

ORIGINAL

VIRGINIA DEPARTMENT OF TRANSPORTATION

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Northern Virginia District

RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS
Public Information Meeting

Mount Vernon High School
8515 Old Mount Vernon Road
Alexandria, Virginia 22309

Monday, October 29, 2018
6:30 p.m.

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P R E S E N T A T I O N

MR. ROPER: Good evening everyone. First off, let me welcome you to tonight's public information meeting Number 4, Richmond Highway Widening, and tonight there's also a public hearing for the environmental document in conformance with NEPA requirements.

Again, I want to welcome everyone for coming here tonight. Public involvement is really essential to our work and we've been working on your designs. We appreciate your input. So again, thank you for coming tonight. Your appreciation or your involvement is greatly appreciated.

I do want to recognize elected officials that are here tonight. From Fairfax County, Supervisor Dan Stork and Supervisor Jeff McKay, and state elected officials Delegate Paul Krizek, Senator Surovell, and representing Senator Ebbin is his aide Chris Leyen. Thank you.

Our format tonight, for those of you who have been coming to our previous public informations, is pretty much exactly the same. We will have a 30-40 minute presentation. We will follow that with questions and

1 answers, which will go until eight o'clock in the evening.

2 During the question and answer period, we will
3 have a staff member with a microphone that will be
4 stationed right in front of me, right at the entrance to
5 the auditorium. If you have comments, questions, you can
6 line up there and our staff member will be able to hold
7 the microphone for you and you can ask your question,
8 okay.

9 So without further ado, I'll turn it over to
10 Dan Reinhard, the project manager, and we'll get the
11 presentation started.

12 MR. REINHARD: Thanks, Nick.

13 So tonight we're here for the Richmond Highway
14 Corridor Improvement Project.

15 AUDIENCE MEMBER: We can't hear you.

16 AUDIENCE MEMBER: Use the mic please.

17 MR. REINHARD: All right. Is this better?

18 AUDIENCE MEMBER: Yes.

19 MR. REINHARD: All right.

20 So we're here tonight for the Richmond Highway
21 Corridor Improvement Project. Tonight's meeting we're
22 going to be going over coordination between multiple
23 Fairfax County initiatives. We'll go over a quick project

1 overview.

2 As Nick said, this is the fourth public
3 information meeting, so we're going to make that part
4 pretty quick.

5 We're going to talk about some potential
6 pedestrian underpasses along the corridor, and we are
7 going to be reviewing schedule estimate, and then I'll
8 turn it over to Anissa Brown, who is going to go over the
9 environmental assessment, this is the NEPA Public hearing,
10 and then we will have a question and answer session.

11 So there are three current Fairfax County
12 initiatives along this corridor. There's the EMBARK
13 comprehensive plan amendment, there's the Fairfax
14 County-Richmond Highway BRT project, and then there's
15 Richmond Highway Corridor Improvement project that we're
16 here to discuss tonight.

17 The EMBARK Comprehensive plan amendment really
18 sets forth the vision for the corridor. It proposes a mix
19 of densities and land uses, it proposes the multi modal
20 vision for the corridor, which includes, as I mentioned,
21 the Fairfax County BRT and widening Richmond Highway to
22 six lanes, and includes bike paths and sidewalks on both
23 sides of Richmond Highway.

1 The second initiative is Fairfax County --
2 the second initiative is Fairfax County BRT. That is a
3 separate project. It extends from Huntington Metro all
4 the way to Fort Belvoir. It will be median running. The
5 Richmond Highway Corridor Improvements actually overlaps
6 that. So the BRT project will be expanding to six lanes
7 with a median running BRT and will be widened to
8 accommodate that BRT, everywhere between Huntington Metro,
9 along North Kings Highway, down Route One, except for
10 before that we're here to talk about, which is between
11 Napper Road and Jeff Todd Way.

12 So just a quick overview of the project. As I
13 said it extends from Jeff Todd way to Napper Road. So
14 roughly three miles of widening. It includes safety
15 improvement; congestion relief in the form of widening and
16 the reducing entrances to Richmond Highway wherever
17 possible; includes intersection improvements such as
18 aligning intersections across Route 1, and T-ing up
19 intersections wherever possible; it includes a reservation
20 in the median for BRT.

21 So we will be widening the median 56 feet to
22 accommodate the future BRT project through this segment of
23 Richmond Highway.

1 It includes sidewalks and separate bicycle
2 paths on both sides of Richmond Highway; it includes three
3 bridge replacement, one at Little Hunting Creek, one at
4 North Fork at Dogue Creek and one at Dogue Creek; it
5 includes potential noise walls where there - Anissa will
6 talk about it a little bit later how those are determined.

7 It included utility relocations, both above
8 ground and below ground, where there conflicts; and it
9 includes storm water management.

10 This is a typical section of Route 1 that's
11 being proposed with this project. It's 178 foot
12 right-of-way.

13 As I mentioned there's a 56 foot median being
14 proposed for future BRT. The median will incorporate turn
15 lanes wherever needed, six through lanes. There will be a
16 buffer look up eight feet behind the curb and then a
17 directional bicycle path on either side of the street or
18 more bicycle path, there will be another buffer of four
19 feet, and then there will be a six and a half foot
20 sidewalk on either side. (Indicating)

21 Because we have such a large cross section on
22 Richmond Highway of 178 feet, it's been proposed that we
23 look into potential other ways to cross Richmond Highway,

1 other than these signalized intersections where we'll have
2 crossings.

3 One way to accomplish that is since we are
4 rebuilding the bridges at each of the creeks trough this
5 corridor, is providing accommodations for pedestrian to
6 use those creek valleys to get from one side of Richmond
7 Highway to the other.

8 You would do that by exiting the sidewalk and
9 traveling down a series of ramps that make this ADA
10 accessible, down to the stream valley where you would then
11 cross under Richmond Highway and back up a set of ramps on
12 the other side of the street. (Indicating)

13 So as I mentioned, there's two places that
14 this is being proposed, Little Hunting Creek. As I
15 mentioned you would leave the sidewalk, travel down a
16 series of ramps, under Richmond Highway, back up another
17 series of ramps on the other side. (Indicating)

18 This is -- at this point it's exclusively to
19 get you across Richmond Highway. One of the reasons for
20 doing this is because it's such a large cross-section,
21 crossings at grade will be two stage.

22 You will cross -- you will push the button at
23 a signalized intersection, you will get the signal to

1 cross, you will cross half the roadway, wait for another
2 cycle of signals, and then cross the remainder of the
3 roadway. (Indicating) So this is allows for one stage
4 crossing.

5 So this is another, this is the one at Dogue
6 Creek. You can see the series of ramps here (Indicating)
7 that allow you to access the stream valley. So as I
8 mentioned one of the advantages is you can do a one stage
9 crossing.

