

**McLean Citizens Association
Board of Directors Meeting**

Final Minutes, October 4, 2006

BOARD OF DIRECTORS

Officers (6)

Tom Brock	President	Present
Rob Jackson	First Vice President	Present
Jim Turner	Second Vice President	Present
William Denk	Treasurer	Present
Mark Zetts	Corresponding Secretary	Present
Desmond B. O'Rourke	Recording Secretary	Present

DIRECTORS REPRESENTING NEIGHBORHOOD ASSOCIATIONS (20)

John Adams	Georgetown Pike & Potomac River Assoc.	Absent
Ted Alexander	Westberry HOA	Present
Brian Blood	Evermay Community Association	Absent (Excused)
Donald Borcharding	Brookhaven/Forest Villa Association	Absent
Germaine Broussard	McLean Commons	Present
Steve DelBianco	Franklin Area Citizens Association; FCFCA	Absent
Darren Ewing	Pimmit Hills Citizens Association	Present
Louis Freeman	McLean House North Council	Present
Lynn Bays Fuechsel	McLean County Estates	Present
Jane Greenstein	Chesterford Community Association	Present
Patricia Marks	Stoneleigh Residents Association	Absent
Michelle Meehan	Greenway Heights Civic Association	Absent (Excused)
Robert (Bob) Philipp	Shouse Village Community Association	Present
James A. Robertson	Evans Mill Pond Owners Association	Present
Ed Saperstein	Glen Haven Farms	Absent (Excused)
John Schaefer	McLean Broyhill Estates	Present
Bill Stephens	Chesterbrook Woods Citizens Association	Absent (Excused)
Susan Turner	Summerwood	Present
Paul Wieland	McLean Hamlet Citizens Association	Absent (Excused)
Stephanie Weisbroth	West McLean Citizens Association	Present

AT-LARGE BOARD MEMBERS (14)

Robin Bates	Present
Mike Clancy	Present
Chris Cole	Absent
Frank Crandall	Present
Dan DuVal	Present
Donald Finberg	Present
Lawrence Glick	Absent
Stephen Keller	Present
Margaret Malone	Present
Chris Monek	Present
Dale Murad	Present
Bob Nagle	Present
Merrily Pierce	Present
Wade Smith	Present

Guests whose presence was recorded by signing in or being introduced:
John Foust MCA Planning Committee

Monty Tayloe
Aranya Tomseth
Joseph L. Gibson

Fairfax County Times
The Connection
P&Z Committee

CALL TO ORDER

President Brock called the meeting to order at 8:05 p.m. at McLean Community Center, Community Hall (sections B & C). He said this meeting would be brief due to there being only one resolution.

INTRODUCTION OF SPECIAL GUESTS AND ANNOUNCEMENTS

President Brock welcomed those present. He said the MCA Membership Meeting is set for October 26, 7:30 p.m. at the Community Center. As neither Congressional candidate would attend together, another speaker was being sought. The Superintendent of Schools will attend the January Meeting.

APPROVAL OF MINUTES

The Minutes of the MCA meeting of September 6 were taken as read and were approved as written.

TREASURER'S REPORT

October 1, 2006

Checking Account

Beginning Balance - August 31, 2006				10,689.28
Add:	9/2/2006	Deposit	765.00	
	9/9/2006	Deposit	255.00	
Total - Adds			<u>1,020.00</u>	
Deduct:		Check#		
	9/16/2006	1019	Tom Brock(book/fedex)	50.02
	9/16/2006	1020	Mark Zetts (past pres gift)	<u>99.66</u>
Total - Deducts				149.68
Ending Balance - September 30, 2006				11,559.60
Certificates of Deposit**				
3000102773	APY 4.89%	5 mos - matures 12/30/06	5,000.00	
3000102774	APY 4.5%	9 mos - matures 12/2/06	<u>4,000.00</u>	
3000103064	APY 4.75%	10 mos-matures 4/12/07	5,000.00	
				<u>14,000.00</u>
Net Worth				<u>25,559.60</u>

Checking account and certificates of deposit are at 1st Service Bank in McLean.

