



Mount Vernon  
Council  
of Citizens'  
Associations

# Record

Volume LV, No. 3, March 2022

Together we make a difference

## FROM THE CO-CHAIRS

- 2023 County Budget Discussion : March 23, 6:00 PM - 7:00 PM. Link: <https://us06web.zoom.us/j/84988655218>. The County Executive and County CFO will brief us on the County Budget followed by a Q & A Session. See flyer in this RECORD.
- Technology in our schools: Join the MVCCA Edu committee meeting on April 6th to learn about technology in our schools. See information under the EDU minutes in this RECORD. Everyone in your community is invited to attend so please let them know about this meeting.
- Nominating Committee: The MVCCA Executive Board members nominating committee has been established. They are:
  - Ellen Young
  - Cathy Hosek
  - Larry Zaragosa
  - Peter Alefaris
  - Judy Harbeck

## MVCCA BOARD

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Stormwater	Leo Milanowski	specialcommittee@mvcca.org

## MVCCA General Council Meeting Minutes

### MVCCA General Council Meeting Minutes February 23, 2022

Attending: Belle View Condo; Collingwood; Collingwood on Potomac; Engleside; Gum Springs; Holland Ct; Hollin Hills; Huntington; Hybla Valley Farms; Montebello; Mt Vee Manor; Mt Zephyr; New Alexandria; Riverside Estates; Spring Bank; Stratford Landing; Wellington; Williamsburg Manor North.

Guests: Elizabeth Lardner; Mark Viani; Supervisor Storck; Peyton Smith & Nick Rinehart, Supervisor's Office.

Called to order at 7:02 pm by Co-Chair Ward.

Presentation by Viani & Lardner on the Manufactured Housing Task Force.

Minutes of the January 27 meeting approved unanimously.

Committee Reports:

E&R: as published.

Education: as published.

P&Z: joint w/Transportation & Public Safety, as published.

Public Safety: joint, as published.

Redistricting: some new polling places this year.

Transportation: joint, as pub.

SFDC: as published.

Fairfax Federation: as published.

Stormwater: as published.

The Co-Chairs asked the GC members to appoint representatives to the Education Committee, and asked for volunteers for the Nominating Committee.

Resolutions:

E&R Resolution: Postponed Indefinitely.

Stormwater Tax Revenue Reallocation Resolution: passed unanimously.

Stormwater VDOT funding Resolution: passed unanimously.

Supervisor’s Report:

The video of the Town Hall meeting can be streamed now. There has been an initial budget presentation, and the BOS is looking at tax rates, since assessments have increased. There will be a meeting with VDOT in March to discuss Richmond Hwy widening and speed limit.

The Alexandria Crossing project was approved, and the Hollin Hills HOD is in the final stages.

The BOS is looking into funding for county sewer infrastructure improvements needed because of all the increased density created by the EMBARK CompPlan. Supervisor Storck is looking to take more aggressive action on Little Hunting Creek stormwater issues.

There was a question about the upcoming trucker convoy: the BOS hasn’t been briefed. Spring Bank reiterated their opposition to the Shelter co-location, and asked why other locations were rejected for being a daycare center, when there is one at the Penn Daw location. They also asked for information on what procedures are in place regarding sex offenders at the shelter.

The meeting was adjourned at 8:37 pm.

## Budget & Finance

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

## Education

**NOTE:** April 6, 2022. Technology in our schools discussion during the EDU committee meeting.

Have questions about technology use in the schools? Come listen and ask questions.

Karen Corbett Sanders, Mount Vernon School Board member and Gautam Sethi, the Chief Information Officer for the Fairfax County Public Schools will be speaking at our next MVCCA Education meeting on April 6, 2022 @ 7:30 pm. Join via Zoom: <https://us02web.zoom.us/j/84199745643?pwd=VUo2RHVoSVdJNFFWdzBCQndCbytNUT09>

Karen Corbett Sanders has been on the School Board serving the Mount Vernon district schools since 2016 and is very active in our local schools.

Mr. Sethi is responsibility for a technology system that in size and complexity rivals that of major industries and government agencies. He has been charged with evaluating, modernizing, and consolidating software platforms, improving security and privacy for students, families, and teachers throughout the system, and ensuring equitable access to learning technologies for all FCPS students.

### MVCCA Education Meeting – March 2, 2022

#### Members present:

Collingwood Springs, Mount Vernon Civic Association, Mount Zephyr, Spring Bank, Sulgrave Manor, Newton Forest

#### 2022 Goals

Encourage attendance to meetings

Find ways to get more involved with our local Mount Vernon Schools

Develop a new mission statement to encapsulate our new vision

#### Mission Statement:

Come up with resolution format with their section of the budget – meets with budget chair and that is run by the board for

# ----- Committee Reports ----- Committee Reports -----

feedback and board and then membership and it is submitted to county and school board

## Ways to get involved with local schools

- GrandInvolve
- Join the local PTA as a community member
- Follow the legislation out of Richmond
- Spotlight a school each month

## Environment & Recreation

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### E&R Meeting Minutes March 2, 2022

- Roll Call
  - Discussion of new calendar invite process. Inconsistency in whether people received invites or notifications
- E&R Calendar
  - March 17 5:30pm Virtual Workshop on Living Shorelines. Betsy Martin is POC.
  - Larry Zaragoza to follow up with Environmental Expo information at Fort Hunt Park.
  - Larry: Little Hunting Creek Invasive Removal on Sunday March 6 at 1pm.
- Active Items
  - No updates on Cygnet or Popkins properties
  - 5863 Richmond Highway - Proposed Restaurant & Retail adjacent to Hampton Inn
    - Ellen Young: Concern about lack of specificity around retail and talks of Olive Garden as the restaurant
  - Living Shoreline (SB776)
    - Larry: South County resolution similar to one we had. See them as being in alignment. Interviewed by Chesapeake Bay Journal about issue. Also interviewed Dan Storck's office, Betsy Martin, Glenda Booth. We have one of the most stringent living shoreline laws from Delaware to Florida. Only MD and VA require living shorelines under some conditions, and VA is more stringent. MD law passed in 2008 perceived to have some loopholes. Excluded impacts from property owners in VA law as a response.
- New Committee Items
  - Mobile Homes
    - Larry: At Mt Vernon Town Hall some people approached him concerned about mobile homes flooded out by new adjacent development. Normally E&R would be looking at that.
  - Stormwater issue and environmental justice issue - we should be tracking these things.
    - Bill Kane: Where is mobile home site?
    - Larry: multiple sites and proposals for development. One is over by Costco in Lee District. One in our district is close to North Hill.
    - Ellen: South of Evolution Home.
    - Bill: Would this be more appropriate for new committee on manufactured homes?
    - Larry: Historically this is kind of thing E&R would look at. Coordinate with P&Z. If resolutions, they would probably be joint. Committees should be coordinating.
    - Ellen: Done a couple of resolutions on this Fenton property - think it is a done deal. The problem is the developer tried to go in and notify mobile home owners and owner of mobile home park would not allow them on the property and didn't tell mobile home owners. That particular one has sailed, but we can look at others.
  - Larry: Coordination on stormwater.
    - Christopher Morgan: Had contacted Leo Milanowski to coordinate and hadn't heard back from him.
    - Dorothy Keough will be POC
    - Bill: There was a stormwater meeting on Feb. 15
  - Brian: Keeping tabs on Quander and Fairchild properties and plan for park development
  - Dorothy: Infill Committee Meetings are interesting. Nick Reinhardt runs it.
    - Larry: Info is at Dan Storck's website.
  - Larry: Cinderbed Trail Project. Bike trail from Ft. Belvoir to Old Mount Vernon Road. Proposed to cross a wetland. Raised by Betsy Martin at Storck environmental committee past Monday. Proposed to go through Magnolia Marsh, few left on Atlantic Coast. Should be using county maps. Recommended that. We can track as an environment issue.
    - Dorothy: Is this part of, linking the Potomac Heritage National Trail System.
    - Delisa: Would be nice to track. Interesting to learn impact on sensitive environment.
    - Ellen: Might be talking about 2 different things? Did groundbreaking for final segment and all county people.
    - Dorothy: It is a consortium.
    - Ellen: This section is county responsible to build.
  - Larry: Feb. 15 Board of Supervisors briefing on CECAP - climate change work county is doing to

# ----- Committee Reports ----- Committee Reports -----

reduce CO2 emissions, etc. Outlined a bunch of proposals for outreach and communications. Detailed plans will not be released until late this year. Hard to message something when you don't know the guts of it yet. Will be discussing both topics at next ECAQ meeting March 9 at 7:15.

- Next Meeting April 6, 7pm via Zoom

## Planning & Zoning

MVCCA Planning & Zoning Minutes March 7, 2022

Attendees: Belleview Condominiums, Belle Haven Terrace CA, Collingwood Springs CA, Gum Springs CA, Holland Court Property Owners Assn, Hollin Hall Village CA, Huntington CA, Hybla Valley Farms CA, Montebello Condominiums, Mount Vernon CA, Mt. Vee Manor CA, Mt. Zephyr CA, Wellington CA, Williamsburg Manor North

Guests: Jay Briley, President Affordable Housing for America, Inc. and Co-Developer with Michaels Development; Casey Judge, Principal Planner, Zoning Administration; Rachel Perrott, Code Compliance Supervisor with the Department of Code Compliance, MVCCA Chairs, MVCCA Transportation Chair

Meeting started 7:00pm

There were two presentations and one resolution on the agenda for the evening.

