

Sully District Council of Citizens Associations



P.O. Box 230042
Sully Station, VA 20120-0042

Joint Sully District Land Use and Transportation Committee Resolution on Braddock Road Operational and Safety Improvements

WHEREAS the Sully District Council of Citizens Associations (“SDCCA”) and West Fairfax County Citizens Association (“WFCCA”) joint land use committee (the “Joint Committee”) recognizes the paramount importance of the protection of the Occoquan Watershed and upholding Fairfax County’s environmental policies, as expressed in the adopted Fairfax County Comprehensive Plan; and

WHEREAS both SDCCA and WFCCA have long supported protection of residential neighborhoods from development impacts, including traffic, stormwater, noise and other detrimental effects, as well as protecting natural communities, including threatened species, and preserving contiguous wildlife habitat; and

WHEREAS the Sully District includes many member communities and individual residents along Braddock Road, negatively impacted by increased volumes of Loudoun County commuter traffic, and potentially affected by truck traffic; and

WHEREAS both SDCCA and WFCCA strongly support facilitation of citizen and neighborhood engagement in local governmental decisions, including land use and transportation, with the benefit of complete and accurate technical and environmental studies, to maximize transparency and accountability; and

WHEREAS the Joint Committee recognizes the unique environmental significance of the residential conservation [R-C] zoning district, as expressed in the Fairfax County zoning ordinance¹, and specifically the sensitive vicinity of the Braddock

¹ PART C 3-C00 R-C RESIDENTIAL-CONSERVATION DISTRICT 3-C01 Purpose and Intent

The R-C District is established to protect water courses, stream valleys, marshes, forest cover in watersheds,

**Joint Sully District Land Use and Transportation Committee Resolution on
Braddock Road Improvements**

Road crossing of Cub Run, a stream with documented occurrence of the state threatened wood turtle, *Glyptemys insculpta*², and close proximity to the largest stand in Virginia of a globally rare oak-hickory forest, as well as documentation of other rare and threatened species nearby; and

WHEREAS on July 28, 2020, the Board of Supervisors, at the request of Supervisor Kathy Smith, endorsed³ a request for \$16 million in funding for Option 3⁴, a “jughandle” configuration in the floodplain of Cub Run at the intersection of Old Lee and Braddock Road, coupled with modifications to the existing S curve on Braddock Road, despite the lack of any environmental study being conducted, or any evaluation of the environmental impact of so much disturbance in a significant floodplain in the R-C district, or any public hearing; and

WHEREAS Supervisor Smith’s recommendation to approve the “jughandle” option and modifications to the existing S curve on Braddock Road is contrary to the intent of the adopted Fairfax County comprehensive plan⁵, which was specifically modified to prevent the 2 lane segment of Braddock Road east of the S curve from becoming the “main road” from the South Riding area of Loudoun County to the I-66/Route 28 interchange, through residential neighborhoods in Fairfax County⁶; and

WHEREAS the existing conditions at the S curve and Old Lee/Braddock intersection function to discourage Loudoun commuter traffic from using the two-

aquifer recharge areas, rare ecological areas, and areas of natural scenic vistas; to minimize impervious surface and to protect the quality of water in public water supply watersheds; to promote open, rural areas for the growing of crops, pasturage, horticulture, dairying, floriculture, the raising of poultry and livestock, and for low density residential uses; and otherwise to implement the stated purpose and intent of this Ordinance.

² <https://dwr.virginia.gov/wp-content/uploads/Wood-Turtle-Field-Information-Sheet.pdf>

³ 33. A-11 – APPROVAL OF A RESOLUTION ENDORSING PROJECTS BEING SUBMITTED FOR STATE FUNDING THROUGH THE COMMONWEALTH TRANSPORTATION BOARD’S FY2022-2027 SMART SCALE PROGRAM (4:38 p.m.) Supervisor Smith moved that the Board concur in the recommendation of staff and approve a resolution (Attachment 1) endorsing Fairfax County and the City of Falls Church projects for consideration in the Commonwealth Transportation Board’s (CTB) FY2022–FY2027 Smart Scale Program. Supervisor Lusk seconded the motion and it carried by a vote of nine, Supervisor Alcorn being absent.

