

# STAFF RECOMMENDATION



C. Kelly  
NCPC File No. 7244

## FORT BELVOIR – SOUTH POST PERIMETER FENCE

Route 1 between Mount Vernon Memorial Highway and Gunston Road  
Fairfax County, Virginia

Submitted by the United States Department of Defense, Department of the Army

June 30, 2011

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### Abstract

The Department of the Army has submitted site development plans for a new perimeter fence along the south side of Route 1, between Gunston Road and the installation's boundary near the Woodlawn Baptist Church. The proposed project would replace 3,500 linear feet of an existing security cable that is non-conforming to Department of Defense security regulations with 4,200 linear feet of eight-foot high ornamental fencing that will include a K-12 or K-4 rated cable system.

### Commission Action Requested by Applicant

Approval of preliminary site development plans, pursuant to 40 U.S.C. § 8722(b)(1).

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### Executive Director's Recommendation

The Commission:

**Approves** the preliminary and final site development plans for the portion of the Fort Belvoir perimeter fence located between Gunston Road and Belvoir Road, as shown on NCPC Map File No. 2204.10(38.40)43330, and **defers** action on the portion of the perimeter fence that runs from the installation boundary to Belvoir Road until further coordination takes place between the applicant, NCPC, the National Park Service, Fairfax County, and the Virginia Department of Transportation regarding the relationship of this portion of the fence with the widening of U.S. Route 1 and the Potomac Heritage National Scenic Trail.

**Notes** that the Department of the Army and the Virginia Department of Transportation have entered into a Memorandum of Agreement for the widening of U.S. Route 1 through Fort

Belvoir and that the Virginia Department of Transportation and Fairfax County noted that the proposed fence location near Belvoir Road may conflict with the widening project.

**Supports** the extension of the Potomac Heritage National Scenic Trail through Fort Belvoir as an important national and regional trail amenity.

**Request** that prior to resubmitting the portion of the fence that the Commission is deferring action on, the Army:

- Evaluate aligning the fence to the south of Casey Road to lessen any potential conflict this portion of the fence would have on the U.S. Route 1 widening project and to allow for more flexibility on the location of the future Potomac Heritage National Scenic Trail;
- Evaluate the use of Type C fencing for the area adjacent to Casey Road and the baseball field as this area is visible from public space;
- Evaluate opportunities for pedestrian access to allow Fort Belvoir employees access to future pedestrian and trail amenities associated with the U.S. Route 1 widening project and the Potomac Heritage National Scenic Trail;
- Provide information and timelines for any future plans for additional perimeter fences at Fort Belvoir.

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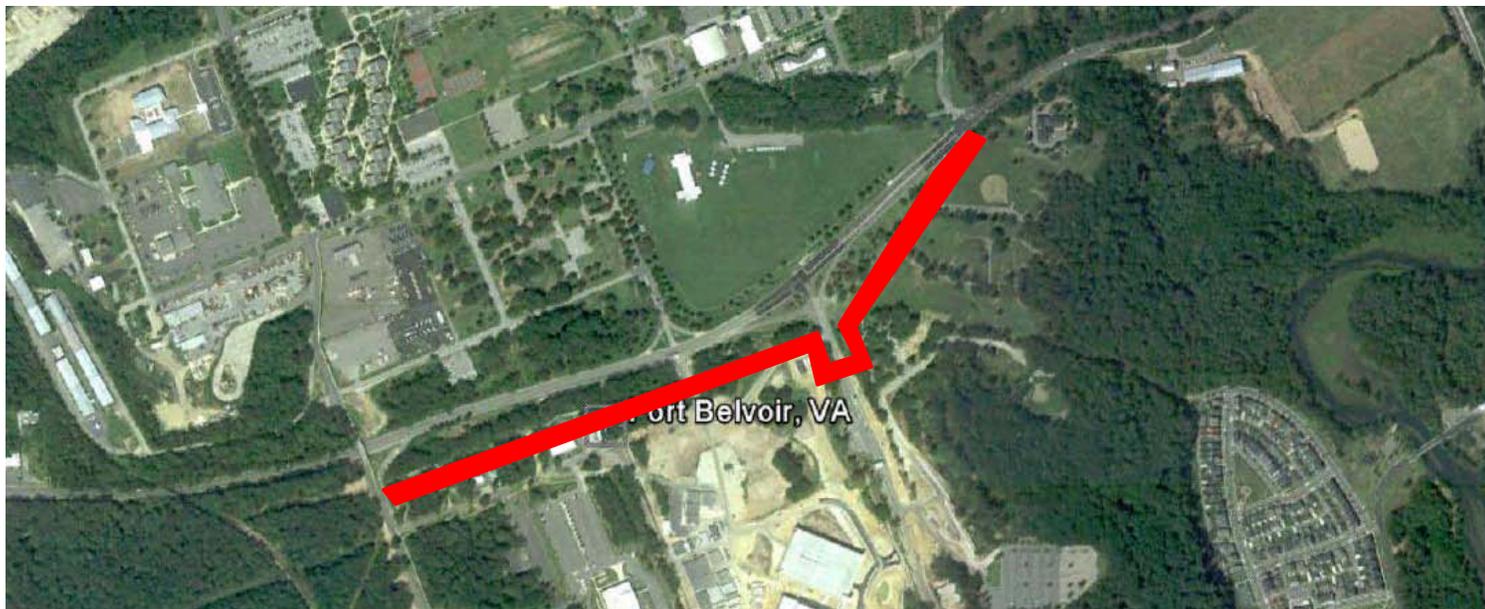
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## PROJECT DESCRIPTION

### Site

The proposed perimeter fence is located at Fort Belvoir, along the south side of U.S. Route 1, also known as Richmond Highway, between Gunston Road and the installation's eastern boundary near the Woodlawn Baptist Church.

### Location



For the segment of the fence between Gunston Road and Belvoir Road, the fence will be located in an area previously cleared for an electrical easement, and then as the electrical easement curves south, the fence follows the alignment of an existing gravel road. Across Belvoir Road, the fence is located north of the Casey Road alignment. The Army placed the fence near current utilities and roadways to minimize tree clearing.

