

# Mission & Guiding Principles



Fort Belvoir, Virginia

Present-day Fort Belvoir began modestly in 1912 as a location for Army Engineer School summer training exercises.

With the advent of America's involvement in World War I, the first military construction occurred at the training site with construction of Camp A. A. Humphreys in 1918.

Today, Fort Belvoir is a premier U.S. Army installation totaling approximately 8,500 acres and supporting more than 145 mission partners. Belvoir provides strategic support for U.S. military troops and operations at home and worldwide. Serving active duty military and their families, civilians, and retirees, Belvoir plays a pivotal role in today's post-9/11 world by providing a secure location for numerous critical functions and their associated personnel that have been moved from less secure sites in the National Capital Region. Fort Belvoir has "evolved from a traditional military post to a more broadly based community," according to the Real Property Master Plan currently under consideration.

The Post is a self-contained city with its own infrastructure, land use plans, housing, public space, ordnances, hospital, academic institutions, and administrative buildings that are home to numerous federal agencies. All these assets need to be managed in accordance with regulations, commitment to the community, and commitment to the environment.

This is why an updated Fort Belvoir Real Property Master Plan is so important. In order to properly oversee development and management of land, facilities, resources, infrastructure, and population changes through 2030, the master plan must reflect current conditions and future mission requirements. The installation's current master plan is outdated and unable to address Belvoir's planning needs.

Underlying Belvoir's mission are eight guiding principles developed in concert with its tenants and set forth in the master plan. The principles guide the installation towards efficient land use, reuse of previously developed areas, minimal environmental impact, and creation of a sustainable, world-class installation.



## GUIDING PRINCIPLES

# 8 GUIDING PRINCIPLES

## 1. Create and sustain a world-class installation

Be a model within the community, region, and among other military institutions; support Belvoir's mission; provide the federal workforce with a secure, premier location; provide soldiers with quality, cost-effective training.

## 2. Achieve environmental sustainability

Promote a green environment through design, technology, and best practices; provide leadership in renewable energy and water conservation; encourage alternative modes of transportation.

## 3. Support the natural habitat

Encourage development in concert with the natural environment; preserve and protect ecosystems and biodiversity; incorporate watershed planning into site planning.

## 4. Recognize land as a valuable resource

Practice smart growth; employ compact redevelopment strategies; maximize use of previously developed areas; coordinate development with existing and planned transit opportunities; preserve existing open space; phase out aging infrastructure with sustainable, efficient replacements.

## 5. Improve multi-modal connectivity

Expand on-Post transit connections to regional transit systems; ensure effective on-Post connectivity and circulation; ensure safety.

## 6. Create a diverse and dynamic community

Create a pedestrian-friendly community with mixed use development, public spaces, and recreation; create work places utilizing shared facilities; construct buildings for multiple tenants and uses; utilize unique waterfront resources.

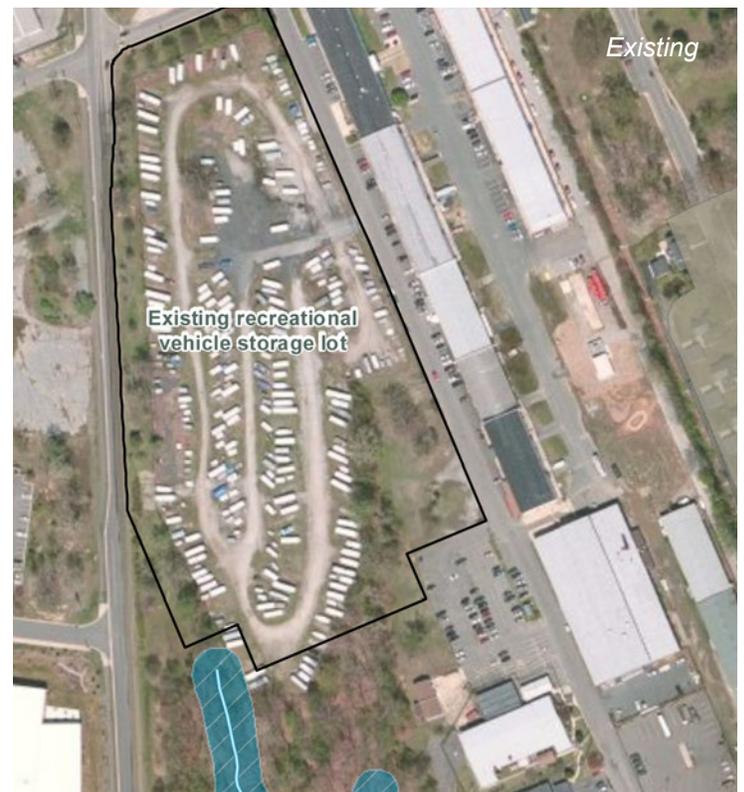
## 7. Respect Fort Belvoir's history, promote its legacy

Explore innovative reuse of historic property; employ design standards respectful of Belvoir's history; protect natural and cultural resources.

## 8. Strengthen community partnerships

Support local and regional planning efforts; explore transit partnerships and shared amenities, such as parks and community-based facilities.

**The Guiding Principles in Action:** Top figure illustrates the existing condition, which is a storage lot for recreational vehicles, much of which is covered by impervious surfaces. Bottom figure illustrates the site plan for the 249th Battalion Headquarters - a proposed short-range project that reuses a disturbed site and results in little to no additional impervious surfaces. The numbers indicate the guiding principles that apply to the proposed development.



# Environmental Impact Statement



Fort Belvoir, Virginia

## What is the Army proposing?

The action being proposed, and the subject of the environmental impact statement, is to update the Real Property Master Plan (RPMP, or master plan) for Fort Belvoir and to implement RPMP short-term and long-term projects.

## Why is this update being done?

Fort Belvoir requires an updated master plan that reflects current missions, needs, and conditions – a plan that will optimize management of the installation's real property. For the update, the Army will analyze proposed short-term projects on- and off-post impacts through 2017 and proposed long-term projects and management of real property on the installation through 2030.

Fort Belvoir established a Real Property Master Plan in 1993 and amended it in 2002. In September 2005, the Defense Base Closure and Realignment Commission (BRAC Commission) recommended relocation of six major Department of Defense (DoD) organizations to Fort Belvoir. The 1993 plan's land use was amended as part of planning for BRAC in 2007. After implementing BRAC actions, and as a result of additional in-migrations of tenants in the post-9/11 environment, the current master plan is no longer a viable planning blueprint. Additionally, Belvoir needs to comply with Army Regulation 210-20 requiring periodic update of installation master plans. This proposed update of Fort Belvoir's master plan, therefore, would meet the installation's need for a realistic plan that maintains and supports the current mission, anticipates future missions and needs, and satisfies Army regulations.

## What is a real property master plan?

A Real Property Master Plan is a U.S. Army installation's strategy for orderly management and use of its real property assets – land, facilities, resources, and infrastructure. This plan is the basis for development at an installation, provides the framework for analyzing resource allocations, and aids the management of peacetime and mobilization construction and development activities.

The proposed update of the Fort Belvoir master plan focuses on the installation's Main Post (7,700 acres) and the Fort Belvoir North Area (800 acres). Fort Belvoir property at Rivanna Station in Charlottesville, Virginia, the Mark Center in Alexandria, Virginia, and the adjacent Humphreys Engineer Center are excluded from this update.

## What alternatives were evaluated in the EIS?

Four alternative development scenarios were considered regarding the proposed RPMP update, ranging from a No Action Alternative that signifies no change from the present situation to implementation of all proposed projects in the master plan's long-range and short-range components. The number of additional buildings would depend on the alternative selected and the specific projects implemented. The number of additional personnel would range from 11,000 to 17,000, again depending on the alternative selected. The "EIS Alternatives" fact sheet describes the alternatives in more detail.

## What would happen if the No Action Alternative were selected?

Fort Belvoir would remain out of compliance with Army Regulation 210-20, which requires periodic updates of an installation's master plan. Beyond that, however, lack of a master plan that accurately reflects current conditions and personnel numbers would hamper efficient management of real property resources in the present. Going forward, lack of a master plan could potentially result in negative impact on the installation's ability to fulfill its mission, and would mean that future DoD needs at Fort Belvoir may not be met.

## What are the environmental impacts of the EIS alternatives?

This EIS focused on the resources that are the most likely to be affected by adopting and implementing the master plan. For each resource, the EIS described existing conditions and discussed the short-term, long-term, direct, indirect, and

# FORT BELVOIR RPMP EIS

cumulative impacts of the planned activities at Fort Belvoir under each alternative. The resources evaluated are described below followed by a short summary of the environmental impacts of implementing the Proposed Action.

**Land Use & Plans** – The land use assessment examined proposed changes in land use to determine whether they would be in accord with current land uses and plans for Fort Belvoir and the surrounding community. In particular, the assessment determined how well each alternative meets the master plan's guiding principles for development (practicing smart growth, employing compact redevelopment strategies, maximizing use of previously developed areas, preserving existing open space, and phasing out aging infrastructure with sustainable, efficient replacements). The EIS also included a review of plans prepared by county, state, and federal agencies that may have a bearing on Belvoir's development.

**Impacts** – There would be no impact on off-post land uses, and the Proposed Action would be compatible with other agency plans. Implementing the Proposed Action would have beneficial impacts on installation land uses by: correcting land use inconsistencies, clustering compatible development, encouraging development of needed professional/institutional facilities, consolidating industrial facilities, focusing future development primarily in previously developed areas served by transit, and avoiding environmentally-sensitive areas.

**Socioeconomics** – The socioeconomic evaluation assessed the effects of proposed new construction and increased personnel on employment, housing, community facilities and services, income, and demographics both on the installation and in the surrounding community. The evaluation addressed any specific effects on nearby low-income and minority populations living in environmental justice areas, as well as any effects on concentrations of children.

**Impacts** – Region-wide there would be beneficial effects on employment and income. There would be less than significant adverse impacts on sales at off-post stores that compete with the new PX and proposed Commissary. Communities most likely to attract new employees moving within the region to be closer to Belvoir would sustain negligible adverse impacts because of increased demand for services. Impacts on the installation's services would be beneficial because the short-term projects add a new USO, two Fisher Houses, three child development center, a religious education center, a new PX and Commissary, a restaurant, an elementary school, a transient lodging facility, a family travel camp, ball fields, and car care, car wash, and pet care centers. There would be no disproportionate adverse impacts to children or low income and minority populations.

**Cultural Resources** – The cultural resources assessment evaluated the potential impact of the alternatives on historic buildings and archaeological sites at and around Fort Belvoir as described in the "National Historic Preservation Act" fact sheet.

**Impacts** – Most projects would have no effect on historic buildings or archaeological sites. For projects that may have an unavoidable adverse effect, mitigation measures would be developed in consultation with the Virginia State Historic Preservation Officer and other consulting parties, as appropriate, consistent with the requirements of Section 106 of the National Historic Preservation Act. If the Maintenance, Operation, and Development Programmatic Agreement (MOD PA), currently being developed by Fort Belvoir has been executed, Section 106 review would take place in accordance with the terms of the PA.

**Transportation** – The Transportation Management Plan prepared as part of the RPMP included an assessment of the current transportation system on and in the vicinity of the post, a travel demand management plan, an implementation plan, and a monitoring program. The impact of the TMP on single-occupant vehicle use was assessed as was the impact of the Proposed Action on roadways on and near Fort Belvoir for 2017 and 2030.

**Impacts** – Implementing the Fort Belvoir Transportation Management Plan would benefit traffic, transit, bicycle and pedestrian travel on and near Fort Belvoir in the short and long term. In the short term, new facilities just opened (Mulligan Road, widened Telegraph Road) or in process (Lieber Gate, US Route 1 widening) would mitigate most 2017 traffic impacts that would result from an increase in personnel. However, two intersections – Fairfax County Pkwy/Kingman Rd and Lorton Rd/ Route 1 – would be significantly affected by 2017. Belvoir will mitigate 2017 impacts by improving the Fairfax County Pkwy/Kingman Rd intersection, which is on the post, implementing other on-post short-term projects, coordinating with transportation agencies concerning the off-post Lorton Rd/Route 1 intersection, and monitoring other intersections. By 2030, a few roadway segments on- and off-post could be significantly affected by the increase in personnel; Belvoir will monitor future conditions on- and off-post, implement on-post improvements as needed, and coordinate with transportation agencies about off-post improvements.