** CD values shown as face amount at initiation.

Respectfully submitted,

William J. Denk,
Treasurer

REPORT OF PRESIDENT / EXECUTIVE COMMITTEE

President Brock entered for the record his letter as MCA President to the Hon. Tim Kaine and the Hon. Pierce Homer dated August 15 and the reply he received from Secretary Homer dated August 30:

August 15, 2006

Honorable Tim Kaine
Governor of the Commonwealth of Virginia
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, Virginia 23219

Honorable Pierce Homer
Secretary of Transportation
Ninth Street Office Building
202 North 9th Street, 5th Floor
Richmond, VA 23219

Dear Governor Kaine and Secretary Homer:

The McLean Citizens Association (MCA) appreciates the opportunity to submit our comments for your consideration in making your decision regarding the proposal for the construction of a tunnel through Tysons Corner.

The MCA is a non-profit corporation that has served since 1914 as an unofficial town council for the residents of the McLean. The MCA provides a forum in which all McLean residents can discuss ways to address community and county issues affecting the area.

The MCA supports expeditious pursuit of the large-bore tunnel alternative for the Tysons Metrorail project analyzed in the recent report of the American Society of Civil Engineers Tunnel Review Panel ("TRP").

MCA believes that this deep tunnel alternative would make it possible to develop a pedestrian-friendly plan for the Tysons area that will facilitate the implementation of several long-needed road improvements, such as the conversion of Route 7 into a boulevard¹ and also permit the development of aesthetically pleasing public amenities. It would avoid the physical division of Tysons resulting from the aerial alternative and reduce the congestion problems created during the course of construction.

If you decide in favor of the large bore tunnel alternative, there are two design questions touched upon by the TRP study that should be addressed immediately.

(1) To minimize disruption to the community during construction, the Commonwealth should consider beginning tunnel boring from the west portal and employ trucks using the Metropolitan Washington Airports Authority's right-of-way in the Dulles Road; and

(2) The Commonwealth should assess the adequacy of the proposed heavy duty elevators to bring large numbers of passengers to and from the platforms as the sole method of station access and should determine the right combination of elevators, escalators and stairways that will be needed to provide sufficient redundancy to accommodate mechanical breakdowns, power outages and emergencies.²

There is one other matter we want to address. The TRP was initially asked to examine the FTA cost effectiveness but the issue was later withdrawn "because of changes occurring in FTA

¹ See *Fairfax County Comprehensive Plan*, 2000 ed., Tysons Corner Urban Center, at 64.

² The Roosevelt Island Subway Station, which opened in New York City on October 29, 1989, uses two elevators and eight escalators.

regulations.”³ Failure to meet those criteria or obtain an appropriate waiver could result in the loss of the \$900 million Federal contribution, which probably would be fatal to the program. The problem was mentioned in the July 26, 2006 letter to you from Congressmen Wolf and Davis

The large-bore tunnel alternative should not be blocked based on a narrow reading of the FTA cost effectiveness criteria. The FTA ordinarily considers only a mechanical measure of the incremental cost per hour of transportation system user benefits -- although its rules do permit adjustment in cases where there is a showing of “unusually significant benefit.” Narrow application of the FTA criteria should not block local parties from making an incremental investment for the large-bore tunnel. The cost-effectiveness criteria do not take into account the much broader benefits to the community, economy and environment afforded by the large-bore tunnel alternative, including better land use, pedestrian improvements, a significantly better aesthetic appearance in an important commercial and population center in Fairfax County, greater compatibility with Clean Air Standards, the much longer economic life of the tunnel (designed to last well beyond 100 years in contrast to the arbitrary limit of 25 years fixed under the FTA criteria) and probable future increases in the cost of fuel for alternative automotive transportation to establish the relevant base line. Application of the cost-effectiveness formula should also take into account the fact that a Phase 2 (financed by MWAA rather than the FTA) would result in substantially greater user benefits than Phase 1 considered in isolation.

We respectfully urge you to prepare a detailed legal analysis and arrange meetings with the FTA and the concerned members of Congress so that we can proceed with a reasonable degree of confidence without jeopardizing Federal funding..

