

McLean Citizens Association Board of Directors' Meeting Final Minutes, June 4, 2008

BOARD OF DIRECTORS

OFFICERS (6)

Rob Jackson	President.....	Present
Steve DelBianco	First Vice President.....	Present
Darren Ewing	Second Vice President.....	Present
William Denk	Treasurer.....	Present
Sally Horn	Corresponding Secretary.....	Present
Desmond B. O'Rourke	Recording Secretary.....	Present

DIRECTORS REPRESENTING NEIGHBORHOOD ASSOCIATIONS (20)

John Adams	Georgetown Pike & Potomac River Assoc.	Absent (Excused)
Ted Alexander	Westberry HOA	Present
Whit Ayres	Franklin Area	Present
Brian Blood	Evermay Community Association.....	Present
Donald Borcherding	Brookhaven/Forest Villa Association	Present
Louis (Bud) Freeman	McLean House North Council	Present
Jane Greenstein	Chesterford HOA.....	Absent (Excused)
Michelle Meehan	Greenway Heights Civic Association.....	Absent (Excused)
Philip Mento	Salona.....	Present
Ken Nunnenkamp	The Reserve	Absent (Excused)
James Phelps	Lemon Road	Present
Robert (Bob) Philipp	Shouse Village Community Association.....	Absent (Excused)
James A. Robertson	Evans Mill Pond Owners Association	Present
Ed Saperstein	Glen Haven Farms	Present
Suzanne Seigel	Langley Oaks.....	Absent (Excused)
John Schaefer	McLean Broyhill Estates	Present
Wade Smith	McLean Hamlet Citizens Association	Absent (Excused)
Tom Stoll	Chesterbrook Woods Citizens Association.....	Absent (Excused)
Ellen Todres	Hallcrest Heights.....	Absent (Excused)
Milt Whitfield	Lynwood.....	Absent (Excused)

AT-LARGE BOARD MEMBERS (14)

Rob Bates	Absent (Excused)
Tom Brock	Present
Malcolm Butler	Present
Alison Campbell	Absent (Excused)
Chris Cole	Absent (Excused)
Frank Crandall	Present
Dan DuVal	Present
Bob Jordan/FCFCA	Present
Margaret Malone	Present
Dale Murad	Present
Theodore Smith	Present
Jim Turner	Absent (Excused)
Susan Turner	Present
Mark Zetts	Present

Guests whose attendance was recorded by recognition or signing in:

Dan Alcorn.....	Transportation Co-Chair	Mike DeCicco	Connection Newspapers
Joseph L. Gibson.....	Supervisor Foust's Office	Cheryl Patten.....	Supervisor Foust's Office
Bert Halprin.....	B&T Committee, Chair Elect	Monty Tayloe.....	The Times
David Houston	Counsel to Madeira School	Brian Trompeter.....	Sun Gazette

CALL TO ORDER

President Jackson called the meeting to order at 8:05 PM at McLean Community Center's Community Hall (sections B & C).

ANNOUNCEMENTS

President Jackson announced that about 20 MCA Directors were at Pulcinella's restaurant earlier in the evening for what has become a popular way to introduce new directors. He welcomed all who made it to the Board meeting despite stormy conditions.

He congratulated Frank Crandall who has been made a Lord Fairfax honoree for his contribution to the community both as Chair of the EP&R Committee and a member of the Environmental Quality Advisory Council (EQAC).

APPROVAL OF MINUTES

The Minutes of the MCA Board of Directors' meeting of May 7, 2008 were approved.