### Background

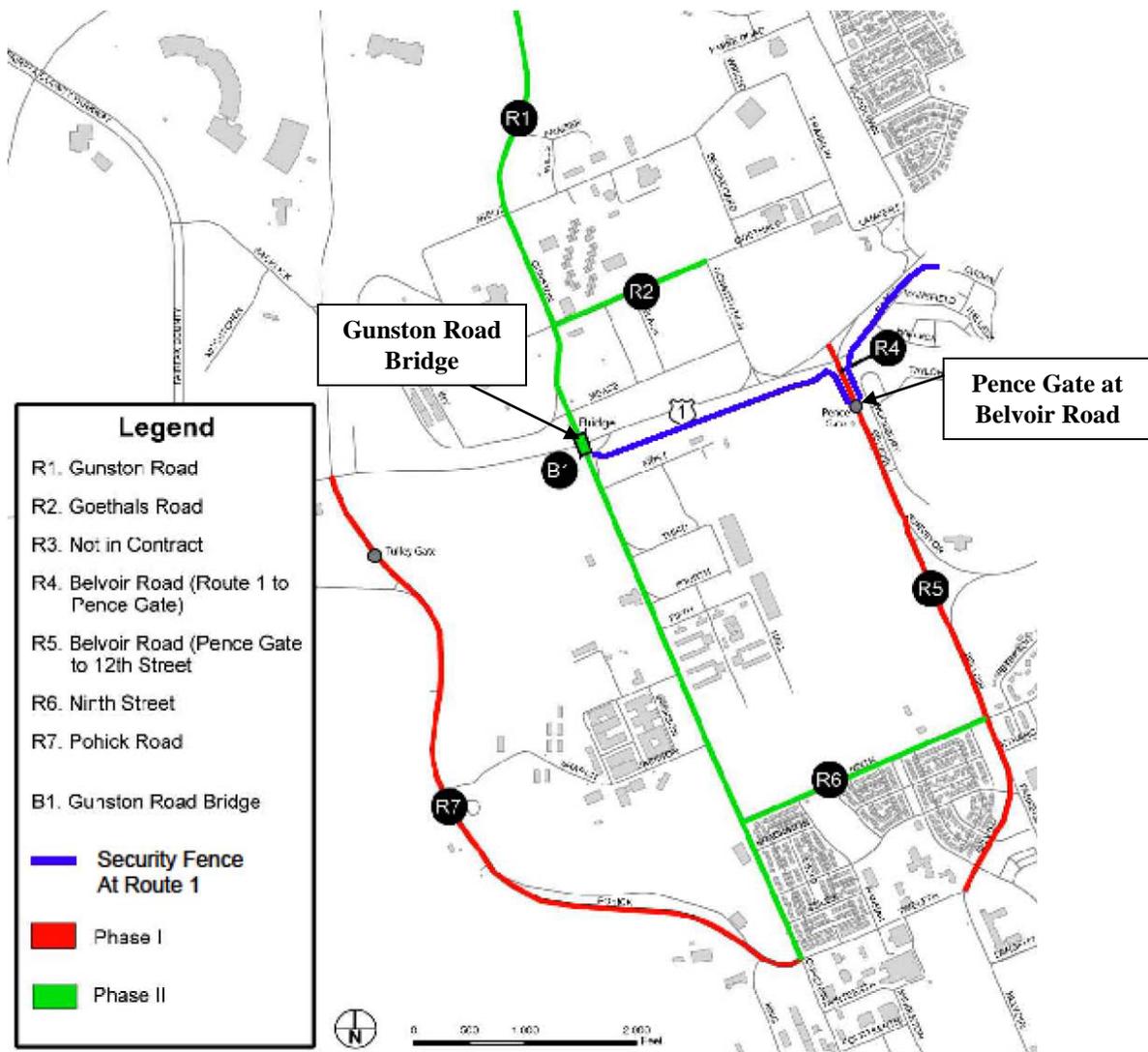
Recent Commissions actions at Fort Belvoir in the vicinity of the proposed project include preliminary and final approval of the Fort Belvoir Community Hospital that occurred at the Commission's July 2008 meeting. The Commission also approved the preliminary and final site and building plans for the new North Atlantic Regional Medical Center (NARMC) Headquarters and Dental Clinic buildings at its July 2009 meeting.

At its June 4, 2009 meeting, the Commission approved preliminary and final site and building plans for Main Post Infrastructure Phase I and access control point modifications at the entrance roads to Fort Belvoir. These infrastructure and access control point modifications addressed changes to Belvoir and Pohick Road to accommodate the influx in personnel to Fort Belvoir caused by the 2005 Base Realignment and Closure (BRAC). The work included road widening and related features, including utility relocations, installation of traffic signals, new street

lighting, new concrete sidewalks and curbing, new culverts and culvert extensions, relocation of small structures, storm water management, landscape development, and environmental mitigation work for upgrading the existing roads. The submission also presented improvements for security structures, with the addition of one new booth and in-bound traffic lane at Pence and Tulley Gates. The proposed project ties into the improvements made for the Pence Gate at Belvoir Road.

At its September 2009 meeting, the Commission approved the preliminary and final site development plans for Main Post Infrastructure Phase II for roads at Fort Belvoir, Virginia. The proposed infrastructure improvements included replacement of the existing Gunston Road Bridge over Route 1 and the widening of Gunston Road, 9<sup>th</sup> Street, and Goethals Road. The proposed fence project will tie into the work being done to replace the Gunston Road Bridge.

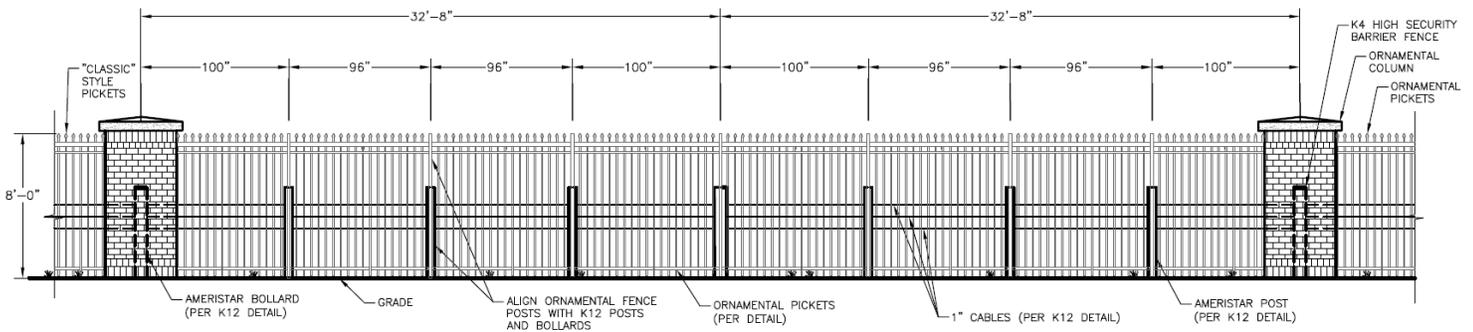
**Fence Project in relationship to Phase 1 and 2 Infrastructure Projects**