The first speaker was Jay Briley regarding the possible purchase of and development of affordable senior housing at the current site of the Blue Moon hotel at 6140 Richmond Highway. He is proposing a minimum of 75 units with all independent living units in a 4-5 story concrete structure. The facility will have underground parking. At this point there is no contract for this purchase but Mr. Briley just wanted to get the preliminary information to the committee. Committee members asked a lot of questions for Mr. Briley to get a better scope of the proposed project, including if they had preliminary drawings, do they know how to navigate the county process, have they ever completed a project in Fairfax County, how would the property be accessed, etc. A rezoning would need to occur for the project to progress. Mr. Briley was told the committee has a lot of background in these developments and that they need to come with a lot of data for the next meeting.

The next speakers were Casey Judge, Carmen Bishop and Rachel Perrott. from Fairfax County related to sign regulations. All signs need permits except for banners, window signs and movable signs. Discussions related to height and time limitations were noted. Rachel discussed code compliance and

enforcement. The presentation also talked about the next iteration of sign planning and new review standards to clarify existing rules. The presentation will be uploaded to the P&Z webpage.

Next on the agenda was the draft resolution for Huntwood Plaza project located at 5863 Richmond Highway. After much discussion and updates from Co-chair, Katherine Ward and Transportation Chair, Pete Sitnik, committee moved to approve the draft resolution.

Once the presentations were complete, time was opened up for community issues. Mt. Vee Manor CA raised increased concerns with the widening of Richmond Highway and the people crossing Richmond Highway to go over the schools in the area. There are no direct routes to the schools and instead people are cutting through neighborhood yards and streets. Pete Sitnik reminded everyone that this is the opportunity to raise this awareness at the public sessions that VDOT and the county will be hosting.

Meeting was adjourned at 8:49pm. The next meeting for the P&Z committee will be Monday, April 4, 2022 at 7pm via Zoom.

## Public Safety

The Public Safety committee met via Zoom at 7:00 pm on March 1, 2022. In addition to the Chairman (Huntington Community Association), Public Safety committee attendees were: Belle View Condominium UOA, Collingwood on the Potomac, Hollin Hall Village Citizens Association, Mason Hill Citizen's Association, Montebello Condominium Unit Owners Association, Mount Vernon Civic Association (MVCA), Potomac Valley River Bend Civic Association, Riverside Estates Civic Association, Stratford Landing Citizens Association, Wellington Civic Association, and Williamsburg Manor North Citizens Association.

The guest speaker was Fairfax County Fire and Rescue Deputy Chief Joe Knerr and Captain II Dave Barlow.

Deputy Chief Knerr briefed the committee on the state of the Fire and Rescue Department. Said that the department is well staffed, though they have faced some challenges filling shifts during times of COVID outbreaks. In December alone 88 members were out sick out of a total staff of 359 people.

Aside from COVID challenges, the department does not have a high attrition rate, people are happy to be there. They did face some early retirements due to the pandemic. Bringing on new recruits takes foresight – there is a six-to-nine-month process between the time someone is hired and the time they are able to get on the streets.

There are 60 people in recruit school currently, and the department is aiming for another 30 people in April. Within the region, Fairfax County is seen as desirable, with great pay and benefits. The department does try to coordinate with other local agencies as to not steal recruits from each other. All localities have a need for more medics, with paramedics being the gold standard. Staff works 56 hours per week, but they are exploring ways to lessen the work hours.

In 2021 the department received approximately 13,000 calls. Of those calls, approximately 9,000 were EMS calls, 2,200 were fire calls, and 1,000 public service calls. At the beginning of the pandemic there was a large decrease in call volume, but now call volume is back to where it was prior to the pandemic.

Asked about the planned Penn Daw Station which will be co-located with emergency and supportive housing, Knerr said they've visited similar sites in Potomac Yard, Montgomery County and North Carolina to assess how their operations might be affected.

In regard to modernization of facilities and equipment the Mount Vernon district is in good shape. A committee member asked about OPTI-COM, technology which allows fire trucks to change light signals in an emergency. Knerr said Richmond Highway has a few. There are 1,100 county-wide, 100 in Mount Vernon district. Technology includes strobe lights that can be detected by signals, firehouse buttons, and GPS sensors, said that more money is needed to convert more signals.

A committee member asked if the department offers signing bonuses. The department does not. It would take board approval. Knerr says there is a debate about whether it matters. Some jurisdictions around us offer \$5k and \$10k bonuses, but the department needs to do a better job at educating recruits about Fairfax County's retirement benefits, which are generous. In response to a question of where employees reside, Knerr says that 80 percent live outside the county.

There was discussion among the committee about passing a resolution to ask Board of Supervisors to address recruitment and retention in the Fairfax County Police Department. Chair notes that the County Executive and Supervisor Storck will be holding a budget town hall on Wednesday, March 23 at 6pm and will also be present at the MVCCA General Council meeting at 7pm the same evening.

Committee members asked about holding meetings in person. Opinion among the committee was divided. Chair will ask what other committees and member associations plans are for the rest of the year and will report back to the committee.

The next Public Safety meeting will take place Tuesday, April 5 at 7:00 pm via Zoom.

## Transportation

The Mount Vernon Council of Citizens' Association (MVCCA) Transportation Committee met at 7:00 p.m. on March 07, 2022 in a virtual gathering hosted on Zoom. Participating in the meeting were Kelly M. Atkinson, AICP, Fairfax County, Environment and Development Review Branch, Department of Planning & Development (DPD); Aaron LaRocca, Chief of Staff, George Washington Memorial Parkway (GWMP), National Park Service (NPS); Captain Jonathan Hoffinger, Commander, West District, United States Park Police (USPP); Peyton Smith, Mount Vernon District, Staff, Transportation & Trails, Liaison; Pete Sitnik, MVCCA Transportation Committee Chair & attendance-taker for tonight's meeting; John Bioty, MVCCA Transportation Committee note-taker for tonight's meeting; Bill Kane, MVCCA Treasurer; Katherine Ward and Lynn Pascoe, MVCCA Co-Chairs.

Transportation Committee representatives from the following MVCCA Associations were in attendance: Belle Haven Terrace Citizens' Association; Belle View Condominium Unit Owners' Association; Holland Court Property Owners' Association; Hybla Valley Farms Civic Association; Mason Hill Citizens' Association; Montebello Condominiums Unit Owners' Association; Mount Vernon Civic Association; Mount Zephyr Community Association; Riverside Gardens Civic Association; Riverwood Homeowners Association; Spring Bank Community Association; Stratford Landing Citizens' Association; Sulgrave Manor Civic Association; Wellington Civic Association; Wellington Heights Civic Association; and Williamsburg Manor North Civic Association. Total attendance, including several other interested individuals, was 24.

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

1. There are no presentations this evening.
  - We were to hear from the owners of the Huntwood Plaza Office Building, located at 5863 Richmond Highway in Alexandria, VA., for a Special Exception. Due to a scheduling conflict, however, the presentation was canceled earlier today.
2. The Committee will consider, and vote on, two resolutions this evening.
  - (1) Airport Noise Issue related to Fairfax County's Proposed Comprehensive Plan Amendment and,
  - (2) Huntwood Plaza's Special Exception Amendment.
3. NPS has made available a press release on the Trail Bridge 12 Project on the southern section of the GWMP that includes closing a northbound lane of the Parkway to create a trail detour. *See attached PDF at the end of this Record.*

## ----- Committee Reports ----- Committee Reports -----

4. For the Richmond Highway's widening/improvement project, we had hoped for an update from the Fairfax County Department of Transportation (FCDOT) on progress made toward MVCCA's goals and objectives of a Main street concept as called for the Embark Comprehensive Plan Amendment roadway and not just a travel thoroughfare. FCDOT is working with Virginia's Department of Transportation (VDOT) to come together on the number of lanes, speed limits, and other design considerations. A joint VDOT/FCDOT "public meeting" is planned for late April to present and discuss the changes they are now proposing. FCDOT and VDOT are not in total agreement on Richmond Highway design but are continuing to work together. The Committee expects to receive an update sometime after April's public meeting. Get ready to again take this issue on.
5. We will hear some good news tonight from the Hybla Valley Civic Association on new/improved crosswalks at the intersection of Richmond Highway & Boswell Avenue.
6. Future Transportation Committee meetings are posted at the end of these minutes.

Chairman Sitnik stated that the Committee would now take up the first of two (2) resolutions.

### **Resolution on Fairfax County "Proposed" Comprehensive Plan Amendment - Airport Noise Policy (2020-CW-3CP):**

During last month's joint MVCCA meeting, the Committee was briefed on the proposed Comprehensive Plan Amendment-Airport Noise Policy (2020-CW-3CP) by the Environment and Development Review Branch of Fairfax County DPD. This amendment, if adopted by the County Board of Supervisors (BOS), would allow for consideration of residential uses in areas located between the 60 and 65 Decibel Noise Level (DNL) airport noise contours. During the comment period that followed DPD's presentation, Committee members strongly pushed back on the proposed amendment saying it did not make sense to increase noise level acceptance standards in Fairfax County while many other study groups wanted to lessen it.