⁴ See attached VDOT Alternative 3 diagram (page 5)

⁵ See attached Fairfax County comprehensive plan figure (page 6)

⁶ See Area III volume, Transportation Recommendations, Page 53: *2. Braddock Road will remain a two-lane road only between the Old Lee Road extension and Flatlick Branch and will connect to the Old Lee Road extension in such a way as to not be perceived as the main road.*

**Joint Sully District Land Use and Transportation Committee Resolution on
Braddock Road Improvements**

lane segment of Braddock Road as the “main road” through residential neighborhoods, and also preclude truck traffic using Braddock Road through the S curve; and

WHEREAS no public hearing was held to modify the Fairfax County comprehensive plan, either to remove the proposed realignment of Braddock Road, or to facilitate upgrading the 2 lane segment of Braddock Road east of the S curve into the “main road” for Loudoun County commuters accessing I-66 and Route 28, or truck traffic;

NOW THEREFORE:

BE IT RESOLVED that the Joint Committee opposes the Board of Supervisors making this critical transportation decision without the benefit of an environmental study, or an adequate opportunity for citizen comment and participation in the Board’s recommendation.

BE IT FURTHER RESOLVED that the Joint Committee requests Supervisor Kathy Smith and the Board of Supervisors to reconsider their vote to support Option 3 and the “jughandle” and S curve modifications, and immediately withdraw the request for the \$16 million in “smart scale” funding, forthwith.

BE IT FURTHER RESOLVED that the Joint Committee requests Supervisor Kathy Smith and the Board of Supervisors to request VDOT to conduct a full study of the environmental impacts of any of the options on the Cub Run floodplain and the nearby R-C district, including the globally rare oak-hickory forest and a survey for any potentially affected rare and threatened species, so that such information can be disseminated to the community and carefully considered before the Board makes any specific recommendation about selection of any such options in this critical location.

BE IT FURTHER RESOLVED that the Joint Committee opposes the Option 3 selection as premature and fundamentally inconsistent with the Comprehensive Plan objective of protecting Braddock Road and the nearby residents from becoming the “main road” for Loudoun County commuter traffic, or opening Braddock Road through the 2 lane segment for truck traffic, and that the Joint Committee instead supports the realignment of Braddock Road to Old Lee Road,

**Joint Sully District Land Use and Transportation Committee Resolution on
Braddock Road Improvements**

as illustrated in the adopted Comprehensive Plan, to maintain the existing protections for the residents from the impacts of Loudoun commuter traffic and trucks.

BE IT FURTHER RESOLVED that the Joint Committee requests Supervisor Kathy Smith to schedule with the Board of Supervisors hold an actual public hearing, permitting citizen testimony and presentations to the Board, before any endorsement of any specific option or any funding request is made, and after completion of the environmental study, to allow Fairfax County residents to express their input to the decisionmakers, with the benefit of this critical information.

BE IT FURTHER RESOLVED that this resolution be communicated to the Fairfax County Board of Supervisors, as well as the Virginia Department of Transportation, the Commonwealth Transportation Board, and the Fairfax County Environmental Quality Advisory Council (EQAC)

The Joint Committee approved this resolution at its 21 September meeting:

Submitted by:

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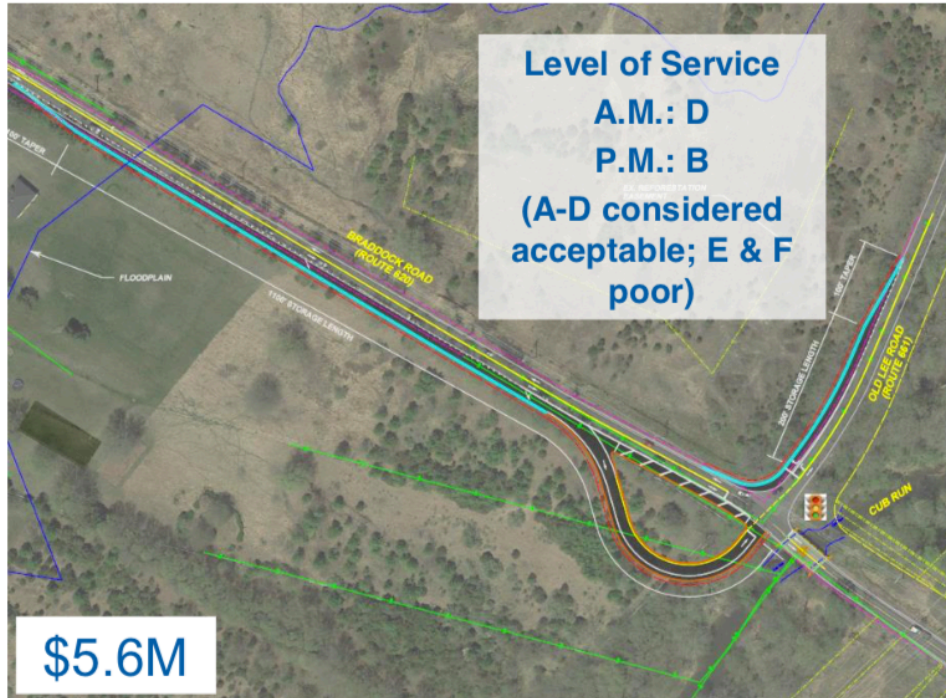
Fairfax County Board of Supervisors
Fairfax County Planning Commissioners
Virginia Department of Transportation
Commonwealth Transportation Board
Fairfax County Environmental Quality Advisory Council
SDCCA Members
WFCCA Members