Proposal

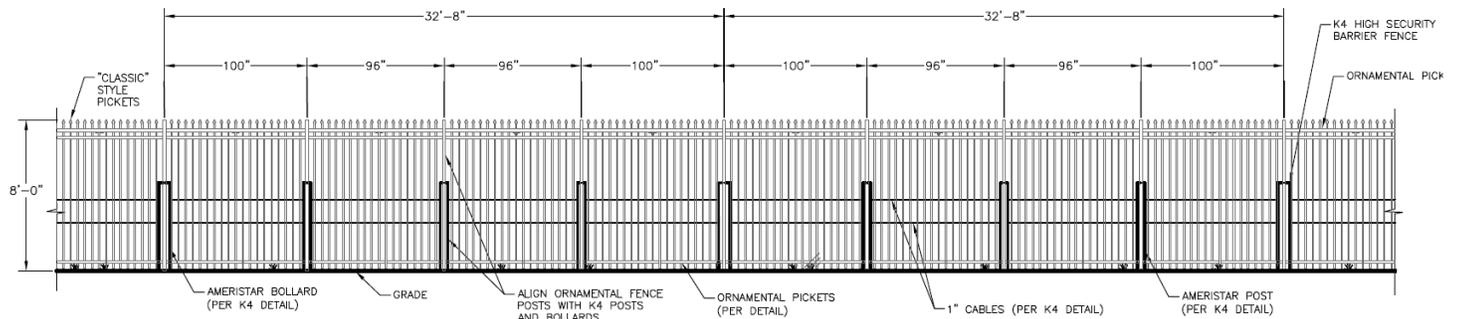
The Department of the Army (the Army) has submitted site development plans for a new perimeter fence along the south side of U.S. Route 1, between Gunston Road and installation's boundary near the Woodlawn Baptist Church. The proposed project would replace 3,500 linear feet of exiting security cable that is non-conforming to Department of Defense security regulations with 4,200 linear feet of eight-foot high ornamental fencing that will include a K-12 or K-4 rated cable system.

These types of fencing are proposed based on the visibility of the fence: Type B fencing will be utilized for the most visible portions of the fence, particularly along the entrance at Belvoir Road, and consist of an 8-foot high black ornamental fence with triad finials and brick columns approximately every 65 feet and will include a K-12 rated cable.



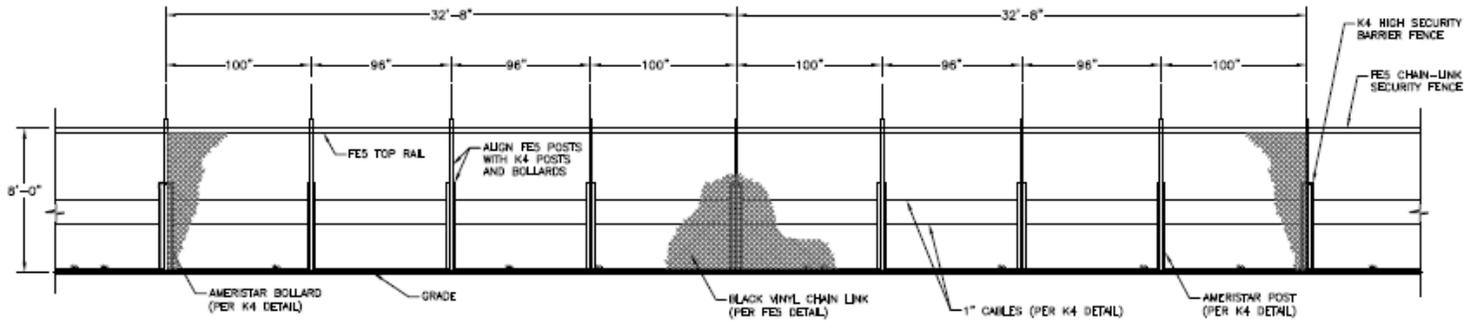
FENCE TYPE "B" ELEVATION

Type C fencing will be utilized for the portions of the fence that are behind existing dense tree cover and less visible. This type of fencing will consist of an 8-foot black ornamental fence with triad finials and will include a K-4 rated cable. Type C fence does not utilize the brick columns that Type B does.



FENCE TYPE "C" ELEVATION

Finally, type D fencing will consist of a black chain link fence and will include a K-4 cable. Type D fencing is less expensive and could be used in place of Type C fencing in areas less visible due to existing vegetation.

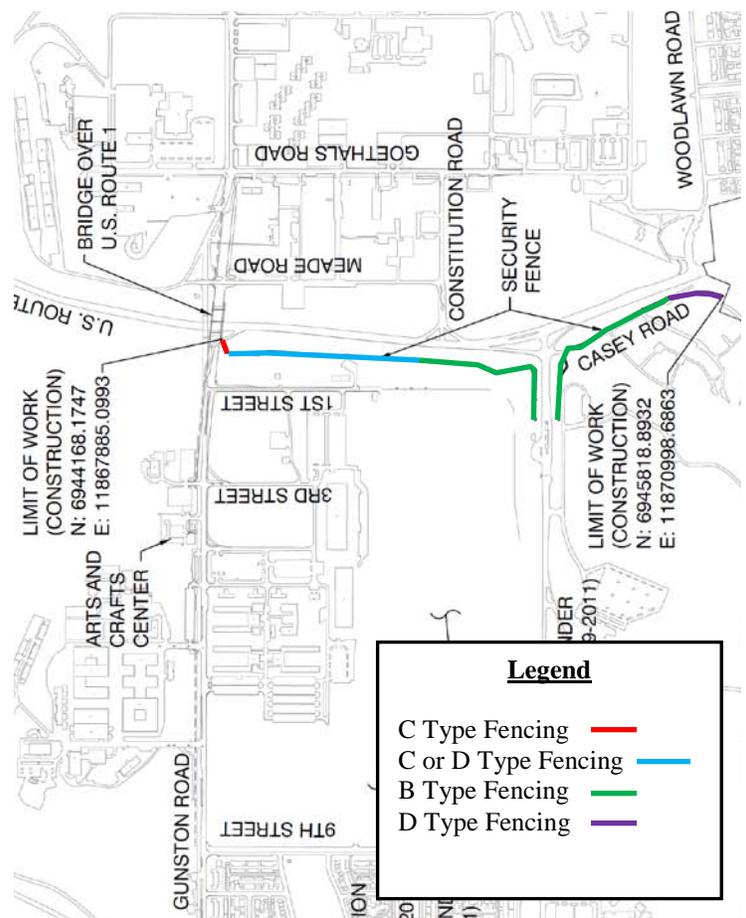


**TYPE "D" FENCE ELEVATION**

The required rating of the cable system depends on the existing conditions of the site such as existing trees and the grade.