At tonight's March 7<sup>th</sup> meeting, Chairman Sitnik introduced Mike Rioux, President of JDA Aviation Technology Solutions as well as Transportation Committee Representative. Mike and his company have worked aircraft noise issues in the National Capitol Region for some time. Mike led discussions that captured the Committee's feeling that DPD's proposed Airport Noise Policy is currently based on 29 year old contour data and not the newest airport noise contour data prepared by the Metropolitan Washington Airports Authority (MWAA). In addition, there's no indication that the Fairfax County or Johnson Aviation Consulting, who was involved in the study, completed an assessment of the noise and environmental

effects and safety risks to people living within the 60-65 DNL. Ultimately, the Committee strongly felt that the Proposed Comprehensive Plan Amendment Policy is contrary to the principles of efforts by Fairfax County MWAA CWG reps and could impact actions to reduce airplane noise both north and south of DCA. Mike also provided and discussed with the Committee a "Memo of Concerns" in reference to the proposed Comprehensive Plan Amendment-Airport Noise Policy which was discussed and accepted with a few slight edits.

Based upon the information stated above, a proposed resolution and supporting memo opposing Comprehensive Plan Amendment 2020-CW-3CP was voted upon by the Committee. The resolution passed overwhelmingly with no negative votes. The Committee resolution opposes (in its current form), the Proposed Comprehensive Plan Amendment - Airport Noise Policy (Plan Amendment 2020-CW-3CP). In addition, the Committee recommends that a more comprehensive review be completed to address the points presented in the resolution before approving a county-wide change in an airport noise policy in order to provide equity for all concerned. *See proposed resolution on page 13 and supporting memo of concern PDF at the end of this Record.*

### **Resolution on Huntwood Plaza Special Exception Amendment (at 5863 Richmond Highway):**

At last month's joint meeting the owner's legal representatives presented a revised proposal for the Huntwood Plaza office building at the intersection of Fort Hunt Road and Richmond Highway (formerly a Mobil Service Station) The proposal included a 6,000 square foot building that would be occupied by a restaurant or other retail uses. The owner's legal representatives also provided a trip generation analysis based on a sit-down restaurant concept that showed no significant traffic issues.

Overall, there was general MVCCA support of the high end sit-down restaurant idea and little to none for any other use. The owner and legal representative, however, did not commit to only the restaurant, thus far.

At tonight's March 7<sup>th</sup> meeting, there is still no evidence that a high end sit-down restaurant occupant has been identified. Moreover, while the Committee members at large would be thrilled to have a sit down restaurant at that location, the Committee would not be amenable to a special exception until a high end sit-down restaurant tenant is named. There is concern that if a definitive tenant is not named prior to the special exception being approved, the owner will simply lease the property for undesirable retail use, as has happened under similar circumstances along Richmond Hwy. As a result of these concerns, the Transportation Committee (at the request of MVCCA's P&Z Committee) voted on a resolution that

## ----- Committee Reports ----- Committee Reports -----

indicated without a high end sit-down restaurant guarantee, there should not be a Huntwood Plaza Special Exception. The vote was unanimous in favor of the resolution. There weren't any negative votes.

Because there were minor wording changes to the resolution, Chairman Sitnik said he would coordinate with the P&Z to affect a Transportation/P&Z joint resolution. See *proposed resolution on page 12*.

Chairman Sitnik then introduced Becca Guerra, Transportation Representative from the Hybla Valley Farms Civic Association. Becca reported on her Association's transportation "win" for the Boswell Ave – Richmond Hwy (Route 1) intersection.

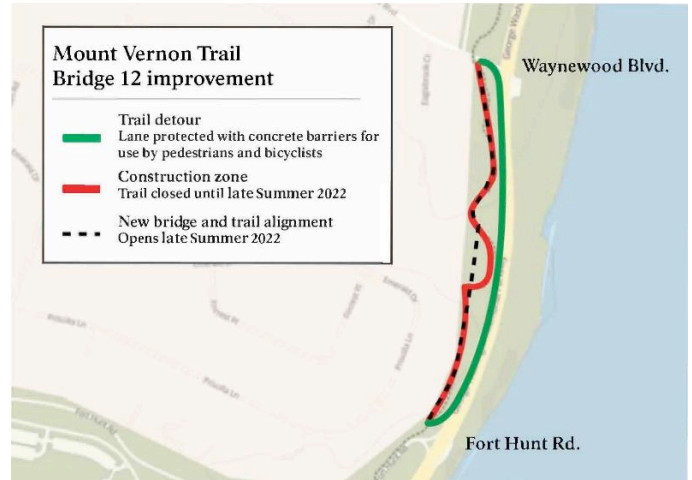
Becca explained that last week VDOT completed two pedestrian crossing markings (adding two additional walkways to the previous two walkways) at the intersection of Richmond Highway and Boswell Avenue. VDOT's work was accomplished Thursday, March 3.

Becca further explained that the Community's decades-old (interior) sidewalk there is on the north side of Boswell Ave. To cross Route 1 in a walkway, pedestrians had to cross Boswell to Walgreens, then cross Route 1 from there. If the objective was to reach the southbound bus stop in front of Wells Fargo, pedestrians had to then cross the entrance to the shopping center. Now, with the improvement, pedestrians can simply cross from the existing community sidewalk to the Wells Fargo area for any southbound errands or the bus stop. Becca further added that VDOT isn't finished; soon they will install walk/don't walk signs with pedestrian signal push buttons.

The Transportation Committee applauded Becca and Hybla Valley Farms Civic Association for their safety initiative – stating "well done"!

Chairman Sitnik then mentioned the National Park Service press release on the Trail Bridge 12 project on the Southern GWMP. The project extends from Fort Hunt Road to Waynewood Boulevard and will result in a straightened trail that leads to Bridge 12 and a reduced grade to/from the bridge. NPS will also upgrade the bridge railings and replace asphalt on the trail. This action intends to reduce the severity and frequency of bike crashes on this section of trail. The bridge and trail work, however, will include closing a northbound lane of the GWMP for a period of time this summer.

Chief of Staff LaRocca from the NPS was asked to comment on the timing of Bridge 12 trail improvements and the Parkway's single lane closure. He mentioned he expected it to happen in the June timeframe. The new bridge and trail is expected to open in the late summer of 2022. See *the NPS News Release at the end of this Record*.



### Meeting Adjourned:

Without any new items being introduced, a motion to adjourn the meeting was made and seconded. Chairman Sitnik thanked everyone for attending and sharing their thoughts, viewpoints and concerns to MVCCA related items. A special note of thanks went to members who helped draft Committee resolutions. The Transportation Meeting concluded at 8:00 PM.

### Future Transportation Committee Meetings:

The next Transportation Committee Meeting will take place on April 4th, 2022. Until further notice, all meetings will be held remotely. Subsequent meetings are scheduled for May 2, Jun 6, Jul 11, Aug 29 (this is our Sep meeting), Oct 3, Nov 7 and Dec 5, 2020.

### Future Tentative topics and presentation for upcoming meetings:

- April 4
- May 2 Widening Update, VDOT/FCDOT Richmond Hwy corridor
- Jun 6 Speed Study Update, Richmond Hwy corridor  
US Park Police Southern GWMP data sharing and Q/A

## Fairfax Federation

Minutes not available.

Updates can be found on the Federations website ([www.fairfaxfederation.org](http://www.fairfaxfederation.org)).

## SFDC

The Economic Outlook Summit is in less than a month. Once again it will be held at the Belle Haven Country Club on April 7, starting at 8:00 am. You can register at [mountvernonleechamber.org](http://mountvernonleechamber.org). For those uncomfortable with an in-person gathering, it will also be streamed on the Chamber's Facebook page.

SFDC has a new "event" - Restaurant Bingo! 24 local restaurants are participating. Go to [SFDC.org](http://SFDC.org) for the rules and a list of restaurants. Fill in the squares to be entered in the prize drawing, all while enjoying great food.

## Special Committee on Stormwater Management

February 15, 2022

MSCS team members representing Westgrove, Mount Vee Manor, Wellington, Tauxemont, and Hollin Hall Village communities attended the meeting.

Also attending were Houda Ali from VDOT and Chris Herrington from Fairfax County Department of Public Works & Environmental Services (DPWES).

The meeting's agenda included the following topics:

- Existing Problem Site Review
- Activity since the January 18 Committee meeting
- Governing Documents Review
- Homeowner SW Education

### Existing Problem Site Review

VDOT and DPWES representatives were invited to the meeting to discuss the committee's request to conduct problem sites visits. In previous conversations/emails (see January 18, 2022 minutes) VDOT stated their intent to participate, but DPWES responded they could not participate at this time, but would be able to participate in the May/June 2022 timeframe. Both were invited to discuss their view of the Committee's request and discuss a way forward with the Committee.