Note that this document is posted at

http://www.sullydistrict.org/resolutions/20200921_JSDFLU&TCResolution_BraddockRoadImprovements.pdf

Alternative 3 – Braddock Road/Old Lee Road

Jughandle with Turn Lane

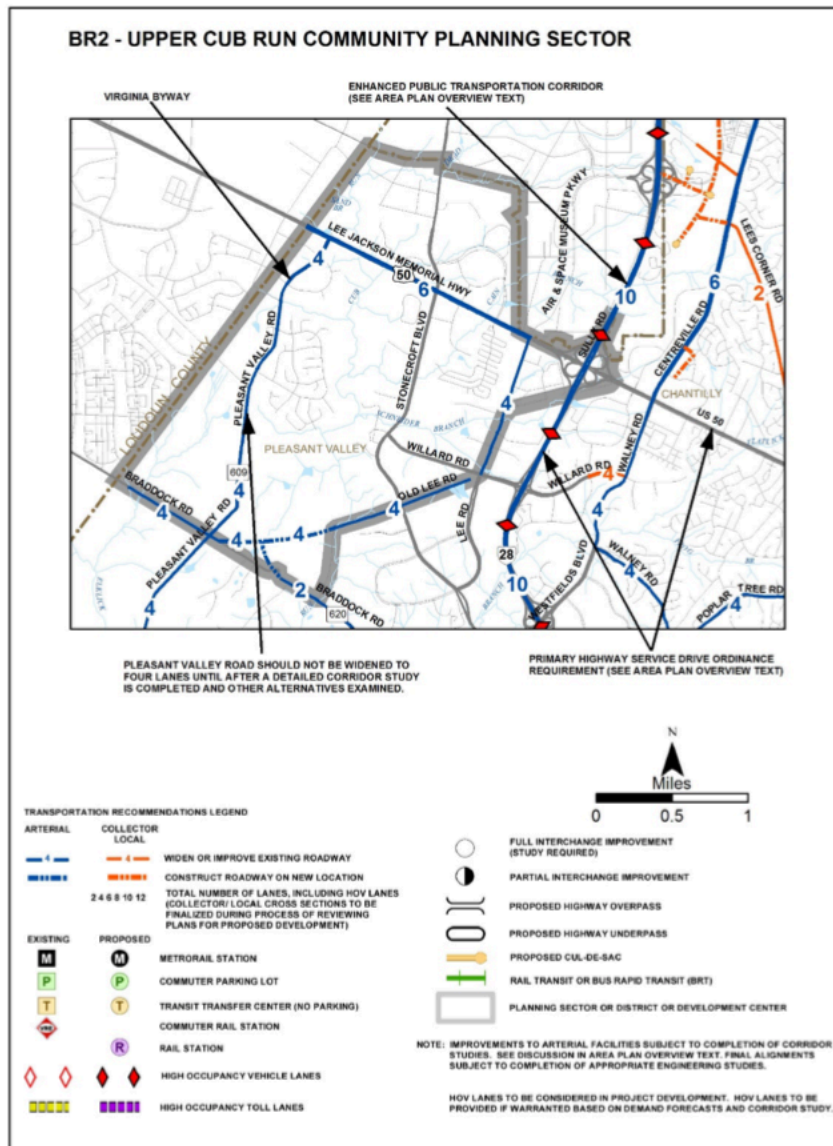


- Adds signal control plus 1,100' "jughandle" lane to serve existing EB left turns and 200' SB right turn lane
- Fair to good operational performance (small risk for queue storage issues)
- Impacts
 - Right of Way – moderate (Rock Hill District Park and residential parcels)
 - Utilities – moderate (electric, fiber & gas)
 - Bridge – none
 - Hydraulic – moderate (possible hydraulic analysis and stormwater management facility)
 - Environmental – moderate (possible archeology survey and higher level environmental documentation required)

Joint Sully District Land Use and Transportation Committee Resolution on Braddock Road Improvements

FAIRFAX COUNTY COMPREHENSIVE PLAN, 2017 Edition
Bull Run Planning District, Amended through 10-16-2018
BR2-Upper Cub Run Community Planning Sector

AREA III
Page 52



TRANSPORTATION RECOMMENDATIONS

FIGURE 17