

# STAFF RECOMMENDATION



C. Kelly

NCPC File No. 7180/7075

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## FORT BELVOIR – SOUTH POST NEW ADMINISTRATION BUILDING FOR THE UNITED STATES ARMY LEGAL SERVICES ADMINISTRATION AND ARMY AUDIT AGENCY

Gunston Road between 3<sup>rd</sup> and 4<sup>th</sup> Streets  
Fairfax County, Virginia

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

November 23, 2010

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### Abstract

The Department of the Army has submitted preliminary site and building plans for a new administration building to house the United States Army Legal Services Administration and Army Audit Agency. The two agencies are relocating to Fort Belvoir due to the 2005 Base Realignment and Closure Recommendations and as a result, the project is required to be completed by September 2011. The proposed project is to build a four-story, 97,300 square foot building on the South Post of Fort Belvoir. Also proposed is an associated four story parking garage adjacent to the building to support employees and visitors.

### Commission Action Requested by Applicant

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

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### Executive Director's Recommendation

The Commission:

**Approves** the preliminary site and building plans for the construction of a new administration building to house the United States Army Legal Services Administration and Army Audit Agency, with the exception of the proposed parking, located on the South Post of Fort Belvoir, in Fairfax County, Virginia as shown on NCPC Map File No. 2204.10(38.00)43194.

**Defers** action on the proposed parking until a Transportation Management Plan is prepared and submitted, in accordance with the Commission's Submission Guidelines and Procedures. The Transportation Management Plan should include an analysis of parking capacity within 2,000 feet of the building site.

**Recommends** that in the continued development of the project, the Army:

- Redesign the Gunston Road entrance to make it more prominent
- Enhance pedestrian circulation by extending sidewalks along 4th Street and adding crosswalks at potential street crossings.
- Explore the use of vegetative walls on the proposed parking structure
- Address the comments submitted by Fairfax County, Virginia on November 4, 2010
- Add additional landscaping along Route 1 to screen potential views to the building from the Woodlawn Historic District.

**Requests** that in the next submission to the Commission the Army submit information on how the project conforms to the Department of the Army's procedures to implement Executive Order 13514 and the Energy Independence and Security Act of 2007, in particular Section 438 on stormwater management.

**Notes** that the project is to comply with Recommendations 5 and 132 of the Base Realignment and Closure of 2005.

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## PROJECT DESCRIPTION

### Site

The site of the proposed new administration building for the United States Legal Services Administration and the Army Audit Agency is located on Gunston Road, between 3<sup>rd</sup> Street and 4<sup>th</sup> Street, on the South Post of Fort Belvoir in Fairfax County, Virginia. The currently unimproved site is approximately 217,800 square feet and is mainly a grassy area with large trees. Surrounding uses include: parking on the south, office use on the east, vegetative areas to the north, and the existing Auto Skills Center and Arts and Crafts Center on the west.

### Project Location



### Background

On September 15, 2005, President Bush approved the United States Defense Base Closure and Realignment (BRAC) Commission's recommendations. As a result of these recommendations, Fort Belvoir will receive an influx of approximately 20,000 personnel, the largest of any facility receiving BRAC agencies. This project will comply with BRAC Recommendations 5 and 132, which relocate approximately 3,300 personnel from Fort Monmouth, New Jersey and from leased space in the metropolitan Washington, DC area. As required by BRAC, construction of the project must be completed by September 2011.

### Proposal

The Department of the Army proposes to build a four-story, 97,300 square foot building to accommodate the approximately 420 employees of the United States Legal Services Administration (USALSA) and the Army Audit Agency (AAA). The proposed building is mainly red brick with pre-cast concrete panel accents. The courtroom, located on the east side of the building, and the entrances to the building are a blast resistant aluminum curtain wall. The building incorporates a flat roof to stay within the building height limit of 50 feet.