Your upcoming decision is very important to Virginia and the MCA stands ready to provide any help it can with that decision and its follow-up.

Sincerely,
Thomas H. Brock
President
McLean Citizens Association
6611 Georgetown Pike
McLean, Virginia 22101
(703) 506-9376

cc: Hon. Frank C. Wolf
Hon. Tom Davis
James E. Bennett, President and CEO MWAA
Mame Reiley, Chairman, MWAA
State Senator Janet D. Howell
State Senator Jeannemarie Devolites-Davis
State Delegate Vincent F. Callahan
State Delegate James M. Scott
Gregory A. Whirley, Acting Commonwealth Transportation Commissioner
Matthew O. Tucker, Director of the Virginia Department of Rail and Public Transportation
Honorable J. Douglas Koelemay, Commonwealth Transportation Board, Northern Virginia District
Hon. Gerry Connolly, Chairman Fairfax County Board of Supervisors
Hon. Joan Dubois, Fairfax County Board of Supervisors, Dranesville District
Hon. Catherine M. Hudgins, Fairfax County Board of Supervisors, Hunter Mill District
Hon. Linda Q. Smyth, Fairfax County Board of Supervisors, Providence District
Hon. Dana Kaufman, Fairfax County Board of Supervisors, Lee District
Katharine D. Ichter, Acting Director Fairfax County Department of Transportation
Richard Stevens, Fairfax County Project Manager - Dulles Rail Project
Jonathan Gaffney, VP, MWAA
Corey W. Hill, Director of Administration and Capital Projects, Virginia Department of Rail and Public Transportation
Dennis C. Morrison, Northern Virginia District Administrator VDOT
Kevin B. Page, Director of Rail Transportation

³ TRP Report, p.6.

Commonwealth of Virginia
Office of the Governor
P.O. Box 1475
Richmond VA 23218

August 30, 2006

Thomas H. Brock
President
McLean Citizens Association
6611 Georgetown Pike
McLean, Virginia 22101

Dear Mr. Brock:

Governor Kaine has asked me to thank you for and respond to your recent letter regarding the proposed tunnel alternative for the Dulles Metrorail Extension through Tysons Corner.

We have received and are reviewing the report of this project developed by an independent panel convened by the American Society of Civil Engineers. This matter presents important issues that the Commonwealth is considering with the Washington Metropolitan Area Transit Authority, the Federal Transit Administration, the Metropolitan Washington Airports Authority, Fairfax County, the regional Congressional delegation and other project partners. It is our intent to conclude this process and reach a decision in the very near future.

I appreciate your taking the time to express your thoughts on this matter. Thank you again for writing Governor Kaine

Sincerely,

Pierce R. Homer

Copy: Mr. Matthew Tucker

President Brock reported that the Executive Committee, due the urgency of the approaching decision by Governor Kaine regarding the Tysons Corner tunnel, passed the following Resolution August 22:

**MCLEAN CITIZENS ASSOCIATION
RESOLUTION ON THE PROPOSED EXTENSION OF METRO THROUGH
TYSONS CORNER**

August 22, 2006

WHEREAS the Governor of the Commonwealth of Virginia and the Secretary of Transportation are currently considering proposals to extend the Metro from West Falls Church to Dulles International Airport; and

WHEREAS the current plans for the extension of Metro call for its extension through Tysons Corner; and

WHEREAS at the request of to Secretary of Transportation Pierce R. Homer, the American Society of Civil Engineers formed the Dulles Corridor Metrorail Tunnel Review Panel ("TRP") to conduct an independent analysis of engineering options for the proposed alignment through the Tysons Corner area in Phase 1 of the Metrorail extension to Dulles Airport and Loudoun County; and

WHEREAS the TRP recently issued a Report to the Secretary of Transportation entitled “Dulles Corridor Metrorail – Phase 1, Tysons Corner Segment” that evaluated the option of construction of a large bore tunnel and the construction of an aerial structure through Tysons Corner, and

