



The Mount Vernon Council of Citizens Associations, Inc.

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<http://www.mvcca.org>

Planning Commissioner Earl Flanagan
Supervisor Dan Storck

December 26, 2017

Ref: MVCCA (AC) Resolution 2017-01 PA 2015-IV-MV and Richmond Highway Road Widening Designs

The MVCCA has been actively involved in the EMBARK and the road widening project since the start. We have carefully read the proposed staff proposals and offer the attached resolution for your action and acceptance.

We reserve the right to make additional resolution recommendations prior to the Jan 25, 2017 public hearing.

Katherine Ward

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Co-Chair
MVCCA

Attached:

1. Summary of MVCCA (AC) Resolution 2017-01 resolves
2. MVCCA (AC) Resolution 2017-01 PA 2015-IV-MV and Richmond Highway Road Widening Designs

SUMMARY OF RESOLVES:

1. Yellow Line project to start promptly-NEPA, Engineering and Funding by 2025, and Design and completion of Yellow Line by 2039.
2. “Permit only parking” to be easily authorized and signage posted in suburban neighborhoods near BRT and Metro stations and associations immediately next to Metro Stations.
3. Rt. 1 corridor to have all utilities undergrounded during the widening project and installation of BRT.
4. Sound Barriers and Superstreets are not acceptable along the Rt 1 corridor
5. Use trees and shrubs to abate the road noise
6. Design and Development in CBC’s to be in such a manner as to accommodate fire, rescue and police services/vehicles easily
7. Interchange at Ft Hunt, Rt. 1, Huntington Ave is to be removed from the Comprehensive Plan.
8. Environment and Recreation: No artificial turf to be used; provide flexibility for developers putting parks/recreation facilities on their property to reduce costs of proffers to Park Authority; Place educational signage along Rt. 1 to identify historical and ecological areas; Establish Green Development and Enterprise Zones; use public and private partnerships to establish more parks and natural areas creating a network ; where possible day light streams in all CBC’s ; Ecological and Livability spines should be in all CBC’s.
9. The BOS and FCPS should ensure that the new schools mentioned in this plan are in the FCPS CIP and funded.
10. Huntington Metro South Garage to be rebuilt to accommodate the BRT bus size-FCDOT to collaborate now with WAMATA; Service drives are mentioned in the PA but they are supposed to go away; “Residential Development is an Option” language to be added into Sub-units A-1,A-2,A-3 and parcels 1 and 3.
11. Plan is to include language regarding Autonomous Vehicles usage along Rt.1

**Mount Vernon Council of Citizen’s Associations (MVCCA) Resolution - (All Committees)
2017-AC-01—Comprehensive Plan Amendment PA-2015-IV-MV and Richmond Highway
Road Widening Designs**

WHEREAS: The EMBARK Project incorporates 3 phases/aspects: Changes to the Comprehensive Plan Language, Widening of Richmond Highway and future planning/the way forward. This resolution addresses all three of these aspects.

WHEREAS: The MVCCA, after careful and extensive consideration of the recommendations by the Fairfax County Planning Staff, FCDOT and VDOT, make the following recommendations. (Note: to the best of our ability each resolve is referenced to a section or page of the comp plan proposed by staff):

1. BE IT RESOLVED: Yellow Line Metrorail extension is a must. All sections of the proposed Comp Plan language are to be amended to read as follows or accommodate the inclusion of the Yellow-Line extension:

“Pursuant to the feasibility recommendations of the U.S. 1 Multimodal Alternative Analysis completed by the Virginia Department of Rail and Public Transit in 2015 and endorsed by the Fairfax Board of Supervisors in May 2015, additional development under a Metrorail scenario for Beacon/Groveton and Hybla Valley/Gum Springs CBC’s will be implemented upon completion of construction of the Bus Rapid Transit System and application to the appropriate Federal Transit Administration Agency for a transit grant (e.g. the New Starts Program) will be made. An assessment of the general feasibility of the extension of Metrorail was previously validated as part of the U.S. 1 Multimodal Alternatives Analysis Study”. (Page 33, 34, 40, 58, 91, 93, 131-145, 216, 218, 223). Funding for metro requires details in the comp plan. Funding alternatives need to be pursued now so they are in place when this project is shovel ready. Some options are:

- a. Tax Abatement for the first year of a new development;
- b. Bonds;
- c. Set aside a percentage of annual County surplus dollars into a fund for future metro;
- d. Create a U.S. 1 Special Tax District;
- e. Use a portion of Northern Virginia Transportation Authority (NVTA) or Commercial Industrial Tax (CIT) as funding;

2. BE IT RESOLVED: Parking restrictions --suburban neighborhoods in and around Transit Station Areas (TSA) and CBC’s.

The current FCDOT regulations are inflexible regarding the process for determining how and when to apply “parking permit only” areas. This is not in keeping with the EMBARK flexibility concept. FCDOT needs to rewrite its policy/regulations to more easily allow for suburban neighborhoods to establish restricted parking permit zones in their communities. Furthermore, The FC RPPD program must be flexible in its implementation taking into consideration boundaries of an entire homeowner’s or condo association immediately adjacent to a transit station when defining boundaries of an RPPD so as to not to discriminate and exclude parts of a those associations impacted by transit or CBC parking just because they are beyond the measured boundary.

3. BE IT RESOLVED: Undergrounding of Utilities along Rt. 1- (Approximate cost \$50M):

Just saying NO and letting the developers pay for this piecemeal is unacceptable. Funding sources must be implemented now. This must be done in conjunction with the widening of Rt 1 and the Implementation of EMBARK. Both of these are long range programs taking up to 20 years thus providing ample time to generate the funds to pay for undergrounding the entire of highway length. We recommend a variety of means be used and that they be programmed now into the County EMBARK and Road Widening programs funding pools:

- a. Tax Abatement for the first year of a new development;
- b. Bonds;
- c. Set aside a percentage of annual County surplus dollars into a fund for future undergrounding; (this can also be a fund for all of the County under-grounding projects)
- d. Create a U.S. 1 Special Tax District (The state allows for this);
- e. Use a portion of Northern Virginia Transportation Authority (NVRTA) or Commercial Industrial Tax (CIT) as funding;
- f. Work with the State to fund the cost difference of moving/reinstalling the poles (estimated at \$15M) and undergrounding (leaving the County with only \$35M to fund).

4. BE IT RESOLVED: Sound Barriers and Superstreets are unacceptable as they are contrary to the over-all vision for the Richmond Highway Corridor to become a main street of pedestrian/bike friendly gathering places at the CBC's interspersed with interconnected suburban neighborhoods; (ref previous MVCCA resolutions).

Furthermore, they create an unsafe environment for citizen's movements from east-west along Richmond Highway.

5. BE IT RESOLVED: Buffering or noise abatement vs Sound barriers. Trees and other vegetation can be and should be used to create forested areas and achieve the same noise abatement as concrete walls (ref: Virginia Tech Agriculture Department and Extension Service recommend trees a sound abatement). (page 47)

6. BE IT RESOLVED: Public Facilities page 43– Fire and Police Facilities. All new design/development are to be planned in such a manner that they provide for adequate access of fire and police vehicles and equipment. Furthermore, future planning in close coordination with emergency management agencies needs to be taken into account now to ensure adequate equipment and personnel are budgeted for in anticipation of the increased density. (page 43)

7. BE IT RESOLVED: Interchanges: The interchange proposed near Ft Hunt, Huntington Ave and Rt. 1 should be removed as requested previously by the MV PC and previous Supervisor and the MVCCA. (page 218 and 258)