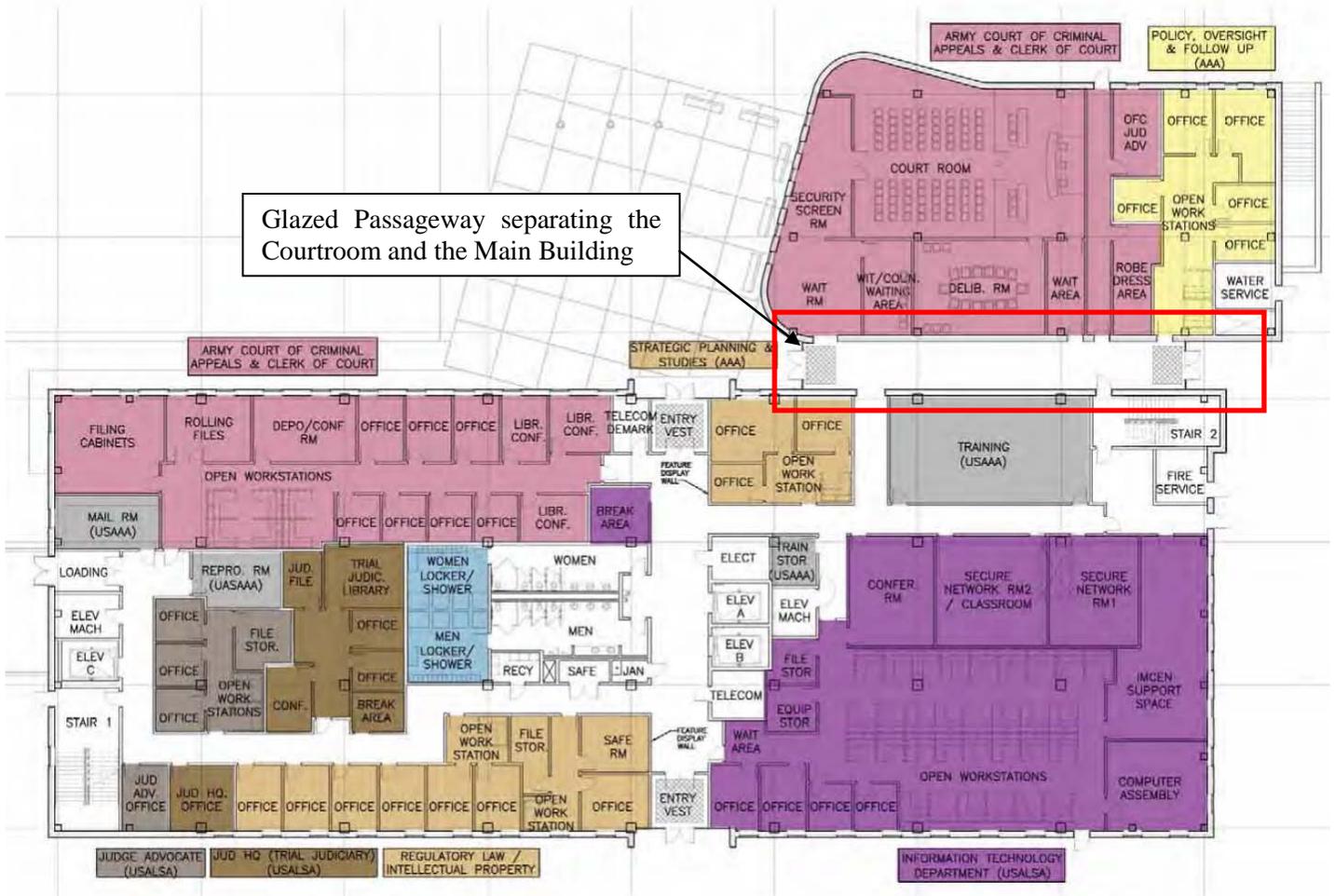
### **Rendering of the East Entrance to the Building and the Courtroom**



The building will include: an emergency operations center, a courtroom with adjoining rooms, secure and non-secure conference rooms, video teleconference centers, a data processing center, offices, storage, and administrative support areas.