- The segment of the fence from Gunston Road to "A" road has steep grades and is heavily wooded; therefore it was determined that a K-4 rated cable would satisfy the security requirement. Fence type C will be used near Gunston Road to match the aesthetics of the bridge features. The remainder of the segment will be either fence C type or fence type D.
- The segment between "A" Road to Belvoir Road and continuing along Casey Road, the grades are flatter and the trees are more sparse, therefore it was determined that a K-12 rated cable would be required. Due to the visibility of this section of the fence, type B fence will be used.
- For the remainder of the segment from Casey Road behind the existing ball field to the eastern edge of the installation's property line, the trees are denser and it was determined that a K-4 rated cable would meet the security requirements. Fence type D will be used in this area due to the uncertainty of the future U.S. Route 1 widening alignment.

**Fence Type Locations**



PROJECT ANALYSIS

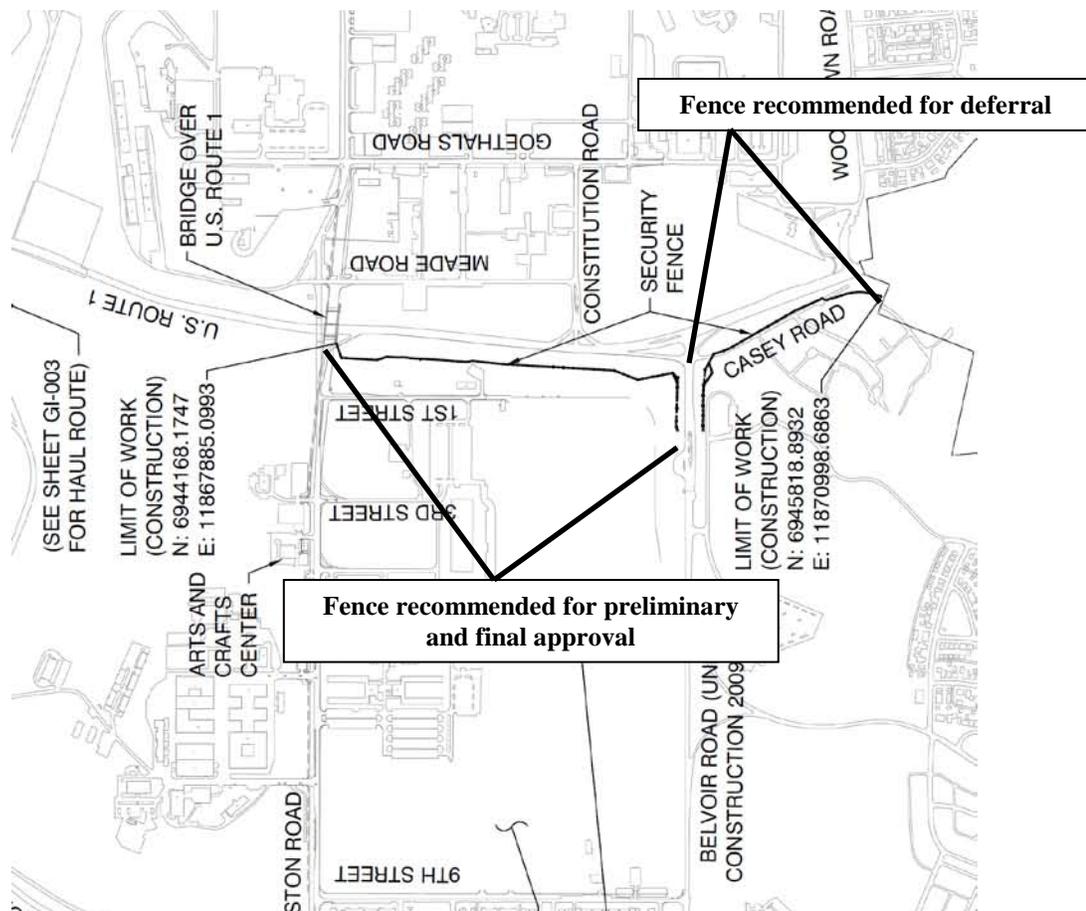
Executive Summary

Staff has reviewed the proposed fence and is recommending to the Commission that **it approve the preliminary and final site development plans for the segment of the fence from Gunston Road to Belvoir Road and defer action on the fence segment from Belvoir Road to the installation’s eastern boundary near Woodlawn Baptist Church.**

Staff had initially recommended to the Army that it submit the project for preliminary review; however, upon reviewing the comments received from the Virginia Department of Transportation (VDOT), the National Park Service (NPS), and Fairfax County, staff has determined that preliminary and final approval for the area of the fence between Gunson Road and Belvoir Road is appropriate at this time as no concerns were raised for this segment of the fence.

Regarding the segment of the fence from Belvoir Road to the installation’s eastern boundary, staff is recommending that the Commission defer action as additional coordination and information is needed for staff to recommend approval, particularly on the fence’s relationship to the U.S. Route 1 widening project and the Potomac Heritage National Scenic Trail.