Our guests were given a short history of the Committee's activities since March 2021, including 2 rounds of homeowner surveys resulting in over 120 reported problems; our analysis of the 299 complaints reported to the County through its Trouble Reporting System; and a site tour with the independent subject matter experts. We also reviewed the intent of

MVCCA's November 19 letter and its proposal to form a joint task force to visit problem SW sites and identify remedies. Finally, we reviewed the responses from VDOT agreeing to participate and DPWES decision to opt out at this time.

The Committee then presented its desired outcome for the meeting: establishing site visit start date, establishing a process for the site reviews, and establishing criteria for adjudication of the problem identified at the site. We then turned it over to our guests.

The VDOT rep said they were happy to participate in site visits, but they need to know the issues involved, which our list didn't provide. She referenced 4 sites listed in the May briefing by the independent consultants, that VDOT conducted site inspection; they found only one was a problem. They fixed the collapsed pipes at that site (This was the site on Bunker Hill Road.) VDOT's view of the current list indicates that only 10% of the sites listed were VDOT issues.

The DPWES rep touched on several aspects of the SW problem, and stated it was a county-wide issue. The Board of Supervisors (BoS) knows this. There is no clear BoS policy on what is an acceptable level of flood risk in the County. Staff is starting to develop policy to present to the BoS to deal with the problem. To address our problems, DPWES would have to re-allocate staff resources away from that work. To allow for this policy development work, he would not be able to assign staff to a team at this time, but would be able to begin the dialogue in the May/June timeframe after a clear policy is approved by the BoS. DPWES did not make a firm commitment to this time frame and made no commitment that our problem sites would be a part of any post-policy solution.

The DPWES rep then turned to the County's review of the problem site list. He noted that the County's GIS system provides exact locations of infrastructure and who owns it. DPWES compared our list to the County's Trouble Reporting System database and found that of the 122 listed 6-7% have county infrastructure on site, 11% have county easements on or adjacent to the site, and 16% were adjacent to VDOT SW infrastructure.

Most of sites listed appear to suffer from what the County calls "nuisance" flooding, i.e. flooding that does not presents an obvious danger to life or habitable structure. Water standing/pooling in a yard is an example in that it is not a danger. He stated the County has no role in fixing problems that do not stem from their infrastructure or regulations, and that these problems were best addressed by neighbor-to-neighbor dialogue.

The DPWES rep emphasized that all complaints should be made to the Trouble Reporting System. Complaints are



## ----- Committee Reports ----- Committee Reports -----

prioritized by level of danger; inspectors will visit sites, but dangerous situations have priority. To determine what the problem is and who is responsible, they look for the origin of the water, the direction of flow, proximity to county easement/county drainage infrastructure, and if it is leaving a county pipe or easement. They also look at high water marks, videos, mapping, and direction based on topography and how water is accumulating. He added if the neighbor-to-neighbor problem stems from what is believed to be un-permitted construction, County Code Compliance office should be called.

The following questions were posed by committee members during and after the discussion. Both questions and answers follow:

*The basis for determining who is responsible for the problem seems to be proximity to County/VDOT infrastructure; all properties on our list are directly adjacent to state or county maintained roads, so how is this a method to determine responsibility?*

The determining factor is if the state/county owned conveyance is the source of the problem

*Does the BoS really recognize that there is a SW problem?*

BoS knows flooding is concern, both hazardous as well as nuisance. DPWES is working with other County offices to develop new policy on flooding for BoS consideration. Obligations for stream restoration; how to allocate resources for water quality; and flood risk reduction are not clear in current County policy. In consideration of these policy changes, the BOS has to judge and make trade-offs: do they raise the SW tax; do they make housing more expensive; how will legacy issues be treated?

*The primary focus of State and County regulation seems to be SW quality and not the quantity.*

State/Federal law requires attention to water quality issues and the criteria are pre-determined. If there are shortfalls, the state will step in to correct, so the County takes this seriously. The County has adopted development regulations prohibiting impediment to SW flows and requiring retention devices for types of development. Quantity has less attention and guidance is needed from BoS to address the issue. Infrastructure work is costly and takes time to construct. Getting a clear policy of what is an acceptable risk is needed to guide solutions.

*Does it matter when the DPWES inspectors perform the inspection? Is inspection impeded after the SW dissipates?*

If the flooding is related to a habitable structures, inspectors come quickly. In after the fact situations, inspectors respond as soon as possible. If the flooding is gone, they still work to determine the facts, record observations, look at topography, drainage, use remote geo tools, etc. If a contractor is at fault, it will be responsible for the fix.

*Can the committee get a copy of DPWES analysis of the problem site list, and a copy of complaints from the VDOT trouble reporting system?*

VDOT will provide the data it has, but stated that not all reports are captured in its system. County will provide its analysis, but thinks a very small percentage are problems they can address; there are 14 that look like they may be county issues. DPWES will enter all the sites on our list that are not in their current system, and they will investigate. Also suggested a follow-on visit with the Committee to address general options that would be available for property owners.

*If DPWES Inspectors are going to go to the sites as a part of their daily work, can representatives of the SW Committee accompany them?*

This is not feasible from a scheduling point of view. (The committee co-chair stated he will ask homeowners on the list to let committee know when an inspection is scheduled, so a committee member can attend.)

*How do we resolve disputes between VDOT and County about who is responsible?*

DPWES rep said that this is rare, but to contact him if it should occur.

*Does County participate or otherwise take advantage of the State funded grants for SW initiatives?*

County is aware of them and does receive funding from some to extend their funding needs.

*A recent memo from the County Executive's office discussed a push to increase the grant program for residents with SW problems; what is the status?*

The County is awaiting BoS action on the memo; the County Attorney advised that it required legislative action.

The Committee Co-chair wrapped up by stating that the Committee and homeowners were serious about resolving the problems arising from SW in their neighborhoods, and our action plan was still our guide. Our plan of action was still our

# ----- Committee Reports ----- Committee Reports -----

guide. The Committee will continue to push for VDOT/County action where needed. He added that news of delays in getting their problems fixed, would generate many calls to the Supervisor's office.

## Committee Activities between January 18 and February 15, 2022

- Two resolutions developed by the Committee were reviewed by the MVCCA Board of Director's and will be referred to the MVCCA General Council for review and approval. One resolution is to state representatives; requesting increases to the VDOT budget to permit repair, replacement, and/or renovation of existing inadequate and aging infrastructure under VDOT's management/control. The other resolution is to the Board of Supervisors requesting re-allocation of Fairfax County Stormwater Tax revenues to use to correct homeowners' recurring stormwater problems in Mount Vernon. Both resolutions will be considered at MVCCA's General Council meeting on February 23.
- Additional sources of funding available to local government to address SW issues were discovered. The State's *Clean Water Financing and Assistance Program* and its *Community Flood Preparedness Fund* may be funding sources to address Mount Vernon's SW issues. More review is required to determine their usefulness.

## Governing Documents Review

At this meeting, the basis for the Chesapeake Bay Preservation Ordinance (CBPO), effective July 1, 1993, was reviewed. The findings for the ordinance state: (emphasis added)

- The **entirety** of Fairfax County drains into the Potomac River/Chesapeake Bay and is worthy of protection.
- **Any** use or development within the County can impact the water quality of the Bay.
- Bay waters have been **degraded significantly** by pollution, including nonpoint, **from land uses and development**.
- **Significant** impacts result not only from a single instance, but **cumulative** negative impacts of pollution from developed and developing properties
- Ecological and biological processes performed on land **proximate to shorelines/streams** offer significant ecological benefits by providing **water quality maintenance and pollution, flood and erosion control**
- Land designated "Chesapeake Bay Preservation Areas" need **protection/management** to prevent destruction, damage, and water quality degradation

Time did not permit a complete discussion of the ordinance; it will be taken up at a subsequent meeting.

## Homeowner SW Education

As a part of its efforts, the Committee will develop a plan to educate homeowners on SW effects and problem mitigation strategies, including the following:

- Publicize activities to minimize SW effects, e.g. clear storm drains/ditches, maintain berms/swales, inspect/maintain SW detention devices
- Identify "self-help" remedies citizens associations/HOAs/homeowners can pursue, e.g. Operation Stream Shield, Stormwater Districts, Self-help Citizen Improvement Committees, Virginia Conservation Assistance Program (VCAP)
- Develop decision tree guiding homeowners in addressing SW problems with appropriate state/local offices

It was noted that the self help remedies such as VCAP have opening and closure dates for application submission; these dates will be identified and published by the committee. Planning and work under the program is typically done in partnership with private firms who survey sites, prepare a plan, and do the work. Types of work considered include swales, dry-wells, other detention methods, downspout and gutter control, and planter boxes. Maintenance agreements are required for a period of 10 years, or the grant has to be repaid.

The next meeting date is March 8, 2022 (changed to March 15 to deconflict with MVCCA BoD meeting).