WHEREAS the TRP concluded that, “it is reasonable to assume that the tunnel option would provide greater positive long-term economic and business impacts than the aerial option, and

WHEREAS the TRP concluded that “The tunnel option could provide the impetus needed to transform Tysons Corner from an auto-dependent, pedestrian-hostile, business-and-retail-oriented edge city to an urban community that is pedestrian-friendly and enhanced by substantial residential fabric,” and

WHEREAS the Governor of the Commonwealth of Virginia and the Secretary of Transportation intend to decide whether to decide by the end of August, 2006, how to proceed with the extension of the Metro to Dulles;

NOW, THEREFORE BE IT RESOLVED that the MCA should send the attached letter to the Governor of Commonwealth of Virginia and the Secretary of Transportation expressing the views of the MCA regarding the Report of the Dulles Corridor Metrorail Tunnel Review Panel of the American Society of Civil Engineers.

cc: Hon. Tim Kaine
Hon. Pierce Homer
Hon. Frank C. Wolf
Hon. Tom Davis
James E. Bennett, President and CEO MWAA
Mame Reiley, Chairman, MWAA
State Senator Janet D. Howell
State Senator Jeannemarie Devolites-Davis
State Delegate Vincent F. Callahan
State Delegate James M. Scott
State Delegate Steve Shannon
Gregory A. Whirley, Acting Commonwealth Transportation Commissioner
Matthew O. Tucker, Director of the Virginia Department of Rail and Public Transportation
Honorable J. Douglas Koelemay, Commonwealth Transportation Board, Northern Virginia District
Hon. Gerry Connolly, Chairman Fairfax County Board of Supervisors
Hon. Joan Dubois, Fairfax County Board of Supervisors, Dranesville District
Hon. Catherine M. Hudgins, Fairfax County Board of Supervisors, Hunter Mill District
Hon. Linda Q. Smyth, Fairfax County Board of Supervisors, Providence District
Hon. Dana Kaufman, Fairfax County Board of Supervisors, Lee District
Add the other County Supervisors
Katharine D. Ichter, Acting Director Fairfax County Department of Transportation
Richard Stevens, Fairfax County Project Manager - Dulles Rail Project
Jonathan Gaffney, VP, MWAA
Corey W. Hill, Director of Administration and Capital Projects, Virginia Department of Rail and Public Transportation
Dennis C. Morrison, Northern Virginia District Administrator VDOT
Kevin B. Page, Director of Rail Transportation,

President Brock entered for the record his letter written as MCA President that accompanied this Resolution, and the reply he received from the Honorable Pierce Homer dated September 20.

August 22, 2006

Honorable Tim Kaine
Governor of the Commonwealth of Virginia
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, Virginia 23219
Dear Governor Kaine and Secretary Homer:

Honorable Pierce Homer
Secretary of Transportation
Ninth Street Office Building
202 North 9th Street, 5th Floor
Richmond, VA 23219

The McLean Citizens Association (MCA) appreciates the opportunity to submit our comments for your consideration in making your decision regarding the proposal for the construction of a tunnel through Tysons Corner.

The MCA is a non-profit corporation that has served since 1914 as an unofficial town council for the residents of the McLean. The MCA provides a forum in which all McLean residents can discuss ways to address community and county issues affecting the area.

The MCA has voiced its support for the extension of the Metro to Dulles in the past. Still, we are concerned that the extension of the Metro will lead to over-development in Tysons Corner, which already is a rapidly growing area. And, while the extension of Metro may address certain transportation issues, it will spur further growth that will generate new sets of issues that our community must address. This includes the attendant environmental problems, planning and zoning issues, the likely increase in traffic on Routes 7, 123, I-495 and associated feeder routes, the demands on our schools, and the like. The Metro extension must be rationally and fairly implemented or it may eventually cause more problems than it solves.

We are also concerned about the financing of the Metro extension. The projected costs are significant and there is a very real possibility that the actual cost of the project will exceed current projections. Therefore, while we understand that your immediate decision is whether Metro should be extended through Tysons Corner above ground or through an underground tunnel, we suggest that you should consider the attendant financing issues.