10 There are several advantages. It provides an
11 alternative to crosswalks at signalized intersections, it
12 provides a single stage crossing of Richmond Highway, so
13 you don't have to wait for the signal to change and cycle
14 through twice. And you also have reduced pedestrian and
15 vehicular conflicts.

16 Some of the disadvantages, safety. So there's
17 not as much visibility to pedestrians using this route.
18 So you're going to be going under Richmond Highway and
19 that's one of the main concerns about this alternative.

20 Maintenance is another one. Concerns are
21 trash, graffiti and snow removal. VDOT does not remove
22 snow or trash on pedestrian and bike facilities. So a
23 maintenance agreement would need to be reached with

1 Fairfax County in order to take care of those issues.

2 And the underpass could be impassable from
3 flooding from major rain. So we've designed this at this
4 point to go under water in a five year (Unintelligible)
5 Because it's part of the stream valley, we don't want to
6 block the stream valley with additional infrastructure
7 that we're trying to pass underneath Richmond Highway.

8 So I'll quickly talk about schedule. So we
9 are here (Indicating) at the October 29 public hearing for
10 NEPA. The next step is a finding of significant impact.

11 So once we receive comments here tonight, we
12 will address those comments and then we will submit to
13 Federal Highway Administration for a finding of no
14 significant impact. We hope to have that accomplished
15 late this year - early next year.

16 Public hearing on design approval in the
17 spring. We're hoping to have the public hearing for the
18 design of the project in the spring of 2019.

19 Right of way acquisition then to start in the
20 summer of 2019. Beginning utility relocation summer of
21 2020, begin construction in 2023 with a completion of
22 2026.

23 The project estimate is - for this project -

1 is \$390 million. 16 million for preliminary engineering,
2 169 for right of way and utilities, and 205 for
3 construction, for a total of 390 million.

4 Right now, we have a total of 177.8 allocated
5 to the project, leaving a funding gap of 212,000, I'm
6 sorry, 212 million. 89.2 of which has been applied for
7 through SMART Scale funding.

8 Now I'll turn it over to Anissa Brown to go
9 over the environmental assessment.

10 MS. BROWN: Good evening. My name is Anissa
11 Brown and I'm one of the managers here in the Northern
12 District for Environmental section and what I wanted to do
13 today was basically cover what is included in the
14 environmental assessment why we actually completed the
15 environmental assessment.

16 So the major law that we have to comply with
17 in NEPA and NEPA is the National Environmental Policy Act.
18 This Act is overseen and administered by the Federal
19 Highway Administration for all conservation projects.
20 Since this is a federally funded project, we had to adhere
21 to all of the requirement of NEPA and NEPA itself isn't
22 just one law, it's basically a - as you can see - an
23 umbrella. (Indicating) There's a lot of little laws that

1 are all basically combined into one major act, and this
 2 was established through Congress in 1969 and signed into
 3 law in 1970 to basically make sure that all projects,
 4 including transportation projects that have impacts to the
 5 environment are basically evaluated thoroughly and that
 6 includes the different laws that you see such as the Clean
 7 Air Act. You have executive order 12898, which is the
 8 Environmental Justice Act. You have different laws that
 9 cover hazardous materials, endangered species. There are
 10 a lot of different laws that are all basically tied into
 11 NEPA.

12 So tonight as we go through all of the
 13 different sections that are in the environmental
 14 assessment, I'll try and break those down and just explain
 15 them a little bit to you.

16 So, the reason why we did an environmental
 17 assessment is you have to basically look at the type of
 18 project that is being proposed. This particular project
 19 is actually through an urbanized area. One thing that we
 20 couldn't account for is the type and the level of
 21 relocations that might be required, either commercial or
 22 residential and because that couldn't be basically
 23 determined at the earlier stage, in coordination -- and in

1 coordination with FHWA, we determined that an
2 environmental assessment, which basically states that
3 there is going to be an impact, but you're going to
4 evaluate it to determine be right type of impact and the
5 right type of mitigation measures would be applied.

6 So one of the things we had to look at was the
7 context of this particular project and the type of things
8 that could happen with the construction.

9 One of the things is the context. So we know
10 right now it's an urbanized setting. It's -- basically it
11 functions as a secondary road which is also a main street
12 that goes through Mount Vernon in this area. (Indicating)
13 So that in itself won't change with this project, it will
14 just be expanded with the widening.

15 The second thing we looked at was the
16 intensity. That's where we come to the right of ways,
17 potential right of way impacts come into play, because
18 what's the intensity of the impact to the community from
19 putting this type of a project in there.

20 So we have to look at the purpose and need and
21 what was the overall reason why we're trying to get this
22 project done and what are we trying to provide to the
23 community here.

1 So the first thing we were trying to look at
2 was we're trying to accommodate the travel. The travel,
3 the amount that's through here right now is a bottleneck
4 that gets slowed down, not just on weekdays, but we're
5 hearing this also on weekends. A lot of people can't get
6 through. There's pretty much standstill traffic because
7 people can't get through anywhere over there.

8 So what we tried to do is how can we reduce
9 the congestion that's going on right now and make it
10 better for everyone, the people who live in the community
11 and people who are traveling through the community to jobs
12 or to get to different areas for recreational use.

13 The second thing we were looking at was
14 improving the safety. In the past there have been issues
15 with flooding at some of the current crossings, and so in
16 order to accommodate a fix for that, we had to look at how
17 can we improve the capacity for water and hydraulic flow
18 as it goes through the community.

19 The other thing we looked at how can you
20 enhance safety, and part of that would be providing
21 continual bike and sidewalk through the community, because
22 we heard a lot over the last four PMs, the last three PMs,
23 including this one, about safety. A lot of people are

1 traveling through the community and basically the sidewalk
2 ends and there's no connection, or basically kids walking
3 to school, there's no safe way for them to get there if
4 the roadway and the sidewalks end.

5 One of the last things we looked at was
6 natural stream crossings. We did hear, believe it or not,
7 from a lot of people, they're concerned about the wildlife
8 and how do you get them from one side of the road to the
9 other without passing through traffic, and that causes
10 issues not only for safety of the passengers, but also for
11 the wildlife.

12 So the larger bridges that are being proposed
13 will actually allow for wildlife passage underneath the
14 actual structure, which is a win for the community because
15 the concerns of the wildlife will be met and the concerns
16 people and vehicle strikes will actually be met because
17 this gives an alternate path for those animals to cross
18 other than the roadway.

19 So tonight some of the main things that we
20 looked at in the environmental assessment include
21 environmental justice, water resources, threatened and
22 endangered species, cultural resources, hazardous
23 materials, Section 4(f) and Section 6(f) properties, noise

1 analysis that was performed, the indirect and cumulative
2 to impacts.

3 All of these different items that are listed
4 here (Indicating) we had actual reports that were done
5 through this document at the environmental table. Right
6 after this if you would like to go and take a quick review
7 of that, you can, and we're actually going to get all of
8 this uploaded to our website. So if you are able to go in
9 and to review the document, or if you were notified
10 through an email blast tonight of this meeting, we are
11 going to upload all those documents so that everyone can
12 review that.