**Air Quality** – The air quality assessment evaluated air emissions from construction and facilities operations. Because Fort Belvoir is within a nonattainment area for the National Ambient Air Quality Standards, it was important to ascertain whether a formal conformity determination was needed. The ultimate goal of this analysis was to determine whether the short-term and long-term projects under each of

the alternatives would have a significant effect on air quality or interfere with the ability of the region to attain federally-mandated air quality standards.

**Impacts** – Impacts on air quality from new construction and stationary source (building boiler and backup generator) emissions would be less than significant and would not require a formal conformity determination. Total vehicle miles traveled within the National Capital Air Quality Control Region would increase; however, mobile source emissions would be at acceptable (de minimis) levels. Increases in air emissions would not contribute to violations of any federal, state, or local regulations. All construction would be in full compliance with Virginia regulatory requirements

**Noise** – The noise assessment examined common activities on the installation that generate noise and then assessed the noise that would result from the construction and operation of the short-term and long-term projects. Most proposed projects are relatively quiet activities (i.e., administrative buildings). All activities were reviewed to determine their compatibility with other noise at the installation (e.g., operations at Davison Army Air Field). The analysis determined whether the projects under each alternative would have a significant effect on the existing noise environment, or create areas of incompatible land uses on or around the installation.

**Impacts** – Negligible increases in noise would not have a significant effect on the existing noise environment and would not contribute to violations of any federal, state, or local regulations.

**Geology, Topography & Soils** – The EIS described the topography, geology, and soils of the project area. The EIS identified features that may constrain development, such as steep slopes and poor soils for construction, to assess impacts of future construction on topography, geology, and soils for each alternative.

**Impacts** – The Proposed Action would not change the geology of the area; effects on geological formations would be limited. Because most of the projects would be on previously-disturbed soils in upland areas, the impact of construction on topography and soils would be adverse but

less than significant. By 2017, Alternative 1 (with the most impact among the alternatives) would disturb 280 acres or 3.3 percent of Belvoir’s land. By 2030, Alternative 1 would disturb 400 acres or 4.7 percent of Belvoir’s land (including the short-term projects). All construction would be in full compliance with Fairfax County and Virginia regulatory requirements, which would minimize soil erosion and stormwater runoff and take special precautions on slopes and sites with difficult soils.

**Water Resources** – The water resources assessment described the location and type of Belvoir’s surface and groundwater resources. The assessment examined proposed projects and development areas in relation to surface waters.

**Impacts** – Short- and long-term projects individually and cumulatively would have less than significant adverse effects on watersheds. The effects result from covering soils with impervious surfaces (roads, building) that increase stormwater runoff. Cumulatively, projects would add about 135 acres of impervious surface. The most affected watershed would be Accotink Creek, with an increase of 1.16 percent in imperviousness, which would be adverse but less than significant. In accordance with federal, state, and local laws and requirements, projects would be designed to minimize stormwater releases off-site and to employ best management practices to minimize soil erosion, stormwater runoff, and sedimentation during construction. Further, Belvoir will mitigate cumulative project impacts by pursuing funding to assess, design, and restore 17 degraded stream segments on the installation.

**Biological Resources** – As a master plan guiding principle, Belvoir encourages development in concert with the natural environment and aims to preserve and protect ecosystems and biodiversity. The EIS focused on project impacts on: natural areas or communities that are unique or valuable (e.g., the Fort Belvoir Forest and Wildlife Corridor, the Jackson Miles Abbott Wetland Refuge, and Accotink Bay Wildlife Refuge); rare, threatened, and endangered species; fish and wildlife; and habitats of special concern, such as wetlands and areas used by Neotropical migrant birds included in the Partners-in-Flight program.



**Impacts** – Overall, impacts on biological resources would be adverse but less than significant. Under Alternative 1, 107 acres of forest (1.9% of forest resources on post) would be lost as would 60 acres (1.4% of habitat on post) of Partners-in-Flight bird habitat (these two habitats substantially overlap). There would be no impact on federal Endangered Species Act-listed species, but 28 acres (1.4% of potential habitat on post) of state-listed wood turtle habitat would be lost. The short-term projects affect 0.09% of the estimated wetlands on post; long-term projects are likely to affect none. Belvoir will mitigate cumulative impacts by: adding 110 acres to the Forest and Wildlife Corridor and 65 acres to the Accotink Bay Wildlife Refuge; building three wildlife crossings under US Route 1 in the Accotink Creek drainage area and a wildlife bridge over Accotink Creek on the Fort Belvoir North Area; and replacing each tree lost with two new trees (or other mitigation if no tree replacement areas are available).

**Utilities** – The utilities assessment evaluated the location, capacity, and condition of utilities needed to serve the post. The impact analysis addressed how each alternative meets future needs for services.

**Impacts** – There would be no significant impacts on the capacity of utility providers, but there would be less than significant adverse impacts on Belvoir's utility systems as demand increases. Affected would be Fort Belvoir's: water use and water system; sewage flows and wastewater system; electric consumption and electric distribution system; telecommunication and information services; telephone and information technology systems; natural gas consumption and distribution systems; and solid waste generation and management. Fort Belvoir would build new infrastructure to meet the increase in demand.

**Hazardous Materials and Wastes** – The environmental pollution assessment focused on post-wide effects as well as whether hazardous materials and wastes were present on the proposed short- and long-term project sites, and the progress of environmental restoration and remediation efforts on the sites.

**Impacts** – An installation-wide increase in petroleum use has the potential for less than significant adverse impacts, but use would be in accordance with applicable regulations. Removal of asbestos material and lead-based paint from buildings to be demolished would be in accordance with applicable regulations. Long-term beneficial effects would result from cleaning up petroleum release sites, hazardous waste sites, and solid waste management units to make way for proposed new facilities. Short-term construction use and long-term operational use of hazardous materials have the potential for less than significant adverse impacts resulting from increased use, but use would be in accordance with all regulations.

**Energy Use & Sustainability** – As a master plan guiding principle, Belvoir strives to promote a green environment through design, technology, and best practice and to provide leadership in renewable energy and water conservation. The EIS assessed sustainability and relative energy use under each of the alternatives. The analysis evaluated the anticipated outcomes of the incorporated sustainability measures in terms of overall changes in building energy use, materials and resources use, water consumption, and land use and transportation.

**Impacts** – Proposed new construction would generate less than significant adverse impacts by consuming building materials and resources and increasing Belvoir's energy consumption, energy consumption intensity, and water consumption. However, adherence to federal energy mandates, Army policies, the Fort Belvoir Comprehensive Energy & Water Management Plan, and proposed RPMP standards during facility planning, design, and construction would greatly reduce potential energy use and ameliorate the adverse effects of implementing the short- and long-term projects.

**Coastal Zone Management** – a Federal Coastal Consistency Determination was submitted to the Virginia Department of Environmental Quality and included in the EIS as an appendix. The consistency determination evaluated the potential effects of the Proposed Action on Virginia's coastal zone resources and determined that it would be consistent to the maximum extent practicable with the enforceable policies of the Virginia Coastal Zone Management Program.



Tompkins Basin Fishing Pier

# Environmental Impact Statement Alternatives



Fort Belvoir, Virginia

In the Short-Range Project and Real Property Master Plan Update Environmental Impact Statement (master plan EIS), Fort Belvoir will evaluate the environmental impact of implementing three alternative future development scenarios and comparing them to no further development within the master plan area (the No Action Alternative):

## ALTERNATIVE 1

Full Implementation of the Master Plan

Full Implementation of the Master Plan – assumes implementation of all components of the master plan, including the Short-Range Component (programmed projects with construction starting from 2012 to 2017); the Long-Range Component (the framework for the plan plus long-range projects to be implemented from 2018-2030); the Installation Design Guide; the Transportation Management Plan; the Capital Investment Strategy; and the Real Property Master Plan Digest.

The accompanying table lists the short-range and long-range projects. Many of the short-range projects are well-defined, particularly the ones to be implemented in the next several years. The long-range projects are more conceptual in nature, generally lacking site plans, designs, or known tenants. Full implementation

of the proposed short-range projects would increase the installation workforce from 39,000 by approximately 5,000 to 44,000 by 2017. Full implementation of the proposed long-range projects would add approximately 12,000, bringing the total 2030 workforce to 56,000.

## ALTERNATIVE 2

Modified Long-Range Plan

Modified Long-Range Plan – assumes implementation of all components of the master plan except Long-Range Project 9, a secure administrative campus on the Fort Belvoir North Area for up to 7,500 personnel. One project that would be built in the short-range in Alternative 1 slips to become part of Long-Range Project 10: a new administrative building for 1,000 personnel on the Defense Logistics Agency site. Implementing all of the proposed projects except as noted would increase the workforce

from the current 39,000 by approximately 4,000 to 43,000 by 2017 and by approximately 7,000 to 50,000 by 2030.

## ALTERNATIVE 3

Modified Short-Range Plan

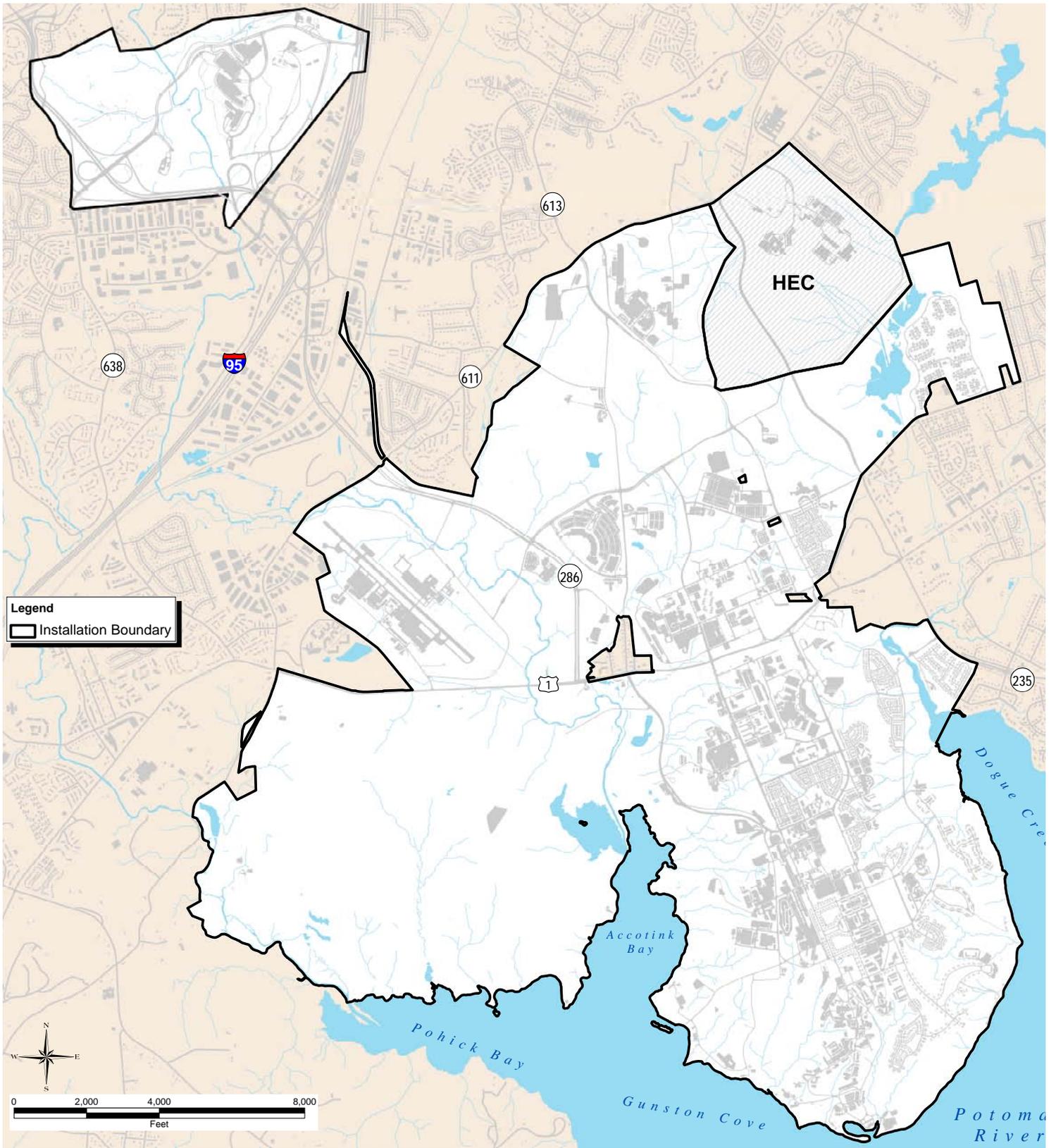
Modified Short-Range Plan – assumes implementation of all components of the master plan except that most of the short range projects would be deferred until 2018 or later, and some projects would have fewer personnel than Alternative 1. The projects that may be deferred are indicated in the accompanying project table. Implementing many projects in the long-range would increase the installation workforce from the current 39,000 by approximately 1,200 to 40,000 by 2017 and by approximately 14,000 to 55,000 by 2030.