With these concerns in mind, we have two basic comments regarding the proposal.

FIRST, if Metro is extended, the MCA supports the large-bore tunnel option.

SECOND, as part of your decision on the tunnel option, basic financing policies should be developed that guarantee that the costs of the tunnel, and any potential cost overruns, are equitably distributed among the various stakeholders.

DISCUSSION

I. If the Metro is extended, the MCA supports the large-bore tunnel alternative for the Tysons Metrorail project analyzed in the recent report of the American Society of Civil Engineers Tunnel Review Panel ("TRP") as set forth in this letter.

The MCA believes that this deep tunnel alternative would make it possible to develop a pedestrian-friendly plan for the Tysons area that will facilitate the implementation of several long-needed road improvements, such as the conversion of Route 7 into a boulevard⁴ and also permit the development of aesthetically pleasing public amenities. It would avoid the physical division of Tysons resulting from the aerial alternative and reduce the congestion problems created during the course of construction and would substantially enhance the value of business and commercial real estate adjacent to the new rail line.

If you decide in favor of the large bore tunnel alternative, there are two design questions touched upon by the TRP study that should be addressed immediately.

A. To minimize disruption to the community during construction, the Commonwealth should consider beginning tunnel boring from the west portal and employ trucks using the Metropolitan Washington Airports Authority's right-of-way in the Dulles Road; and

⁴ See *Fairfax County Comprehensive Plan*, 2000 ed., Tysons Corner Urban Center, at 64.

B. The Commonwealth should assess the adequacy of the proposed heavy duty elevators to bring large numbers of passengers to and from the platforms as the sole method of station access and should determine the right combination of elevators, escalators and stairways that will be needed to provide sufficient redundancy to accommodate mechanical breakdowns, power outages and emergencies.⁵

II. There are two other non-technical matters we also ask you to consider.

A. First, the TRP was initially asked to examine the Federal Transit Authority's (FTA) cost effectiveness but the issue was later withdrawn "because of changes occurring in FTA regulations."⁶ Failure to meet those criteria or obtain an appropriate waiver could result in the loss of the \$900 million Federal contribution and that would probably be fatal to the program. The problem was mentioned in the July 26, 2006, letter to you from Congressmen Wolf and Davis.

The MCA understands that the FTA criteria for Section 5309 New Starts have historically been based on a mechanical measure of the incremental cost per hour of transportation system user benefits. The criteria prevent parties other than the Federal Government from increasing their contributions above a certain threshold, irrespective of benefits not considered as direct user benefits in the formula. We further understand that the Commonwealth might seek a waiver of these criteria to obtain federal funding for extension of Metro, including the large-bore tunnel alternative, based on various factors such as meeting of Clean Air Standards, pedestrian improvements, or much longer service life of a tunnel than an elevated track.

While these may be good arguments that could possibly justify a waiver of the FTA's existing cost-benefit formula in this situation, the grant of such a waiver could also have the effect of exposing the residents of Fairfax County to future tax increases to pay for substantial cost overruns that may occur with the construction of the Metrorail extension.

B. Second, because the extension of Metro will be expensive, and there are the risks of cost overruns, we suggest that the endorsement the large-bore tunnel alternative should be accompanied by a policy statement as to how the additional costs of the tunnel and potential cost overruns will be financed. Accordingly, in making your decision, we suggest that guidelines should be developed to govern the financing of the extension of Metrorail, including the cost of the tunnel.

It must be recognized that the Federal Government, the Washington Metropolitan area, and the Commonwealth will benefit from the extension of Metro to Dulles. We are concerned, however, that neither the Federal Government nor the Commonwealth would share potential liability for these additional costs. By default, it would be all too easy to pass these costs along to residents of Fairfax County. We specifically oppose, however, financing these costs significantly either from local residential real estate taxes (either directly or indirectly) or from any local personal income tax, sales tax or personal property taxes.

