

**McLean Citizens Association
Board of Directors**

Minutes May 4, 2005

BOARD OF DIRECTORS

Officers (6)

Susan Turner	President	Present
Dan Du Val	First Vice President	Present
Wade Smith	Second Vice President	Present
Sue Berke King	Treasurer	Present
Jim Turner	Corresponding Secretary	Present
Amy Lowenstein	Recording Secretary	Present

Directors Representing Neighborhood Associations

John Adams	Georgetown Pike/Potomac River Assoc.	Absent (unexcused)
Robin Bates	Wolf Trap Woods	Present
Herb Becker	Franklin Park	Present
Germaine Broussard	McLean Commons	Present
John Foust	Timberly South	Present
Steven Keller	Salona	Present
Brad Macomber	McLean Broyhill Estates	Absent (excused)
Jody Marshall	West McLean CA	Present
Michelle Meehan	Greenway Heights	Present
Tom Moore	Langley Oaks	Present
Pat Mroz	Evermay	Present
Stephen Palmer	Woodside Estates	Present
Bob Philipp	Shouse Village	Present
Winnie Pizzano	Stoneleigh	Present
James A Robertson	Evans Mill Pond OA	Present
Ed Saperstein	Glen Haven Farms HOA	Present
Paul Wieland	McLean Hamlet	Present
Mark Zetts	Kirby Court	Present

Directors-at-large

Dan Alcorn	Present
Marilyn Blois	Present
Mike Clancey	Present
Chris Cole	Present
Frank Crandall	Present
Steve Del Bianco	Present
Lawrence Glick	Present
Margaret Malone	Present
Dale Murad	Present
Jacque-Lynne Schulman	Absent (unexcused)
Jane Scott-Jones	Absent (excused)
Adrienne Whyte	Present

Guests, whose presence was recorded by their signing in or public recognition, were as follows:
Not available due to misplaced sign-in sheet.

CALL TO ORDER

President Susan Turner called the meeting to order at 7:59 p.m. in Community Rooms B & C, McLean Community Center. A quorum was present.

INTRODUCTION OF SPECIAL GUESTS AND ANNOUNCEMENTS

President Turner announced that receipt of the Membership meeting notices may have been delayed because they were mailed at the same time as the state tax returns. The membership meeting will be held May 26th, with the business meeting beginning at 7:00 p.m. and the panel at 7:30 p.m.

The MCF Gala will be held May 20th, and McLean Day on May 21st.

President Turner also acknowledged that both the McLean Connection and the Sun Gazette had articles on the early opening of the school day.

APPROVAL OF MINUTES

The minutes of the April 2005 meeting – held March 30th -- were approved as amended.

REPORT OF PRESIDENT/EXECUTIVE COMMITTEE

REPORT OF THE TREASURER **STANDING COMMITTEES**

MEMBERSHIP COMMITTEE

No report.

PLANNING AND ZONING COMMITTEE

The monthly meeting of the P&Z Committee was held on April 26, 2005 at the McLean Community Center. Ten members of the committee were present, along with four guests.

PRESENTATIONS

McLean Glen: Mr. Greg Reigle and Mr. David Gill, McGuire Woods, and Mr. Greg Ruff, Winchester Homes, presented information about their planned development near the intersection of Gordon Lane and Lewinsville Road. The application has been accepted by the County, RZ 2005 DR 009, FDP 2005 DR 009. The project is being proposed as a PDH-3 containing fourteen homes on a 5.27 acre site, rezoned from R-1. The proposed site plan relocates Gordon Lane from it's present location on the west side of the site to a location in the center of the site, thereby removing the jog in the road at the southern end of the property. A land swap is being proposed to accomplish this. The Planning Commission Public Hearing has been scheduled for **September 15, 2005**. The P&Z Lead is Steve Keller

THERE WERE NO RESOLUTIONS

OTHER ITEMS OF INTEREST DISCUSSED BY THE COMMITTEE

- **APR Nominations** for Dranesville were considered by the Planning Commission on April 20, 2005. Markup is scheduled for **May 18, 2005** at 8:15PM
- **Georgetown Pike Cement Wall** – Application A 2005 DR 001, 6531 Georgetown Pike. The BZA hearing is scheduled for **May 10, 2005**. The MCA has filed a Resolution with the BZA

supporting the Zoning Administrator's decision that the wall be removed. The Georgetown Pike and Potomac River Association did likewise. The P&Z Lead is Jim Robertson