TREASURER'S REPORT

McLEAN CITIZENS ASSOCIATION					
TREASURER'S REPORT June 3, 2008					
Checking Account					
Beginning Balance	5/2/08				20,820.89
Additions	5/24/2008	Deposit - Dues		375.00	
		void Chk 1055		11.87	
Total - Additions					386.87
Total					21,207.76
Deduct:					
		Check # 1059	Susan Turner McLean Day	213.06	
		Check # 1060	Hartford Insurance	500.00	
		Check # 1061	Lettercom Ann. Mtng. Mail	1460.56	
		Check # 1062	Christina Ewing-Data Entry	80.00	
Total - Deducts					2,253.62
Ending Balance - - 6/3/08					18,954.14
Certificates of Deposit					
3000102773	APY 3.0%			5,327.17	
3000102774	APY 4.0%			5,254.50	
3000103064	APY 3.5%			5,460.33	
					16,042.00
Net Worth					34,996.14
Checking account and certificates of deposit are at SONA Bank in McLean.					
Respectfully submitted,					
William J. Denk, Treasurer					

REPORT OF PRESIDENT / EXECUTIVE COMMITTEE

President Jackson referred to an announcement by the McLean Trees Foundation as follows:

The McLean Trees Foundation has paper recycling bins at Cooper Middle School (Balls Hill Rd and Georgetown Pike) in the front parking lot near the north entrance. One bin takes newsprint. The other bin takes any kind of recyclable paper (disregard the "magazines only" message). The revenue from the recycle bins goes to purchase trees to beautify the McLean community, e.g., Langley School, Lewinsville Park, the medians across from Rocco's and Sun Trust, the road frontage to the Safeway parking area, and most recently, the old Dominion Drive entrance into McLean (across from St. John's Church). Since the county ended the Saturday trash parkout at Cooper School, revenues for these beautification projects has dropped greatly. Taking your recycled paper to the bins every week or two would greatly help MTF continue its planting and screening projects throughout the area.

Questions may be referred to Whit Field at 703-354-5093

Darren Ewing reported that he attended a meeting of Palladium Civic Green Committee. A total of seven Saturday events has been scheduled at Palladium as part of proffers made by the developer. Funding is only \$7,000 short of the \$20,000 target needed to anchor the Saturday event for the local community.

STANDING COMMITTEES

BUDGET AND TAXATION COMMITTEE

No resolution.

EDUCATION & YOUTH COMMITTEE

No resolution.

ENVIRONMENT, PARKS AND RECREATION COMMITTEE

Co-Chair Frank Crandall distributed committee member Chris Grootaert's report concerning a meeting organized by Congressman Wolf on airplane noise.

Summary of Meetings between FAA, MWAA, and McLean Citizens Association (MCA) Organized by Congressman Wolf

On May 22, 2008, a delegation from MCA met with staff from MWAA and FAA in Congressman Wolf's office to discuss the noise situation in the McLean area stemming from aircraft traffic to and from DCA. The purpose of the meeting was to present a progress report on what had happened since March 2007, when a similar meeting was held in the Congressman's office.

The meeting opened with a presentation by MCA, based on an analysis of DCA flight track print-outs for three days in January 2008. These tracks were compared with a set of tracks from October 2006. The main conclusion from the latter tracks had been that most aircraft do not follow noise abatement procedures when taking off to the north, and, in the case of landings from the north, take shortcuts over McLean.

Overall, the January 2008 tracks did not show any major changes compared to October 2006. This meant that no improvement had occurred in the degree to which noise abatement procedures are followed. The option for pilots to follow the river visually has become in almost total disuse, as the tracks indicated that only 1-2% of all flights follow the river for 10 miles. The instrumental noise abatement course (VOR 328

radial) is still used to some degree (about 1/3 of all flights) but the majority of aircraft fly west of this radial, often to a significant degree.

The MCA delegation pointed out that one of the major recommendations of the Part 150 study was the development of a GPS-based navigation course over the Potomac River. A Senior Pilots Working Groups, called together by the DCA Tower, with participation from MWAA, had worked on developing such a course and had submitted its findings to the FAA. In a letter which the FAA Administrator had sent to Congressman Wolf in March 2007, the FAA had promised that an advanced navigation course for northerly departures would be developed by February 2008 and that controllers would receive quarterly refresher training on noise abatement procedures. During the meeting on May 22, 2008, it was learned that this training had not occurred and that the FAA had abandoned the effort to develop an advanced navigation course over the Potomac because it was considered technically unfeasible.