Instead, we suggest that any additional costs of the Metro extension, including the costs for any tunnel, should be financed predominately by the Federal Government (through the FTA) or, if that is not possible, by the Commonwealth. And, to the extent there are local assessments, these costs should be borne by proffers or special district payments on the business and commercial landowners which are directly adjacent to the proposed Metro extension. Further, any proffers offered by the landowners, developers, or builders should not be offset against the taxes and fees now assessed against them. Finally, proffers or taxes for the Metro should not be offset against other

⁵ The Roosevelt Island Subway Station, which opened in New York City on October 29, 1989, uses two elevators and eight escalators.

⁶ TRP Report, p.6.

assessment or proffers for other infrastructure, including schools, parks, fire and police stations, libraries and the like.

We hope that these financing principles will be included in your decision regarding the construction of the tunnel.

We appreciate your consideration of our views in making your decision. The MCA stands ready to provide any help it can, both in your decision regarding the tunnel and with the other issues that you will address as the Metro is extended to Dulles.

Sincerely,

Thomas H. Brock
President
McLean Citizens Association
6611 Georgetown Pike
McLean, Virginia 22101

cc: Hon. Frank C. Wolf
Hon. Tom Davis
James E. Bennett, President and CEO MWAA
Mame Reiley, Chairman, MWAA
State Senator Janet D. Howell
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Kevin B. Page, Director of Rail Transportation

Commonwealth of Virginia
Office of the Governor
P.O. Box 1475
Richmond VA 23218

August 30, 2006

Thomas H. Brock
President
McLean Citizens Association
6611 Georgetown Pike
McLean, Virginia 22101

Dear Mr. Brock:

Governor Kaine has asked me to thank you for and respond to your email regarding the Dulles Metrorail project and the selection of an aerial alignment for the Tysons Corner area.

We carefully reviewed the tunnel option and the Governor and I shared the belief that a tunnel alignment would be the best option. However, the remaining unanswered questions regarding the cost and schedule were too significant and would have jeopardized \$900 million in federal funding for this critical project. Ultimately, the need to ensure completion of the rail extension led Virginia to continue with an aerial alignment.

I hope this information is helpful. Thank you again for writing to Governor Kaine.

Sincerely,

Pierce R. Homer

STANDING COMMITTEES

BUDGET AND TAXATION COMMITTEE

No resolution. Chris Monek reported that the B&T Committee had met September 19 with Delegate Vince Callahan, who offered no forecast about the Northern Virginia package he was proposing to House of Delegates. The next B&Z meeting will take place on the third Tuesday of October.

EDUCATION AND YOUTH COMMITTEE

No resolution.

PLANNING AND ZONING COMMITTEE

MCLEAN CITIZENS ASSOCIATION RESOLUTION ON LANGLEY EXXON SERVICE STATION AND RELATED COURT ORDER

Whereas, the Langley Exxon Service Station, located on the southwest corner of Dolly Madison Boulevard and Kirby Road, McLean, Virginia 22101, was constructed pursuant to a court order entered on June 9, 1981, in the case of *Wagner v. Board of Zoning Appeals of Fairfax County, Virginia*, Case No. (at Law) 39075, Circuit Court of Fairfax County, Virginia, culminating the proceedings in four consolidated lawsuits; and

Whereas the Court Order incorporates, by reference, a settlement agreement regarding primarily landscaping for the site, which was signed by the McLean Civic Association (to which the McLean Citizens Association is the successor) and the property owner, Exxon Corporation; and

Whereas Exxon now seeks to replace the canopy that shelters the gasoline pump islands of said service station, and raising the ground clearance by eight (8) inches and the overall height by six (6) inches, for safety reasons: to wit, the need to accommodate the increased height of some trucks now in use; and

Whereas Exxon has agreed with the Ranleigh Neighborhood Association, which represents the residents of the immediate neighborhood, that the replacement canopy will use the same materials and have the same color as the existing canopy, thereby making a minimal change in the appearance of the service station; and

Whereas the proposed change might require review and approval by the Circuit Court of Fairfax County and a modification of the Court Order; and

Whereas the Ranleigh Neighborhood Association has accepted the rationale of this minimal change for safety reasons and supports the proposed change in the service station; and

Whereas the McLean Citizens Association concurs that the proposed replacement of the canopy of said Exxon Service Station will make a minimal change as required by safety concerns; and

Whereas the Ranleigh Neighborhood Association and the McLean Citizens Association, each, conditions its endorsement on the proposed replacement of the canopy on the specific stipulation that this change does not set a precedent for other changes in the settlement agreement, the Court Order, or the service station.