# Committee Resolutions

## JOINT Education Public Safety

### PROPOSED MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATIONS (EDUC, PUBLIC SAFETY, SPECIAL COMMITTEE ON STORMWATER) 2022-01 RESOLUTION REGARDING THE FY2023 FAIRFAX COUNTY ADVERTISED BUDGET

WHEREAS the Fairfax County Executive presented the FY2023 Advertised Budget on February 22, 2022, (County Budget) and the Fairfax County School Board adopted the Superintendent's Proposed FY2023 Budget as its FY2023 Advertised Budget on February 24, 2022 (School Budget); and

WHEREAS the Mount Vernon Council of Citizens Associations (MVCCA) has reviewed the County Budget and offers comments on proposed funding for schools (School Transfer), Public Safety, and stormwater management within the Department of Public Works and Environmental Services (DPWES) and revenue considerations; and

WHEREAS the County Budget fully funds the School Budget including a School Transfer increase of \$117M over FY2022 funding levels and provides for increases in bond funding by \$25M in FY2023 and an additional \$25M in FY2025 to help address longstanding school capital needs; and

WHEREAS 86% of the School Budget is spent on direct instructional needs, primarily teacher and school staff compensation, and includes salary enhancements for employees, particularly teachers, which are essential to addressing critical staffing needs, reducing market disparities, and recognizing that compensation was stagnant for several years during an extremely challenging—and continuing--pandemic period; and

WHEREAS under the School Budget per pupil spending has moved from the middle to near the bottom in rank of surrounding jurisdictions, as determined by the Washington Area Boards of Education Guide (WABE guide); and

WHEREAS during the emergency impact of the pandemic, schools as part of a County effort to meet citizen needs in the most effective manner, shouldered some expenses and programs which were not historically part of its mission including massive meal provision, contact tracing and health testing and additional mental health and social services; going forward schools need to return to the core educational mission, and responsibility and recompense for these "extraordinary" programs need to be addressed by the County and Commonwealth; and

WHEREAS the County Budget, among other things, includes salary enhancements for County employees who have also seen some stagnation in salary (although market position is largely unaffected), some enhancements to critical social and mental health needs, and

WHEREAS although compensation increases are included for Fairfax County Police Department officers, because the department is experiencing an unparalleled level of staffing shortages and needs to double the number of new officers hired each year to offset attrition, additional funding should be considered to improve compensation, benefits and working conditions in order to attract and retain the most qualified police force in the region; and

WHEREAS serious and long-standing issues of stormwater management need to be addressed in Mount Vernon District and elsewhere, as set forth in the Resolution attached hereto and incorporated herein, and reallocation of some tax revenue and funding for DPWES is needed for mitigation efforts; and

WHEREAS the County Budget revenue projections assume no change in real property tax rates but a significant increase in revenue as a result of increasing assessments, which climbed a County-wide average of over 9% so that the average homeowner would pay an additional \$666 per year or about \$55 per month, which may be significantly burdensome to some homeowners, particularly those not covered by enhanced County tax relief programs; and

WHEREAS the County Budget also provides \$80M in discretionary funds for use by the Board of Supervisors; and

WHEREAS the bulk of County revenue comes from homeowner property taxes, but the County and School Budgets are based in part on assumptions about revenue from sales taxes and various forms of direct support from the Commonwealth which are currently in turmoil and may result in significant losses of revenue as well as increased costs from shifting and/or increasing County and School requirements as the Commonwealth considers widely differing proposals for dealing with its "pandemic" windfall and other matters of policy change; and

WHEREAS in FY2023, each penny on the real estate tax represents about \$25M in revenue so that the \$80M in discretionary funds could be used to reduce the tax rate by 2 or 3 pennies (\$50-75M) without affecting the School Transfer or other County disbursements, and the tax rate can be lowered by the Board of Supervisors at any time once the full effect of Commonwealth budget actions are known; and

WHEREAS homeowners have long emphasized the critical importance of maintaining excellent schools and cost-effective services to support the quality of life we expect now and going forward, recognizing also that in balancing taxes and services

# Committee Resolutions

## JOINT Planning & Zoning Transportation

both current conditions and long term effects must be considered to avoid precipitous action which could cause future distress,

NOW THEREFORE BE IT RESOLVED that the Mount Vernon Council of Citizens Associations (MVCCA) fully supports and recommends adoption of the FY2023 Advertised Budget with the following caveats:

- (1) Some homeowner tax relief is desirable but revenue reduction from lowering the assumed real property tax rate should not exceed the \$80M in discretionary funds provided; and
- (2) The School Transfer should be a first priority and held harmless from any revenue changes at the County or Commonwealth level;
- (3) Additional funding for the Fairfax County Police Department should be strongly considered to assist in recruitment and retention of highly qualified officers;
- (4) The line item budget for the Department of Public Works and Environmental Services should be reallocated to provide funds for storm water mitigation in Mount Vernon District;
- (5) In this unique budgetary year, we suggest the Board of Supervisors should not make precipitous changes which could affect future years and should consider postponing significant tax rate changes until Commonwealth budget affects are known, recognizing it has the authority to modify the tax rate (within the Advertised Maximum Rate) as circumstances unfold.

BE IT FURTHER RESOLVED that MVCCA appreciates the ongoing collaboration among the Board of Supervisors, the School Board, and their respective staffs, suggests that an important area of future collaboration where the County might take a more comprehensive approach would include the most effective and holistic delivery of social and mental health services to students, their families and the larger community.

**END: PROPOSED RESOLUTION EDU/PS-2022-01**

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### PROPOSED MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATIONS RESOLUTION (PZ & TRAN) 2022-01 HUNTWOOD PLAZA 5863 RICHMOND HIGHWAY SEA 84-V-035-03

WHEREAS, the owners and attorneys for Huntwood Plaza 5863 Richmond Highway have come before the MVCCA Planning and Zoning and the Transportation Committees several times over the past several years to present their proposed "Special Exception Amendment" for the subject property;

WHEREAS, the MVCCA P&Z Committee has continued to comment on our concerns regarding the true intent of this SEA and requested the owners secure either a Letter of Intent or a signed Lease for a quality, sit-down restaurant tenant, the owners have consistently refused to secure same because they say can't get one without the SEA being approved;

WHEREAS, the Committees are concerned that granting the request for a "Special Exception Amendment" without a leased tenant opens up the possibility that another use will be forthcoming once said "Special Exception Amendment" is granted;

WHEREAS, there are MVCCA concerns that the increased traffic and environmental impact will be detrimental to the Gateway into the Fairfax County and the Mount Vernon District;

WHEREAS, traffic congestion continues to be a major factor at the proposed site and owners and attorneys for Huntwood Plaza 5863 Richmond Highway have come before the MVCCA Transportation Committee and have not provided adequate concrete resolution to this outstanding issue;

THEREFORE, BE IT RESOLVED, the Mount Vernon Council of Citizens' Associations opposes the Special Exception Amendment request for Huntwood Plaza 5863 Richmond Highway and recommends that the Planning Commission and Board of Supervisors do not approve this request for Special Exception.

**END: PROPOSED RESOLUTION PZ/TRAN-2022-01**

# Committee Resolutions

## Transportation

### PROPOSED MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATIONS RESOLUTION (TRAN) 2022-01.

THE MVCCA OPPOSES AND DOES NOT SUPPORT, IN ITS CURRENT FORM, THE PROPOSED COMPREHENSIVE PLAN AMENDMENT - AIRPORT NOISE POLICY (PLAN AMENDMENT 2020-CW-3CP) TO ALLOW THE CONSIDERATION OF NEW RESIDENTIAL USES IN BOARD ADOPTED 60-65 DAY-NIGHT AVERAGE SOUND LEVEL (DNL) IN DECIBELS (DB) AIRPORT NOISE CONTOURS.

1. **Whereas:** the Proposed Comprehensive Plan Amendment - Airport Noise Policy is currently based on 29 year old airport noise contour data and not the newest airport noise contour data prepared by the Metropolitan Washington Airports Authority (MWA), and;
2. **Whereas:** the Proposed Comprehensive Plan Amendment - Airport Noise Policy is currently based, primarily on the Review and Assessment of Dulles International Airport Aircraft Noise Contour Map Update report by Johnson Aviation Consulting, which did not provide substantiating data to support their findings and did not take into consideration the growth and expansion of United Airlines at Dulles Airport (IAD), the impact that the Metro Silver Line will have on passenger use at Dulles, the population and demographic changes in Loudon and Prince William Counties and the efforts by MWA to drive air traffic from DCA to IAD, and;
3. **Whereas:** there was no indication that the County or Johnson Aviation Consulting completed an assessment of the noise and environmental effects and safety risks to people living within the 60-65 DNL Noise Contours, and;
4. **Whereas:** the Proposed Comprehensive Plan Amendment - Airport Noise Policy is contrary to the principles of current efforts by Fairfax County MWA CWG reps and could impact actions to reduce airplane noise both north and south of DCA, and;
5. **Whereas:** The attached document 'Points of Concern' clearly expresses and documents our concerns and is presented as reference material to help make the best possible policy plan that has equity for all, and;
6. **Whereas:** The citizens of the Mount Vernon District and our Supervisor have worked for over 6 years to achieve our collective long term objective to reduce airplane noise in our District and throughout Fairfax County and want and expect those objectives to be achieved.