**Staff Recommendation**

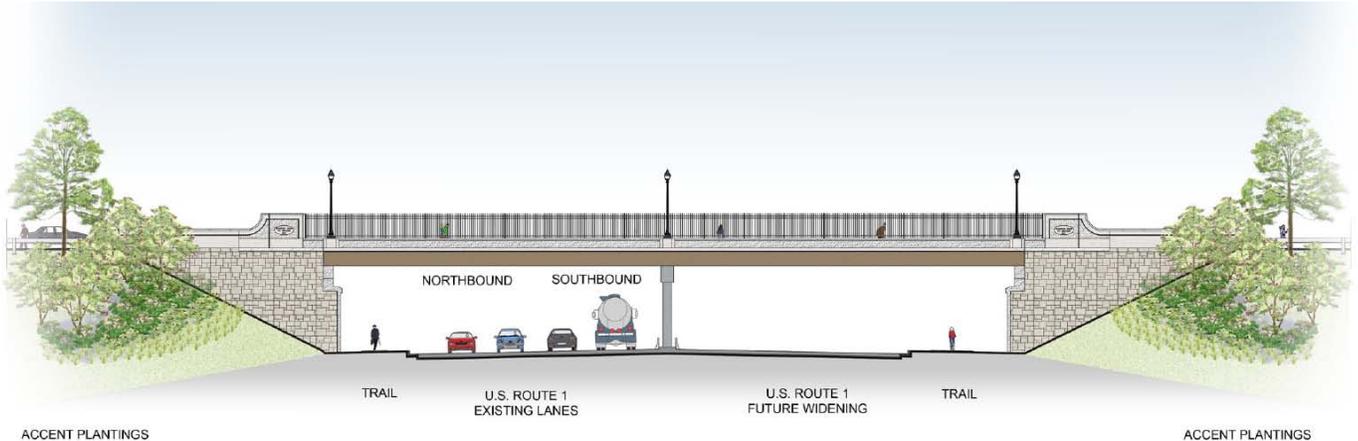


### *Route 1 Widening and Easement Area*

The Army and the VDOT have entered into a Memorandum of Agreement (MOA) for the widening of U.S. Route 1 through Fort Belvoir. Currently, U.S. Route 1 is a four-lane highway with additional lanes for turning. While the U.S. Route 1 design has not been finalized, VDOT and Fairfax County propose to expand Route 1 into a six-lane highway with an additional two lanes dedicated to either light-rail or bus rapid transit running down the center of the highway. The expanded Route 1 would also include a sidewalk on the south side, an asphalt trail on the north side, and bike lanes. Additional areas would be used for medians and turn lanes. In the MOA, the Army agrees to provide a 148-foot through Fort Belvoir for the U.S. Route 1 widening. The MOA also specifies that VDOT may use additional land beyond the 148 base easement for utilities, stormwater management, and turn lanes.

### **The new Gunston Road Bridge showing the potential expanded U.S. Route 1**

(as submitted with Phase II Infrastructure in 2009)



While the proposed fence will be located outside the proposed 148-foot easement area, VDOT and Fairfax County have raised concerns in that the fence location may be in conflict with the additional area needed for utilities and stormwater management. Fairfax County indicated that the alignment for utilities would be finalized after the roadway alignment is selected and following the conclusion of the National Environmental Policy Act (NEPA) process. The County specifically noted that the fence located near Belvoir Road may need to be relocated in the future due to the roadway widening and as a result the fence design and location should also take into consideration of relocated utility relocations and necessary access.

### *Potomac Heritage National Scenic Trail*

The Potomac Heritage National Scenic Trail (the Heritage Trail) is a designated National Scenic Trail corridor that is intended to connect various trails and historic sites in Virginia, Maryland, Pennsylvania, and the District of Columbia. The Heritage Trail network includes 830 miles of existing and planned trails, with the intent to exhibit the natural, historical, and cultural features of the Potomac River corridor.

The National Trails System Act of 1968 authorized a feasibility study for a “Potomac Heritage Trail,” subsequently completed and published by the Bureau of Outdoor Recreation in 1974. In 1983 an amendment to the Act identified a corridor for development of the Potomac Heritage National Scenic Trail based on the feasibility study’s narrative and generalized map. The authorizing legislation for the Heritage Trail states that, initially, the Heritage Trail will be within the external boundaries of federal facilities. The Act also authorizes the Secretary of the Interior to enter into agreements with various entities for management of Trail segments.

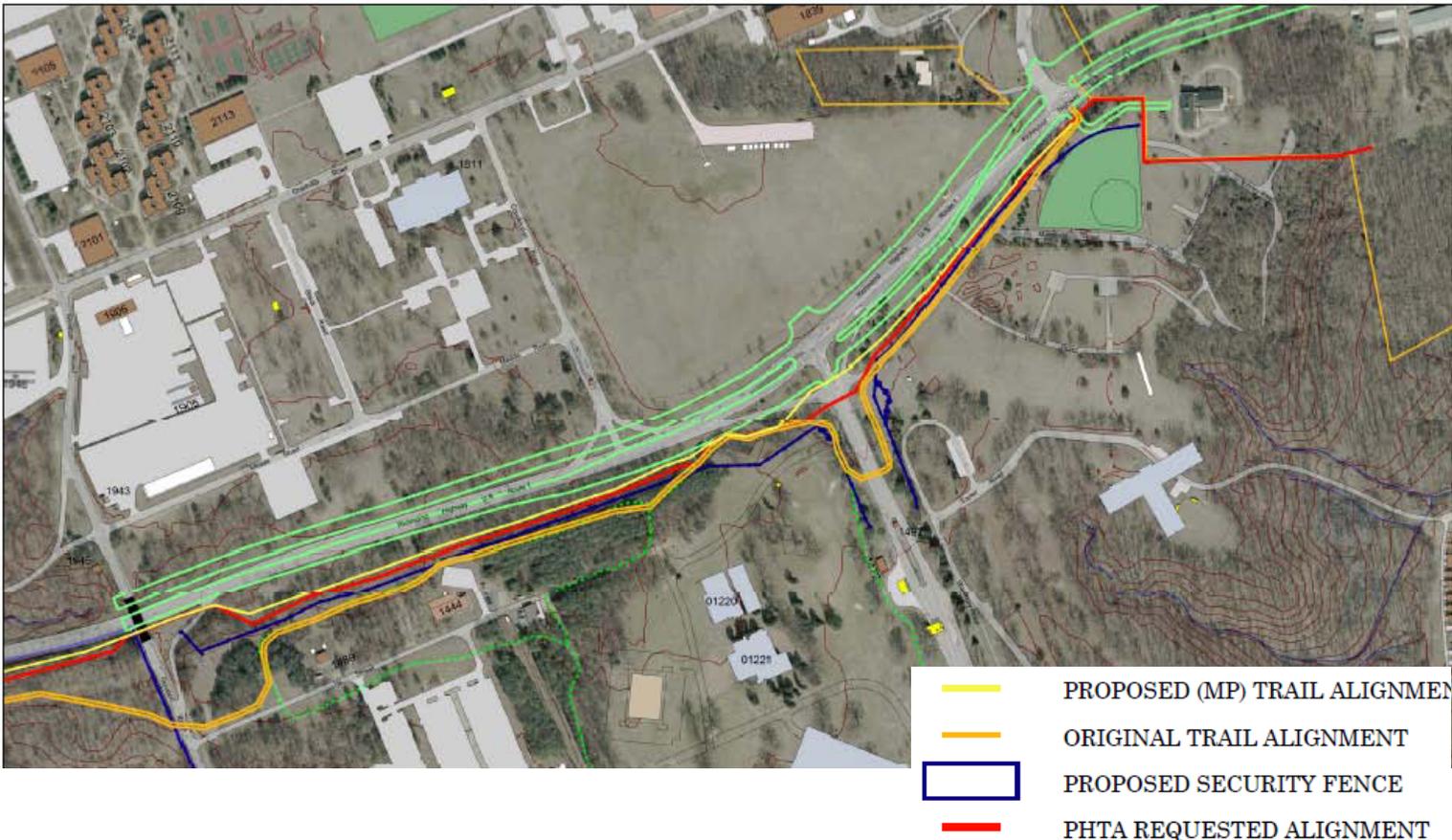
Since the 1974 Heritage Trail Feasibility Study, the Heritage Trail was proposed to traverse this part of Virginia through Fort Belvoir. The Fort Belvoir Master Plan, approved by the Commission in 1993, proposed the Heritage Trail meandering through Fort Belvoir in close proximity to U.S. Route 1. In 1997, the Army conducted an Environmental Assessment to evaluate the Heritage Trail through Fort Belvoir. The Army found that the Fort Belvoir segment of the Heritage Trail would serve three purposes:

1. To provide an important link in the Trail system that is intended to facilitate the public’s awareness of cultural and natural resource values of the Washington, DC area with emphasis on the Potomac River.
2. Serve as a recreational asset where military personnel and the regional community could walk, run, or bicycle. The construction of the Trail is consistent with the mission of Fort Belvoir to become a regional recreation center.
3. Educate the public on ecological assets and environmental programs of Fort Belvoir as users travel through wooded areas and wetlands enhanced by interpretive signs.

Due to Department of Defense security requirements, the Heritage Trail can no longer traverse Fort Belvoir within its secure perimeter; therefore, viable locations for the trail are directly related to the proposed fence location. The figure on the next page shows the original proposed Heritage Trail alignment, the Army’s proposed location for the Heritage Trail in relationship to the fence, and the Trail alignment proposed by the Potomac Heritage Trail Association, an organization dedicated to the development, construction, preservation, and interpretation of the Trail.

Staff notes that the fence segment from Belvoir Road to the installation’s boundary allows for the least amount of land between the expanded U.S. Route 1 and the fence line; and therefore, We encourage the Army to work with the NPS on the fence line location for this segment in order to examine if there are opportunities to allow for additional land area between the fence line and Route 1 to provide for flexibility in the location of the Heritage Trail.

**Proposed Alignment of the Potomac Heritage Trail through Fort Belvoir**



*Commission Action regarding Fort Belvoir Master Plan*

At its April 7, 2011 meeting, the Commission noted that the Fort Belvoir Master Plan was last approved in 1993 and that the Commission has issued multiple unfulfilled requests for an updated master plan that reflects the current and future growth at Fort Belvoir; and therefore, due to a lack of sufficient information necessary to properly analyze projects the Commission may find it difficult to approve any future proposals until such time as an updated master plan is submitted.

Given that the project was not identified in the 1993 master plan and the updated master plan is still in development, staff evaluated the project against items that would be covered in the Master Plan. The proposed project will not include any buildings and there will be no impacts to traffic. The Army has minimized the amount of tree loss to the maximum extent possible and will replace any trees that are lost.

*Next Submission*

Staff has identified the following elements that the applicant should evaluate as they move forward with the final segment of the fence project and we recommend that the Commission **request that prior to resubmitting the portion of the fence that the Commission is deferring action on, the Army:**

- **Evaluate aligning the fence to the south of Casey Road to lessen any potential conflict this portion of the fence would have on the U.S. Route 1 widening project and to allow for more flexibility on the location of the future Potomac Heritage National Scenic Trail;**

The current proposed fence location follows the northern edge of Casey Road from Belvoir Road to the baseball field. Relocating the fence to the south side of Casey Road may allow an additional buffer area between the widening of U.S. Route 1 and the fence to allow for potential utility work in the area, as indicated by Fairfax County, and greater flexibility for the design and location of the Heritage Trail.

- **Evaluate the use of Type C fencing for the area adjacent to Casey Road and the baseball field as this area is visible from public space;**

The narrative for the project indicates that the Army proposes to use Type D fencing, the chain link fencing, for the segment of the fence adjacent to the baseball field due to the possibility of the conflict with the Route 1 widening. However, staff recommends that the Army evaluate the use of Type C, the ornamental fencing, at this location as the fence is set back from Route 1 and can be visible from off-post locations.

- **Evaluate opportunities for pedestrian access to allow Fort Belvoir employees access to future pedestrian and trail amenities associated with the U.S. Route 1 widening project and the Potomac Heritage National Scenic Trail;**

Currently, the plans do not allow pedestrian access through the fence to off-post locations. While currently there are not many amenities off-post, the future plans for Route 1 widening and the Heritage Trail will offer multiple walking trails, bike lanes, and light rail or bus rapid transit opportunities. Staff encourages the Army to evaluate potential pedestrian access points through the fence as it will provide additional opportunities for employees to access off-post amenities. We encourage the Army to evaluate a pedestrian access point adjacent to Belvoir Road.

- **Provide information and timelines for any future plans for additional perimeter fences at Fort Belvoir.**

The proposed perimeter fence location is from Gunston Road to the eastern boundary of the installation. Staff requests that the Army submit additional information on any future fence segments the Army foresees for the remainder of the installation's frontage along U.S. Route 1 or Fairfax County Parkway so that the context of the fence project can be understood against the installation as a whole. Any future fence locations should also be evaluated in the updated Fort Belvoir Master Plan.

## CONFORMANCE

### Comprehensive Plan for the National Capital

The proposed fence will allow the Army to meet current Department of Defense security requirements and complies with the Comprehensive Plan's Workforce Element which outlines polices for the Federal Government to provide safe working environments for federal employees.