# ALTERNATIVES

## Short-Range & Long-Range Projects

The table below lists the projects proposed for implementation as part of the update of the Real Property Master Plan. Projects are numbered and keyed to the numbers on the Short-Range and Long-Range Projects Alternatives maps. Short-range (SR ●) projects are more fully developed and are programmed for construction starts from 2012 to 2017. Long-range (LR ●) projects would be implemented from 2018 to 2030 and are more conceptual in nature.

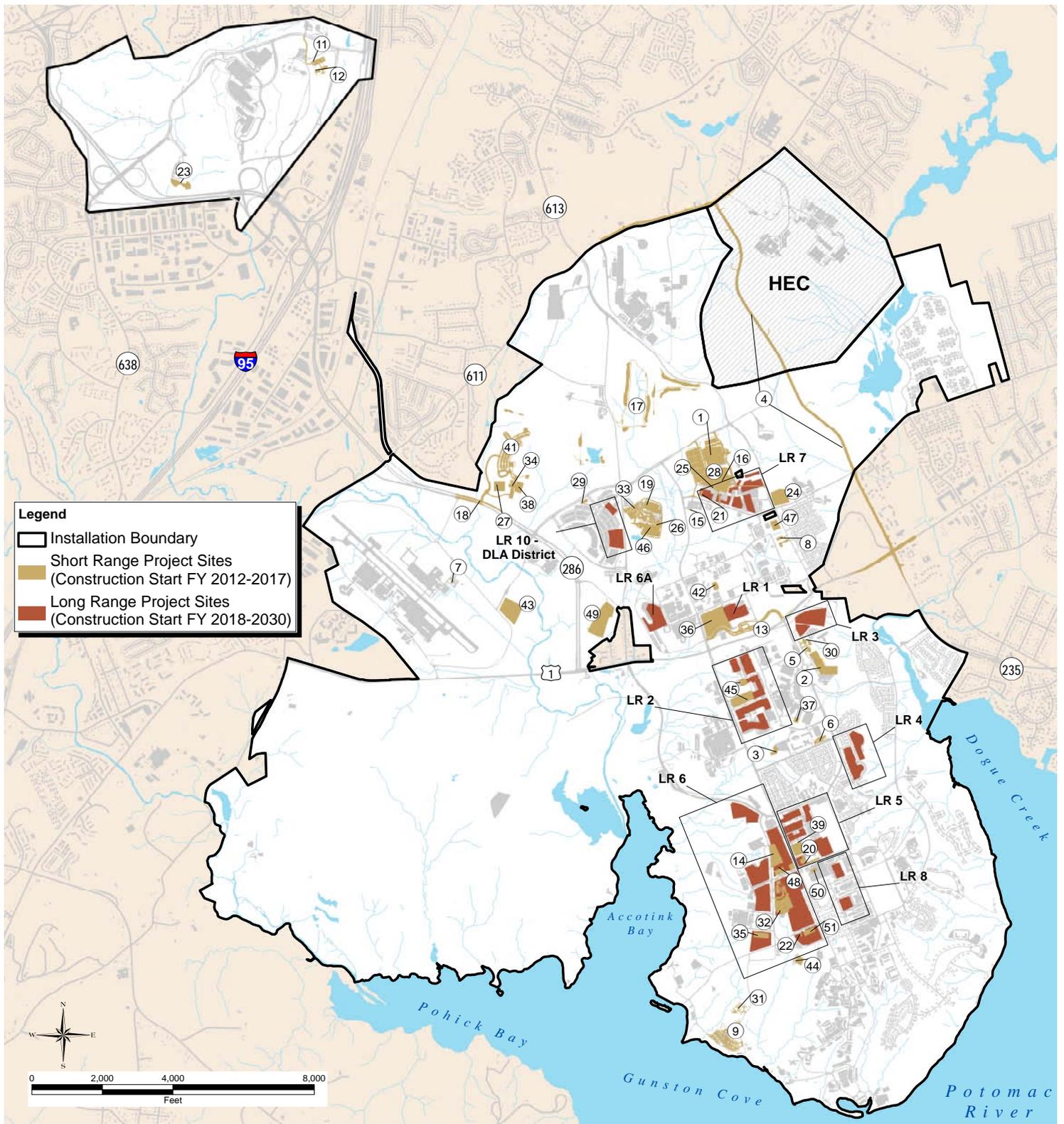
PROJECT		ALT. 1	ALT. 2	ALT. 3	PROJECT		ALT. 1	ALT. 2	ALT. 3
1	Main Post Exchange (PX)	●	●	●	27	NMUSA - Phase I	●	●	●
2	Privatized Army Lodging (PAL) - East of Belvoir	●	●	●	28	Main Post Commissary	●	●	●
3	National Intrepid Center of Excellence	●	●	●	29	Defense Logistics Agency (DLA) – Visitor Control Center	●	●	●
4	Mulligan Road - Phase II	●	●	●	30	Fisher House II	●	●	●
5	Fisher House I	●	●	●	31	Family Travel Camp - Phase II	●	●	●
6	USO	●	●	●	32	249th Battalion HQ	●	●	●
7	Expand Davison Army Airfield Fire Station	●	●	●	33	INSCOM - Phase III	●	●	●
8	Child Development Center (CDC) 144	●	●	●	34	NMUSA - Phase II	●	●	●
9	Family Travel Camp - Phase I	●	●	●	35	Retail Fuel Point	●	●	●
10	Utility Privatization - Not Mapped	●	●	●	36	29th Infantry HQ	●	●	●
11	CDC 124	●	●	●	37	Medical Office Building (MOB)	●	●	●
12	CDC 124	●	●	●	38	NMUSA - Phase III	●	●	●
13	Access Road Control Point - Lieber Gate	●	●	●	39	Multipurpose Field	●	●	●
14	Underground Regional Stormwater Management Facility	●	●	●	40	DLA - Parking Garage	●	●	●
15	Army & Air Force Exchange Service (AAFES) Car Wash	●	●	●	41	NMUSA - Phase IV	●	●	●
16	PX Demo	●	●	●	42	Construct Barracks	●	●	●
17	36 Hole Golf Course Reconfiguration	●	●	●	43	Operational Security Evaluation Group (OSEG) Training Compound	●	●	●
18	National Museum of US Army (NMUSA) Roads & Infrastructure	●	●	●	44	338 CDC Ball Field Replacement	●	●	●
19	Army Intelligence Headquarters (INSCOM) - Phase I	●	●	●	45	Secure Administrative Facility	●	●	●
20	Replace South Post (SP) Fire Station	●	●	●	46	INSCOM - Phase IV	●	●	●
21	Car Care Center (Tire Store)	●	●	●	47	Religious Education Center	●	●	●
22	Pet Care Center	●	●	●	48	INSCOM Warehouse	●	●	●
23	National Geospatial-Intelligence Agency (NGA) Canine Training Rest Facility	●	●	●	49	911th Engineering Company Operations Complex	●	●	●
24	Fairfax County School Expansion	●	●	●	50	Vehicle Maintenance Shop	●	●	●
25	Named Brand Casual Dining Restaurant (Old Chicago)	●	●	●	51	Information Systems Facility (for Network Enterprise Center)	●	●	●
26	INSCOM - Phase II	●	●	●	52	DLA - HQ	●	●	●
LR1 - Lower North Post District - Office of Chief Army Reserve Block Administration Buildings		●	●	●	LR6A - Lower North Post West District - Alternative site for low density warehouse and supporting administrative uses		●	●	●
LR2 - 1400 East District Secure Administrative Campus		●	●	●	LR7 - North Post Community Support District Administrative, AAFES, and Community Uses		●	●	●
LR3 - SP Community Support District Medical Office Building, Moral Welfare & Recreation Area (includes two ball fields, approximately 100 parking spaces, play area, picnic shelters and recreation storage sheds)		●	●	●	LR8 - Historic Core District, Administrative (HQ), Parking Deck		●	●	●
LR4 - Administrative Campus District Administrative (HQ), Medical Office		●	●	●	LR9 - Fort Belvoir North Area District Secure Administrative Campus and Support Facilities		●	●	●
LR5 - Town Center District - Administrative (HQ), AAFES, Community Uses, Fitness Center		●	●	●	LR10 - DLA & INSCOM District Administrative Center, Parking Deck, INSCOM		●	●	●
LR6 - Industrial Area District - Low density warehouse and supporting administrative uses		●	●	●	LR10DLA - DLA District Administrative Center, Parking Deck		●	●	●