- **McLean Bible Church** – On March 15, 2005, the BZA rejected the MBC appeal of the Zoning Administrator's decision regarding the operation of a Seminary and the placing of a number of shipping containers on the property. The shipping containers have since been removed, leaving the Seminary as an open issue. It has been reported that new counsel, Stu Mendelsohn, is now representing the MBC, but the next move by the MBC is uncertain at this point. Its options are to either take the matter to the Circuit Court, or to submit a SEA. The P&Z Lead is Michelle Meehan
- **Tysons Corner Center Rezoning:** A presentation has been scheduled for the P&Z meeting on June 28, 2005. The Planning Commission Public Hearing has been scheduled for **September 15, 2005**. The MCA Transportation Committee and the Providence District Civic Associations have been invited to join P&Z at this meeting. The P&Z Lead is John Foust
- **Moutoux** – A presentation was made at the March 29, 2005 meeting of the P&Z Committee. The Planning Commission Public Hearing is scheduled for **September 22, 2005**. The P&Z Lead is Brad Macomber
- **Crown Castle Solutions** – Distributive Antenna Systems – A 2232 filing will be submitted in May. A presentation on this proposal to the P&Z Committee is scheduled for May 31, 2005.

Jim Robertson
Dale Murad
Co Chairs

EDUCATION AND YOUTH COMMITTEE

Our April meeting was held on Tuesday, April 12th. We conducted a brainstorming session on "School Day Start Time". In addition to our MCA E&Y Committee, at the meeting were our school board representative, Janie Strauss, and Assistant Superintendent for Facilities and Transportation of Fairfax County Public Schools, Dean Tistadt.

MCA Board member, Mike Clancy, briefly presented sleep deprivation issues for teenagers involved with an early day start time, and Dean Tistadt presented concerns/opportunities involved with some alternatives previously considered. Then we had a lively discussion in an effort to start to form a strategy that might help with this issue.

The E&Y Committee plans to work on a draft resolution on this issue at our May Committee meeting to be held on May 10th.

BUDGET AND TAXATION COMMITTEE

No report.

ENVIRONMENT, PARKS & RECREATION COMMITTEE

The Committee reported that a resolution was passed by MCA Executive Committee about the noise associated with aircraft flying over the Potomac River to and from Reagan National Airport. It is included below for reporting purposes only.

McLean Citizens Association

Resolution Regarding the Abatement of Airplane Noise Over the McLean/Langley Area

April 27, 2005

Whereas, the areas of McLean and Langley have suffered in recent years from a worsening problem of noise from aircraft traffic to and from the Ronald Reagan Washington National Airport; and

Whereas, this problem results from arriving and departing aircraft not following noise abatement procedures which call for aircraft to follow a flight path directly over the Potomac River between the Airport and the American Legion Bridge; and

Whereas, most aircraft instead use a shortcut arrival and departure flight path over the densely populated areas of McLean and Langley; and

Whereas, these shortcut flight paths are not compatible with the recently approved flight paths specified by the Potomac Consolidated TRACON Airspace Redesign Project; and

Whereas, recently a multi-year noise compatibility study was completed for the Ronald Reagan Washington National Airport, coordinated by the Metropolitan Washington Airports Authority (MWAA) and the Metropolitan Washington Council of Governments (MWCOG), through a committee consisting of local government representatives, airline and business groups, and citizens groups; and

Whereas, this committee used noise exposure maps reflecting existing and anticipated future conditions and prepared a noise compatibility plan to reduce, to the extent possible, current and future aircraft noise; and

Whereas, this committee adopted a series of recommendations to implement changes in flight routes and operational procedures to reduce aircraft noise, the most important of which is the recommendation to implement advanced navigation procedures for arrivals and departures that will provide pilots the ability to follow flight paths along the center of the Potomac River corridor regardless of weather conditions; and

Whereas, these recommendations can be implemented without any negative impact on airport operations, and the Airline Pilots Association has approved of the use of advanced navigation to guide aircraft over the center of the River; and

Whereas, these recommendations have been approved by MWAA and MWCOG and have been submitted to the FAA for review and final approval; and

Whereas, the Airport Noise Committee of the Arlington County Civic Federation has requested and received support from Congressman James Moran to request the FAA to provide fast-track approval for the recommendation to implement arrival and departure navigation procedures at Ronald Reagan Washington National Airport to provide pilots the ability to follow flight paths along the center of the Potomac River corridor; now therefore

Be it resolved, that the McLean Citizens Association fully endorses the recommendations of the Ronald Reagan Washington National Airport Noise Compatibility Study; and

Be it further resolved, that the McLean Citizens Association hereby requests Congressman Frank Wolf to request the FAA to provide fast-track approval for the recommendation to implement arrival and departure navigational procedures at Ronald Reagan Washington National Airport to provide pilots the ability to follow flight paths along the center of the Potomac River corridor.

