
Committee Resolutions

PLANNING & ZONING

P&Z-2010-006: RESOLUTION ON 2232-V08-18 – CELL TOWER AT ST. JAMES EPISCOPAL CHURCH

1. **WHEREAS** T-Mobile has applied to build a cell phone tower at Saint James Episcopal Church at 5614 Old Mill Road, and
 2. **WHEREAS** The tower would be 100 feet tall, hold up to three carriers, and be of a "monopine" style, and
 3. **WHEREAS** T-Mobile seeks to improve the street and in-house coverage in the surrounding area, and
 4. **WHEREAS** The equipment sheds would have a brick façade, and
 5. **WHEREAS** The local communities are strongly opposed to the tower, in particular the Woodlawn Manor community that would be served by this particular tower, and
 6. **WHEREAS** An application is in process for a 150 foot tower at the Mount Vernon Country Club that could provide coverage for the same area, and,
 7. **WHEREAS** The feasibility of a distributed antenna system (DAS) is still being explored as a low visual impact alternative,
- A) **THEREFORE, BE IT RESOLVED** that the Mount Vernon Council of Citizens' Associations supports a deferral of 2232-V08-12 and Special Exception SE 2009-MV-006 by the Planning Commission pending the application for a tower at the Mount Vernon Country Club.

END: MVCCA RESOLUTION P&Z-2010-006

TRANSPORTATION

TRAN-2010-003: US 1 PUBLIC FIXED GUIDEWAY TRANSIT STUDY

1. **WHEREAS**, the Virginia Department of Rail and Public Transportation (VDRPT) recommends on page S-5 of the 2001 Capital Beltway Corridor Rail Feasibility Study that "feasibility studies for all rail projects in the Northern Virginia 2020 Transportation Plan should be performed." and that "These studies would be used to validate rail projects, establish priorities, and compare cost benefits"; and
2. **WHEREAS**, Subsequent Transportation Recommendations on page 66 for Route 1 in the Fairfax County, Virginia Comprehensive Plan for Mount Vernon Planning District states, "Subject to appropriate studies, consider a rail extension to Hybla Valley with a possible later extension to Fort Belvoir"; and
3. **WHEREAS**, the Mount Vernon Council of Citizens Associations (MVCCA) in August 2001, Senate Joint Resolution 64 of the 2002 Virginia General Assembly, and Southeast Fairfax Development Corporation in May 2003 subsequently call for developing a plan for short-and long-term transit improvements in the Route 1 Corridor; and
4. **WHEREAS**, the MVCCA since 2001 has adopted resolutions annually requesting rail transit improvements along the Route 1 Corridor; and
5. **WHEREAS** since 2001 the Fairfax County Board of Supervisors has approved and is considering the approval of numerous developments on the Route 1 Corridor that have significantly increased (or will increase) traffic volumes on Route 1; and
6. **WHEREAS**, in 2011, Fort Belvoir will become the recipient of over 18,000 new personnel due to the Base Realignment Closure (8,500 to the Engineering Proving Ground; 3,500 to main post; and 6,400 to Mark Center), and, as a consequence of the Fort Belvoir BRAC process, including the massive expansion of the DeWitt Hospital, substantial additional vehicle traffic will pour onto U.S. Route 1 (1 million additional vehicle trips per year or 2750 additional vehicle trips per day); and
7. **WHEREAS**, Senator Toddy Puller obtained state funds for a centerline study that was conducted along US

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Route 1 from Stafford County to the City of Alexandria; and

8. **WHEREAS**, as of November 1, 2009, the VDOT Steering Committee recommended no centerline location for the Route 1 Corridor between the Beltway and Belvoir Woods Parkway (just before Telegraph Road) because no transit study had been conducted; and
9. **WHEREAS**, around July 2006, the Virginia Commonwealth Transportation Board approved the expenditure of up to \$1,000,000 Dollars from Route 1 Location Study funds for the study of transit on Richmond Highway, and the Northern Regional Office of VDRPT was about to start such a study in July 2006, and
10. **WHEREAS**, the funds allocated for this transit study were reallocated outside of the Mount Vernon District so no transit study occurred, and
11. **WHEREAS**, U.S. Route 1 (Richmond Highway) expansion and/or improvements sufficient to accommodate existing and projected traffic volume cannot occur without a transit study, as a centerline needs to be established on Richmond Highway between the Beltway and Belvoir Woods Parkway.

NOW THEREFORE BE IT RESOLVED: the Mount Vernon Council of Citizens' Association (MVCCA) requests the Fairfax County Board of Supervisors, the Commonwealth Transportation Board (CTB), FCDOT and VDOT work with state and federal elected officials to secure funding or reinstate the money previously allocated for the U.S. Route 1 Fixed Guideway Transit Study between the Beltway and southern border of Fort Belvoir so that much needed improvements can be made to that stretch of U.S. Route 1.

BE IT FURTHER RESOLVED: the MVCCA requests that our state representatives and the CTB direct VDOT to conduct the Richmond Highway Fixed Guideway Transit Study that would explore and compare the feasibility and utility of all rail mass transit options to include lower cost monorail/monobeam systems, as well as light rail and current Metrorail options and that VDOT establish the centerline of Richmond Highway so that the widening and other needed improvements to Richmond Highway can be planned.

END: MVCCA RESOLUTION TRAN-2010-003