8. BE IT RESOLVED: Environmental and Parks and Recreation Aspects of EMBARK: (page 49, 50, 95)

- a. No artificial turf to be used on sports fields (research has determined that this surface is detrimental to public health); (page 95)
- b. Provide flexibility to developers when they offer on-site recreation and park facilities in order to reduce the amount of proffers sought by the Park Authority;

- c. Historic and educational signage are to be added throughout the corridor to honor ecological resources, historic events, buildings and locations where the physical structures may no longer exist (e.g. Old Potomac Path);
- d. Establish Green Development and Enterprise Zones so that the development described in the Plan Amendment can be realized efficiently and effectively (In accordance with the February 2017 the Virginia General Assembly amended and reenacted 58.1-3245.12 to add chapter 38 of Title 58.1 as article numbered 13, consisting of a section numbered 58.1-3854 relating to local fees, taxes, and regulations: Green Development Zones).
- e. County officials are to actively seek out opportunities to add more parks, recreation and open and natural areas through land acquisition and public-private partnerships and that these areas become green corridors resulting in a large network of connected green spaces, parks and natural areas improving environmental conditions for residents and for native wildlife;
- f. Priority streams should be day lighted wherever possible and where space allows with related redefining of Environment Quality Corridors, Resource Protection Areas and Floodplains, with trails and roads only included where environmental conditions allow for this use;
- g. Ecological and Livability Spines, or portions thereof, remain available as an option for implementation in all CBCs; specifically request that this network of multi-use pathways remain conceptual (as described on page 17 of the staff report), even when other parts of the Plan Amendment may be approved by the PC and BOS, until some future date when it will be refined as part of a comprehensive evaluation, including ecological impact, of the wide Trails and Bicycle Master Plan, and include the Huntley Meadows Park trails; (page 45)

9. BE IT RESOLVED: Schools: The new elementary school near the South County Government Center was approved by the voters and in the FCPS 2018-22 CIP as “under construction” must be built. It appears that the FCPS 2019-23 CIP dropped this school from “under construction” category and bumped it into the beginning of the “planning process” category. (Pages 42-43)

10. BE IT RESOLVED: Other Items of Concern:

- a. **BRT station at Huntington Metro (South Garage):** WAMATA is currently planning to build a new south garage --that garage must be compatible with the BRT Bus length/size. WAMATA should be actively engaged now regarding plans for a BRT compatible garage to start planning for a new garage (page 56).
- b. **Service drives** are being eliminated so why are they mentioned here for parking garage access? (Page 54)
- c. **Woodlawn SNA area at Rt. 1 and Jeff Todd Way intersection:** Sub-units A- 1, A-2, A-3 and parcels 1 and 3 are to have “residential development” as an option included in the PA-2015-IV-MV. MVCCA previously proposed (MVCCA PZ Resolution 2014-02) language and that resolution was previously accepted by the PC and the BOS (board matter Oct 28, 2014) in Oct 2014. (Page 215).

- d. **Autonomous Vehicles (AV):** Autonomous Vehicles are projected to make up 50% of all vehicles by 2040 and the Comprehensive Plan is a long range plan, therefore PA 2015-IV-MV should provide a plan for how AV 's will interact and operate along Richmond Highway.

THEREFORE BE IT RESOLVED: That the MVCCA strongly requests and urges the Planning Commission, The MV District Supervisor and Board of Supervisors to implement our resolves identified above prior to approving the recommendations made by the EMBARK process to amend the Comprehensive Plan Language;

FURTHER BE IT RESOLVED: That the Board of Supervisors require VDOT and FCDOT to act positively upon our recommendations identified above related to the widening of Rt 1, and the funding of undergrounding of utilities;

FURTHER BE IT RESOLVED: That the Board of Supervisors directs the County Executive and FCDOT to execute actions to secure Metrorail extension of the Yellow Line based upon the previous approved 2015 BOS actions.

**APPROVED BY THE MVCCA AT THE DECEMBER 20, 2017
GENERAL COUNCIL MEETING**