A staff member from Mr. Wolf's office circulated a confidential e-mail received from a constituent who works at Potomac TRACON, which reported that, on December 20, 2007, the FAA had changed the language that guides how controllers are to apply the noise abatement procedures for DCA. Specifically, the rule "Except for reasons of safety, do not permit or clear turbojet aircraft to turn off the river/radial until the aircraft has reached 10 miles northwest of the airport" was rewritten. The initial phrase was replaced with "Except for operational necessity," which in practice means that the procedures have been significantly relaxed. According to the e-mail, during a briefing for controllers, management could not explain the reason for the change, but clarified that the new wording means that controllers now have "carte blanche" to turn aircraft early "for any reason [they] see fit".

As he had done in the March 2007 meeting, Mr. Wolf stated that the feedback he receives from his constituents indicates that the noise from DCA operations is a serious problem and that steps need to be taken to resolve it. He suggested that a technical meeting should occur between his staff, MCA, MWAA and FAA to explain why the GPS-based navigation can not be developed and why controllers can not do a better job at keeping aircraft over the river. This proposal was accepted, and Mr. Wolf asked the FAA to set up this meeting within one month.

This meeting occurred on June 10 at the MITRE Corporation's McLean offices. MITRE and FAA staff clarified that the main reason why the effort to develop a GPS-course over the Potomac River north of DCA failed, is that the length of segments between the way-points that were proposed by the Senior Pilots Working Group were too short. They acknowledged, however, that they had not tried the feasibility of alternative sets of way-points. In light of this, it was decided to reconvene the Senior Pilots Working Group, to review alternate proposals. The FAA delegation from the DCA Tower agreed to reconvene the Group.

The McLean Citizens Association is grateful to Congressman Wolf for having convened the meetings with FAA and MWAA to address the matter of noise from DCA aircraft operations and for his continued support to find a solution to this issue which has a profound impact on the quality of life of the residents of McLean.

June 12, 2008
Chris Grootaert
McLean Citizens Association

PLANNING AND ZONING COMMITTEE

Co-Chair Mark Zetts introduced a resolution concerning a property at Elm St and Dolley Madison Blvd:

McLean Citizens Association Resolution

Chevy Chase Bank

Tax Maps 030-2 ((05)) 0006, 9 & 10

SE 2008-DR-003

June 4, 2008

Whereas Chevy Chase Bank seeks a Special Exception permit to construct and operate a bank with a 24-hour drive-in facility in a C-2 zoning district in the McLean Community Business Center (CBC), and

Whereas the proposed development would consolidate three parcels at 1427, 1433 and 1441 Dolley Madison Blvd into a single parcel of 30,363 square feet; and

Whereas the bank, located at the northeast corner of Elm Street and Dolley Madison Blvd, would have its frontage and a single point of ingress/egress on Elm Street, and

Whereas the Board of Supervisors has approved new open space design standards for the McLean CBC in the McLean Comprehensive Plan; and

Whereas the proposed development will demolish three existing structures and add significant impervious surface to the consolidated site, posing risk for nearby Dead Run which is deteriorated and lacks adequate outfall capacity, and

Whereas to further Low Impact Development (LID) practices, Fairfax County now permits the use of pervious concrete, in addition to porous asphalt, under the innovative Best Management Practice provisions of the Public Facilities Manual; and,

Whereas the preferred method of storm water management should be pervious concrete pavement with an underlying bed of sufficient thickness, if there is adequate percability,

Now, therefore, be it resolved that the McLean Citizens Association supports the Chevy Chase Bank Special Exception if the applicant accepts two Special Exception Development Conditions:

- 1) The development will comply with the newly approved McLean Open Space Standards, including, but not limited to, Appendix 2: Sidewalks and Appendix 3: Streetscape Design Standards; and
- 2) A stormwater detention facility will be constructed as proposed in the special exception plat dated November 2007, as last revised May 2, 2008, regardless of the final adequate outfall determination.