## NO ACTION ALTERNATIVE

- Current workforce approximately 39,000
- Assumes no new development

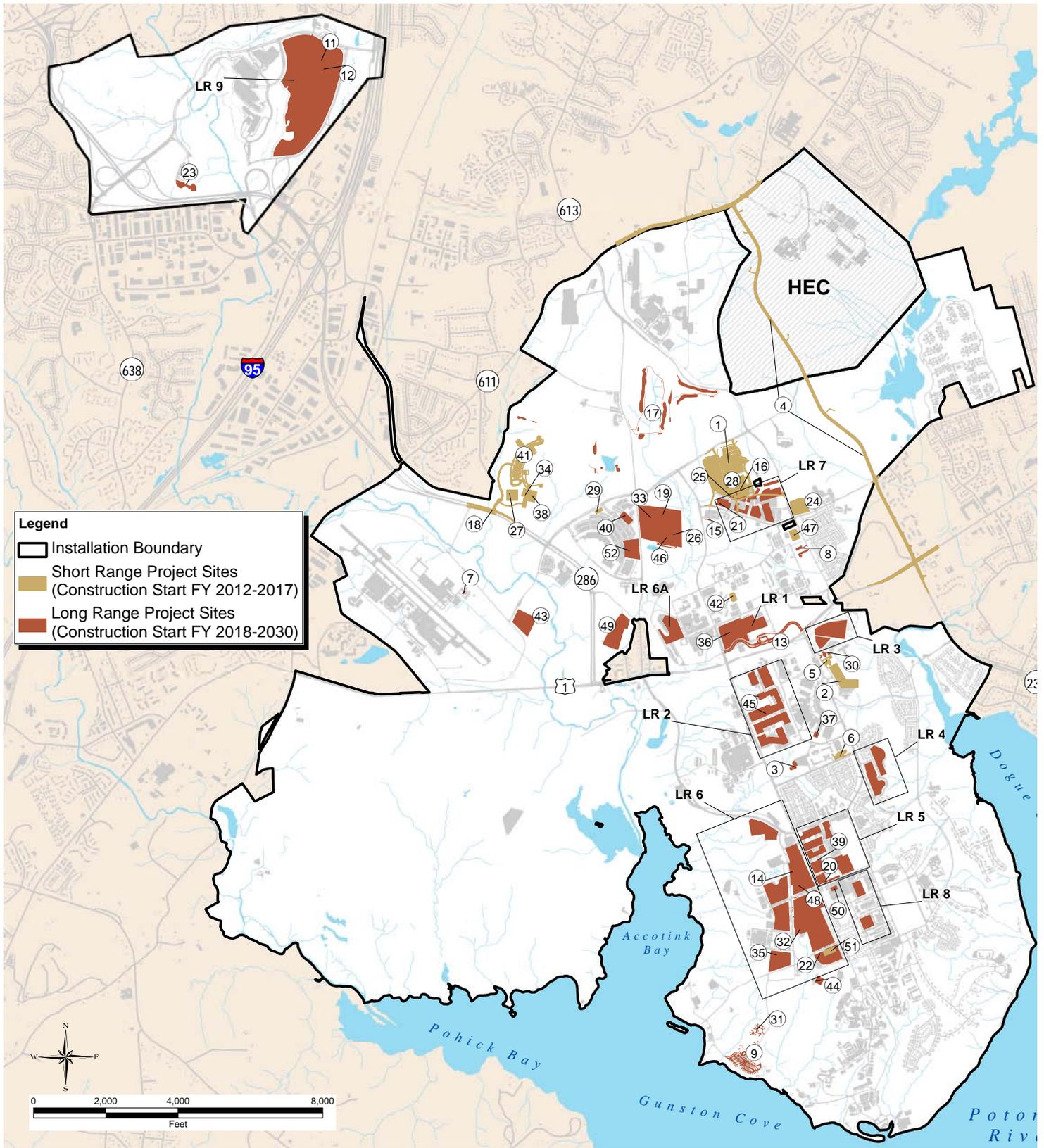




## ALTERNATIVE 2

### Modified Long-Range Plan

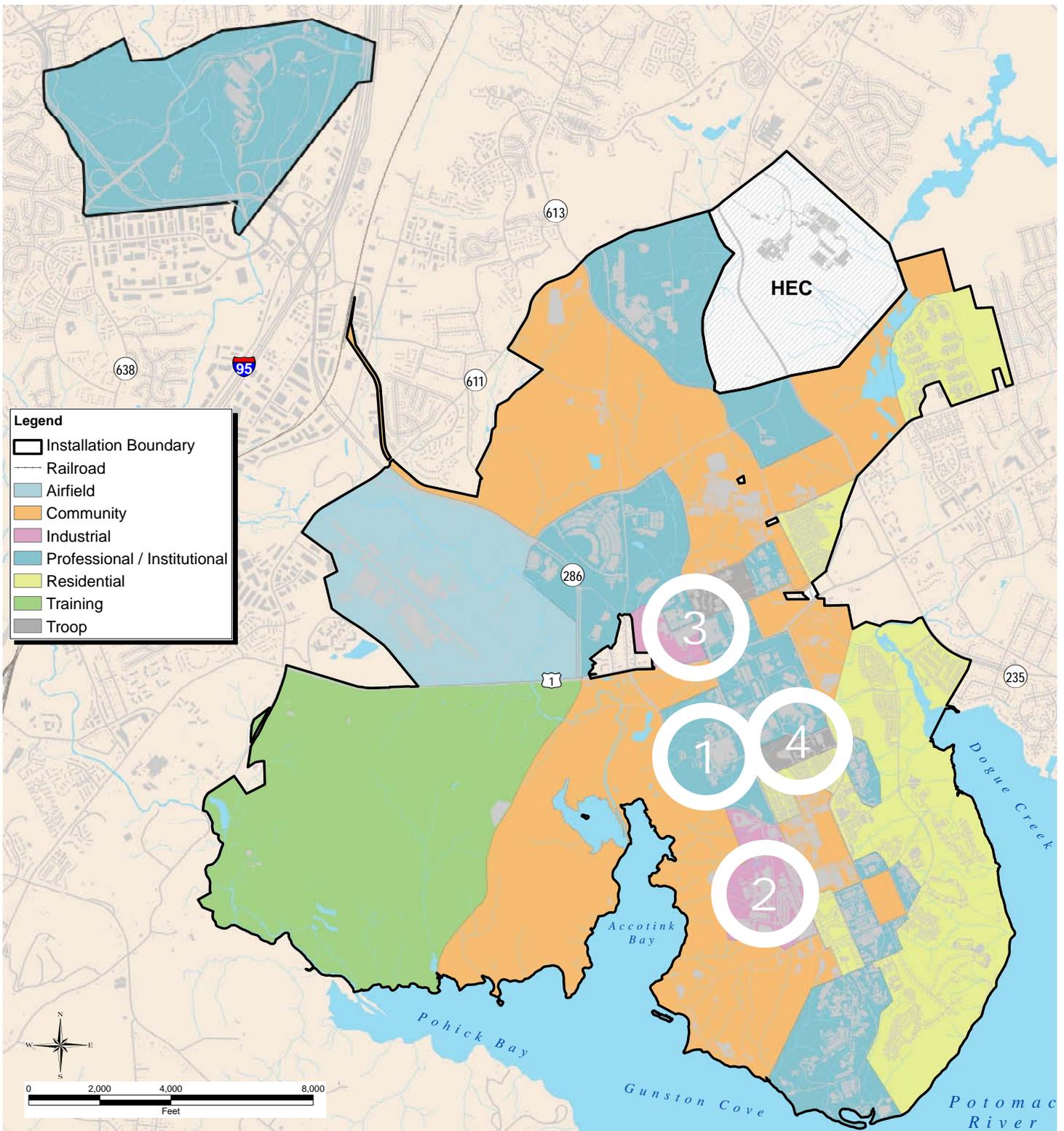
- Short-range workforce would increase by 3,800 to a total of approximately 43,000 by 2017
- Workforce could increase to a total of 50,000 by 2030 if all projects are implemented
- No long-range development on the Fort Belvoir North Area



## ALTERNATIVE 3

Modified Short-Range Plan

- Most short-range projects deferred to long-range; short-range workforce increases by 1,200 to approximately 40,000 by 2017
- Workforce could increase to a total of 55,000 by 2030 if all projects are implemented



## PROPOSED LAND USE PLAN

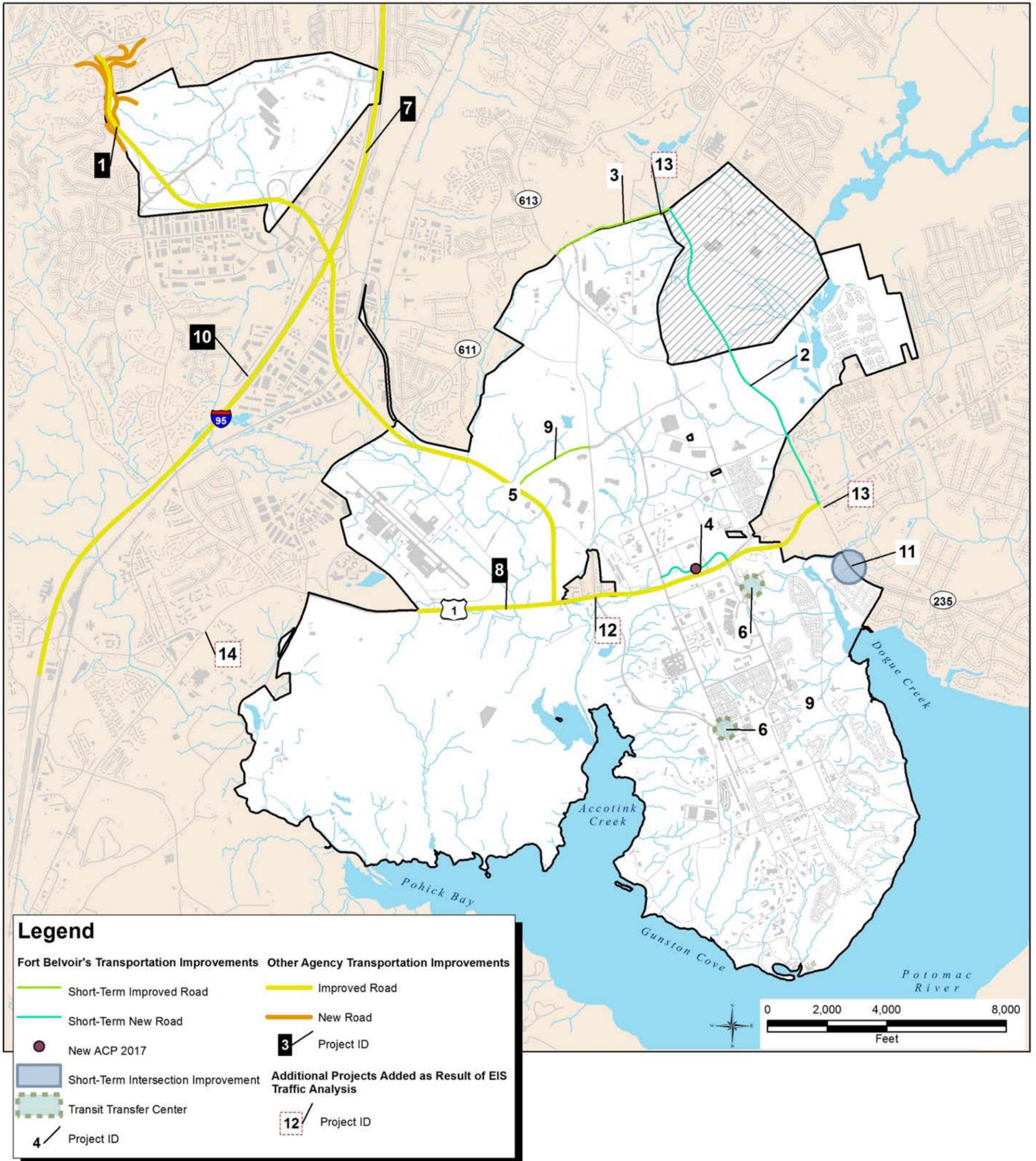
1. Create a professional/institutional land use area adjacent to the South Post Core
2. Reduce the South Post industrial land use area; build new, more efficient facilities
3. Consolidate industrial land uses west of Gunston Road; convert the industrial land use area east of Gunston Road to professional/institutional
4. Change community land use south of Fort Belvoir Community Hospital to troop land use