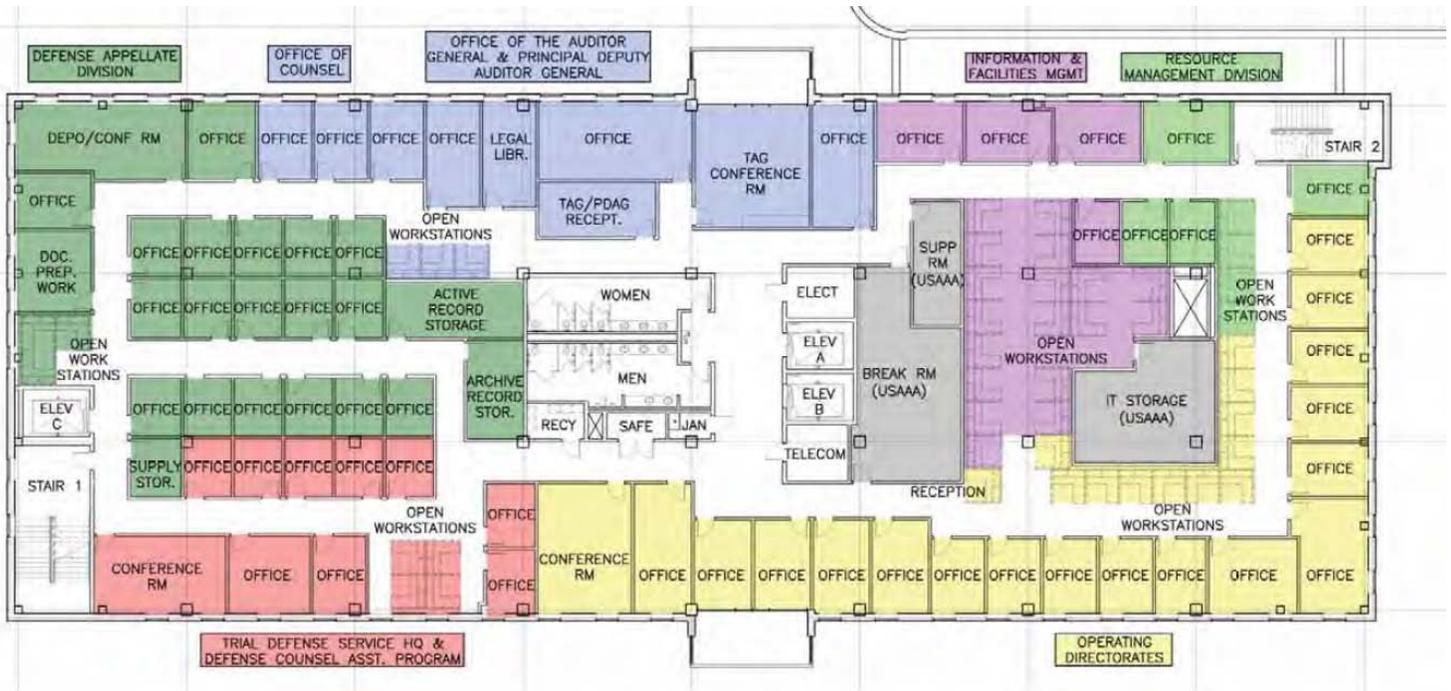
The first floor will house the Army Court of Criminal Appeals courtroom with adjacent court functions such as a deliberation room, waiting areas, and judge chambers. The courtroom, unique to the function of the building as an office building, is visually separated from the building with a glazed passageway that connects the court to the building. The remainder of the floor is offices for Army Court functions, the Information Technology Department for the USALSA group, Judge Advocate offices and support areas, and offices for the Regulatory Law and Intellectual Property Group.

**First Floor Plan**



The second level will contain the functions of AAA on the east side of the building. Also located on the second floor are other USALSA divisions such as: the Defense Appellate Division, Trial Defense Service Headquarters, Resource Management Division, and the Information and Facilities Management and Operating Directorates. On the third floor is the Contract and Fiscal Law Division at the south end of the facility, with the Litigation Division on the north end. The Policy and Operations Management for AAA is also on this floor. The Government Appellate Division has also been separated physically per requirements and is located on the 4<sup>th</sup> floor with the Command Group and the Environmental Law Division.