13 So the environmental study area, it's not
14 quite the same graphic that was seen initially on the
15 presentation. (Indicating) The environmental study area
16 it's a little bit different because you have to look at
17 the overall area that could be impacted by the type of
18 project that's being proposed, and in this particular
19 case, what we did was we took the center line of Richmond
20 Highway and we went 300 feet outside of the existing
21 alignment right now.

22 What that means is there's going to be a lot
23 of properties that were evaluated that may not actually be

1 impacted by this project, but we still wanted to account
2 for them so that we can verify that there will be no
3 impact to them.

4 So environmental justice. So the effective
5 Act order that was actually signed into effect in 1994 is
6 basically for minority and low-income communities that
7 have Transportation Acts, transportation projects and
8 other projects that basically go through the community.
9 It gives them the ability to come to the meetings, just
10 like this one, and voice your concerns, so that basically
11 you're not being used as because it's a lower priced area
12 for right of way, people believe in the past that was
13 where they would take projects through.

14 In 1994 it was determined that something had
15 to be done to give all the community more teeth and more
16 involvement in the process moving forward.

17 So on this project right now, our
18 environmental justice area has 16 units on five
19 residential parcels potentially displaced. (Indicating)

20 We say potentially because right now we are
21 working to try and bring in the footprint of the project
22 as much as humanly possible. We have actually done a lot
23 up to this point, but we know we can still do better and

1 we're going to keep trying.

2 So we're going to keep working to try and make
3 a better project for all of you and for everyone in the
4 community.

5 So potential relocations. We do have right of
6 way here tonight. They can talk to anyone who has been
7 identified as maybe being potentially impacted and the
8 fact that maybe you would have to move out of the area or
9 basically you're being displaced by the project.

10 What we have on this slide right here
11 (Indicating) is basically going through some of these
12 stages and some of the steps that need to be done.

13 So basically the project itself is being
14 equally designed for either side of the existing roadway,
15 and by doing that we are basically treating both sides and
16 all the communities, whether you're minority or
17 non-minority, the same. As long as we can show that this
18 project is being moved forward in a equally impactful way,
19 we are meeting all of the requirements of not only
20 environmental justice, but we are trying right fit the
21 project and make sure that everyone in the community
22 basically is treated fairly and treated the same.

23 So tonight again, on the potential

1 relocations, if you can go to our right of way table, the
 2 brochure that you're seeing in the presentation right now,
 3 they have those at that table, they will basically walk
 4 you through the type of rights you have, and you can voice
 5 your concerns about the project.

6 Additionally, if you have real concerns right
 7 now, and when I say real concerns I mean things that you
 8 are thinking of right now, and you would like to have
 9 those put on the actual transcript of tonight's meeting,
 10 we do have a court reporter who is right here.

11 (Indicating) She's willing and ready to take any of your
 12 comment and these comments become part of the official
 13 transcript of this project tonight and will track with the
 14 project for the rest of the time that we're working on it
 15 and the Federal Highway Administration is actually
 16 requiring us to make sure that all of these are thorough,
 17 because they are really interested in finding out what you
 18 have to say about this project and the impacts to you and
 19 to your community right now.

20 So if you can, if you'd like to, if you have a
 21 chance please talk to our court reporter tonight.

22 So water resources. Because of the three
 23 crossings that that we have currently within the project

1 corridor, we have Dogue Creek, Northfork at Dogue Creek
2 and Little Hunting Creek. Of the waters of the US, there
3 are -- we have .2 acre for the entire project, which I
4 should tell you for a lot of projects, especially one of
5 this magnitude, to have such a low amount of Wetland
6 impact, is this is showing that we've gone above and
7 beyond to try and minimize impacts to the environment and
8 actually provide a very good project to the community as a
9 whole.

10 Right now overall, for stream impacts we have
11 963.2 linear feet of impact. We've spread them out
12 equally amongst all three of the crossings due to the fact
13 that there is a new structure going to each one of them.

14 The last thing we have showing right now would
15 be flood plane impacts and overall for this project we
16 have 8.6 Acres of flood plane impact.

17 For any impacts to waters of the US, which
18 would be any waterway that is considered jurisdictional by
19 the US Army Corps, we will have to seek permitting, some
20 kind of a permitting process, but that will not happen
21 until the final design section of the project, and also we
22 are looking at mitigation measures.

23 All of these right now, we are kind of

1 minimizing the impacts that will require additional or
2 extensive mitigation, because anything that we can do to
3 minimize that, it gives us more time and funds to put
4 right back into the project.

5 Currently we have two federally listed species
6 that have been found or have been known to be within this
7 area of Richmond Highway. One is the Northern Long Eared
8 Bat and it's listed not necessarily because it's been
9 found here, but because all of Fairfax County is within
10 the home range of this one particular species. So because
11 we're in the home range, we still have to list it as a
12 potential, even though we don't anticipate impacting this
13 species here.

14 The second species we have listed is the
15 Atlantic Sturgeon, and this particular species, it's been
16 seen here in the vicinity, but it hasn't actually been
17 seen here in the water ways, but because there's a known
18 fact that there is a history of it possibly being here, we
19 still are listing it as a potential.

20 Cultural resources. So in looking over our
21 project, the whole entire footprint and everything that's
22 within the environmental study area, we came up with four
23 potential sites that could be for preserved architecture,

1 the different resources, the original Mount Vernon High
2 School, the Pope-Leighey House, the Woodlawn Historic
3 District, and the National Trust property.

4 Three of these properties are all overlapping
5 together at the southern end of the project, and when we
6 went through looking for archaeological resources, we did
7 not find any currently. We do know there's a potential
8 during construction, so we're saying right now we haven't
9 found any.

10 So, hazardous materials. There are different
11 properties that over time they were once maybe a hotel or
12 maybe they were a gas station, and they've been remade
13 into something else, either housing or a school or
14 anything on the corridor.

15 What we're looking at right now for the
16 hazardous materials is what could potentially have some
17 kind of an impact or potentially have some kind of a risk
18 to the community.

19 We're doing studies right now in the field to
20 determine if we have any actual issues, but there were
21 19 sites that were listed as potential and we're currently
22 looking at those, and in order to be thorough, we're
23 actually looking at every property that is frontage to the

1 current Richmond Highway to make sure that everything's
2 been addressed.

3 So Section 4(f). Section 4(f) was basically
4 established under the US DOT Act of 1966 and applies to
5 any public parks, any wildlife refuge, waterfowl or any
6 historic sites.

7 Because of the way parks have fallen outside
8 of the existing adjacent land to the existing Richmond
9 Highway, we do not currently see ourselves as having any
10 section 4(f) issues.

11 The only one that we were kind of on the fence
12 about was actually the original Mount Vernon High School
13 and we did go ahead and coordinate with the property owner
14 and with the state preservation officer.