Distribution:

Federal Aviation Administration
Congressman Frank Wolf
Congressman James Moran
Congressman Tom Davis
Supervisor Joan DuBois, Dranesville District
Supervisor Penelope Gross, Chair, Board of Supervisors Environment Committee
Metropolitan Washington Airports Authority
Metropolitan Washington Council of Governments
Fairfax County Board of Supervisors
Fairfax County Executive
Fairfax County Environmental Quality Advisory Council
Dr. Kambiz Agazi, Fairfax County Environmental Coordinator
Mr. Noel Kaplan, Fairfax County DPZ
Ms. Barbara Favola, Arlington County Board
Mr. Chris Grootaert
Messrs. Steve Geiger and Steve Baur, Co-Chair, Airport Noise Committee, Arlington County Civic Federation

TRANSPORTATION COMMITTEE

The Board adopted the following resolution with the included changes from the draft.

McLEAN CITIZENS ASSOCIATION RESOLUTION ON THE I-66 INSIDE THE BELTWAY FEASIBILITY STUDY

May 4, 2005

Whereas, the “I-66 Inside the Beltway Feasibility Study” was recently released by the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA).

Whereas, Congressmen Frank Wolf and Tom Davis have advocated adding one additional westbound lane on I-66 between the Rosslyn tunnel and the Dulles Connector to help relieve traffic gridlock, to get more cars off local streets, provide improved evacuation capability for Washington, and avert the loss of Federal highway dollars resulting from the area’s non-attainment status under the Clean Air Act.

Whereas, their proposal was offered as a compromise of conflicting positions that arose with respect to a 1999 proposal for a two-lane addition that would have required increasing the right of way.

Whereas, Governor Warner welcomed the Federal budget amendment providing funds for study of the proposal and authorized VDOT to work with FHA to analyze the proposal on condition that highway improvements be limited to the

existing rights of way and that the study consider transit options and High Occupancy Vehicle/High Occupancy Toll (HOV/HOT) options.

Whereas, the resulting Feasibility Study: (a) *recommends* that the “Roadway Widening” concept with various managed lane types and advanced system management techniques be advanced for further evaluation pursuant to the National Environmental Policy Act (NEPA Environmental Impact Statement); (b) *concludes* that the “Roadway Widening” concept could be accommodated within the existing right-of-way and cost between \$112 and \$233 million, depending on the choice to be made of managed lane alternatives (e.g. HOV, HOT lanes and/or express buses); (c) *envisages* that transit elements that can operate within the managed lane (e.g., express buses) would be included in the more detailed study; and (d) *recognizes* the need for study “by the appropriate state and federal transit agencies” of the more capital-intensive, long-term transit improvements, such as Metrorail expansion, but does not propose to include such alternatives in the NEPA analysis.

Whereas, the preliminary widening concept contemplates 16 or 20 feet of additional pavement and this can generally be accommodated within the existing right of way, although there are a few locations in Arlington where keeping within the existing right of way would require using 11-foot lanes instead of the normal 12-foot lanes, reducing or eliminating the 10-foot shoulders for short lengths and, in a few cases, providing new retaining walls.

Whereas, there was an extensive effort to solicit ideas and involve community stakeholder groups in the Study that was reported in one volume of the Study.

Whereas, a telephone survey of 501 residents of the I-66 corridor showed that 52% supported road widening and 33% supported bus and/or rail transit when asked an open-ended question about what should be done.

Whereas, the same telephone survey showed that 47% rated the bus and/or rail transit their first choice to reduce congestion, 37% rated road widening as their first choice and only 4% chose the alternative of doing nothing, when asked to address the four alternatives presented by Governor Warner (those who live inside the Beltway did not differ significantly from those living outside the Beltway).