THEREFORE, BE IT RESOLVED, that the Mount Vernon Council of Citizens' Associations (MVCCA) opposes and does not support, in its current form, the Proposed Comprehensive Plan Amendment - Airport Noise Policy (plan amendment 2020-CW-3CP) to allow new residential uses in areas between 60 and 65 decibel noise level (DNL) airport noise contours, and;

THEREFORE, BE IT FINALLY RESOLVED, that the MVCCA strongly recommends that a more comprehensive review be completed to address the points presented in this resolution and the attached document before approving this County Wide Proposed Comprehensive Plan Amendment - Airport Noise Policy and make modifications to reduce airplane/aircraft noise and provide equity for all concerned.

Attachment: Supporting document 'Points of Concern' is at the end of this Record.

**END: PROPOSED RESOLUTION TRAN-2022-01**

# Committee Resolutions

## Resolution requiring MVCCA GC ratification.

### BOARD

**MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATIONS  
RESOLUTION (BOARD) 2022-01  
VERIZON PROPERTY AT 2806 POPKINS LANE 2021-  
IV-4MV (PC19-MV-009)**

WHEREAS: Verizon Corporation owns 5.57 acres currently zoned R-3 at 2806 Popkin Lane and uses approximately 1.5 acres of it for their switching station;

WHEREAS: Under the 2019-2020 South County Site Specific Plan Amendment (SSPA) process, Verizon desires to have the comprehensive plan modified to accommodate the sale of 4.2 acres of subject property to increase the density to accommodate 5-8 dwelling units per acre;

WHEREAS: Subject property is full of mature trees and across from the North Hill development where 20 acres of trees have been clear cut for a county low-income housing project;

WHEREAS: The SSPA Task Force, after reviewing the application from Verizon, determined that it does not support their application for increased density and the Task Force formally rejected the proposal;

WHEREAS: The SSPA Task Force further does not support the county staff's recommendations to increase the density;

WHEREAS: The SSPA Task Force recommend that Verizon work with Northern Virginia Conservation Trust to place the property into conservation easements.

WHEREAS: Verizon's land-use attorney continues to publicly state that they are not offering the property for sale;

WHEREAS: Any increase in density will allow for Verizon to secure more money if they are to sell the tax credits by putting this property into conservation easement;

WHEREAS: The SSPA Task Force recommended, at the Planning Commission's Public Hearing and again at Supervisor Storck's March 3, 2022, community meeting on this property, that the request for increased density be denied and the current Comprehensive Plan language be retained; and

WHEREAS: During the March 3, 2022, community meeting all the community members who spoke stated that Verizon should put the property into conservation easement and not have the density increased.

THEREFORE, BE IT RESOLVED: The MVCCA

- A. Supports the SSPA Task Force recommendation to deny the county staff's recommendation and the Verizon SSPA application;
- B. Supports the property being placed into a conservation easement;
- C. Strongly Encourages the BOS to also deny the Verizon application and staff's recommendation to increase the density.

**END: RESOLUTION BOARD-2022-01**

**APPROVED BY THE MVCCA BOARD AT THEIR  
MARCH 8, 2022 MEETING**

# ----- 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 February 28, 2022

	February	Total July 1 to February 28	2021-2022 Annual Budget	Budget Variance To spend or Favorable (Unfavorable)
<b><u>Cash Receipts (including deposits in-transit):</u></b>				
Dues - Current Members	\$ 55	\$ 4,320	\$ 3,016	
Money Market Interest	0	1	2	
Total Cash Receipts	55	4,321	3,018	\$ 1,303
<b><u>Cash Disbursements (including outstanding checks):</u></b>				
Administrative	-	340	250	(90)
Insurance Premium	762	762	930	168
Outreach/Town Hall Meets	-	-	250	250
"Record" Production	120	1,040	1,240	200
Web Site	39	1,364	1,400	36
Total Cash Disbursements	921	3,506	4,070	564
Net Budget - Receipts in Excess(less than) Disbursements:	(866)	815	(1,052)	\$ 1,867

**Other Sources/Changes in Cash:**

Cash at Beginning of Period	9,886	8,205	8,205	
<b>Total Cash at End of Period</b>	<b>\$ 9,020</b>	<b>\$ 9,020</b>	<b>\$ 7,153</b>	

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

Burke & Herbert - Checking	\$ 2,859			
Burke & Herbert - Money Market	6,161			
<b>Total Cash</b>	<b>\$ 9,020</b>			

Respectfully Submitted,  
William J Kane, Treasurer  
March 4, 2022

**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, March 23, 2021, 7:00 p.m.**  
**Virtual**

### AGENDA

- Call to Order
- Speaker: Tentative presentation by owner of  
Huntwood Plaza
- Minutes Approved
- Committee Reports
- Treasurer Report
- Co-chairs report
- Resolutions
- Elected Officials Time
- Members Time
- Adjourn

## COMMITTEE CALENDAR

**MVCCA Council—March 23, 7:00 p.m., Virtual**  
**MVCCA Board—April 12, 7:00 p.m., Virtual**

Comm	Date	Time	Place	Chair
BUDG	TBD	7:00	Virtual	open
EDU	4/6	7:30	Virtual	Hosek
E&R	4/6	7:00	Virtual	Morgan
PL/Z	4/4	7:00	Virtual	Walzl
PS	4/5	7:00	Virtual	Zaragoza
TRAN	4/4	7:00	Virtual	Sitnik
MSCS	3/15		Virtual	Milanowski

*The Record is published monthly except August by the  
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Mount Vernon, VA 22121-0203.*



# Budget Town Meeting Fiscal Year 2023

Please join **Mount Vernon District Supervisor Dan Storck**, **Mount Vernon School Board Member Karen Corbett Sanders** and the **Mount Vernon Council of Civic Associations** to learn more about the County's fiscal outlook and to share your budget concerns and priorities!

**JOIN US!**

### Presenters:

- Fairfax County Executive, Bryan Hill
- Fairfax County Deputy Director, Phil Hagen
- Fairfax County CFO, Christina Jackson
- Fairfax County Public Schools CFO, Lee Burden

## ZOOM MEETING

<p>Link: <a href="https://us06web.zoom.us/j/84988655218">https://us06web.zoom.us/j/84988655218</a></p> <p>Telephone: USA 602 333 0032 USA 8882709936 (US Toll Free) Conference code: 711201</p>	<p>Wednesday</p> <h1 style="margin: 0;">MARCH 23</h1> <p>6:00 p.m.</p>
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For more information **MOUNT VERNON DISTRICT VIRTUAL BUDGET TOWN MEETING**  
visit the link **| BOARD OF SUPERVISORS - MOUNT VERNON**  
**(FAIRFAXCOUNTY.GOV)**





National Park Service  
U.S. Department of the Interior

George Washington  
Memorial Parkway  
700 George Washington  
Memorial Parkway  
McLean, Va. 22101  
703-289-2500

## National Park Service News Release

### Bridge 12 of the Mount Vernon Trail is getting a makeover!



FOR IMMEDIATE RELEASE: February 10, 2022

Contact: Aaron LaRocca, [aaron\\_larocca@nps.gov](mailto:aaron_larocca@nps.gov), 202-438-6619

McLean, Va. — On February 14, the National Park Service (NPS), in partnership with the Federal Highway Administration and Virginia Department of Transportation, will begin a project to replace Bridge 12 and realign the Mount Vernon Trail to improve safety near Fort Hunt Park. During the project, trail users will be detoured around the construction area.

The NPS will straighten trail curves that lead to Bridge 12, located approximately 400 yards north of Fort Hunt Park. The bridge will be relocated, allowing for a straighter alignment and a reduced grade leading to and from the bridge. The NPS will also upgrade the bridge railings and replace more than 350 tons of asphalt on the trail. Realigning the trail, replacing the bridge and laying new trail asphalt will reduce the severity and frequency of bike crashes on this section of trail.

“The Mount Vernon Trail is a popular recreational resource and serves as an important regional transportation connection hosting over one million users annually,” Charles Cuvelier, Superintendent of the George Washington Memorial Parkway, said. “This project will improve trail conditions and increase safety for all visitors.”

During this project— which is expected to be completed in late summer— trail users will be detoured on the adjacent southbound section of the George Washington Memorial

March 7, 2022

Subject: MVCCA Transportation Committee 'Points of Concern' about the Proposed Comprehensive Plan Amendment - Airport Noise Policy (plan amendment 2020-CW-3CP)

## 1. Background

On July 28, 2020, the Fairfax County Board of Supervisors authorized a [Comprehensive Plan amendment](#) to consider locating residential uses between the 60-65 DNL<sup>1</sup> airport noise contours. The Board of Supervisors contend that doing so will enable more affordable housing to be built – even though just a small percentage of residential projects is actually set aside for affordable dwelling units and workforce housing.

The Supervisors' action was taken over the vehement objections of many residents, land-use and environmental groups and the Metropolitan Washington Airports Authority (MWAA). They objected because the Supervisors were approving developers' plans to build large, residential communities in Land Unit J – the Westfields area of Chantilly directly underneath noisy and heavily used flight paths of Dulles International Airport.

In 2019, MWAA updated its new noise-contour map delineating aircraft-noise decibel levels (DNL) in Westfields. The Board of Supervisors chose to disregard the new noise contours since it was based on projected flight operations over the next 20 years or so. As a result it allowed developers to construct homes based on MWAA's 1993 Noise Contour map.