15 What we found is the impact we are having to
16 the school is to the bus loop in the very front of the
17 property, and overtime the bus loop has been remodeled and
18 refurbished and has been changed at least five times, and
19 because each time it changed and it was altered, it lost
20 its overall integrity to the original property, and so
21 currently it's not listed as a historic feature, but
22 everything from the back lawn on is considered historic,
23 and so we are treating the whole property as a historic

1 resource.

2 We were able to get a no adverse impact on the
3 property due to the bus loop impact because it is not
4 considered historic.

5 Section 6(f) is part of the Land and Water
6 Conservation Act. This Act basically mean that if you buy
7 land with federal dollars for a park, you would have to
8 basically coordinate and replace any impacted parcel, or
9 any impacted land, with another parcel adjacent to that
10 property.

11 This project does not actually have any of its
12 property listed on there. So I just wanted to cover what
13 it was.

14 Noise analysis. So over the last two PMs,
15 we've actually got into detail about the noise analysis
16 and some of the things that we had to do to address the
17 noise for this federally funded project.

18 This overall process for the noise analysis to
19 do the study requires us to look at three different
20 criteria. The first is, is there -- will there be a noise
21 -- will there be a noise impact. What that means is first
22 we have to go out and do field studies and basically take
23 a baseline over what is the existing noise levels so that

1 we can basically create a calibrated model and then we use
2 forecasted data to figure out what the new impact would be
3 based on the new numbers of people and the volume of
4 traffic that will be going through the area.

5 For this project, because we're looking at a
6 2025 - 2026 open year, we're looking at the future numbers
7 for 2045.

8 The second step is feasibility, is it feasible
9 to actually construct this project.

10 We're trying to figure out if you are shown to
11 be noise impacted in a particular area, we're trying to
12 figure out if a wall is constructed, is it feasible to
13 actually construct it, will it work acoustically. And
14 what that basically means is there are different
15 requirements.

16 So does it work acoustically. 50 percent of
17 the people who would be benefitting from this wall, would
18 actually have to have some kind of noise decrease. And up
19 here where showing there's a 5 as a minimum. (Indicating)

20 And can it be constructed. So although there
21 are walls that are shown to be feasible, if we can't
22 construct it, we wouldn't be going through the process of
23 trying to basically keep it moving forward if we can't

1 construct the wall because basically if you can't meet the
2 second step, then we wouldn't move on to the third step.

3 The last step in this would be reasonable. So
4 on here what we have is cost-effectiveness. (Indicating)
5 We use a minimum amount right now of 1600 square feet per
6 benefitted receptor. That's something that the state has
7 adopted and it's based off of the FHWA noise guidance.

8 We also have a design goal. So at least one
9 person who would possibly be benefitted by this wall has
10 to 7 decibels, which is the measurement for noise that we
11 use of a reduction. If you can't even get that, then the
12 wall wouldn't be considered reasonable

13 But if we can get that, then we move on to the
14 last thing that's in there which would be view points of
15 the benefitted receptors.

16 So that would mean if someone here within your
17 community is showing, based off of the preliminary noise
18 analysis that was completed, that there's a potential for
19 your community or your home do have a sound wall, what we
20 do is we finish our design, and at the very end of our
21 design we do another noise study, the final noise study
22 because over the time of the preliminary noise study and
23 the final design things have changed.

1 We're trying to tightened up our footprint
2 right now or we may have to push out the design in some
3 spots, which means the impact to the different areas and
4 the different people in the community is going to change.
5 So we go back and we do a follow-up noise study to verify
6 if the original walls are still valid, and in some cases
7 new walls do show up as potential.

8 And what we do is we reach out to those
9 community members through a voting process and let them
10 vote if they want the wall.

11 Some people don't want a wall, maybe they like
12 their view. Some people do want a wall, but we try and
13 open this up so that everyone in that community gets to
14 voice their opinion.

15 So currently for this project what we're
16 showing is there are five different noise barrier systems
17 that have been shown as potential sound walls in this
18 corridor.

19 I'll give you a moment if you want to look
20 this over. (Indicating)

21 So currently the length of sound walls in the
22 corridor equal 6.5 percent of the overall length of the
23 project. So it doesn't seem like a lot, but it is going

1 to be measurable for the people who are noise impacted who
2 are basically potentially eligible for the wall.

3 So we wanted to give you a sample, kind of
4 just something that shows what happens when we're talking
5 about the voting process could be going on for this
6 project.

7 So, we took one barrier system, Barrier 6P
8 (Indicating) which is right off of Richmond Highway and
9 Shannon's Green, and what it's showing right here is on
10 the very frontage of Richmond Highway, you will see 11
11 yellow dots that are there. Those are people that are
12 basically impacted and benefitted and they get a vote.

13 The people that you are seeing are the dots
14 that are blue, those are benefitted and not impacted.
15 They also would get a vote because they're getting the
16 benefit from that particular structure.

17 The difference is a yellow vote is actually
18 rated as of 5 and the blue vote is rated as a 3.

19 The vote also includes property owners and
20 tenants. So whether you're renting that property or it's
21 your property itself, those people will get a vote just to
22 let everyone know.

23 So the difference is if you are a green dot,

1 which is not benefitted and not impacted, or a red which
2 is impacted but not benefitted, for the barrier system you
3 would not be allowed to vote on the wall, only the people
4 who are yellow and blue would be able to vote on this
5 wall.

6 So, now what we're going to -- to basically to
7 kind pf round up what we've talked about all night, was
8 all of the different impacts, if you take them
9 incrementally, what we've determined is each impact from
10 every single resource overall, since so many of them were
11 no impact or little impact, what we're finding is overall
12 the project does not have a significant impact on the
13 community or the environment because of the fact that it
14 is already in a transportation used and also that overall
15 the project, because we're trying to mitigate as much as
16 possible, will be lessened by all that work that is being
17 put in right now.

18 This is the end of my presentation right now.
19 What I did want to do is let you know that our comment
20 period is open until December 6th, and basically as part
21 of this process for NEPA, the National Environmental
22 Policy Act, we really need your comments. We really need
23 your interaction here because there is a huge part of

1 public involvement, which is why NEPA was created in the
2 first place, and we're really looking forward to all of
3 your comments and to find out what you were thinking about
4 the project and the environmental document, because we
5 need your comments to show that we have come out to you
6 and that you have had an opportunity to review the
7 information.

8 The last thing that we're going to be doing is
9 addressing the comments that are received tonight and also
10 all the way through December 6th, and also once we are
11 completed and we have addressed everything, we will be
12 going through and submitting for the finding of no
13 significant impact, which is the final decision document
14 that you can get from the Federal Highway Administration,
15 and that would complete our process and allow us to
16 possibly start the right of way phase of this project.

