site visits with your agencies to identify specific problems and specific remedies where stormwater has produced adverse effect on our neighbors and communities.

Our request is based on an increasing number of complaints reported by Mount Vernon District homeowners and communities citing stormwater as a problem. To address our neighbor's concerns, the Mount Vernon Council of Citizens Association (MVCCA) chartered a Special Committee on Stormwater in March 2021. Since its inception, the committee has documented over 350 stormwater complaints gathered from both a community-wide survey and Fairfax County's stormwater problem reporting system.

The Committee has also worked to understand the scope of the problem and underlying concepts, laws, regulations, and best practices applicable to stormwater management. This includes an informative briefing from Virginia Department of Transportation (VDOT), Fairfax County, and Northern Virginia Soil & Water Conservation District (NVS&WCD) representatives.

At this point, we believe that stormwater problems and solutions are best addressed in a joint, cooperative arrangement with all parties: VDOT, Fairfax County, NVS&WCD, and our District's residents. To begin the process, we ask you to identify members of your staff to join us in addressing stormwater issues in the Mount Vernon District. On receipt of their contact information, we will arrange a date and time to meet and lay out a workable process for site visits. Provide this information to Leo Milanowski; he can be reached at 703-768-4692 or specialcommittee@mvcca.org.

We look forward to working with you to solve the problems stormwater presents to residents of Mount Vernon District.

Katherine Ward
Co-Chair
Mount Vernon Council of Citizens Association

cc: Office of Governor(Constituent Services).
Supervisor Storck
Senator Surovell
Delegate Krizek

Virginia Commissioner of Highways
Chairman McKay
Delegate Ebbin

----- 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 October 31, 2021

	October	Total July 1 to October 31	2021-2022 Annual Budget	Budget Variance To spend or Favorable (Unfavorable)
<u>Cash Receipts (including deposits in-transit):</u>				
Dues - Current Members	\$ 1,475	\$ 3,835	\$ 3,016	
Money Market Interest	0	0	2	
Total Cash Receipts	1,475	3,835	3,018	\$ 817
<u>Cash Disbursements (including outstanding checks):</u>				
Administrative	157	316	250	(66)
Insurance Premium	-	-	930	930
Outreach/Town Hall Meets	-	-	250	250
"Record" Production	110	600	1,240	640
Web Site	287	1,006	1,400	395
Total Cash Disbursements	555	1,922	4,070	2,148
Net Budget - Receipts in Excess(less than) Disbursements:	920	1,914	(1,052)	\$ 2,966

Other Sources/Changes in Cash:

Cash at Beginning of Period	9,198	8,205	8,205	
Total Cash at End of Period	\$ 10,118	\$ 10,118	\$ 7,153	

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

Burke & Herbert - Checking	\$ 3,958			
Burke & Herbert - Money Market	6,161			
Total Cash	\$ 10,118			

Respectfully
Submitted,
William J Kane,
Treasurer
November 5, 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, November 17, 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—November 17, 7:00 p.m., Virtual
MVCCA Board—December 7, 7:00 p.m., Virtual

Comm	Date	Time	Place	Chair
BUDG	TBD	7:00	Virtual	open
EDU	TBD	7:30	Virtual	Hosek
E&R	12/1	7:00	Virtual	Morgan
PL/Z	12/6	7:00	Virtual	Walzl
PS	12/7	7:00	Virtual	Zaragoza
TRAN	12/6	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.*