On July 21, 2020 the Fairfax County Land-Use Policy Committee – chaired by Supervisor Kathy Smith (D-Sully), the supervisor in whose district three developers wanted to build 734 new homes. If the new MWAA noise contours were adopted the new residential would most likely have been rejected because of its extreme noise levels from the airport. So on July 21, 2020 the Supervisors decided to keep ignoring the updated contours and using the expired ones, instead. Supervisor Pat Herrity (R-Springfield). "To pretend they don't exist is a mistake." Supervisor Smith disagreed, and she had enough support from the other supervisors. She also refused to allow the admission of any information which might have changed anyone's minds.

The county approved the three, new residential projects in Westfields:

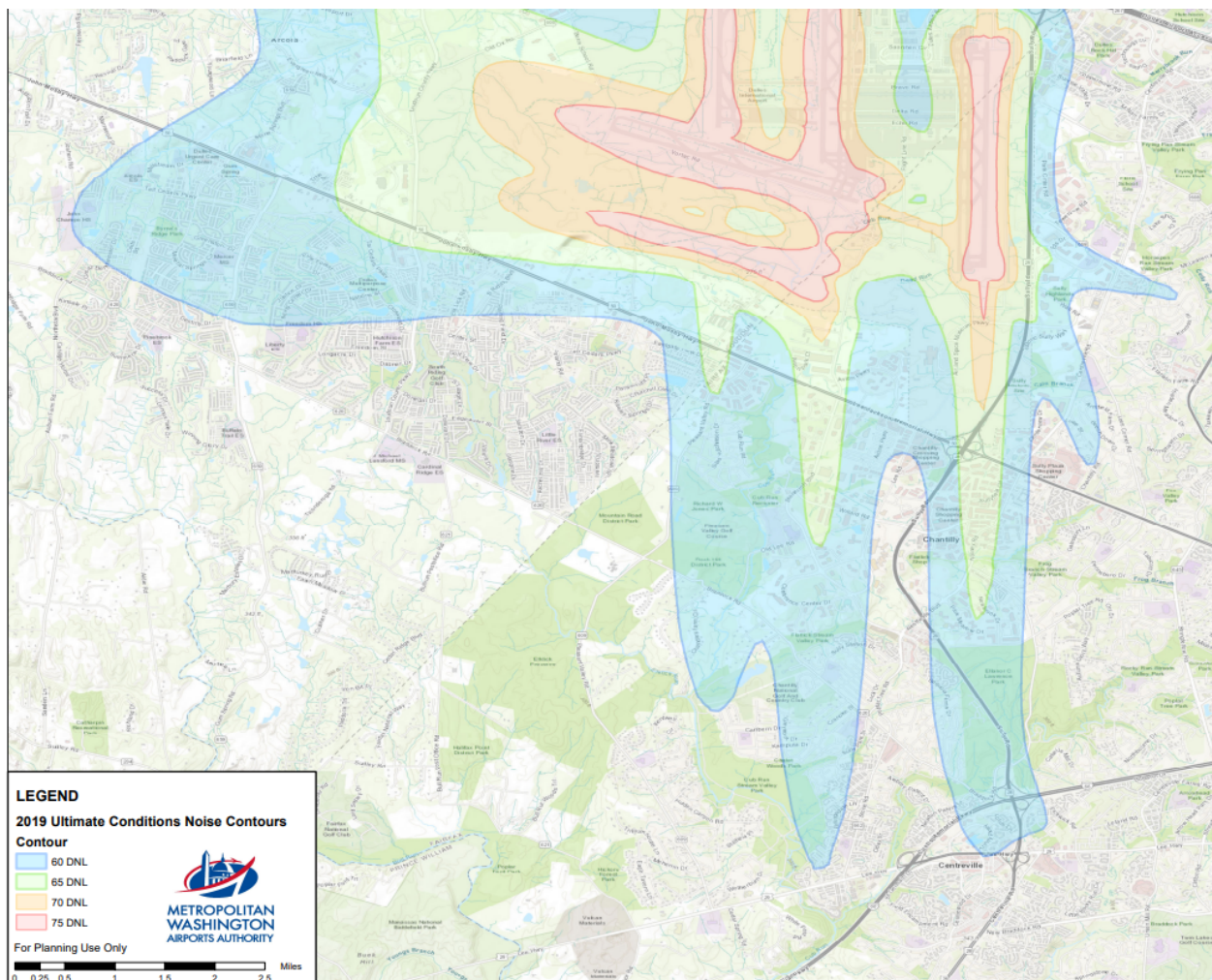
- Elm Street's 158 homes will be located directly underneath the main, center runway of Dulles for arriving flights at a frequency of 30-60 seconds apart – and a flightpath is just 1,000 -1,300 feet above [residents'] heads."

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<sup>1</sup> The day-night average sound level (DNL) noise metric is used to reflect a person's cumulative exposure to sound over a 24-hour period, expressed as the noise level for the average day of the year on the basis of annual aircraft operations.

- Boulevards at Westfield will bring 442 homes to a site where noisy, jumbo jets will fly overhead 24 hours/day, and land every 6-9 minutes.
- Stonebrook’s 134 homes will have overhead flights lower than 1,000 feet above them.

As a result, people considering buying homes, at Westfields community will be told about their homes’ proximity to the Dulles airport and that planes will be flying overhead. Based on the 29-year-old noise contours, the developer is able to say that residents there will be living in an area between the 60-65 DNL noise contours. That doesn’t change the fact that almost all of this project is actually in the 65 DNL contour, 65 DNL is identified by the FAA as the threshold level of aviation noise which is “significant.” The FAA has established 65 DNL as the threshold above which aircraft noise is considered to be incompatible with residential areas.



## 2. 1993 Noise Contours at Dulles are Outdated

The Fairfax County Board of Supervisors (BOS) chose to use the 1993 Noise Contours for preparing their New Plan Amendment and Airport Noise Policy. The basis for their decision was a

report dated March 5, 2020 by Johnson Aviation Consulting. There are 2 points made by Johnson Aviation that are speculative at best:

- The ultimate operational capacity of the existing four runways at Dulles International is well beyond the reasonably foreseeable projected demand for aircraft operations for the next 60 to 75 years.
- The ultimate operational capacity of the planned addition of a fifth runway at Dulles International is well beyond the reasonably foreseeable projected demand for aircraft operations over the next 80 to 90 years.

Johnson Aviation does not provide substantiating data to support these 2 findings. They do not take into consideration the growth and expansion of United Airlines at Dulles (IAD), the impact that the Metro Silver Line will have on growing passenger use at IAD, the population and demographic changes in Loudon and Prince William Counties and the efforts by MWA to drive air traffic from Washington Reagan National Airport (DCA) to IAD. As a result the Fairfax County BOS is using 29 year old data for their Comprehensive Plan Amendment and Aircraft Noise Policy, which in turn will result in more residential development near or under the 1993 60-65 DNL noise contours.

### **3. Placing Homes Under Flight Paths**

Placing homes under the IAD flight paths is an unmitigated disaster which is entirely avoidable. It is simply bad public policy to allow residential development under a flight path to 3 parallel runways at IAD. The best way to cripple an airport is to allow residential developments to encroach. When that happens, noise-disclosure documents are a flimsy attempt to rectify an obvious mistake, and they fail the test of time.

Eventually, the affected residents grow weary of the noise, pressure grows for the airport to ‘do something,’ and shortsighted politicians find a way to curb airport operations. The FAA has more than 70 years’ experience managing airport-noise impacts on communities. Does Fairfax County presume superior expertise?”

Stonebrook residents will be the most affected by aircraft noise. Besides townhouses, it’ll have 110,000 square feet of open space – where families and children will experience the full blast of noise from jet airplanes flying just 1,000 feet above them, 24 hours/day.

### **4. New MWA Noise Contours Rejected by BOS**

Airport noise contour maps derived from airport noise modelling are an essential noise management tool and form the basis for noise zoning policies and land-use planning decisions. They also contribute to the performance of Environmental Impact Assessments (EIS) at airports. Airport noise modelling combines the specific features of both flight path and ground aircraft noise models. Important input parameters are the atmospheric temperature, pressure and humidity, all of which may influence both the flight performances of the aircraft and the sound

propagation. In addition, aircraft specific data and airport operational information are required to compute the noise of each individual operation.

Reduction of noise at the receiver point is a means to reduce the effects of noise. This translates into limiting or reducing the number of people affected by significant aircraft noise.

MWAA's updated noise contours place the new residential site clearly inside the 65-70 DNL contour, with a day/night average decibel noise level of 65 decibels and above. Once again by using the 29 year old noise contour data, the developer can claim it's below 65 DNL. The homes will supposedly not exceed interior noise levels of 45 DNL based on developer plans to address interior noise levels from the airplanes. It is very doubtful that these residents will be able to open their windows or enjoy the outdoor space with the constant, low-flying airplanes.