Be it further resolved that the McLean Citizens Association strongly encourages Chevy Chase Bank to consider the use of pervious pavement or other LID practices to further reduce stormwater impacts on Dead Run.

cc: Robert F. Flinn, Flinn and Beagan
Chevy Chase Bank
John Foust, Dranesville District Supervisor
Jay Donahue, Dranesville District Planning Commissioner
Joseph Gibson, Staff
Fairfax County Planning Commission
Fairfax County Board of Supervisors

The resolution passed unanimously as amended.

Co-Chair Mark Zetts introduced a resolution concerning a special exception to residential estate zoning minimum lot widths:

McLean Citizens Association Resolution
Mr. Mostafa & Dr. Lily Nadimi
8325 Old Dominion Drive, McLean, Virginia
Special Exception 2007-DR-025
Tax Map 020-3-((2))-02
June 4, 2008

Whereas Mr. Mostafa and Dr. Lily Nadimi are seeking a special exception to decrease the minimum lot width in order to subdivide their lot in the Prospect Hills subdivision in McLean, and

Whereas the 5-acre property is in an R-E zoning district, which requires a minimum lot width of 200 feet, and the proposed second lot would have a lot width of 64 feet, and

Whereas the subdivision of the parcel would create a rear pipe-stem lot with its own curb cut and 64 feet of frontage on Old Dominion Drive, while the existing dwelling unit would have 279 feet of frontage, and

Whereas the septic field for the existing home would be abandoned due to saturation and be replaced by two new septic fields, and

Whereas the proposed second home would also have space allocated for two septic fields, and

Whereas the entire rear half of the property is heavily wooded and the proposed dwelling unit, garage, driveway, and four new septic fields will result in a significant loss of mature trees, and

Whereas there is a covenant restriction that prohibits any structure from being closer than 100' to the lot line, and the proposed unattached garage is sited 39 feet from the lot line, and

Whereas far more trees could be preserved with a single dwelling unit on the lot, than with two, and the proposed tree save area is not significant, and

Whereas the proposed development does not preserve topography or any historic feature, and

Whereas the amount of impervious surface would likely be far higher with the construction of the proposed second home and garage whose combined footprint would be 6,100 square feet, and

Whereas there is neighborhood opposition to the special exception, including four of the five abutting neighbors, and

Whereas there is nothing special about the proposed special exception, but rather the applicant requests what many landowners, who are restricted by the Zoning Ordinance, might seek, an exception to the rules to allow increased yield on the property, and

Whereas a reduction of minimum lot width from 200 feet to 64 feet would be an exceptional relaxation of the R-E zoning district minimum yard requirements, and

Whereas the granting of the special exception would not result in a clear and demonstrable benefit to the public,

Now, therefore, be it resolved that the McLean Citizens Association opposes the special exception and respectfully recommends that the Planning Commission and Board of Supervisors deny the minimum lot width special exception application.

cc: John Foust, Dranesville Supervisor
Jay Donahue, Dranesville Planning Commissioner
Joseph Gibson, Legislative Aide
Kelly M. Atkinson
Fairfax County Planning Commission
Fairfax County Board of Supervisors

The resolution passed unanimously.

Co-Chair Mark Zetts introduced a resolution concerning an easement requested by the Madeira School.