# Short-Term Proposed Transportation Improvements



Fort Belvoir, Virginia



# TRANSPORTATION

## Recommended Short-Term (2013-2017) Transportation Improvements

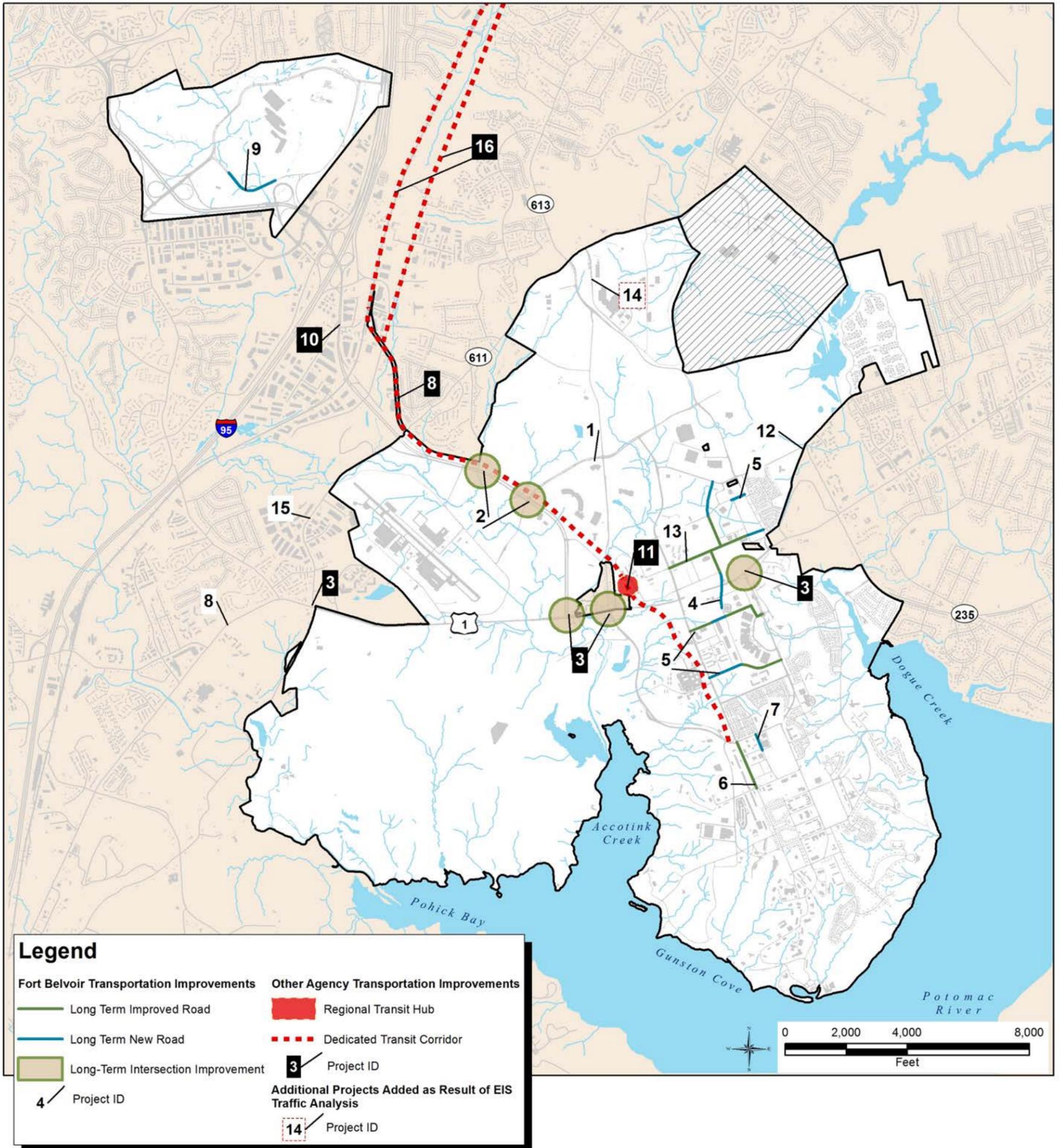
Project ID	Project Name	Status	Description
1*	Fairfax County Parkway Phase 3	Complete	Complete Fairfax County Parkway Phase 3; Army has reserved 120 acres of right-of-way for improvements.
2 (STT 1)	Mulligan Road, Phase 2a	Completion expected November 2014	Complete Mulligan Road (4 lanes) from US Route 1 to Telegraph Road.
3 (STT 2)	Telegraph Road Widening (Mulligan Road, Phase 2b)	Completion expected November 2014	Widen Telegraph Road from 2 lanes to 4 from Beulah Street to Mulligan Road.
4 (STT 3)	Lieber Gate Access Road and Control Point	Construction expected to begin late 2014	Construct access control point and associated access road from US Route 1.
5 (STT 4)	John J. Kingman Road/Fairfax County Parkway Intersection Improvements	Army is committed to implementing in coordination with FCDOT and VDOT	Add and/or expand left and right turn lanes and upgrade signals as needed.
6 (STT 5)	Transit Hub	Recommended improvement	Evaluate a transit transfer center at either Pence Gate to connect the Medical District to US Route 1 or at 12th Street and Gunston Road to connect the Town Center to existing public transit services. Final location to be determined based on demand.
7	I-95 Access HOV Access Ramp to FBNA	Under construction	Build a new ramp to carry traffic from FBNA to the I-95 southbound express lanes. Later phase would allow access from the southbound express lanes to FBNA.
8	US Route 1 Widening	Under construction; expected to be completed in 2016	Widen US Route 1 from 4 to 6 lanes from Mount Vernon Highway through Fort Belvoir to Telegraph Road. Includes room for light rail or bus rapid transit, bicycles and pedestrians.
9 (STT 6)	On-Post Intersection and Road Improvements	Army is committed to implementing	Evaluate on-post intersections and roads for improvements as needed (e.g., new signals, signal improvements, intersection and entry turn lanes, Kingman Road widening to PX/ Commissary) based on agency-level TMP traffic analysis results and as new projects occur and modify as needed.
10	Widen I-95	Under construction	Widen I-95 to 11 lanes, including express and HOT lanes.
11 (STT 7)	Walker Gate Improvements	Army is committed to implementing	Improve Walker Gate & Mount Vernon Memorial Highway intersection by adding a turn lane into Belvoir from the east.
12 Added as the result of traffic analysis	Pohick Road/US Route 1 Intersection Improvement	Army is committed to coordinating with VDOT and FCDOT to study intersections and evaluate improvement options.	Coordinate with VDOT and FCDOT to monitor outbound PM turning movements at Pohick Road and US Route 1 for possible extension of third northbound approach lane within Fort Belvoir after the Route 1 widening is complete.
13 Added as the result of traffic analysis	Mulligan Road Intersections with US Route 1 and Telegraph Road	Army is committed to coordinating with VDOT and FCDOT to study intersections and evaluate improvement options	Coordinate with VDOT and FCDOT to conduct traffic counts at the Mulligan Road intersections with US Route 1 and Telegraph Road within two years of both the completion of Mulligan Road and the US Route 1 widening. If level of service D or E results, evaluate improvement options.
14 Added as the result of traffic analysis	Lorton Road/US Route 1 Intersection	Army is committed to coordinating with VDOT and FCDOT to study the intersection and evaluate improvement options	Coordinate with VDOT and FCDOT to study options to improve the US Route 1 and Lorton Road intersection.

\*Note: Transportation improvements in colored rows would be carried out by other agencies with Belvoir support.

# Long-Term Proposed Transportation Improvements



Fort Belvoir, Virginia



# TRANSPORTATION

## Recommended Long-Term (2018-2030) Transportation Improvements

Project ID	Project Name	Status	Description
1 (LTT 1)	John J. Kingman Gate	Army is committed to implementing	Improve Kingman Gate by adding lanes.
2 (LTT 2)	Fairfax County Parkway/John J. Kingman Road Intersections & NMUSA Entrance	Army will request Defense Access Road funding to construct a grade-separated intersection along the Fairfax County Parkway at John J. Kingman Road and the NMUSA entrance	Grade-separate intersections along Fairfax County Parkway at John J. Kingman Road and the NMUSA entrance.
3 (LTT 3)*	US Route 1 intersections with Fairfax County Parkway, Pohick Road, and Belvoir Road	Army is committed to coordinating with VDOT and FCDOT to study intersections and evaluate improvement options	Coordinate with VDOT and FCDOT to monitor intersections adjacent to Fort Belvoir along US Route 1 at Fairfax County Parkway, Pohick Road, and Belvoir Road to determine need for future improvements. Specifically, study options for adding turn lanes or grade-separating intersections along US Route 1 at Fairfax County Parkway, Telegraph Road, and Belvoir Road or other necessary improvements.
4 (LTT 4)	US Route 1 Overpass	Recommended Improvement	Construct US Route 1 overpass and a two-lane road connecting 1 <sup>st</sup> Street and Gorgas Road.
5 (LTT 5)	Internal cross streets	Army is committed to implementing	Add internal cross streets (Abbot Road, 3 <sup>rd</sup> Street, and 6 <sup>th</sup> Street).
6 (LTT 6)	Gunston Road from 12 <sup>th</sup> Street to 16 <sup>th</sup> Street	Army is committed to implementing	Extend four-lane widening of Gunston Road from 12 <sup>th</sup> Street to 16 <sup>th</sup> Street.
7 (LTT 7)	13 <sup>th</sup> Street Improvements	Army is committed to implementing	Convert 13 <sup>th</sup> Street to two-way traffic and connect to 12 <sup>th</sup> Street as part of the future Town Center redevelopment.
8	Extend and Expand Transit Service and Lower SOV Use	Recommended improvements	Engage with transit agencies and stakeholders to extend transit along US Route 1 to the Lorton VRE station. Use the defunct FBMRR for light rail or bus rapid transit from Main Post to existing VRE line. Enhance the internal shuttle bus. Achieve TMP goal of 60% SOV use.
9 (LTT 8)	Heller Road	Army is committed to implementing	Complete the Heller Road loop at FBNA.
10	Widen Fairfax County Parkway from Franconia-Springfield Parkway to US Route 1	Recommended improvement	Widen the Fairfax County Parkway from 4 lanes to 6 lanes from the Franconia-Springfield Parkway to US Route 1.
11	Construct Regional Transit Hub	Recommended improvement	Construct a regional transit hub along US Route 1 to support the Enhanced Transit Corridor. This is a transportation improvement identified in the Fairfax County Comprehensive Plan.
12 (LTT 9)	Meeres Gate	Recommended improvement	Potentially open Meeres Gate (subject to long-term security and mission requirements that are to be determined).
13 (LTT 10)	Goethals Road	Recommended Improvement	Widen Goethals Road to four lanes and extend to Woodlawn Road.
14 Project added as the result of traffic analysis	Beulah Street from Kingman Road to Woodlawn Road Improvements	Army is committed to implementing	Evaluate options to add capacity to Beulah Street from John J. Kingman Road to Woodlawn Road. This may involve redirecting existing northbound / southbound lanes to allow 2 through inbound lanes only for AM and 2 through outbound lanes for PM weekday traffic.
15	Widen Telegraph Road from US Route 1 to Fairfax County Parkway	Recommended improvement	This is consistent with Fairfax County's Transportation Plan element of the Comprehensive Plan, but does not appear in the CLRP list of 2030 improvements.
16	Transit Route to Franconia-Springfield Transit Transfer Center	Recommended improvement	Coordinate with transit agencies and shareholders to develop one of two potential alternative transit corridors from the FBMRR to the Franconia-Springfield Transit Transfer Center, either parallel to CSX rail line or using Old Cinderbed Road. Included in Fairfax County's Transit Network Study.

\*Note: Transportation improvements in colored rows would be carried out by other agencies with Belvoir support.

# National Environmental Policy Act



Fort Belvoir, Virginia

In 1969, Congress passed the National Environmental Policy Act (NEPA), our national charter for protection of the environment.

Under NEPA, all branches of the federal government must consider potential impacts to the human and natural environment before undertaking any major action. The President's Council on Environmental Quality (CEQ) established the guidelines to implement NEPA.

Agencies consider the potential impacts of major actions through preparation of an environmental impact statement (EIS). The EIS process informs the public and decision makers about the proposed action, its impacts, and reasonable alternatives that might avoid or minimize adverse impacts to, or enhance the quality of, the environment. The EIS process provides an opportunity for the public and other agencies to comment on federal actions that may affect their community.

## What types of actions require an EIS?

An EIS is prepared for actions with the potential to significantly affect the environment, such as expansion of physical facilities, implementation of master plans, or changes in operations.

## How is an EIS prepared?

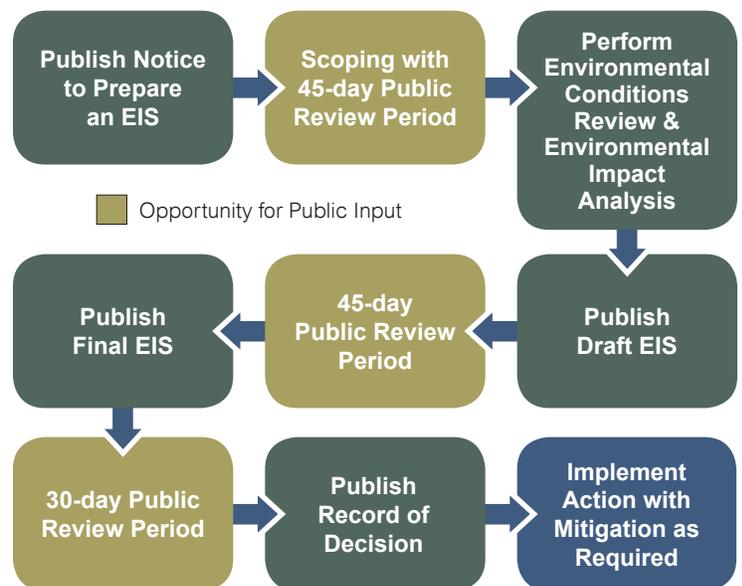
At the outset of an EIS, the agency proposing the action, in this case the Army, develops a range of reasonable alternative approaches to meet the purpose and need for the action. The No Action Alternative is always evaluated to serve as a baseline for comparison with the action alternatives.

Technical professionals then prepare baseline studies for resources that might be affected by the proposed action in order to describe existing conditions. Such resource

areas typically include noise, socioeconomics, air quality, land use, water quality, traffic, vegetation and wildlife, coastal zone management, and hazardous materials, among others. At Fort Belvoir, there are protected resources that would also be assessed, including wildlife and wetland refuges, a forest and wildlife migration corridor, and a designated environmental quality corridor.

