

NEIGHBORHOOD NEWS

FROM SUPERVISOR KAUFFMAN



TOWN MEETING OCTOBER 26th!

Look for more information inside this newsletter

"When You Find Yourself in a Hole, the First Thing You do is Stop Digging"

When faced with a challenge, I always prefer to focus on what I can do rather than on what I can't. One of the biggest challenges we all face is the flip side of our success. With everyone wanting to live and work in Northern Virginia, gridlock and development issues are on our calendar daily. We are moving to take charge of our growth and here's what you can do to help.

For the first time in fifteen years, the Board of Supervisors has enacted comprehensive revisions to how we regulate residential development. We've seen home development change from large projects to small ones surrounded by established neighborhoods. The new ordinance recognizes this change and makes it possible to preserve more trees and incorporate more community wishes into a developer's plan. I am proud to have initiated this action.

The Board also approved a cash proffer formula that finally considers the impact of development on our neighborhood schools. While it won't solve our problems with "by right" development on land that is already zoned, it's a good step forward. It wasn't easy to get this change and I fought hard to persuade my colleagues to approve it.

In another significant land use change, the Board approved my proposal to "down plan" the Telegraph Road Corridor from Beulah to the Beltway. As a result, at least 150 new houses will not be built and will not add to our school trailers and roadway congestion. At the same time, a task force composed of community-selected representatives voted to reject seven of nine proposed plan changes for development elsewhere in the district and scaled back the remaining two.

The long-awaited extension of South Van Dorn Street to Telegraph Road has finally begun and I have persuaded Richmond to release funds to complete the improvements to Beulah Street. One thousand new parking spaces are under construction at the Franconia-Springfield Metro station with five hundred to follow at Huntington. We're doing our part to stop digging the hole deeper.

That being said, I am the first to acknowledge that this falls short of our needs. Here's where each of us has a critical role to play. On November 5, you can vote to jump start funding to bring transportation projects in line with existing transportation demand. We've throttled-back the residential development but we're still in a hole that won't get filled without your action. To find out more about the transportation referendum and other items on the ballot, please read on in your newsletter.

INSIDE

- School Upgrades
- Van Dorn Extended
- New Route One Transit

Development Curbed on Telegraph Road

I have long been concerned by the impact of increased development along the Telegraph Road corridor, especially given the area's transportation, school capacity, marine clay, and drainage issues. The Comprehensive Plan for this area had not been changed in more than ten years and did not recognize the lack of adequate public facilities to support growth. Furthermore, the old Plan assumed that Telegraph Road had been widened to four lanes and could handle additional traffic.

Last year, I asked County staff to begin a special study of possible development in the area and formed a citizen task force to work on re-planning. In June, on my motion, the Board of Supervisors approved a Comprehensive Plan change that reduces the residential density to a maximum of 2-3 dwellings per acre on undeveloped or underdeveloped properties along the Telegraph Road corridor. It also addresses steep slopes, problem soils, and stormwater management problems and steers the State to a more responsive solution for highway planning in environmentally sensitive areas.

Attitude Adjustment

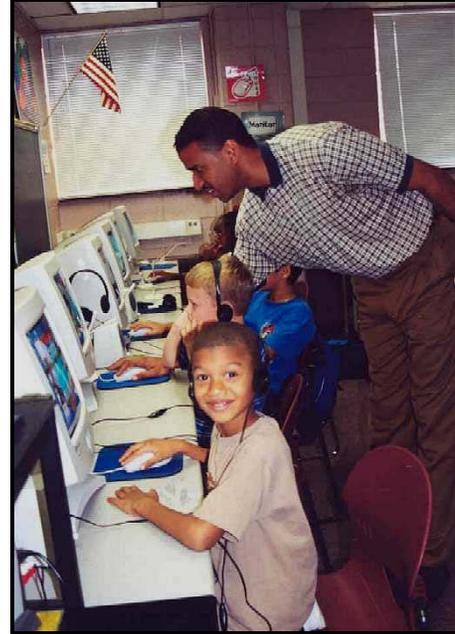
The lack of redevelopment and reinvestment in the Route One Corridor is a thing of the past. Over the past several years we have enjoyed new projects up and down the highway that have revitalized our neighborhoods. In the past year alone, private sector investment on the corridor exceeded thirty six million dollars with over two hundred million slated for the year 2003. These figures include both new commercial redevelopment and new high-end residential growth.