McLean Citizens Association Resolution
The Madeira School 8328 Georgetown Pike, McLean, Virginia
Special Exception Amendment 83-D-030-8
Tax Maps 020-1-((1))-14 and 020-2-((1))-1
June 4, 2008

Whereas The Madeira School operates under Special Exception 83–D-030 as a private school of general education for girls grades 9 through 12, and

Whereas Madeira is seeking to amend their special exception to expand and upgrade their facilities including new stables, re-graded paddocks and a new indoor riding ring, and

Whereas the school's wastewater treatment facility is outdated and the school has signed a consent decree with the Commonwealth to complete modernization and relocation of the facility by 2010, and

Whereas the proposed number of single family dwelling units on campus will be reduced from 11 to 9, and

Whereas the proposed maximum enrollment will increase from 338 to 360 students, an increase of 22 of whom half are expected to reside on campus, and

Whereas the expansion of the dormitory, previously approved by SEA 83-D-030-7 in May 2002 and not yet constructed, is now proposed as a separate dormitory building with the same or less square footage, and

Whereas the proposed SEA does not address the requirements of the County Master Trail Plan for the Potomac National Scenic Heritage Trail alignment along the Potomac river,

Now, therefore, be it resolved that the McLean Citizens Association supports the proposed modernization and relocation of the school's wastewater treatment plant,

And, be it further resolved that the McLean Citizens Association supports the remaining proposed modifications and improvements in the special exception amendment application and currently expresses its support for the grant, provided that the Madeira School grants a trail easement along its Potomac River border in accordance with the Fairfax County Master Trail Plan, and that security concerns of the Madeira school are adequately addressed.

cc: John Foust, Dranesville Supervisor
Jay Donahue, Dranesville Planning Commissioner
Joseph Gibson, Staff
David M. Houston
Fairfax County Planning Commission
Fairfax County Board of Supervisors

Concerns the Madeira School has about security were behind its resistance to the strings attached to the easement according to David Houston, an attorney contracted by the school. The school allowed an easement in the 1990s, and had given \$89,000 to help build the as yet unconstructed portion of the trail.

Co-Chair Mark Zetts was reluctant that such concerns be allowed to determine the outcome because the school could say that its concerns are never met. Margaret Malone objected to the resolution citing an incident in the 1970s when a student at the school was murdered by somebody who approached from the river. Dan Duval proposed an amendment to reconcile these differences, but later withdrew it.

The resolution passed with two opposed (Sally Horn, Margaret Malone) and two abstentions (Ted King, Ed Saperstein).

TRANSPORTATION COMMITTEE

President Jackson introduced the question of a new transportation committee resolution. A metro tunnel through Tysons Corner was not going to happen, and BRT was not on the table. He had polled the MCA Board informally to evaluate whether there was a strong enough response to merit revisiting the issue.

Co-Chairs Dan Alcorn and Ted Alexander undertook to reopen the matter at transportation committee level and came up with the following resolution. It includes additions suggested by President Jackson, and is based on community concerns that are not just density related. If the public authority seeks MCA support, it must listen to these concerns of the community.

MCLEAN CITIZENS ASSOCIATION RESOLUTION OF CONCERNS ABOUT THE DULLES RAIL PROJECT AND THE TYSONS CORNER REPLANNING EFFORT

June 4, 2008

Whereas the McLean Citizens Association (MCA) has in past resolutions dating to 1997 stated its support for a rail connection to Washington Dulles International Airport, called for competitive bidding of a tunnel

option in Tysons Corner and stated its concerns over the impact of the Tysons Corner replanning effort on surrounding communities, among other resolutions, and

Whereas the Federal Transit Administration recently conditionally approved the Dulles Rail project to move into Final Design, and Fairfax County's Tysons Corner Task Force is nearing completion of its replanning exercise for Tysons Corner; and

Whereas these recent governmental actions have raised serious concerns among MCA members as to the impact on quality of life of the Dulles Rail project and the Tysons replanning effort; and

Whereas as a result of the unsuccessful campaign to obtain a tunnel under Tysons Corner there is a significant portion of the McLean community that strongly opposes the current plan to build elevated rail under the Public Private Transportation Act contract; and

Whereas there is frustration among a significant portion of the McLean community that citizen concerns and questions about the rail project and the Tysons replanning effort are seemingly ignored by public officials, and the appearance is given that the rail project and planning efforts are special interest projects pursued at any price and without regard to the impact on the community;