## 5. Conflicting Policies

The same Fairfax County Supervisors that are urging MWAA and the FAA to address noise impacts of aircraft from DCA, voted in favor of ignoring the new MWAA Noise contour maps at IAD and supporting development of new residential construction in the 60-65 DNL noise contour. The County BOS decision is contrary to the principles and charter established by the MWAA CWG in 2015. **This action by the BOS undermines the efforts of the MWAA CWG representatives who are working with the FAA to reduce airplane noise in communities north and south of the DCA airport, including Mt. Vernon communities** that are experiencing noise impacts lower than what will be experienced in the new developments near IAD.

## 6. 55 and over Retirement Community in Loudon County within 1993 65 DNL Contours

Despite the efforts by MWAA to persuade Loudon County not to approve the development of new residential properties under the 1993 65 DNL contours, a retirement community and senior care facility was built near Runway 1L/19R and Runway 12/30, which is used for 70% of the flight departures. While residents of these facilities were provided notice of the airplane traffic MWAA is inundated with noise complaints from residents at this facility (23430 Rock Haven Way, Sterling VA).

## 7. Adverse Environmental Effects

Aircraft noise is one, if not the most detrimental environmental effect of aviation. The peer-reviewed literature shows that noise exposure can cause community annoyance, disrupt sleep, adversely affect academic performance of children, and can increase the risk for cardiovascular disease of people living in the vicinity of airports. Studies of aircraft noise on children's learning have concluded that aircraft noise exposure at school or at home is associated with children having poorer reading and memory skills. There is also an increasing evidence base, which suggests that children exposed to chronic aircraft noise at school have poorer performance on standardized achievement tests, compared with children who are not exposed to aircraft noise.

Residents, especially those that are outside will be exposed to jet engine exhaust particles and gases suspended in the air. Exhaust is a complex mixture of gases and fine particles. The carbon particle or soot content varies from 60-80% depending on the jet fuel used and contain chemicals such as nitrogen oxides, sulfur oxides, carbon dioxide, carbon monoxide, and fine particles called particulate matter (or "PM"). These chemicals occur naturally in the environment, but at high levels, are harmful to the health of both the individual and the environment. Exhaust may also include known or suspected cancer-causing substances such as benzene, arsenic, and formaldehyde and contain harmful pollutants that are frequent components of urban smog, such as nitrogen oxides. The potential for and type of possible health effects from exposure to such exhaust depends on how much exhaust is inhaled. As with most airborne exposures, this is partly determined by how close someone is to the source (proximity) and how long someone is inhaling the exhaust (duration of exposure). Directly breathing in large quantities of exhaust fumes may cause nausea, dizziness, and irritation of the eyes, nose and throat. Prolonged exposure to exhaust fumes may cause respiratory symptoms, such as coughing, chest tightness, breathlessness, and decrease in exercise tolerance, particularly in persons who are naturally predisposed or have a history of asthma or in persons with pre-existing lung problems. Exposures to exhaust fumes may aggravate respiratory symptoms and increase the risk of lung cancer and that the risk of death due to lung cancer rose with increasing diesel exhaust exposure.

## **8. Higher safety risk to aircraft accidents and incidents**

According to the Flight Safety Foundation, approximately 56 percent of commercial jet airplane accidents occur during the approach and landing phases of flight and account for 44 percent of all fatalities worldwide. In contrast, the duration of the approach and landing phases typically is 16 percent of the total flight time. Thirteen (13%) of commercial airplane accidents occur during the departure climb out phase. The location of these new residential properties puts them in the most vulnerable accident phase categories.

TFOA ("Things Falling-Off Aircraft") is any piece of equipment falling from an aircraft, ranging in size from a simple rivet, frozen sewage (blue ice) up to a fan cowl. TFOA represents a safety risk which could cause serious or fatal injuries to people on ground in the new communities.

## **9. No Safety and Risk Assessment was conducted**

There is no indication that the Fairfax County BOS conducted a Safety Risk Assessment (SRA) associated with the new residential properties under the IAD flight paths and the exposure to noise and safety risk. There is ample data and studies on-line that should have been examined and considered by the BOS before making their decision. Such as documented at <https://jdasoc.files.wordpress.com/2015/04/really-really-final-version-of-white-paper-on-faa-regulatory-framework.pdf>.and [https://www.lincoln.ne.gov/files/sharedassets/public/planning/reports-tools-amp-references/airport/far\\_appe.pdf](https://www.lincoln.ne.gov/files/sharedassets/public/planning/reports-tools-amp-references/airport/far_appe.pdf).

Fairfax County clearly failed to conduct adequate research and enough due diligence on the impact of IAD flight traffic will have on the new residences located under the flight paths and focused solely on the potential economic gains.

## **10. Effects of Aircraft Noise on Property Values**

Studies have shown that aircraft noise does decrease the value of residential property located around airports. Although there are many socio-economic factors which must be considered because they may negatively affect property values themselves, all research conducted in this area found aircraft noise results in negative effects ranging from a 0.6 to 2.3 percent decrease in property value per decibel increase of cumulative noise exposure.

In 1994 Booz-Allen & Hamilton, Inc. prepared a report titled “The Effect of Airport Noise on Housing Values: A Summary Report for the Federal Aviation Administration”. The report describes a methodology for evaluating the impact of noise on housing values. The methodology essentially compares market prices in similar neighborhoods that differ only in the level of airport-related noise. · In pilot studies using this method, Booz-Allen found that the effect of noise on prices was highest in moderately priced and expensive neighborhoods. In two paired moderately priced neighborhoods north of Los Angeles International Airport, the study found "an average 18.6 percent higher property value in the quiet neighborhood, or 1.33 percent per dB of additional quiet." ·

A 1996 study funded by the Legislature of the State of Washington used a somewhat similar methodology and found that the proposed expansion of Seattle-Tacoma Airport would cost five nearby cities \$500 million in property values and \$22 million in real-estate tax revenue.

In 1997 Randall Bell, MAI, Certified General Real Estate Appraiser, licensed real estate broker, and instructor for the Appraisal Institute, provided the results of his own professional analysis to the Orange County Board of Supervisors. Comparing sales of 190 comparable properties over six months in communities near Los Angeles International Airport, John Wayne Airport, and Ontario Airport, Bell found a diminution in value due to airport proximity averaging 27.4 percent. Bell has also developed a list of over 200 conditions that impact real estate values -- airport proximity is categorized as a "detrimental condition."

## **11. Dr. Sanford Fidell’s report on noise metrics, “Analysis of the Technical Basis of FAA’s Noise Regulatory Framework and its Application to the Chicago O’Hare Modernization Program” outlined key factors regarding airplane noise;**

The Basis for FAA selection of Ldn = 65 dB as a criterion of “significant” noise impact

- FAA’s 1985 adoption of Ldn = 65 dB as a definition of “significant” noise impact was not based on objective analysis or systematic scientific research.
- The 65 dB level is based on outdated analysis of the relationship between noise exposure levels and the percentage of community residents adversely affected by noise.

FAA's current adherence to the 65 dB level is predicated on a **1992 report** by Federal Interagency Committee on Noise (FICON), which updates and accepts earlier statistical analysis methods.

- Since the 1992 FICON report, many subsequent statistical studies of the annoyance of aircraft noise show that the 65 dB value significantly understates both geographic extent, and hence the size of the population adversely impacted by aircraft noise. As explained further by Dr. Fidell, FAA's use of an annualized average DNL value of 65 dB has other flaws which render its definition of the significance of noise impact technically inaccurate.
- The tolerance of a particular community for exposure to aircraft noise can be quantified by means of research and surveys. This would permit estimation of a Community Tolerance Level (CTL) value for those in the vicinity of airports that would permit better-informed planning and zoning decisions to be made about the significance of noise impacts. It would also permit systematic and specific application of policy-based decisions about the percentage of a community that deserves protection from exposure to highly annoying aircraft noise.
- To remain consistent with the international scientific consensus (per ISO 1996- 1, "Description, measurement and assessment of environmental noise — Part 1: basic quantities and assessment procedures"), FAA must reduce its definition of "significant" noise impact by about an order of magnitude, to Ldn  $\approx$  55 dB. Failure to do so will deprive populations of communities of average sensitivity to aircraft noise protection from exposure to highly annoying noise.
- FAA's interpretive criterion for the significance of aircraft noise exposure applies only to a hypothetical community of average tolerance for aircraft noise. In reality, communities differ considerably from one another in the prevalence of annoyance induced by the same levels of noise exposure. If FAA wishes its criterion of significant noise impact to apply with uniform effect in different communities, the criterion must reflect community-specific differences in tolerance for noise exposure.

The Federal Aviation Administration (FAA) undertook a multi-year research effort to quantify the impacts of aircraft noise exposure on communities around commercial service airports in the United States (US). The goal of this research effort was to develop an updated and nationally representative civil aircraft dose-response curve, quantifying the relationship between aircraft noise exposure and community annoyance. The FAA report dated February 2021 provides substantiating data supporting Dr. Fidell's recommendation that the FAA must reduce its definition of "significant" noise impact to Ldn  $\approx$  55 dB.



## **12. Recommendation**

The points listed in this document provide overwhelming arguments that no housing development should be allowed within the 60-65 DNL noise contour. The Transportation Committee and the MVCCA should not support this Plan Amendment and New Aircraft Noise Policy and should draft and submit a resolution to that effect.