17 Potential impacts. I'm going to hand this
18 back over to Dan. We're going to kind of roll up
19 everything.

20 (Brief pause)

21 So what this is, is just a summary slide of
22 everything that I just talked about. (Indicating) I know
23 it might be a little hard to see it, but we have bigger

1 boards out in the auditorium and in the cafeteria, for you
2 to kind of review all of this. So I'll leave this for you
3 here and we're going to go over the project benefits.

4 MR. REINHARD: Anissa did a great job of
5 explaining how we review the environmental impacts to the
6 project.

7 What I did want to leave you with tonight is
8 the benefits of the project. So there's going to be
9 significant transportation improvements at the end of this
10 project in the form of reduced time in traffic, providing
11 alternate modes of travel, including pedestrian and
12 bicycle facilities.

13 We're going to be reserving space for the
14 future BRT. I'm not sure if I said this, BRT is bus
15 rapid transit. There should be significant storm water
16 improvements from this project.

17 Right now, many of the properties along the
18 corridor were developed with no storm water management
19 facilities. So we're going to be addressing the quantity
20 and quality of the storm water exiting the roadway.

21 There's going to be eco system benefits which
22 Anissa's pointed out earlier. We're replacing three
23 bridges. Each one of those bridges it's going back taller

1 and wider than it was before. Each one of those should
2 provide a good path for wildlife to get across Richmond
3 Highway.

4 Anissa mentioned that a large part of the
5 environmental assessment is public feedback. So we want
6 to get that feedback from you. So you actually have four
7 ways of doing that.

8 One, is you can do it here tonight with common
9 cards that are available out in the hallway. You can do
10 it by approaching our court reporter. She's here now,
11 after the question and answer session I believe we're
12 going to move her back over to the cafeteria. So you can
13 give your comments directly to her. You can mail them to
14 me directly at VDOT's regional office, the address is
15 here, (Indicating) it's also on the brochures, as is the
16 last way to give us comments which would be email and that
17 email address is also on the brochures.

18 I think that concludes our presentation for
19 tonight. Oh, I can't forget, responses are due or
20 comments are due by December 6.

21 I'm going to conclude the presentation here
22 and I will turn it over to Nick, who is going to walk us
23 through the question and answers.

1 MR. ROPER: Thank you, Dan.

2 Before we get started on the Q & A, I really
3 want to urge people to give us your comments, in
4 particular with regards to the pedestrian underpasses. We
5 are very much interested. It's a new feature we just
6 introduced tonight. We want to get your feedback on that,
7 there's a couple of questions specifically on the comment
8 form that ask you if you like the design feature. We
9 interested to know whether or not you think you would use
10 it.

11 So your input will be very important to us for
12 the decisions that need to be made going forward, whether
13 or not to include these alternatives for crossing Richmond
14 Highway.

15 So with that, we're going to get started on
16 the Q & A period. Again, one of our staff members,
17 Olivia, is right at the center of the auditorium, right by
18 the entrance. What I would ask people to do who have
19 questions or comments, is to line up and Olivia will hold
20 the microphone for you. You can ask a question or make a
21 comment.

22 We will go until there are no questions or
23 comments or until eight o'clock, at which time at eight

1 o'clock we will stop at eight to allow people to go back
2 into the cafeteria so they can look at the boards and
3 other displays one more time or maybe ask more detailed
4 questions of staff members.

5 So, if you have a question or comment, our Q &
6 A period will begin.

7 (A hand was raised)

8 Sir, you will need to get up and go up the
9 aisle to where Olivia is, where people are standing.

10 AUDIENCE MEMBER: My name is George Kyriacou
11 and I'm voicing our family's concern. The property has
12 been in our family for about 56 - 57 years, 8312 Richmond
13 Highway, which is earmarked for storm water management.
14 On two of the boards across the way, one of them is above
15 ground, the other one now is showing underground, but we
16 currently have the property - trying to market it. We
17 have two developers very interested in it, but
18 everything's been put on hold because -- I've reached out
19 to Fairfax County and VDOT with no responses as far as why
20 they're earmarking our property, that we've had for over
21 56 years, as a storm water management site.

22 You have Mount Vernon High School, the Old
23 Mount Vernon High School, right across the highway. That

1 could be easily put on the backside of the property and
2 not encumber any of the historical value.

3 But with that, I want to make sure the court
4 reporter documents my comments. If I need to go speak her
5 directly I'll do that, but again, we strongly oppose the
6 placing of the storm water management at 8312 Richmond
7 Highway, which is right across the road, across Richmond
8 Highway, across from the Old Mount Vernon High School.

9 Thank you.

10 MR. ROPER: Thank you.

11 MR. CRITER: My name is Greg Criter. (ph) I
12 actually went to (Unintelligible) library the other day
13 and saw this document and so I have a question on. I took
14 those, but I didn't bring it with me.

15 There's a section in there, it talks about
16 Super Street and I know it was discussed before and the
17 last thing (Unintelligible) looked at as an alternative
18 based on the impact and the costs and so forth, that's no
19 longer a consideration.

20 So I just wanted to confirm the Super Street
21 design is not part of this and then I guess
22 (Unintelligible) will be updated (Unintelligible)

23 MR. ROPER: Yeah, Super Street is not part of

1 our current design. We have traditional intersections
2 throughout. At the beginning it was part of it and it
3 makes some locations and it requires more right of way, so
4 it gave us a greater footprint to look at for the
5 environmental assessment. But that is not longer part of
6 our design. We have traditional intersections.

7 MR. CRITER: Thank you.

8 MS. WINDSOR: My name is Betsy Windsor and I
9 am a bit confused about what you showed us. I was
10 wondering about what you have now. You have the left turn
11 area on some of the intersections and this does not show
12 any right turn areas, in which case the third lane you're
13 in wouldn't really have much of an advantage.

14 Also, I'm curious about whether you will be
15 reducing the number of stop lights in order to facilitate
16 traffic flow, to make traffic move a lot faster.

17 MR. ROPER: Well, I would, in a very general
18 sense, in response to your question, being able to make
19 left turns is going to be restricted in the future.
20 That's a necessary feature of the project with regard to
21 bus, rapid transit. So all the left turns will occurring
22 at signalized intersections.

23 There are currently ten, one additional one

1 proposed and we don't have a full answer on that yet, and
2 that's at -- right across from the US Post Office is the
3 location we're looking at and that would be the only new
4 signalized location that is being examined.

5 MS. WINDSOR: And the other question I have is
6 when the center bus lane (Unintelligible), how will bus
7 passengers get across safely (Unintelligible) How many
8 stops will there be, how many will they have?

9 MR. ROPER: There are two stops within the
10 limits of this project. The pedestrians will be able to
11 cross at signalized intersections to the bus platforms
12 that will be there.

13 If you want to see the other details, back in
14 the cafeteria in the far right corner as I'm looking at
15 it, is where our bus rapid transit station is. The
16 Fairfax County project manager is there and can provide
17 you more details.

18 MS. CHUNG: Hi, I'm Sue Chung. I'm one of the
19 owners of a commercial property that's located at 8334
20 Richmond Highway. I'm interested in knowing if you guys
21 have any hard figures anywhere which shows how much of
22 land taking that would take place with this widening on
23 each side of the street for the property owners?