The next step is to assess the impacts likely to occur if each of the alternatives were implemented.

Planners evaluate the potential extent and severity of these impacts on the existing environment as described in the baseline resource studies. Impacts can be positive or negative. Potentially significant negative impacts can lead to developing ways to minimize or mitigate impacts or to rejecting alternatives that would result in significant adverse effects.



## What is the NEPA process for an EIS?

First a **notice of intent (NOI) to prepare an EIS** is published in the Federal Register by the agency proposing the project. The NOI provides an overview of the proposed project and describes the scope of the EIS.

# NEPA

Just after the NOI is published, a 45-day “**scoping period**” commences so that the public and other agencies may review the project and provide input to help determine what the EIS will address. During this time, a scoping meeting is held for the public where information on the project is made available.

Often, the agency proposing the project will also hold a meeting or meetings with other public agencies that may have an interest in the project. Interested members of the public are encouraged to comment, ask questions, and help prioritize issues to be analyzed in the EIS.

The next step is to prepare a **draft EIS (DEIS)**, taking into consideration comments received during scoping. When completed, a **notice of availability (NOA) of the DEIS** is published in the Federal Register and in local newspapers. DEIS copies are placed in public locations for the public to review and are distributed to interested members of the public, government agencies, and other organizations for review and comment.

During this **45-day review period**, one or more public hearings are held. Comments are sought on the range of alternatives considered, impacts associated with each alternative, accuracy and completeness of the data in the document, and conclusions that were reached.

The **final EIS (FEIS)** is prepared next. The FEIS incorporates and responds to all public comment on the DEIS. Responses can take the form of corrections of data inaccuracies, clarifications of and modifications to analytical approaches, inclusion of additional data or analyses, or modification of the alternatives.

The FEIS is available for public review for 30 days. After considering comments received, but no sooner than 30 days after the FEIS is published, a **record of decision (ROD)** is prepared. The ROD establishes the proposed action, describes the public involvement and agency decision-making process, and presents the commitments to mitigation measures. The proposed action can then be implemented.

### What does the public have to do with this process?

EISs are issue-oriented, and input from the public – including citizens, elected officials, special interest groups, and local, state, and federal agencies – is very important. Public involvement will:

- Actively seek opinions and perceptions from all concerned citizens, organizations, and agencies so

they can be considered during the EIS analyses.

- Keep the public informed about the project and the EIS.
- Promote understanding on the part of the public about the way environmental problems are studied and solved.

Formal public involvement takes place at three points during the EIS process:

- During the scoping process
- During the DEIS review period
- During the FEIS review period prior to issuance of the ROD



### How does this apply to Fort Belvoir?

Fort Belvoir proposes to implement new short-range projects and update its Real Property Master Plan (RPMP) to develop a blueprint for planning that will optimize management of the installation's real property – land, facilities, resources, infrastructure, and population changes – through 2030. This update is needed because Fort Belvoir's existing master plan was prepared in 1993 prior to implementing the recent Base Realignment and Closure (BRAC) actions and prior to post-9/11 changes at the installation; it no longer accurately reflects current conditions at Fort Belvoir. Further, Army Regulation 210-20 requires periodic master plan updates.

The proposed changes to the master plan would allow development at Belvoir that could have significant impacts to traffic, air quality, and natural, cultural, and other resources. As part of the EIS process, mitigation measures will be identified for any adverse impacts.

The Army at Fort Belvoir has developed an extensive public involvement program. This public scoping meeting is part of the EIS process and is being held so that you, the public, can participate by offering your comments. Please visit the display stations here to learn about the master plan and the EIS.

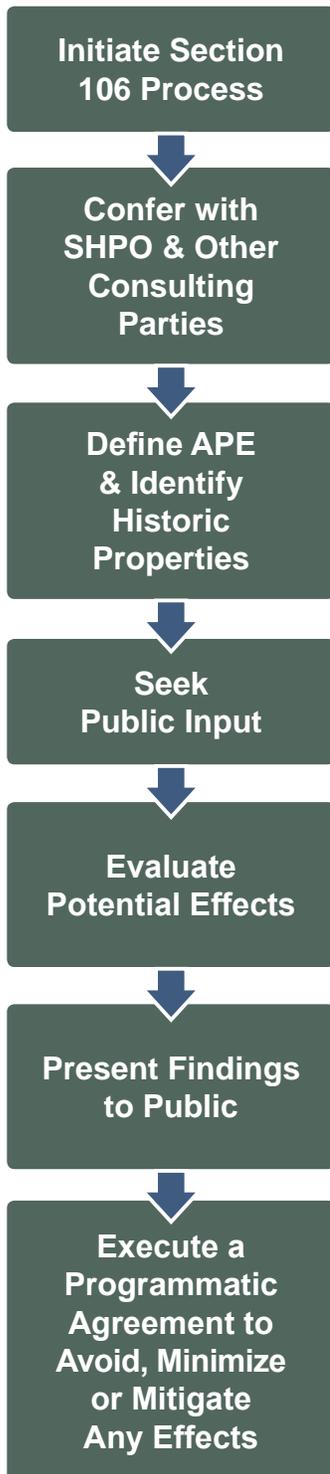
To comment at this meeting, fill out a comment form at the comment table, dictate your comment at the computer station there, or provide your comment to the court reporter.

To comment after the meeting, write to Directorate of Public Works, Environmental and Natural Resource Division, Attn: RPMP EIS, 9430 Jackson Loop, Suite 200, Fort Belvoir, Virginia, 22060-5116. You may also send an email to: [imcom.fortbelvoir.dpw.environmental@us.army.mil](mailto:imcom.fortbelvoir.dpw.environmental@us.army.mil).

# National Historic Preservation Act



Fort Belvoir, Virginia



Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of their undertakings on historic properties listed or eligible for listing on the National Register of Historic Places in consultation with the State Historic Preservation Officer (SHPO) or officers having jurisdiction over the potentially affected resources.

Steps in the consultation process include initiating the process; defining the Area of Potential Effects (APE); identifying the historic properties within the APE; assessing the potential adverse effects of the proposed undertaking on those properties; and developing measures to avoid, minimize, or mitigate those adverse effects. Government agencies, non-profit institutions, civic organizations, Native American tribes, and individuals with a demonstrated interest in the undertaking and its effects on historic properties must be invited to participate in the process as consulting parties. The general public also must be given the opportunity to participate.

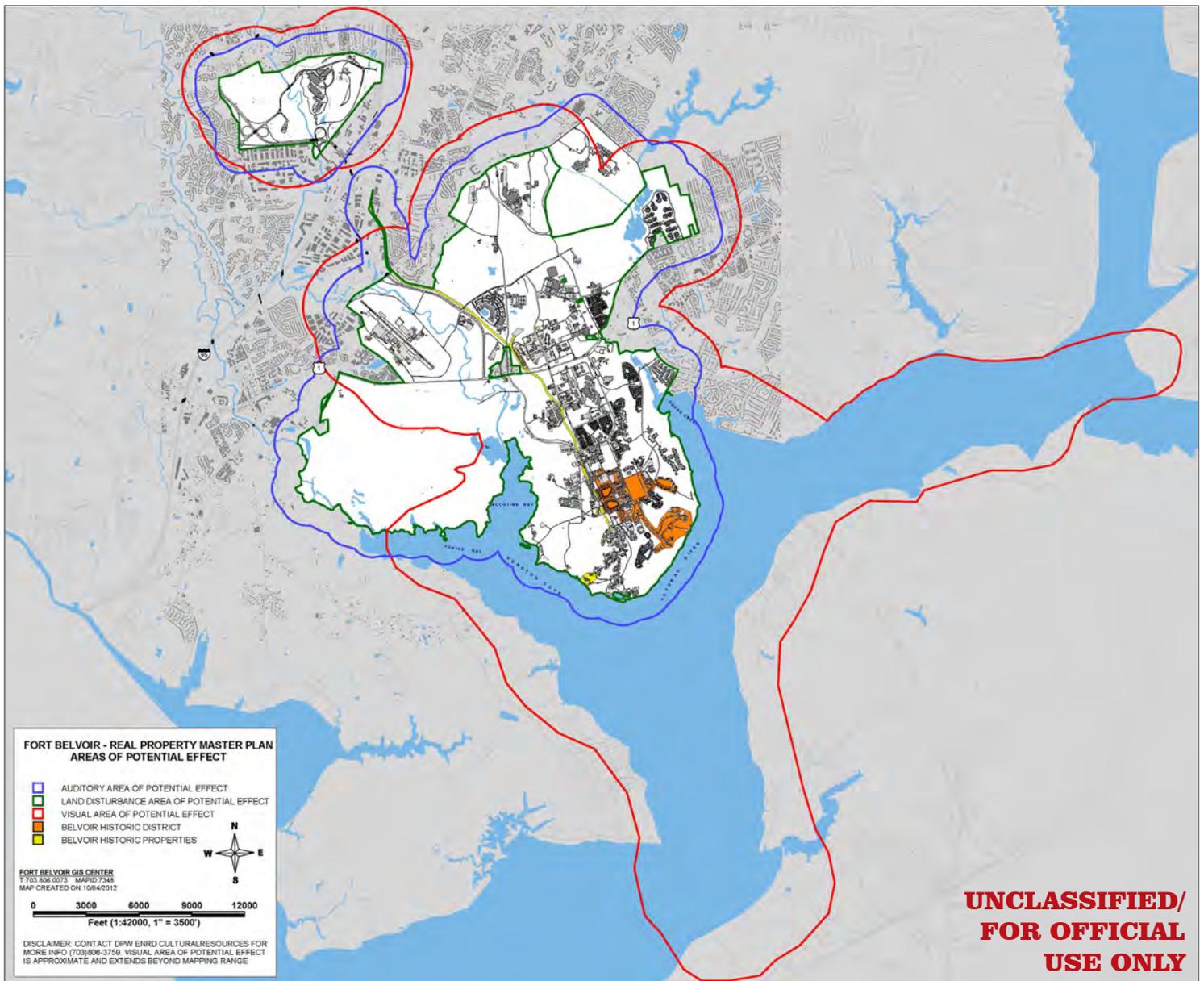
## Initiation of the Section 106 Process

In 2008, Fort Belvoir initiated the Section 106 consultation process with the Virginia Department of Historic Resources (DHR), which is the designated SHPO for Virginia. The consultation process was intended to be conducted in parallel with, but distinct from, the development of the Real Property Master Plan (RPMP) and associated environmental impact statement (EIS). It would address the potential effects of future projects at Fort Belvoir, including short- and long-term RPMP projects and promote the seamless integration of historic preservation restrictions and considerations into the RPMP and future planning processes through the development of a Programmatic Agreement (PA). After being put on hold because of changes in the scope of the project, the Section 106 consultation process resumed in 2012 as the EIS got underway and the RPMP was progressing. It is currently ongoing, still in parallel with these two other processes.

## Area of Potential Effects (APE)

The APE is “the geographic area or areas within which an undertaking, [in this case the implementation of the proposed master plan], may directly or indirectly cause alterations in the character or use of historic properties. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

# SECTIONS 106 & 110



To evaluate the direct and indirect effects of implementing the proposed master plan, Fort Belvoir has defined an APE with three components as shown in the accompanying figure:

- **The Land Disturbance APE** – the area within which implementing the master plan may require conducting ground-disturbing activities. The land disturbance APE encompasses all lands covered by the Fort Belvoir RPMP, including Fort Belvoir Main Post (North Post, South Post, Southwest area and Davison Army Airfield), and Fort Belvoir North Area (FBNA). Although portions of Fort Belvoir lands (shoreline and areas adjacent to the installation boundary) are unlikely to be developed, the range of activities undertaken by Fort Belvoir means that all of the lands managed by Fort Belvoir are subject to possible disturbance. Undertakings that may result in land disturbance that are not related to development include, but are not limited to, shoreline stabilization, former range testing activities, stream stabilization, installation of security fencing, etc.