Whereas, an alternative strategy for getting more out of managed lanes would place greater emphasis on encouraging more fuel efficient automobiles in addition to the use of traditional occupancy incentives, which affect usage only on the highway selected and generally for a limited number of hours per day. Hybrid automobile technology has now evolved to the point where it can play a greater role. It limits fuel usage all the time and on all the roads in the area. Its utility is not limited to that segment of users who have dependably regular work hours and work in relatively high areas of job concentration.

Whereas, current HOV restrictions are hard to adapt to changing conditions, hard to enforce and can contribute to unnecessary use of other roads both by diverting many cars to local roads and requiring additional driving by eligible users in picking up and dropping of passengers. HOT lanes (such as those now planned for the Capital Beltway) can provide a more flexible and enforceable standard of eligibility, add pricing incentives to optimize efficiency and achieve fine tuning of incentives by differentiated toll rates that reflect the current status of road congestion (referred to as “value pricing,” “dynamic pricing,” or “congestion pricing”). Precise policies can then be adjusted in the future in light of changing traffic levels, such as in the use in San Diego I-15 of a system in which rates can be changed in as little as six-minute intervals in light of current congestion and in Minneapolis I-394, due to start operation May 16, 2005.

Whereas, HOT lanes can promote a higher degree of efficiency: (a) by identifying the transponders issued for specific automobiles with their gas consumption class to permit incentive pricing, e.g. providing in each transponder a marker or additional digit in its ID to identify its fuel efficiency class or by using central databases for correlating ID numbers with the class information; and (b) by making technological provision for accommodating the capability now to incorporate future distinctions for tolls for more gas-efficient classes,

Therefore be it resolved, that the proposed detailed Environmental Impact Study (EIS) be modified to include and emphasize the following factors:

(1) Detailed quantitative analysis of the Clean Air Act impact of each short-term and long-term alternative and emphasis on Clean Air impact vis-à-vis traditional traffic analysis;

- (2) Use of HOT lanes and variable pricing (in conjunction with HOV and express buses) to provide long-term flexibility in matching use to capacity;
- (3) Use of HOT Lane transponder technology that will assure identification of major classes of energy efficiency in automobiles to enable implementation of toll policies promoting less polluting autos (e.g., hybrid, plug-in hybrid and electric);
- (4) Use of toll receipts to help fund long-term transit improvements for the Corridor; and
- (5) Inclusion of Metrorail expansion among the alternatives to be addressed in the EIS, e.g. an Orange Line third track, extension of the Orange Line to Centreville, Blue Line rerouting, and a new Metro line with a new Potomac crossing.
- (6) Quantification of increased probability of serious accidents resulting from lane narrowing and shoulder elimination.
- (7) Quantification of the change in traffic volume in the I-66 corridor that will result from the extension of Metrorail service to Tysons and Dulles.
- (8) Quantitative analysis of noise impact.

Distribution:

Hon. Frank R. Wolf
Hon. Thomas M. Davis
Commonwealth Transportation Board
William Cuttler, VDOT
Vincent Mammano, FHWA
Theresa DeFore, VDOT

REPS/DELEGATES TO OTHER ORGANIZATIONS

McLEAN PLANNING COMMITTEE

No meeting.

MCLEAN REVITALIZATION CORPORATION

The Committee finished the newsletter and is distributing it to 13,000 residences. The Committee is concerned that the Teen Center in Central McLean is part of the McLean Community Center and may be part of whatever plans for expansion that the MCC has.

FAIRFAX COUNTY FEDERATION OF CITIZENS ASSOCIATIONS

No report.

OTHER COMMITTEES/ORGANIZATIONS

McLEAN CITIZENS FOUNDATION

Jim Hunt reported that the Foundation received 7 applications for grants this year and approved 3. \$57,100 was expended and \$16,800 was received from individuals. The Foundation completed its

new brochure and website, obtained D&O insurance, and commissioned an audit. Additionally, the Foundation is completing its application to be part of the Combined Federal Campaign (CFC).

TREES COMMITTEE

No report.

OLD BUSINESS

None.

NEW BUSINESS

Paul Wieland made a motion that MCA become a non-profit organization member of the Friends of Pleasant Grove Church for \$25. The Board approved the motion.

ADJOURNMENT

The meeting was adjourned at 9:35 p.m.

Respectfully submitted,

Amy Lowenstein
Recording Secretary