1 MR. ROPER: Yes and I think we certainly
2 should on the boards. Also, you can go over to the
3 interactive map, okay, that's available in the near right
4 corner of the cafeteria. That's a GIS map application.
5 The design, you can use GIS features to look at details of
6 the design. I think we would have some information there
7 that might be able to help you.

8 MS. CHUNG: Okay. Thank you.

9 MR. SIGNIK: Hello, Pete Signik (ph) Frankly,
10 the only question I have is on the right of way
11 acquisition. I understood from previous meetings that it
12 was going to start occurring in the spring of 2019, but I
13 see in the brochure it's summer of 2019.

14 MR. ROPER: Yes, sir. Right now we're looking
15 at summer of 2019. We had been hoping to be at stage
16 three (Unintelligible) the public hearing this fall, but
17 we still have some design features that we are working on.
18 So we moved the public hearing for this project back and
19 so that would delay our initial right of way start, but
20 we're not anticipating an overall delay to the start of
21 construction.

22 MR. SIGNIK: Summer is June or --

23 MR. ROPER: Summer is a broad season. We

1 don't have a specific month identified.

2 MR. SIGNIK: Okay. Thank you. I appreciate
3 it.

4 MS. MOREFIELD: Hi, I'm Debora Morefield. I
5 actually have a news question for you. A lot of these
6 streams and waterways in this area are interconnected and
7 a lot of (Unintelligible) with all the winding road and
8 (Unintelligible) why did you only pick 300 feet back from
9 the center line?

10 MR. ROPER: Anissa?

11 MS. BROWN: So the reason why we went with 300
12 feet is overall for the border, we figured that the
13 widening itself would probably be within the first 200
14 feet, but we tried to double that space to make sure that
15 we evaluated everything on there.

16 So you're right, for the waterways it does go
17 back further, but for the environmental study area, it's
18 just 300 feet from the center line to make sure that we
19 fully addressed everything, all of the different features
20 and resources that could fall within that study area.

21 MR. ROPER: The drainage design is not limited
22 to 300 feet within the -- beyond the center line of
23 Richmond Highway. As mentioned, Dogue Creek, Little

1 Hunting Creek, all tributaries, all those contribute to
2 the entire watershed that comes into where the process
3 currently are, so our drainage design for what we call the
4 hydraulic use is much greater than that, than the 300
5 feet.

6 MS. MOREFIELD: So the Richmond Highway is the
7 low point of this watershed. It's all draining towards
8 the (Unintelligible)

9 MR. ROPER: Where the three major crossings
10 are right now, where Dogue Creek, Northfork at Dogue Creek
11 and Little Hunting Creek. The entire watershed that's
12 (Unintelligible), save for Dogue Creek, that's north of
13 Richmond Highway, is all being accounted for in the
14 drainage design.

15 MS. MOREFIELD: Okay. I'll look at the
16 documentation. It should be in there, correct?

17 MR. ROPER: Yes.

18 MS. MOREFIELD: Okay. Thank you.

19 AUDIENCE MEMBER: Could you discuss why these
20 (Unintelligible) were retained above ground?

21 MR. ROPER: I'm so sorry. Could you say that
22 again?

23 AUDIENCE MEMBER: Could you explain why they

1 utilities were retained above ground?

2 MR. ROPER: The utilities are being retained
3 above ground because of the cost of putting them
4 underground. About 45 additional million dollars is
5 needed.

6 MS. CHASE: Hi, my name is Irene Chase. I've
7 been proactive a bit on this project. I understood that
8 when you all started talking about widening on Route 1
9 here eight years ago maybe it was, the talk was that you
10 were going to make additional (Unintelligible) for all of
11 the people that were being relocated to Fort Belvoir from
12 all over the area.

13 Now that the military's decided not to do
14 that, they've abandoned their project and I'm wondering
15 why we still have to put up with that, having the road put
16 through that has a center divide that will keep people
17 from accessing -- they're already in trouble with this
18 design is (Unintelligible), why they can go all the way
19 down to a mile or two or three or four to make their turn
20 and come back and have to do it again coming home.

21 MR. ROPER: Ma'am, I'm not sure about the
22 relocation issue that you referred to. But I do know that
23 in approximately 2015 I think, Tom, whenever the DRPT did

1 it's transit study?

2 In 2015 DRPT concluded a transit study where
3 they were looking at mass transit all along the Richmond
4 Highway corridor that included a light rail, monorail and
5 bus rapid transit and bus rapid transit was looked at and
6 selected as the preferred alternative given all the
7 redevelopment that the county is planning for the Richmond
8 Highway area.

9 MS. CHASE: The impetus of this was the
10 military people moving all of these offices out of Crystal
11 City and all over getting them back onto a military
12 facility and they seen the error of their ways, they
13 changed their mind, they've got buildings down on the
14 other side of the base that they can't fill, because
15 nobody's moving into them. And I wonder why we have to
16 have (Unintelligible) so that we can't access this along
17 the corridor?

18 MR. ROPER: Well, I do think know that --

19 MS. CHASE: And now you've got to take down
20 more trees. When we moved into this house in the early
21 '90s, you could feel a 10 degree drop from the highway to
22 the back of the house, now you get maybe 2 or 3 degrees.

23 You paved over everything, you're taking all

1 the trees out, now we can't move up and down the road and
2 I can imagine I'm not the only person here who feels that
3 way.

4 MR. ROPER: Yes, ma'am. Thank you. I do know
5 that Fairfax County, as was mentioned here early on, has a
6 significant comprehensive plan amendment on the way for
7 redevelopment of the Richmond Highway corridor to include
8 several central business centers, so I think that there's
9 that -- that development is also being viewed as a
10 catalyst for the need for this project.

11 MS. CHASE: I guess what we feel here is
12 you're not listening to us. When we said don't take the
13 horse farms, don't widen the road, don't make this a
14 thoroughfare for (Unintelligible) community coming into
15 town instead of taking the highway, you didn't listen to
16 us and now you're going to block the center of that road
17 where all these businesses, that are already struggling on
18 this corridor, will not be used by people because nobody's
19 going to go out and run all over the whole world and turn
20 around and come back to get Staples or Costco or any of
21 the things that are actually important to you.

22 Thank you.

23 MR. ROPER: Yes, ma'am.

1 MR. CHASE: I'm Bob Chase. I have just one
2 other comment and that is we live at the end of Central
3 Avenue and every day people come from the high school,
4 come down there, walk across, go to Reddick and go across
5 the road and I don't know if that's being considered at
6 all, but that is the main access for people, students, who
7 come to Mount Vernon High School from the other side of
8 Route 1.

9 I probably see 50 - 60 students every day
10 walking there. I never counted them, but there's a
11 constant movement of them from the high school to get back
12 to their homes which are on the other side of Route 1. So
13 I don't know if you're considering that at all as far as
14 the process of trying to allow better access for them.
15 That's just a comment, because I happen to notice that.