The Comprehensive Plan does outline multiple polices regarding the federal government's responsibility to protect parks and open space in the National Capital Region. Given that the fence location has a related impact on future proposed locations for the Heritage Trail, we evaluated the project against the Parks and Open Space Element of the Comprehensive Plan. The Element has multiple polices regarding the project and expansion of the trail network throughout the region:

- Plan, complete, and maintain connection between public parks and open space.
- Conserve portions of military reservations that add significantly to the inventory of park, open space, and natural areas and should, to the extent practicable, be used by the public for recreation.
- Develop new trails and complete partial trails that connect to parks, schools, businesses, and other community amenities to provide a system of contiguous regional trails for extensive recreation and transportation use. Examples of trails to be completed include:
  - Anacostia Riverwalk Trail
  - Metropolitan Branch Trail
  - Potomac Heritage Trail
- Use federal infrastructure to develop and connect rail systems.
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### Federal Capital Improvements Plan

The 2011-2016 Federal Capital Improvements Program (FCIP) identified the proposed infrastructure upgrades at Fort Belvoir to support BRAC activities anticipated at Fort Belvoir. The FCIP was adopted by the Commission at its September 2010 meeting.

The FCIP included construction of infrastructure facilities at Fort Belvoir that involves: communication lines, access control facilities, underground electrical lines, water distribution mains and laterals, sanitary sewer main and laterals, natural gas pipelines, storm water collection and management structures, roads, and perimeter fencing.

### Relevant Federal Facility Master Plan

The proposed fence location is in conflict with the Fort Belvoir Master Plan, approved by the Commission in 1993. The 1993 Master Plan allows for the construction of the Potomac Heritage south of the proposed fence location.

### National Environmental Policy Act (NEPA)

Regarding the National Environmental Policy Act (NEPA), the Department of the Army determined that the proposed action is categorically excluded under CX (c)(1), AR 200-2, 32 CFR part 651 (Environmental Analysis of Army Actions), appendix B, section II, for “new construction on previously undisturbed site if the area to be disturbed has no more than 5.0 cumulative acres of new surface disturbance.” The overall length of the proposed security fence is 4,300 linear feet and will have a disturbance area of 2.75 acres.

Due to the project location in the environs, NCPC does not have independent NEPA responsibility.

### National Historic Preservation Act (NHPA)

Pursuant to Section 106 of the National Historic Preservation Act, the Army has determined that the proposed project will have no adverse effect on historic properties. The fence will be visible from the Woodlawn Historic District and several historic resources located within the District, including the Quaker Meetinghouse and the Woodlawn Baptist Church Cemetery. The Army designed the fence in such a way that it would not block views of the athletic fields to the south, in accordance with the recommendations of the Woodlawn Historic District Viewshed Study. The Army also conducted archeological resources identification in the project area and the Area of Potential Effects (APE) and determined that no archeological sites are present.

The Army submitted its determination to the Virginia State Historic Preservation Officer (SHPO) for review, which concurred with the Army’s finding of no adverse effect. Due to the project’s location in Fairfax County, NCPC does not have independent Section 106 responsibility.

## CONSULTATION

### Referral to relevant local planning agencies

In accordance with the Commission’s Procedures for Intergovernmental Cooperation in Federal Planning in the National Capital Region, the proposed project was referred to the Virginia Department of Transportation (VDOT), the Virginia Department of Environmental Quality (DEQ), the Washington Metropolitan Council of Governments (WashCOG), the Northern Virginia Regional Commission (NVRC), the National Park Service, and Fairfax County on April 13, 2011. The comments received from VDOT, the NPS, and Fairfax County are attached. No comments were received by DEQ, NVRC or WashCOG.

### *Virginia Department of Transportation (VDOT)*

VDOT provided information on the recent approval of the Department of Defense appropriations budget, which included \$300 million for transportation improvements for areas that serve new military hospitals. VDOT expressed that Virginia expects to get \$150 million of this money to use towards widening Route 1 from Mount Vernon Highway to Telegraph Road.

VDOT also provided information on the Memorandum of Agreement (MOA) entered into with VDOT and the Army regarding the Route 1 easement and widening of Route 1 through Fort Belvoir. VDOT expressed concern that the fence project seems to be located within the easement

area agreed to in the MOA and that if the Army moved forward with the proposed fence location, the Army would have to move the fence in the future to allow for the roadway widening.

#### *Fairfax County*

Fairfax County expressed multiple comments regarding the proposed project. The first comment pertained to the 148-foot easement in the MOA and the County agreed with VDOT that the part of the fence location seems to be in the easement area. The County also noted that the MOA provides for an expansion of the 148-foot easement to allow for utility relocation, stormwater management facilities, turn lanes, traffic signalization, and other ancillary improvements associated with the Route 1 widening. The County suggested that the fence alignment, “should balance the need for flexibility for the future design of the Route 1 widening with the Garrison’s security requirements.”

The County’s second and third comment pertained to transit options to and from the installation. In an effort to provide additional transit options at Fort Belvoir, particularly to the Community Hospital, the Army is proposing to allow external buses to drop people off at the Pence Gate and then turn around to exit on Route 1; the County comment indicated that it is hard to tell from the plans whether or not there is enough room for bus turn around. The County also expressed that the County plans to conduct a Route 1 Transit Study. The Study would determine what type of transits the County would pursue along Route 1. One option would be to provide a transit station in between Gunston Road overpass and Woodlawn Road; if this option is pursued the fence would most likely need to be relocated.

Fairfax County, the Army, and staff have been involved in monthly consultation meetings regarding the proposed Fort Belvoir Master Plan. As part of the updated Master Plan, the Army is evaluating proposed transit usage at the installation and how that ties into transit off-post.

The County’s last comment pertains to the proliferation of fences along the Route 1 corridor due to Fort Belvoir and Quantico. The County noted, “Fundamentally fences significantly reduce the movement of terrestrial vertebrate animal species, particularly for turtles and mammals that are the size of skunk or larger.” The County recommended that the Army consider providing wildlife passages under roads, where possible. The Army has indicated that they have included small animal crossings in the fence design. Staff recommends the Army evaluate future plans for perimeter fencing at Fort Belvoir and the cumulative effect the fencing will have on the movement of terrestrial vertebrate animal species in the updated Fort Belvoir Master Plan.

