



- **Limit planting to species native to this region of Virginia**, allowing regrowth in harmony with surrounding habitats and wildlife that will also help minimize upkeep and mowing expense.
- **Reevaluate the Tier 1 Environmental Impact statement**, which indicated that no impaired waters would be impacted. However, the project crosses Bear Branch, Long Branch, Hunters Branch, Hatmark Branch, and headwaters of Accotink Creek, which are all certainly impaired, if anyone would care to collect data. Certainly, much data exists about the impairment of Accotink Creek itself.
- Take advantage of this rare opportunity to make up for past construction done with inadequate stormwater controls by finding imaginative ways to **provide stormwater controls above and beyond the legally required minimums**. With a bit of creativity, it should be possible to do this at little or no cost, given the level of construction already required. Local jurisdictions are likely willing to contribute design ideas and possibly funding.
- **Oversight and enforcement of erosion and sediment controls**, which were lax to the point of invoking legal penalties during construction of the 495 Express Lanes. Cleanup after construction was also a disappointment. This must not be the case again when local jurisdictions and the Commonwealth are pouring so many resources into keeping sediment out of our waterways.
- **Mitigation for wetlands disturbed within the affected watershed**, not at a remote artificial wetlands bank. Fairfax County has a ready list of watershed projects available for mitigation purposes within all county watersheds.
- Collaboration with Fairfax County to **incorporate elements of county watershed management plans into stormwater controls and stream crossings**. Numerous proposed projects exist which may be suitable for synergistic achievement of mutual goals. Likewise for other jurisdictions.

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