

## West Springfield Civic Association Comments on BRAC Move to Ft Belvoir

### **Transportation**

- Increase in volume of construction vehicles, cars, buses and trucks for local businesses clogging the local traffic for years as the area prepares for the BRAC moves
- Backlick Road not capable of supporting increased traffic without widening.
- I-95 access poor right now and suggests another Mixing Bowl type project to solve access to the interstate and HOV lanes for the forecast 18,000 residents-commuters.
- Fairfax County Parkway connection has been in limbo for years—this forces the issue because Route 7100 cannot support a surge in volume that will backup as traffic tries to exit for EPG.
- Extend the METRO Blue Line and METRO bus to serve the EPG complex similar to the Pentagon METRO complex.
- Add VRE connectivity (shuttle bus for example) for commuters from the south
- Cost of transportation projects must be borne by federal government primarily to support this federal requirement to move workers.
- If Congress avoids more “bridges to no where,” federal funds should be available and sufficient.
- Congress must prioritize this support since government workers are expected to start moving by 2010.
- If state government wishes to expand Northern Virginia’s economy in support of the rest of the state, then transportation funding must be prioritized away from rural Virginia in the short term to support the enormous new requirement in Fairfax County.
- Security must balance speed of access to the EPG to avoid traffic back ups (i.e., this cannot be a fenced and guarded perimeter)
- Road improvements must include vehicle accident investigation sites like I-395 south between Seminary Road and Little River Turnpike, accommodate backups caused by vehicle accidents, break downs, emergency vehicles responding to accidents, etc. when considering the widening that must take place
- VDOT will have to prioritize Northern Virginia road maintenance to support the increased usage.

### **Infrastructure**

- Additional commercial activities to provide goods and services to the 18,000 residents and commuters during the work day (food, shopping, cleaning, etc.)
- More residential to help residents live closer to where they work
- Zoning changes MUST balance increased density with current infrastructure (e.g., schools, police, fire, EMS, hospitals, etc.)—cannot bring in more sooner than what can be supported.
- Current residents like the suburban atmosphere of West Springfield and want it to remain—will not be willing to accept much, if any, re-zoning to increase population densities through a change in housing categories, i.e., high rise apartments.
- Zoning to support commercial and recreational activities and services to support an increased population are important to hold down traffic congestion (i.e., people can ‘play’ closer to where they live instead of being on the road to DC)

### **Government**

- Federal
  - Prioritize funding to support BRAC decision in a timely manner.
  - Commit to funding this US government requirement regardless of party in power
  - Support Virginia in changes they will have to make to accommodate BRAC (e.g., re-direct transportation funds)
- State
  - Change funding formulas to allow growth in Northern Virginia (i.e., cannot pay for the rest of the state and growth in Fairfax County too)—if state wants BRAC in Fairfax County, then they need to allow Fairfax to keep most of its money to pay for this short term development
  - May require Northern Virginia to have taxing authority to fund BRAC requirements (more schools, services, etc.)
  - Must support maintenance requirements for increased transportation and infrastructure
- County
  - Need to revise county development plans to support this no-notice requirement
  - Residents do not expect hikes in property tax or other tax rates to pay for BRAC’s needs
  - Cannot let developers undermine single family zoning to increase density—county infrastructure is years away from being able to support 18,000 new residents