**Second Level Plan**



The building's formal entrance will face Gunston Road; however, the main entry is likely to be the east entrance as it faces the proposed parking structure and there is an entrance to the courtroom. At this entrance, a courtyard is formed by the building and the parking structure. The courtyard has decorative paving and provides seating. Also, in this location is a service drive and bicycle parking.



The landscaping for the site will consist of sugar maples as the street tree, pillow oak for around the parking structure, southern magnolia along the north side of the building, and dogwoods and Carolina silverbells for the courtyard area.

**Proposed Landscape Plan**



Also proposed for the site is an 114,400 square foot four level parking garage that will provide 348 parking spaces. The parking structure configuration is based on a two-module, single helical, parked-on ramp sloping floor systems. The garage is designed as an open structure with no requirements for ventilation and fire sprinklers. Parking will be provided for 60 percent of staff, 80 spaces for visitors, and 8 parking for government vehicles. Like the proposed building, the material for the parking structure will be brick with pre-cast concrete accents.

**Proposed Parking Structure**



**ANNOTATED SOUTH STAIR TOWER**



**AERIAL VIEW FROM NORTH**



**PERSPECTIVE VIEW FROM NORTH**

**PROJECT ANALYSIS**

**Executive Summary**

Staff supports the construction of the new administration building to support USALSA/AAA as the project is necessary to comply with the requirements of BRAC. Staff has completed its analysis of the proposed preliminary site and building plans for the new administration building and encourages the Army and its design team to evaluate the number of proposed parking for necessity, the building entrance design, pedestrian access around the site, and greening elements for the garage.

### *Parking*

While the project will only provide parking for 60 percent of the anticipated personnel, existing parking around the site may negate efforts to limit parking supply. Therefore, an analysis for parking within 2,000 feet of the building site should be carried out to determine whether it can be used in lieu of constructing the proposed parking garage. The analysis should demonstrate whether parking in the surrounding area meets the Comprehensive Plan's parking ratio of one space for every 1.5 employees (1:1.5) or roughly 66 percent of personnel. Until such analysis is completed, staff recommends that the Commission defer action on the proposed parking.

### *Building and Site Design*

Staff is recommending to the Commission that it **recommend** that in the continued development of the project design, the Army:

- Redesign the Gunston Road entrance to make it more prominent
- Explore the potential to enhance pedestrian circulation by extending sidewalks along 4th Street and adding crosswalks at potential street crossings.
- Explore the use of vegetative walls on the proposed parking structure
- Address the comments submitted by Fairfax County, Virginia on November 4, 2010
- Add additional landscaping along Route 1 to screen potential views to the building from the Woodlawn Historic District.

Staff encourages the Army and its design team to evaluate the design of the formal entrance to the building so that the entrance to the building is more prominent. The current design of the entrance causes the entrance to visually recede and is not easily recognizable as the formal entrance to the building.

#### **Building Entrance Perspective**



Currently, the project creates sidewalks on the Gunston Road and 3<sup>rd</sup> Street sides of the project area; staff encourages the Army to evaluate the opportunity to place sidewalks on 4<sup>th</sup> Street so that future connection to the site from adjacent construction projects can be made.

Staff encourages the Army to evaluate vegetative wall plantings for the parking garage, in particular the south and west sides of the garage as these sides face the courtyard and the proposed building. Vegetative wall plantings could provide screening of the parking garage and automobiles from the courtyard area and views from the courtroom and building as well as provide beneficial environmental impacts by handling stormwater management and air quality.

Fairfax County provided comments on the proposed construction and staff encourages the Army to evaluate all the County's comments in particular the County's comments to close the gap in trees on Route 1 and Belvoir Road to limit views of the building from the Woodlawn Historic District. While, views from this location may be minimal due to the new North Atlantic Regional Medical Center and the new dental clinic, Fort Belvoir should evaluate any gaps in the Route 1 tree line for tree planting opportunities to screen views.