- **The Visual APE for Main Post and the FBNA** – broadly defined as the distance from which an undertaking will be visible. A number of factors influence the visual APE including the nature of the undertaking, terrain, vegetation and surrounding development. The visual APE for Main Post and the FBNA is defined as an area extending one-half mile from the outer edge of the “Developable Areas” of Fort Belvoir, as defined and illustrated in “Framework Plan” of the Fort Belvoir RPMP. These developable parcels consist of both currently undeveloped land and land that is already developed. In instances where the edge of the developable area is within one-half mile of the Potomac River, the width of the river is excluded from the measurement calculation used to define the APE. This APE is based on the assumption that future development on Fort Belvoir will consist of structures that do not exceed ninety feet in height (roughly the equivalent of a six-story building with fifteen-foot floor to ceiling heights). In instances where the Visual APE continues over water for more than one mile and

strikes landfall in a densely vegetated area, the limit of the APE will be met at the shoreline.

- **The Auditory APE** – the area from which noise generated by activities associated with the proposed master plan is expected to be perceived. The auditory APE is defined as one-half mile from the outer edge of all property covered by Fort Belvoir RPMP, including Fort Belvoir Main Post (North Post, South Post, Southwest area and Davison Army Airfield), and Fort Belvoir North Area (FBNA).

## Historic Properties within the APE

Section 106 defines historic properties as “any...historic district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places...” Multiple historic properties have been identified in the APE for the proposed master plan. On Main Post, historic properties include the Fort Belvoir Historic District; the SM-1 Nuclear Reactor Complex; the A.A. Humphreys Pump Station/ Water Filtration Facility; the Thermo-Con House; Facility 2287 (Amphitheater); and the Fort Belvoir Military Railroad. Main Post also contains 303 known archaeological sites, 163 of which are either National Register-listed or eligible, or are potentially eligible and need further study. FBNA, on the other hand, has been surveyed and contains no historic properties.

The APE also contains multiple historic properties outside of Fort Belvoir in both Virginia and Maryland. Among the most notable are Woodlawn and the Pope-Leighey House, the Woodlawn Quaker Meetinghouse, Pohick Church and Cemetery, and the George Washington Grist Mill, as well as other architectural and archaeological sites too numerous to list here.

## Consulting Parties

To date, the following Consulting Parties have been invited by Fort Belvoir to participate in the Section 106 review process and have accepted.

Advisory Council on Historic Preservation (which is the federal agency charged with overseeing the Section 106 process); The Virginia SHPO; The Maryland SHPO; The Catawba Tribal Historic Preservation Office; Fairfax County; The National Trust for Historic Preservation; Woodlawn and Pope-Leighey House; The Alexandria Monthly Meeting of the Religious

Society of Friends; Ms. Martha Catlin, an Interested Party; The Council of Virginia Archaeologists; The Mount Vernon Ladies Association; The National Capital Planning Commission; The National Park Service - George Washington Parkway; Gunston Hall; and Gum Springs Historical Society.

The following Consulting Parties were invited by Fort Belvoir to participate but have not accepted:

United Keetoowah Band of Cherokee; Eastern Band of Cherokee; Tuscarora Nation; Pohick Church; Woodlawn-Faith United Methodist Church; Historical Society of Fairfax County; Woodlawn Baptist Church; National Park Service - Potomac Heritage National Scenic Trail; and the City of Alexandria, Virginia.

## Addressing Potential Effects

Section 106 requires federal agencies, such as Fort Belvoir, to take into account the effects of their undertakings on historic properties, work with consulting parties to identify adverse effects, and avoid, minimize, or mitigate these effects. According to Section 106, “adverse effects occur when an undertaking may directly or indirectly alter any of the characteristics of a property that qualify it for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.”

Fort Belvoir’s ongoing Section 106 process is expected to result in the execution of a PA. Section 106 defines a PA as a “document that records the terms and conditions agreed upon by consulting parties to resolve the potential adverse effects of a Federal agency program, complex undertaking, or other situations.” Fort Belvoir is developing a PA with the consulting parties that will streamline the Section 106 process with respect to the master plan’s implementation as well as other future actions not related to the master plan in a manner that will facilitate project planning and execution while ensuring any effects on historic properties are adequately identified and resolved. For instance, actions that would affect only buildings already determined to be ineligible for listing in the National Register would not require further consultation with the SHPO, thus allowing both Fort Belvoir and the SHPO to focus on those actions with the potential to have an adverse effects on historic properties.



Woodlawn

Woodlawn Quaker Meetinghouse

Thermo-Con House

## What is the Role of the Public in the Section 106 Process?

Section 106 requires the federal agency to involve the public in the review process. Tonight's meeting is an opportunity for members of the public to be informed about the proposed undertaking and how Fort Belvoir is planning to meet its responsibilities under Section 106. We invite you to share with us any concerns or questions you may have about the historic properties you think may be affected by the implementation of the proposed master plan and to comment on the Historic and Cultural Resources chapter of the Draft EIS.

## Section 110

Section 110 of the National Historic Preservation Act directs federal agencies to manage historic properties under their jurisdiction in a manner that takes into consideration their historic, archaeological, architectural, and cultural values. Historic properties that are not under the control of a federal agency but may be affected by its actions also must be given consideration. To comply with Section 110, federal agencies must develop a program for the identification, evaluation, nomination to the National Register of Historic Places, and protection of historic properties.

In compliance with Section 110, over the years Fort Belvoir has conducted multiple archaeological and architectural surveys through which the resources within the APE listed above were identified. This is one of several ways in which the Section 110 and Section 106 processes work together. Fort Belvoir's efforts to comply with Section 110 are ongoing. As buildings reach fifty years of age – which is the threshold for most architectural resources to be potentially eligible – Fort Belvoir evaluates their historic integrity and significance to determine whether they are indeed eligible. Known resources can also be re-evaluated. This is the case for the Fort Belvoir Historic District: the district includes 213 contributing resources. During the preparation of the revised nomination to the National Register, these resources were reappraised; 18 new resources were determined to contribute and 21 others were determined not to contribute to the significance of the district.

Fort Belvoir's preservation goals and the procedures through which historic properties must be managed in accordance with applicable laws and regulations, including Sections 110 and 106, are laid out in the installation's Integrated Cultural Resources Management Plan (ICRMP). Fort Belvoir just updated its ICRMP to take into account new data obtained since the last update; reflect current regulations and requirements; and revise the goals and objectives of its cultural resources management program accordingly.



