



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

June 06, 2011

Mr. David W. Levy
Director, Urban Design and Plan Review
National Capital Planning Commission
401, 9th St., N.W.
North Lobby, Suite 500
Washington, DC 20004

Reference: Fort Belvoir U.S. 1 Fence Project

Dear Mr. Levy:

Thank you for your April 13, 2011 letter requesting comments on the Fort Belvoir U.S. 1 Fence Project. Fairfax County has reviewed the design plans for the referenced project and offers the following comments for consideration:

1. The Route 1 Security Fence plans need to reflect the agreed 148' base easement referenced in the Route 1 Widening MOA. Fairfax County concurs with VDOT's comment that the fence location near Belvoir Road seems to be within the 148' easement and will need to be relocated to avoid any fence relocation costs in the future once Route 1 is widened to six lanes. Further, the MOA provides for expansion of the 148' base easement to provide for utility relocation, stormwater management facilities, turn lanes, traffic signalization, temporary construction, slopes, maintenance of traffic, and other ancillary improvements associated with the widening of Route 1. At the intersection of Belvoir Road, as at any intersection, there are likely to be several reasons to expand the easement (for turn lanes, signalization, etc). As such, the alignment should balance the need for flexibility for the future design of the Route 1 widening with the Garrison's security requirements.
2. Representatives from Fort Belvoir when discussing the Real Property Master Plan (RPMP) and transit issues have mentioned plans for a bus turn-around on Belvoir Road at the Pence Gate. The plan would be to allow external buses (Metro, Connector, etc.) to turn onto Belvoir Road, drop people off at the gate, and turn-around to get back to Route 1. The bus riders could then walk through the gate and catch an internal shuttle to their on-base destination. It's hard to tell from the fence plans whether there's enough room for a bus-turn-around. They do not show anything that resembles a bus turn-around on the plan. There appears to be 150+' from fence to fence outside the gate.

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877 5723
www.fairfaxcounty.gov/fcdot



3. Fairfax County plans to conduct a Route 1 Transit Study at some point in the future. This study will determine what kind of transit options the County will want to plan towards. The fence layout/alignment, as planned, appears to provide enough ROW for a transitway with the 6-lane Route 1 cross section, but would not accommodate a future transit station. If it were eventually determined that a transit station should be located between the Gunston Road overpass and Woodlawn Road, the fence would likely need to be relocated.
4. There are already significant fences along Route 1, Telegraph Road and several other roads related to Ft. Belvoir, and the Route 1 corridor in Prince William and Stafford Counties is fenced for Quantico. Fundamentally fences significantly reduce the movement of terrestrial vertebrate animal species, particularly for turtles and mammals that are the size of a skunk or larger. This can reduce road kill of those animals, but can also result in isolated populations that lose genetic diversity and have reduced reproductive success and long-term viability. Fairfax County Park Authority would suggest and request that the Army consider providing wildlife passage under roads wherever possible in the form of larger, open-bottom or counter-sunk culverts that encourage animal use. Such passages can facilitate animal movement and allow for census work at concentrated locations to assess animal populations.
5. On Page 9 of the package submitted with the plans, title of Exhibit#1 should be Woodlawn Historic District "Viewshed" Study, not watershed.

Again, thank you for the opportunity to comment on the above referenced project. If you have any questions or require additional information, please contact Smitha Chellappa at 703-877-5761 or smitha.chellappa@fairfaxcounty.gov.

Sincerely,



Laura Miller
Fairfax County BRAC Coordinator

cc: Tom Biesiadny, Acting Director, Fairfax County Department of Transportation (FCDOT)
Mark Canale, Chief, BRAC/Dulles Rail Division (FCDOT)
Karyn Moreland, Chief, Capital Projects Section (FCDOT)
Marianne Gardner, Chief, Department of Planning and Zoning
Jack Van Dop, Federal Highway Administration (FHWA)
Tom Fahrney, VDOT BRAC Coordinator
Sid Siddiqui, Virginia Department of Transportation (VDOT)