16 MR. ROPER: Yes, sir. Thank you.

17 AUDIENCE MEMBER: Good evening. I'm
18 (Unintelligible) for 8850 Richmond Highway next to the Roy
19 Rogers. Getting back to the (Unintelligible) ways, you
20 are taking away about 40 feet of our frontage and that
21 makes everything much closer to the door and as such
22 potentially (Unintelligible) my tenants and the military,
23 they will not come (Unintelligible) any more because of

1 closeness to the road and that impacts us very
2 (Unintelligible)

3 The second thing is the proposed
4 (Unintelligible) something there proposed
5 (Unintelligible), the hotel is there on that property and
6 now the dock area being taken away (Unintelligible) not be
7 done. (Unintelligible)

8 MR. ROPER: Yes, sir. I'm going to ask you to
9 get with one of our staff members after the Q & A period
10 so that you can show them exactly where and they can go
11 over some of the details of your comments.

12 MR. SHANNON: Hello, my name is Dave Shannon.
13 This is the first one of these meetings I've attended, so
14 I can't state whether or not this particular issue was
15 discussed previously, but having come from one residential
16 area that (Unintelligible) major improvements to a state
17 road and now seeing it happen here, the primary premise is
18 to relieve the traffic congestion (Unintelligible) New
19 Jersey (Unintelligible) overpasses and underpasses were
20 traffic lights are. I know for a fact that every time an
21 emergency vehicle pulls out onto Route 1, it messes up the
22 timing of the lights and as we put these (Unintelligible),
23 which we continually (Unintelligible) down here, it just

1 mucks things up more and I can see certainly at Jeff Todd
2 Way and Richmond Highway intersection, since you already
3 went through all the hubbub with the Pope-Leighey House
4 and the National Trust and stuff, and already kind of
5 disrupted that area, getting rid of that light, which I
6 see every day coming back from work backed up considerably
7 waiting for traffic (Unintelligible), that would disappear
8 with an overpass and an underpass.

9 I'm just wondering, we're talking about these
10 bus lanes, which I don't think based on what I've seen in
11 Arlington, you know, south of Crystal City, I don't think
12 that's the best utilization of space.

13 Obviously an overpass and underpass costs a
14 lot of money, but I would gladly like to see a comparison
15 of data on how you would improve the volume with an
16 overpass and underpass and how that cost would compare to
17 putting in these bus lanes. I think the overpass -
18 underpass would win.

19 So has that even entered into the conversation
20 I guess is my question.

21 MR. ROPER: No, sir. Underpasses and
22 overpasses really have to have -- again, Fairfax County
23 has a significant redevelopment for this area that's

1 planned, that's really looking to convert Richmond Highway
2 to more of a main street feel. So we have looked at
3 retaining the signalized intersections and improving them
4 so that even though the signals would still remain in
5 place, we still have acceptable levels of service on
6 Richmond Highway.

7 MR. SHANNON: All right. But again, the final
8 premise is to increase the traffic flow, correct?

9 MR. ROPER: Yes, sir, and the design still
10 will do that.

11 MR. SHANNON: So again, the comparison I think
12 were you to look at it, would be hands down comparison
13 wise.

14 MR. ROPER: I don't disagree. A free flowing
15 highway with no signals at all would certainly be must
16 faster through there, but it's beyond the scope of this
17 project as it was completed.

18 MR. SHANNON: All right.

19 MS. PEYTON: Hi, my name is Mary Peyton. I
20 was surprised that your environmental assessment did not
21 assess the effects of the bridges over the creeks on the
22 environment of the creeks, because, you know, how much
23 (Unintelligible) but it didn't talk about whether there

1 would be increased flooding, for example, on Dogue Creek
2 where you're opening up from a 20 foot culvert to 200 foot
3 bridge span.

4 The county assessment says that that will
5 increase the frequency of flooding and your staff tonight
6 said it would not, so I think we should get a study so
7 the county and VDOT to get together and see what would
8 happen before we build the bridge and if there needs to be
9 some mitigation work done to keep decrease the frequency
10 of flooding, that should be part of this plan as well.

11 Are there plans to do that?

12 MR. ROPER: Ma'am, as far as the hydraulic
13 design for the bridges, we've already looked up to 1000
14 feet downstream, which is very close to these residential
15 properties approximately are. We see no changes right now
16 in water surface elevation or flood plane limits that far
17 downstream.

18 So we don't think there will be an adverse
19 impact or any increase in flooding, but we will address it
20 in the environmental assessment.

21 MS. PEYTON: Isn't this the environmental
22 assessment?

23 MR. ROPER: This is, but a part of the public

1 information process is to get feedback and if you're
2 requesting that we look at that as a comment on the
3 environmental assessment, then that's what we will do.

4 MS. PEYTON: I am requesting that. Thank you.

5 AUDIENCE MEMBER: I'm (Unintelligible) Me and
6 my parents own 8149 Richmond Highway. Currently, I'm the
7 budget engineering manager and my dad (Unintelligible) the
8 proposed budget (Unintelligible) intersection, people come
9 from (Unintelligible)

10 MR. ROPER: Sir, I would ask you, it would be
11 a lot easier probably to give you an answer and we'll have
12 the engineer meet you at the board where your property is
13 and they can go into detail.

14 AUDIENCE MEMBER: All right. I just wanted to
15 make the comment, so I mean understand

16 MR. ROPER: I understand. Thank you very
17 much.

18 Okay. The last two gentlemen in line. I see
19 we're past eight o'clock, so the last two questions sand
20 then we'll break.

21 MR. SEIGEL: I'm Paul Seigel. I believe
22 (Unintelligible) and I want to congratulate you on
23 recognizing (Unintelligible), but not really taking into

1 the possibility of (Unintelligible) highways and super
2 highways (Unintelligible)

3 So I encourage you to think about that harder
4 and at least do something more than just pass on the
5 responsibility to the county because VDOT doesn't do
6 trash. VDOT should do it and do it correctly
7 (Unintelligible)

8 Thank you.

9 MR. ROPER: Yes, sir.

10 Last comment.

11 AUDIENCE MEMBER: My name is (Unintelligible)
12 I just want to share my observation on what the gentleman
13 mentioned earlier about the intersection of Richmond
14 Highway and Central Avenue.

15 There 100,000 (Unintelligible) and also the
16 retirement community (Unintelligible) within that
17 intersection and that intersection is very close to Mount
18 Vernon Highway, all the children were forced to walk to
19 Mount Vernon High School. So there's no school bus for
20 students because (Unintelligible) to Mount Vernon.

21 I'm asking if you propose getting traffic
22 light for that intersection.

23 MR. ROPER: There will be traffic lights, of

1 course, at Buckman and Mount Vernon and Janna Lee. So
2 there will be signalized intersections at Buckman and one
3 to the north of that and then another one next to that as
4 well.

