

APPENDIX 2:

Fort Belvoir Comments on

BRAC APR 08-IV-4S,

08-IV-5S & 08-IV-8S

From: Moffatt, Mark COL MIL USA IMCOM
Sent: Tuesday, April 28, 2009 11:40 AM
To: Rybold, Kimberly M.
Cc: Canale, Mark G.; Gardner, Marianne; O'Brien, Daniel CIV USA IMCOM;
Atkins, John M CIV USA IMCOM; Sanders, Bill L CIV USA IMCOM
Subject: Fairfax County BRAC Nominations West of I-95

Ms Rybold –

Fort Belvoir remains very concerned with the proposed elevations of a number of BRAC APR nominations. As you are aware, we are currently working with Fairfax County Staff and the Planning and Zoning Commissioner for Lee District on the Patriot Ridge (Pallone Chevrolet) proposal. This particular proposal is asking for building structures of 10 stories high and Fort Belvoir is strongly concerned about these heights due to Line of Sight (LOS) concerns looking into a Department of Defense facility located on the Engineer Proving Ground part of Fort Belvoir. Proposals -4S, -5S, and -8S are all proposing structures a minimum of 12 stories in height (at least 2 stories higher than the Patriot Ridge proposal).

Additionally, Fort Belvoir asks that the Federal Aviation Administration (FAA) make an independent determination regarding the elevations of these proposed facilities due to Davison Army Airfield (an active military airfield) located between I-95 and US Route 1. The FAA is already involved with making a determination on the Patriot Ridge proposal. Proposal 08-IV-4S is the adjacent property to the Patriot Ridge property and thus should be limited in height to this same determination. Proposals 08-IV-5S and 08-IV-8S are located in an area that sits down approximately 40 feet below the two proposals on Backlick Road, but have the additional concern of being in the aerial range fan of the active runway at Davison Army Airfield.

Fort Belvoir's third concern is the traffic at Backlick and Barta Roads. The Patriot Ridge proposal could bring as many as 2,800 people to their site if approved. These three proposals will bring at least that many more people to this already congested area. As each of these proposals moves forward their individual locations and numbers of future employees does not overload the road networks, but the combination of all the proposals will put at least 5,600 vehicles into the area and a minimum of 11,200 vehicle trips each day excluding daily trips to meetings, to get lunch, or to run errands.

Backlick Road is already a traffic disaster during morning and evening Rush hours as people try to save a few minutes by cutting off of I-95 South and running down Backlick, Fullerton, and Alban Roads before rejoining I-95 south of Newington. This will be an exasperated set of intersections even with the new final link of the Fairfax County Parkway being constructed on the southern and western portions of Fort Belvoir's Engineer Proving Ground. Additionally, there is limited mass transit in the area. There is no Metro Rail or VRE within walking distance and currently there is limited local bus service (Fairfax Connector) that operates in this area. Therefore, the opportunities to reduce single occupant vehicles (SOV) is significantly reduced.

The Fairfax County Board of Supervisors (led at that time by Mr Connelly) successfully worked to get the Federal Governments number of employees capped at 8,500 for the Engineer Proving Ground due to traffic concerns. Now, it appears that private property owners adjacent to the Engineer Proving Ground are proposing to bring in at least 90% of the 6,200 personnel that the US Government was preparing to put on the Engineer Proving Ground without any real improvements to the road networks that support this area.

Fort Belvoir officials have been told that these new proposals are in preparation for support contractors to the Federal Governments operations on Fort Belvoir and its BRAC alignment by 2011. There will be a need for contractor space in the community to support certain missions on Fort Belvoir, but there has been a major misunderstanding as to the amount of contractor space necessary. The DOD facility on the Fort Belvoir EPG site already has the majority of its imbedded contractors built into their new facility. The proposed new sites will not require a large number of additional contractors to support their mission.

Fort Belvoir does not have any issues with either 08-IV-9S or 08-IV-2LP. Both of these proposals will have to meet height limitations since they are just off of an active airfield. The Federal Aviation Administration must review the proposals for building heights and the proposers must gain the FAA's approval.

Colonel Mark Moffatt
Deputy Garrison Commander Fort Belvoir