The County is playing a key role in promoting the highway with new programs like the Route One Façade Improvement Grant Program. Currently we are working on a joint revitalization project to build a new Target Store where the old Service Merchandise building stands and to relocate Gold's Gym to the old Hechinger Building on the highway. This project replaces two blighted buildings, in key locations along the highway with new thriving commercial uses.

In addition to these revitalization efforts, I have spearheaded an effort to comprehensively crack down on violations of the zoning ordinance along the highway. We have formed a task force to inspect the corridor and enforce the law on all violators.

Route One Schools Get Facelift

Groveton Elementary School is being planned for a renovation that was funded with the 1999 bond. The plans are complete and have been filed for construction permits. The tentative construction start is fall 2003 with a completion date of spring 2005.



Center Director Lawrence Veasley helps Atiba And Ethan at the Mount Vernon Woods Computer Learning Center

A computer learning center lab that includes 30 computer stations for area students is now up and running at Mount Vernon Woods Elementary. The Fairfax County Office of Partnerships sponsored this very successful project.

Woodlawn Road Opened to Traffic

It's no secret that the Army's closure of Woodlawn Road linking Telegraph Road to Route 1 made our traffic congestion even worse. I am very pleased that our sustained efforts (and the support of Senator John Warner) have shown some positive results. The Army has opened the access gate to Fort Belvoir at Telegraph Road and Beulah Street for Department of Defense-registered personnel.

This successfully concluded the first half of our strategy to restore a road connection between Telegraph Road and Route 1. The next step will be to secure the construction of a new four-lane bypass connecting Telegraph Road and Route 1. This bypass would extend Old Mill Road to Telegraph Road in the vicinity of the Hilltop Driving range.

Pedestrian Safety Improvements on Route One

Pedestrian safety is a growing concern in Fairfax County-especially along our Route One corridor where there have been far too many fatal pedestrian accidents. Supervisor Gerry Hyland and I have been working together on a number of safety initiatives including:

- A comprehensive safety review of all bus stops.
- Increasing the penalty for motorists who fail to yield the right-of-way to pedestrians.
- Additional Yield to Pedestrian signage. This would cover locations adjacent to schools, elderly housing, and senior centers.
- Distribution of a multi-lingual pedestrian safety brochure.
- Immediate action to improve our most dangerous Route 1 intersections by redirecting \$43,000 in savings from Supervisor Hyland's and my office budgets.



Supervisor Kauffman with the Favius family on Lockheed Boulevard displaying Safe Crossings T-shirt.

New Route One Bus System

Our area bus service will take on a whole new look starting this year with bus route enhancements and simplification and continuing on through 2012 with the full implementation of a "trolley" style system. The new buses will be purchased within the next three years. They will have "signal priority" devices to keep lights green as they move to and from Huntington Metro. We will also be linking the project to exclusive "bus/right turn" lanes for travel north of Route 235. This means a much more time-competitive service and a system designed to attract new riders. This type of system has the feel of rail at a significantly lower cost and was recently initiated in Pittsburg and Los Angeles.

VAN DORN Reaches Telegraph Road

The eagerly awaited extension of South Van Dorn Street to Telegraph Road is underway. Construction began in September and -if the weather cooperates- we will be driving on it this coming spring.

This road is being built and paid for by the developer of Kingstowne as part of a proffer commitment—welcome news in these tight budget times. Because the road traverses an environmentally sensitive area, it is under a United States Army Corps of Engineers permit with strict environmental safeguards. While a private developer is building this road, the County has responsibility for all environmental mitigation and has an inspection program in place to ensure compliance.

Telegraph/ Florence intersection

Final design for this project is completed. The plans include a trail continuing as far south on Florence as possible. I also requested a 6' asphalt trail that goes from the original project limits to the bus stop located adjacent to Brown Academy. The sidewalk down Florence, however, will only extend to the culvert at Pikes Branch due to the restricted width of the crossing. Currently the project is in the land acquisition phase. Construction is scheduled to begin in the late spring with completion by the end of '03.

Virginia Hills Traffic Calming

Residents of Memorial Street and Gentile Court between S. Kings Highway and The Parkway, recently asked VDOT to install signage and several revised pavement devices designed to slow traffic.

Many communities have concerns about speeding and cut through traffic in their neighborhoods. The County and VDOT can evaluate installing speed humps and other physical devices to help alleviate traffic issues as part of the Countywide "Traffic Calming Program". To initiate this process in your neighborhood, your community should send a written request to my office.

Space limits the amount of information we can put in this newsletter. Please call my office at (703-971-6262) if you would like additional information about any of these stories.