Abbott Hall

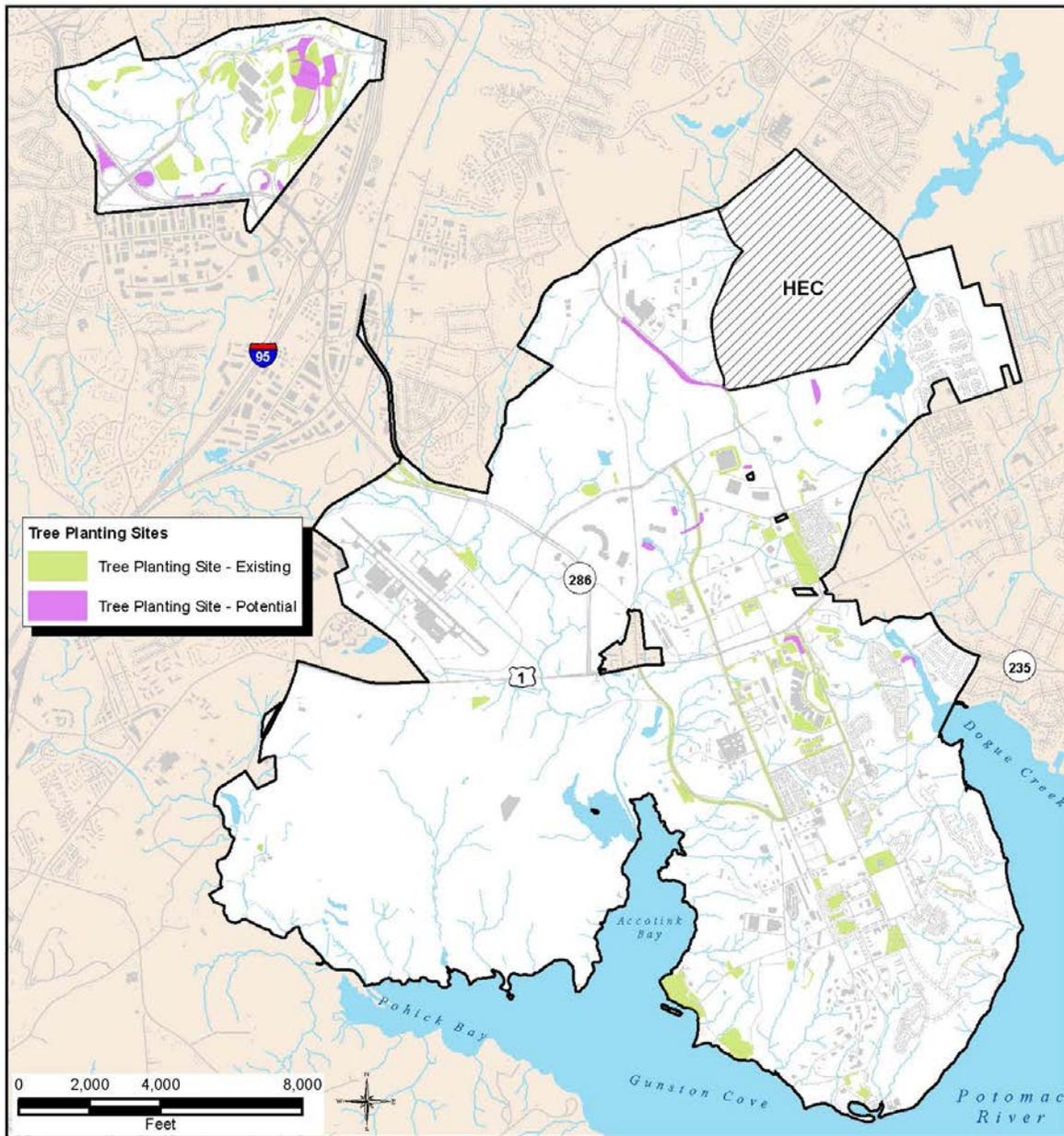


Gerber Village

# Natural Resources Mitigation

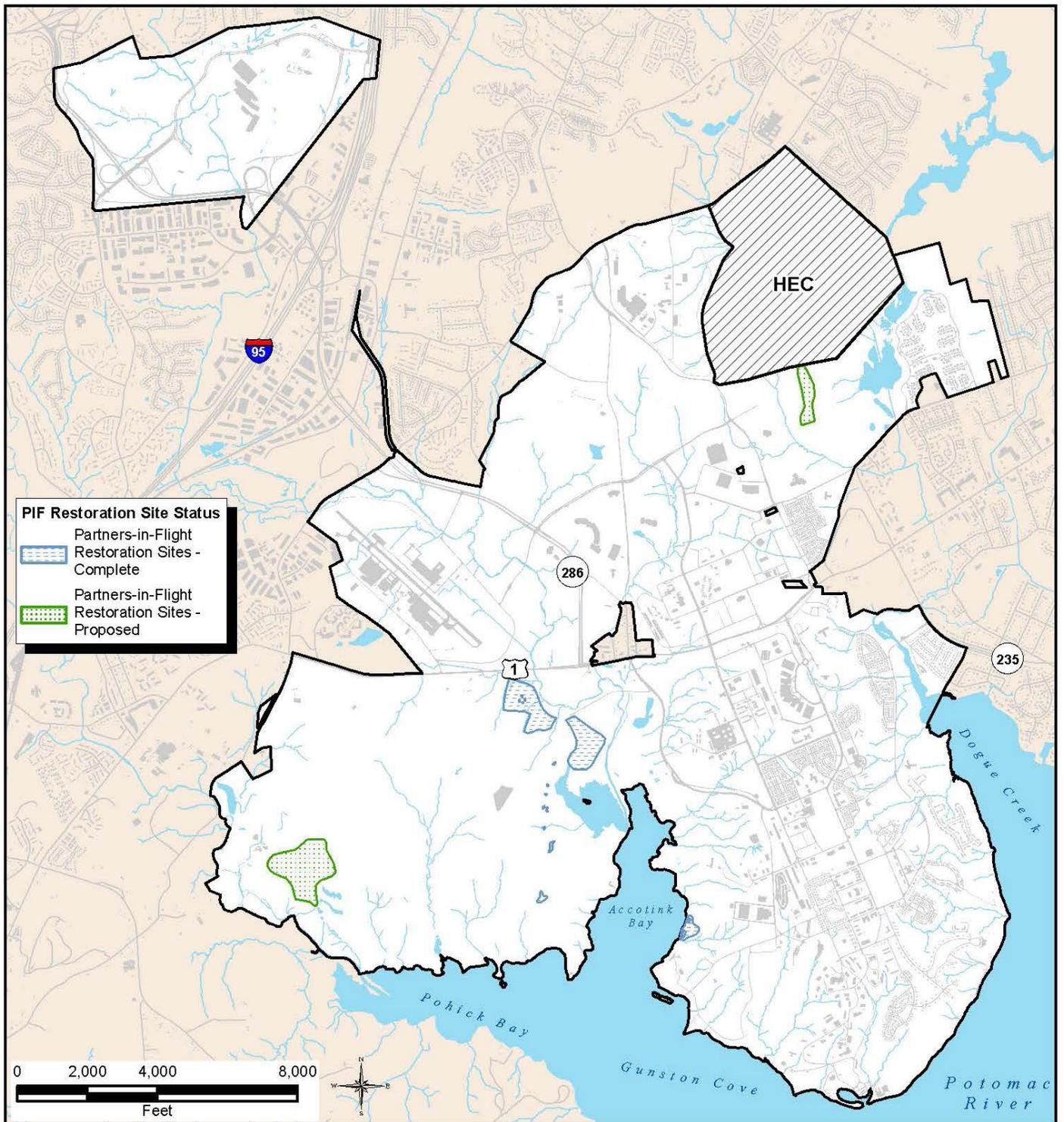


Fort Belvoir, Virginia



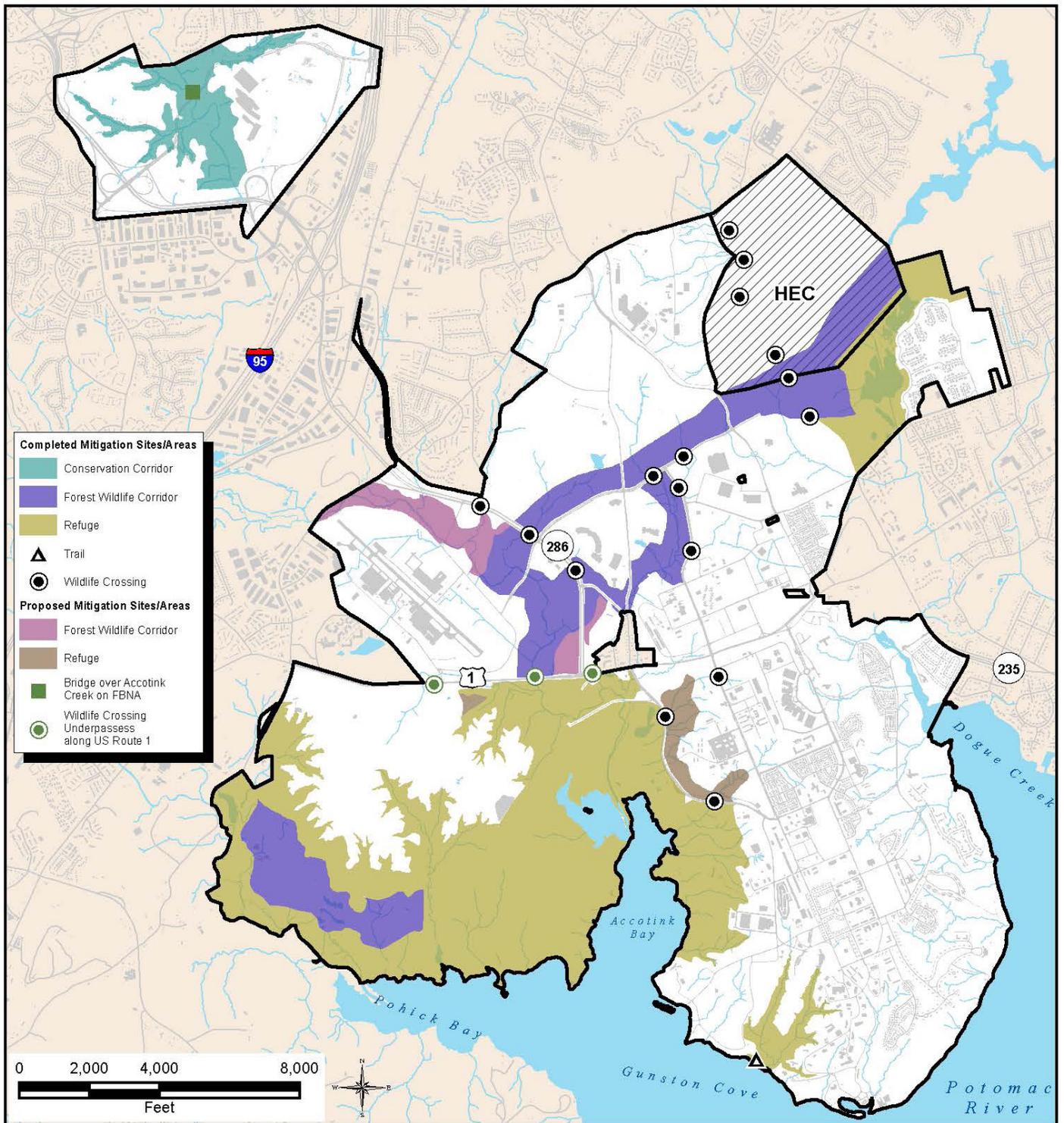
## EXISTING AND POTENTIAL TREE PLANTING SITES

- For many years, Fort Belvoir has had a policy of requiring tree replacement on a 2:1 basis: for each tree with a diameter of four inches or more at breast height removed by construction, two new trees are planted. Existing “Tree Planting Sites” are shown above. Most of the new trees planted have been native species.
- The tree reforestation program also includes the removal and control of invasive and exotic plants, which improves the health of native species and provides cleared areas for potential reforestation.
- “Potential Tree Planting Sites” will be used as mitigation sites for the impacts of the RPMP short-term projects on forest resources.



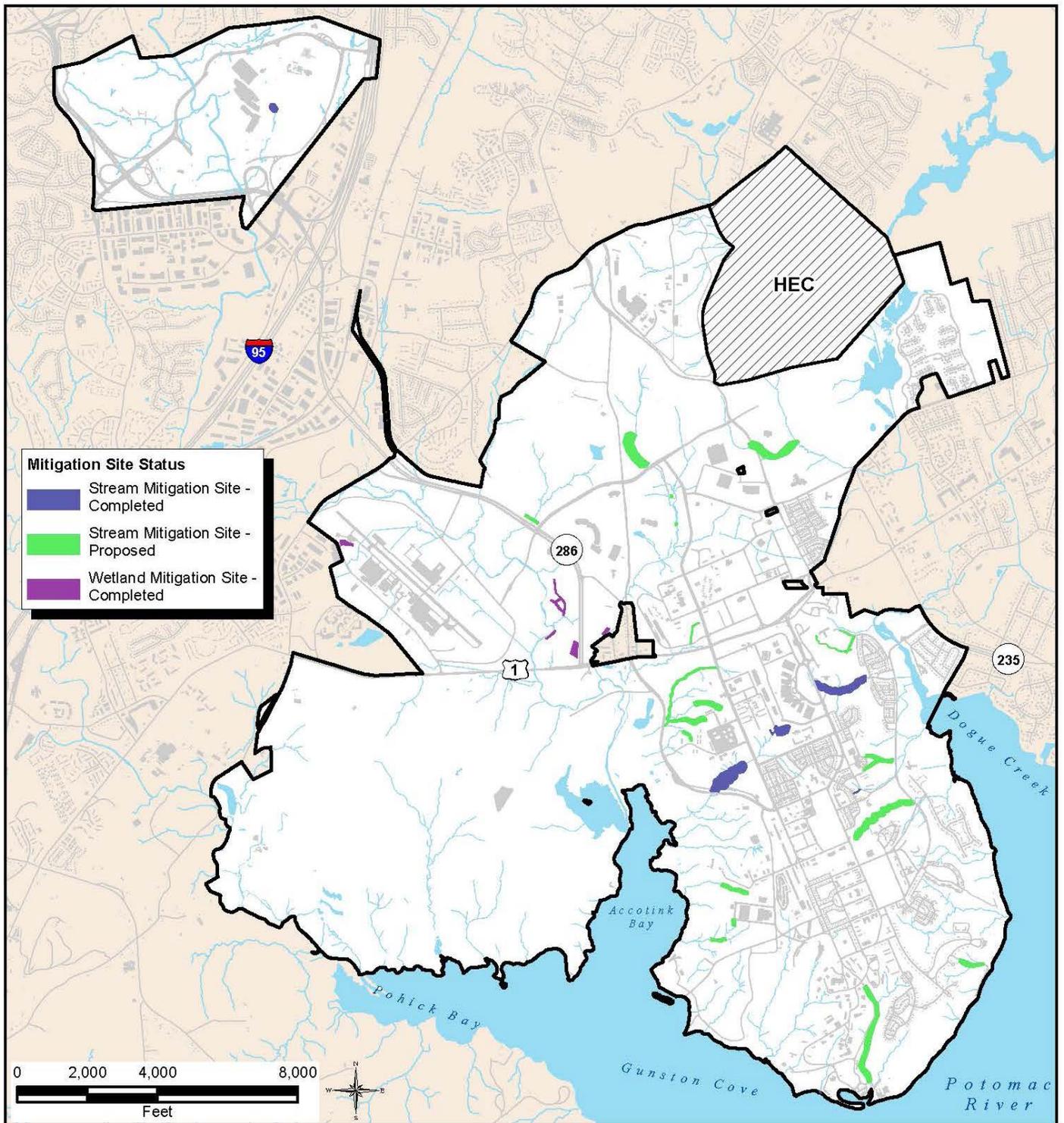
## PARTNERS-IN-FLIGHT RESTORATION SITES

- Fort Belvoir has 4,200 acres of habitat for Partners-in-Flight (PIF) bird species of concern, such as the eastern towhee, Baltimore oriole, chimney swift, northern flicker, brown thrasher, eastern wood-pewee, and grasshopper sparrow.
- Fort Belvoir monitors PIF species and has completed restoration and enhancement of PIF habitat sites as part of its stewardship mission.
- Proposed PIF habitat restoration sites can be restored and enhanced to mitigate the impacts of the RPMP short-term projects on PIF habitat.



## REFUGES AND FOREST AND WILDLIFE CORRIDOR

- Major “Completed Mitigation Sites/Areas” that have resulted from past NEPA actions on Fort Belvoir include the Forest and Wildlife Corridor, wildlife crossing structures for roads through the Forest and Wildlife Corridor, the T-17 Wildlife Refuge, additions to the Accotink Bay Wildlife and Jackson Miles Abbott Wetland Refuges, and reforestation areas.
- “Proposed Mitigation Sites/Areas” are where Fort Belvoir proposes to mitigate the cumulative impacts of implementing the RPMP short-term projects on natural resources. Belvoir proposes to add 110 acres to the Forest and Wildlife Corridor and 65 acres to the Accotink Bay Wildlife Refuge as well as build three new wildlife crossings under US Route 1 in the Accotink Creek drainage area and a wildlife bridge across Accotink Creek on the Fort Belvoir North Area. The land parcels to be added contain sensitive areas such as wetlands, locally-rare ecotypes, and wildlife migration corridors. Protecting these parcels will preserve their ecological value.



## WETLAND AND STREAM MITIGATION SITES

- “Completed Stream and Wetland Mitigation Sites” were set aside or constructed as mitigation for past NEPA actions, such as that for the BRAC 2005 projects. They include severely degraded sections of stream and wetland areas where restoration measures would improve habitat, or where wetlands could be created to benefit water quality and habitat.
- To mitigate the cumulative impacts of the proposed RPMP short-term projects on water resources, Fort Belvoir will pursue funding to assess, design, and restore 17 degraded stream segments (“Proposed Stream Mitigation Sites.”) These stream restoration projects may include repairs such as culvert removals or more extensive stream channel restoration and bank stabilization. An initial stream assessment will determine the proper restoration strategy for each segment.