Therefore be it resolved that the McLean Citizens Association express to the public and public officials its concerns that

- the Dulles Rail project appears from the citizens' perspective to have changed from a transportation enhancement project to a high density development project without proper concern for the impact of high density development on neighboring communities by added traffic congestion and strain on infrastructure;
- elevated rail through Tysons Corner will create major disruption of Tysons Corner and vicinity during construction, it hinders any effort to make Tysons Corner into a walkable area, is unsightly and may divide the community into segments that cannot be interconnected;
- due to the contract vehicles used Fairfax County taxpayers and Dulles toll road users may ultimately be required to pay increases in costs of both the rail project and the additional Tysons Corner infrastructure without limit;
- the Tysons Corner Task Force arbitrarily refuses to consider traffic impact data on McLean and other surrounding communities prior to making its recommendations;
- the Tysons Corner Task Force has refused to make available to citizens the input and other data supporting its transportation analysis, thus violating transparency principles and making it impossible for citizens to verify or critique the analysis
- as a result of the above concerns the Dulles Rail project could in fact lower the quality of life in Fairfax County rather than improve it.

Be it further resolved that public officials are called upon to address these concerns if they seek continued citizen support for the Dulles Rail project.

Sally Horn put forward an amended resolution that included the tunnel option and competitive bidding of the project. Dan Alcorn was against tying support for Tysons redevelopment with Metrorail to Dulles as two strong resolutions earlier passed by the MCA have gone sour with the Tysons Land Use Task Force.

Dan Borcharding moved to withdraw both resolutions, and leave it to the Co-Chairs to pull the points together. Dan Duval seconded the motion.

The question was called by Ted Alexander and the motion to withdraw both resolutions was passed with one abstention (Bill Denk).

TYSONS CORNER LIAISON COMMITTEE

Tyson's Liaison Committee Chair Ted Alexander sent the following report to be entered into the Minutes.

MCA Tysons Liaison Committee Report

3 June 2008

The MCA Tysons Liaison Committee has continued to meet on the second and fourth Thursday of each month at the McLean Community Center, in conjunction with the Greater Tysons Citizens Coalition. In addition, members of this group have also attended the weekly meetings of the Tysons Land Use Task Force and the various meetings of the Task Force subcommittees, so May has been an extremely busy month.

The Tysons Land Use Task Force was convened by the Fairfax County Board of Supervisors almost three years ago to plan the future of Tysons Corner based on the introduction of rail to Dulles and Loudoun County. They have listened to numerous presentations over the first two and one half years, and it is only in the last six months that the committees started preparing preliminary reports. In our monitoring of this process, we have continued to emphasize the established position of the MCA resolutions giving our support to the economic growth of the Tysons area providing that it does not develop faster than the infrastructure. Our concern on the infrastructure has focused on (1) the traffic problems of the area, (2) parks and recreational facilities, (3) water and sewage, and (4) schools. Starting in November, we were permitted to ask questions and participate in the Task Force meetings, however since February, when it started focusing on its final reports, we have no longer been permitted to raise questions or make comments.

As the Task Force moves toward its final report, they are approving position papers by the committees; however, we are still unsure what recommendations it will make at this time. Nonetheless, the Task Force has clearly focused on increasing density for the Tysons area, as represented by the FARs, with little regard for the above areas of infrastructure. The consultants recommended a maximum FAR of 4.75 with a taper down to the outer edges of the TOD areas, but Task Force members considered this figure far too low to justify heavy investment from the developers and landowners. As a result, they have raised that figure to a 6.0 FAR with much less slope to the outer edges. They have also established an increased FAR allocation around the circulator bus route of 2.5 for both office and residential, which is a totally new concept in Fairfax County. Although the Task Force will not disclose the total maximum density at this time, these new FARs will increase density far beyond the 127 million square feet of space proposed by the Task Force in Prototype B, an earlier prototype that was considered far too dense in population by the surrounding communities. Presently there are 45 million square feet of space at Tysons with the authority to grow to 74 million. To grant the landowners authority to build well beyond three times this present level of density without proper trigger restrictions to ensure the infrastructure is prepared to handle this influx of traffic and people is beyond the understanding of this coalition.