#### *National Park Service (NPS)*

The NPS provided recommendations on changes to the narrative for the project as well as provided staff with information on the Potomac Heritage National Scenic Trail.

#### *Gerald E. Connolly, Member of Congress, 11<sup>th</sup> District, Virginia*

The Army has been coordinating with Congressman Gerry Connolly’s office on the Heritage Trail. Congressman Connolly indicated that the Fort Belvoir perimeter fence is a challenge to the location of the Trail and that if the fence is located too close to U.S. Route 1 it could close off a potential route for the Trail. The Congressman recommended the fence be placed as far as

possible from U.S. Route 1 to allow for the Trail to be “consistent with the scenic qualities of the Potomac Heritage Trail that Congress envisioned when it passed the National Trails Act.”<sup>1</sup>

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<sup>1</sup> Letter from Congressman Gerald Connolly to Colonel John Strycula, Commander of Fort Belvoir, dated February 3, 2011.

**Attachment 1: VDOT Comments****COMMONWEALTH of VIRGINIA****DEPARTMENT OF TRANSPORTATION**4975 Alliance Drive  
Fairfax, VA 22030

May 5, 2011

**GREGORY A. WHIRLEY**  
COMMISSIONER

Mr. David W. Levy  
Director, Urban Design and Plan Review  
National Capital Planning Commission  
401 9<sup>th</sup> St., N.W.  
North Lobby, Suite 500  
Washington, D.C. 20004

RE: Fort Belvoir U.S. 1 Fence Project and Museum

Dear Mr. Levy:

Thank you for your April 13, 2011 letter requesting comments on the Fort Belvoir U.S. 1 Fence Project and Museum of the United States Army. Please accept the following comments for consideration:

**U.S. 1 Fence Project**

- 1) The recently approved Department of Defense appropriations budget includes \$300 million for transportation improvements that serve new military hospitals. Virginia expects that at least \$150 million will be provided for the widening of U.S. 1 from Mount Vernon Highway to Telegraph Road.
- 2) In 2010, the Virginia Department of Transportation (VDOT) and Fort Belvoir entered into a Memorandum of Agreement (attached) that requires Ft. Belvoir to grant a 148' easement for the widening of U.S. 1 through Army owned property.
- 3) While the narrative from Fort Belvoir mentions coordination with the U.S. 1 designers, the current fence plans do not reflect the agreed 148' easement referenced in the MOA right of way.
- 4) Based upon VDOT's review, it appears that the fence location, particularly near Belvoir Road, is located within the proposed 148' easement. If constructed in this location, the fence would require a costly relocation at DoD expense just a few years after installation.

Mr. David Levy  
May 3, 2011  
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Museum of the United States Army

- 1) The Museum project proposes to break the limited access designation of the Fairfax County Parkway in order to access the facility. The Commonwealth Transportation Board (CTB) previously passed a resolution signifying its intent to grant the change in limited access. However, Fort Belvoir is required to seek formal CTB approval. This request is not expected to be presented to the CTB until July 14, 2011 at the earliest.
- 2) Fort Belvoir and VDOT are currently negotiating a Memorandum of Agreement (MOA) concerning the proposed break in limited access and future easements for the proposed Fairfax County Parkway/Kingman Road interchange. The CTB will consider the MOA on July 14, 2011 or later.
- 3) VDOT is currently awaiting an updated Fort Belvoir traffic study in order to verify that the proposed museum access road intersection on the Fairfax County Parkway will not adversely impact the operation of the Parkway.

Again, thank you for allowing the Virginia Department of Transportation to review the above referenced projects. If you should need any further information or updated information, please feel free to contact me at (703) 259-2381 or, via email at [tom.fahrney@vdot.virginia.gov](mailto:tom.fahrney@vdot.virginia.gov)

Sincerely,



Tom Fahrney  
VDOT Commonwealth BRAC Coordinator

**Attachment 2: Fairfax County Comments**

## 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, 9<sup>th</sup> 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](http://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](mailto:smitha.chellappa@fairfaxcounty.gov).

Sincerely,



Laura Miller  
Fairfax County BRAC Coordinator

**Attachment 3: The National Park Service Comments**



United States Department of the Interior

NATIONAL PARK SERVICE  
Potomac Heritage National Scenic Trail Office  
Post Office Box B  
Harpers Ferry WV 25425

IN REPLY REFER TO:

5 May 2011

RE: NCPC File No. 7244

Cheryl Kelly  
National Capital Planning Commission  
401 9<sup>th</sup> Street, NW  
North Lobby, Suite 500  
Washington DC 2004

Dear Ms. Kelly:

Following are comments on the package submitted to the Commission on the construction of a security fence along the Route 1 corridor within U.S. Army Garrison Fort Belvoir:

**A) 1) b) i) Background (page 1)**

To add context for subsequent content in the document, add the following statement:

Pursuant to the National Trails System Act of 1968 (as amended), the security fence is planned to accommodate construction of a segment of the Potomac Heritage National Scenic Trail.

**g) Status of coordination with local and state agencies**

para. 2: (page 4)

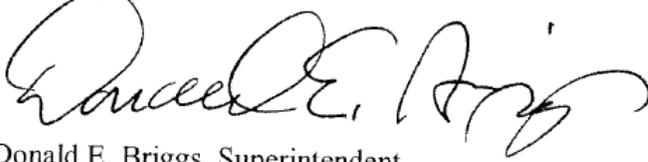
edit sentence to read: ...A minimum offset of 30' was agreed upon to include a utility corridor, landscaping, and the potential for a meandering segment of the Potomac Heritage National Scenic Trail, reflecting the intent of the plan for the Trail adopted in the 1990s to provide a scenic, continuous alignment.

**iv) Pedestrian Connections (page 8)**

similarly: ...The minimum 30' offset proposed by Fairfax County will allow for construction of a meandering trail for foot travel, reflecting the intent of the design adopted in the 1990s to provide a scenic, continuous alignment for a segment of the Potomac Heritage National Scenic Trail. Such facility will not replace the need for additional pedestrian facilities adjacent to Route 1.

Thank you for the opportunity to review the document and do not hesitate to contact me if you have questions; I can be reached at don\_briggs@nps.gov and 304-535-4016.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald E. Briggs". The signature is fluid and cursive, with a large initial "D" and "B".

Donald E. Briggs, Superintendent  
Potomac Heritage National Scenic Trail