Now therefore, be it resolved that the McLean Citizens Association hereby endorses the replacement of the canopy at said Exxon Service Station, as proposed -- with the provisos that the new canopy is no larger in its footprint than the existing canopy and retains the same orientation -- and no other changes in the settlement agreement, Court Order, or said Exxon Service Station.

Be it further resolved that Board of Directors of the McLean Citizens Association authorizes its officers to execute such documents, as may be requested by the Fairfax County Attorney, to effect a modification of the settlement agreement and/or the Court Order for only such limited purpose as set forth herein.

cc:

Fairfax County Planning Commission
Commissioner Nancy Hopkins
Supervisor Joan M. DuBois
John Foster, Esq., Fairfax County Attorney
Ms. Anne Day, Ranleigh Neighborhood Association

Jim Robertson introduced the resolution. Light fixtures will be recessed into the canopy according to the new regulations for gas stations – no overspill lighting. The resolution was accepted as amended and passed unanimously. President Brock thanked Joe Gibson/P&Z for his hard work in this regard.

TRANSPORTATION COMMITTEE

No resolution.

ENVIRONMENT, PARKS AND RECREATION COMMITTEE

No resolution. Frank Crandall reported that he has requested data to evaluate the impact of greater aircraft noise levels on McLean. In some areas these levels have doubled. Air Traffic Control allows aircraft to diverge sooner from the normal flight path instead of holding their course to the American Legion Bridge. Noise levels over Maryland have fallen. Helicopters are a big factor in noise levels.

REPRESENTATIVES/DELEGATES TO OTHER ORGANIZATIONS

McLEAN PLANNING COMMITTEE

No report.

MCLEAN REVITALIZATION CORPORATION

No report.

FAIRFAX COUNTY FEDERATION OF CITIZENS ASSOCIATIONS

Steve DelBianco presented the following report:

1. The Federation considered a resolution affecting on-street parking restrictions for recreational vehicles (RV).

Currently, a neighborhood or civic association may petition the county to create a Community Parking District where specific restrictions can be enforced. There are 22 such Districts in the county where RV parking is now restricted. The proposed resolution would encourage the County to enact RV Parking restrictions across the county. This would simplify police enforcement work and eliminate the need for individual communities to petition for Community Parking Districts.

One Federation representative from western Fairfax offered an amendment to allow communities to effectively opt out of the county-wide restrictions if they desired to allow RV parking. The amendment failed, and the resolution passed. On behalf of MCA, I supported the amendment and opposed the resolution after the amendment failed.

2. As the Federation's Land Use Chair, I introduced a resolution regarding the proposed Zoning Ordinance Amendment to regarding fence/wall heights. This resolution, as amended and passed by Federation Board and Membership, included three items:

1. favors the proposal to allow Zoning Administrator approvals of up to a 5% height increase for an existing fence/wall, as recommended by Staff;
2. opposes the proposal for a special permit to allow fence/wall heights up to 6 feet in front yards;
3. approves other provisions in the proposed ZOA, provided that applicants affirm that the relief sought is consistent with any applicable homeowner and/or citizens' association covenants.

I presented the Federation resolution to the County Planning Commission on September 27. The Commissioners unanimously recommended the proposed ZOA to the Board of Supervisors, agreeing with our Item 1 but disregarding our Recommendations 2 and 3.

3. The Federation is now preparing its legislative agenda for the upcoming General Assembly session. I encouraged MCA Board and Committee members to provide requests for legislative action.

OLD BUSINESS

Merrily Pierce reported that Hot Lanes have been altered.

NEW BUSINESS

None.

ADJOURNMENT

President Brock adjourned the meeting at 9:15 p.m.

Respectfully submitted,
Desmond B. O'Rourke, Recording Secretary