5 All right. Ladies and gentlemen, we're a
6 little bit over our time. Thank you very much for your
7 comments. Thank you all for coming.

8 (The court reporter moved to the cafeteria to
9 take further comments)

10 PUBLIC COMMENTS

11 MR. KYRIACOU: My name is George Kyriacou and
12 I'm one of the owners of 8312 Richmond Highway, which is
13 earmarked for storm water management. We sent this
14 letter, I sent this letter just a couple of week ago, but
15 I did send it back in May also and I haven't really gotten
16 a response to it.

17 The property, 8312, is included in an approved
18 redevelopment plan by Fairfax County Zoning to be
19 developed and now this breaks on our ability to market the
20 property.

21 We do have two developers that are very
22 interested and have issued letters of intent to purchase.
23 Again, everything stopped because of this indecisiveness

1 on the storm water.

2 THE COURT REPORTER: Thank you, sir.

3 MR. KYRIACOU: And I'll send comments to the
4 email provided.

5 THE COURT REPORTER: Yes, ma'am.

6 MS. ARNETT: Let me just add a couple of
7 comments. I'm Debra Arnett. I'm a realtor for the
8 property.

9 We've had two very reasonable offers on the
10 property, one for four million and one at 3.775 as an
11 initial offer, and I've been unable to close the
12 transaction due to the storm water retention that is
13 tentatively planned for the property.

14 I respectfully request the water retention be
15 removed from the property. Thank you.

16 THE COURT REPORTER: Yes, sir, can I get your
17 name?

18 MR. RETCHER: Kevin Retcher, 8305 Richmond
19 Highway, 12A.

20 So what I would like to know, when I purchased
21 my property seven-eight years ago I paid like 270, and the
22 values have dropped substantially because of this project.

23 So I think it's only fair that the county

1 analyze what commercial properties have done throughout
2 the county and that be -- if values have increased, as
3 they have, and we have decreased, that that has to be part
4 of the compensation when they take part of our parking lot
5 in the front, because our value -- no one wants to buy a
6 property in the section right now, so our values are being
7 driven down by this project, not only in what we're losing
8 but also value. So that's my biggest issue.

9 THE COURT REPORTER: Thank you.

10 Can I get your name?

11 MR. SHORES: Jim Shores. We represent Mount
12 Zephyr Business Center, located right beside the old Mount
13 Vernon High School on Richmond Highway. We're concerned
14 about the parking that's going to be taken for this new
15 addition to Route 1.

16 I want to know what's going to happen to
17 people who need to park in that -- park in that --

18 MS. SHORES: It's our entire parking lot.

19 MR. SHORES: We have 20 businesses, so we're
20 thinking -- they're taking -- the whole front parking lot
21 is going to be taken.

22 MS. SHORES: We do have parking on the side,
23 but the front obviously is (Inaudible due to background

1 noise)

2 MR. SHORES: We're already overpopulated in my
3 opinion.

4 THE COURT REPORTER: Ma'am, your name?

5 MS. SHORES: Vickie Shores.

6 MR. SHORES: I'm in the same complex.

7 The other thing I would mention is the amount
8 of -- the impact of people even coming and stopping at --
9 they're going to be taking away one entrance.

10 MR. SCHEIRER: Both entrances.

11 MR. SHORES: So that's going to be -- both
12 entrances to pull in, so they're going to have to go
13 behind us to even find us. So that's going to have a
14 direct impact on foot traffic from people coming to get
15 like insurance or coming to get mortgages or computers.

16 MS. SHORES: Computer repairs.

17 MR. SHORES: They have to carry -- they have
18 to carry things into the business, so if they can't park
19 in front, they're going to then have to be trucking things
20 from the back, which is going to impact their business.

21 MS. SHORES: Not to mention we actually
22 brought Route 1 frontage for a reason.

23 MR. SHORES: Yes, amen to that.

1 MS. SHORES: The parking is a big deal to us
2 because right now our customers can drive up, some carry
3 their computers into your shop without issues. Our techs
4 only work weekends, they can just walk up and so we're
5 really concerned where the parking is going to be.

6 MR. SHORES: Thank you.

7 THE COURT REPORTER: Yes, sir. Thank you.

8 (Brief pause)

9 THE COURT REPORTER: Yes, sir. Can I get your
10 name.

11 MR. SCHEIRER: Carson Scheirer. My suggestion
12 is for Buckman Road, the south side of Buckman Road should
13 be widened all the way to Janna Lee and Janna Lee should
14 be widened so it has a left turn and right turn, two
15 lanes, coming out because in the morning it gets very
16 backed up all the way to Janna Lee as it is now. This
17 would alleviate that I believe.

18 That's all I wanted to say.

19 THE COURT REPORTER: Thank you, sir.

20 Yes, ma'am, can I get your name.

21 MS. LORENTZEN: Connie Lorentzen. I have some
22 concerns about the cross under, the proposed cross under.
23 While I like the idea of a way for pedestrians to get

1 across the main highway, I'm concerned that this could put
2 people in harms way and that some people might become
3 targets of people who are less fortunate.

4 The Route 1 corridor demographics are unique
5 within Fairfax County. Close to 40 percent of the low to
6 moderate income people live on six percent of the land in
7 Fairfax County and that six percent is the Route 1
8 corridor.

9 While there is not a distinct correlation
10 between that and crime, there is a need to protect all of
11 the people who would possibly use that from the percent of
12 that population that might see them, again, as targets.

13 I do support a cross over, something maybe
14 over top of the road like 295 with chain link so that the
15 roadway is safe from pedestrians going across it.

16 I thank everyone for thinking of a way to help
17 people get across this big road safely.

18 THE COURT REPORTER: Thank you.

19 Can I get your name please.

20 MS. CRANE: Lesa Crane. I'm concerned about
21 the Buckman Road intersection not having -- not being
22 widen enough to handle the traffic going onto Route 1,
23 because it's already backing up to my home.

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I'm also concerned that my area has not been developed by the county like it was supposed to be. It was the Mount Vernon Gateway Project that has become defunct. That and the Janna Lee intersection need to be widened in order to help the traffic in our area.

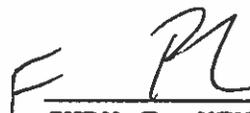
The other concern I have is the closing of the south intersection of Buckman Road. By closing that off it doesn't give a lot of -- it doesn't allow for a transition onto Route 1. The current intersection is dangerous and needs to be redone, but the way they have it configured going by the county (Inaudible due to background noise)

* * * * *

(Whereupon, at approximately 8:30 o'clock, p.m., the proceedings were concluded)

CERTIFICATE OF NOTARY PUBLIC

I, JUDY F. HENDERSON, the Verbatim Reporter before whom the foregoing comments were made, do hereby certify that the comments were taken by me stenographically and thereafter reduced to typewriting; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.



JUDY F. HENDERSON
Verbatim Reporter