The Task Force proposes 10-14 miles of new streets within Tysons that will dump all traffic on the state roads outside of the immediate area, and believes that it is up to VDOT to take care of the traffic network from that point. On the other areas of infrastructure, the Task Force has given little regard for the county standards on parks, recreation and school requirements for the new population, and believes the water and sewage problems can be solved with county bond issues. Concurrent to these infrastructure needs, the Task Force has established a goal that 20% of the housing will be priced for 60% of the Area Median Income (AMI) and 10% will be affordable workforce units for families earning 60% of AMI. The committee report also provided some leeway to the builders for the lower cost development to be outside the Tysons area since they foresee land in this triangle being extremely expensive for lower cost housing.

During the past week, the Task Force has released these new FARs to the consultants and requested a thorough modeling of the traffic flows this new density will create in Tysons. We in the MCA and the GTCC have requested a meeting with the consultants to discuss the assumptions and details of the previous models, as well as those to be used in this final proposal. We have been advised that there are not sufficient funds to make the consultant available for our discussion, but Leonard Wolfenstein, Dan Rathbone and David Klein from the county staff will be meeting with us at 19:30 Thursday 12 June at MCC to try to answer our questions and concerns. All interested parties are most welcome to join us on this discussion of the traffic modeling for the future.

It is pertinent to note that the Task Force believes that only with increased density will the Tysons area be able to raise the funds to supply the needed infrastructure and services. Tysons now provides the county with approximately \$300 million in tax revenue, and with growth and several new gimmicks, it is believed that tax revenue could reach over \$1 billion per year. The Task Force has indicated it believes this revenue can be bonded and used as needed to support the local Tysons villages. Implementation of these controlling procedures is to be proposed at a later time by the Implementation Committee.

Our MCA Tysons Liaison Committee has been an active participant in the Greater Tysons Citizens Coalition to provide a stronger voice of agreement from all of the surrounding communities about the development of Tysons. We all support the growth of Tysons as the economic center of the county, but we do not want to see the development grow faster than the infrastructure. We have also had recent meetings with the county staff on the sewage and water situation, the schools, and the parks and recreation. It is most evident that these areas of government have far less impact on the final reports as they come out of Planning and Zoning for the final county position.

Concurrent with these activities, we have met over the past few months with five of the county supervisors and several of the local legislators to express our concern on the impact to the surrounding communities. We also have meetings scheduled next week with two other Fairfax County Supervisors to discuss the same. We have also had five press releases in the past two months, and hope to become more active here as well after the recent articles in the local papers.

On Monday 10 June, the Task Force will again be meeting to hear a final report from the Implementation Committee as to how it proposes to govern and control this development at Tysons. Following this meeting, it is anticipated that the Task Force will take approximately a two-month hiatus while the consultants analyze the traffic model with the new FARs, which they anticipate will require ten weeks to complete. The Task Force will then reconvene in August, and hopes to submit its final report the Fairfax County Planning Commission shortly thereafter. The MCA Tysons Liaison Committee will continue our activities in the months ahead.

MCLEAN PLANNING COMMITTEE

No report.

MCLEAN REVITALIZATION CORPORATION

Dan DuVal reported that the bus shelter at the Old Firehouse now belongs to the County.

FAIRFAX COUNTY FEDERATION OF CITIZENS ASSOCIATIONS

Bob Jordan drew the attention of the Board to the FCFCA website www.fairfaxfederation.org.

MCLEAN CITIZENS FOUNDATION

No report.

OLD / NEW BUSINESS

None

ADJOURNMENT

President Jackson adjourned the meeting at 10:15 p.m.

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