CONFORMANCE

Comprehensive Plan for the National Capital

Given that the agencies are required to relocate to Fort Belvoir due to BRAC, the proposed building is not inconsistent with the Federal Workplace Element of the Comprehensive Plan for the National Capital.

- “Ensure that safe and healthy working conditions continue to be provided and maintained at all sites and in all buildings occupied by the federal government”
- “Use innovative energy conserving techniques in the design and construction, operation, location, and orientation of federal workplaces.”
- “Consider the agency’s specific mission and its security needs before acquiring sites”

Staff recommends that the Commission **request** that the Army submit information on how the project conforms to the Department of the Army’s procedures to implement Executive Order 13514 and the Energy Independence and Security Act of 2007, in particular Section 438 on stormwater management, so that staff can complete its analysis of the project for conformance with the Environment Element of the Comprehensive Plan. Staff commends the Army for meeting LEED Silver on the project and as a result meets many of the goals of the Environment Element, such as:

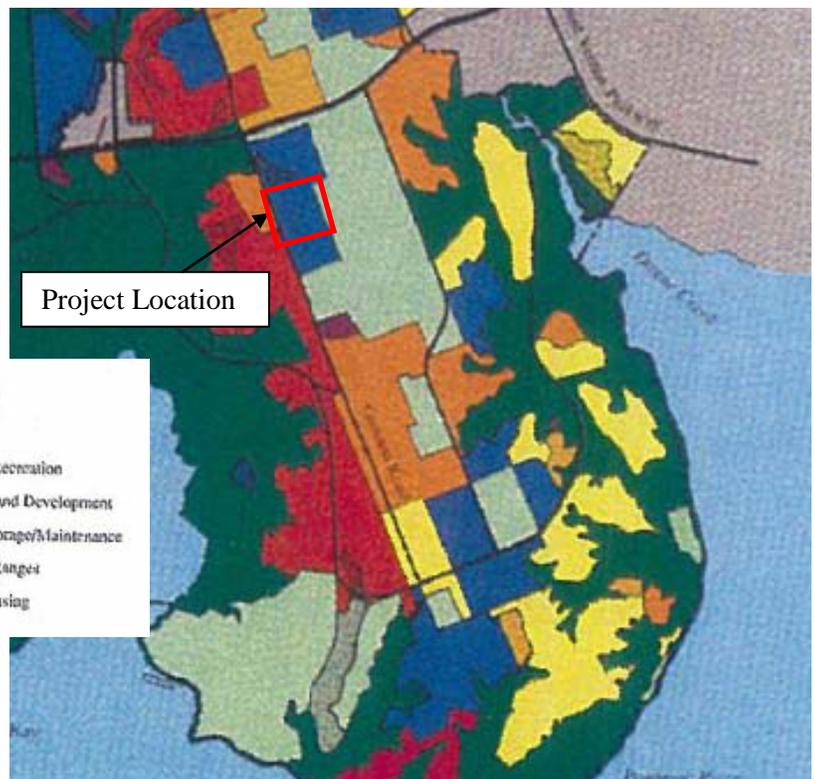
- “Minimize power generation requirements, such as by utilizing best available “green” building systems and technologies”
- “Require wastewater reduction through conservation and reuse in all new federal buildings and major federal renovation projects.”

Staff will also use the TMP and the parking capacity analysis in the next submission to analyze the project’s conformance the Transportation Element.

**The 1993 Fort Belvoir Master Plan Land Use Map**

Relevant Federal Facility Master Plan

The proposed land use is consistent with the approved 1993 Fort Belvoir Master Plan for administration use.



 Post Boundary	 Industrial
 Administration/Education	 Medical
 Airfield	 Outdoor Recreation
 Community Facilities	 Research and Development
 Constrained Land/ Environmentally Sensitive	 Supply/Storage/Maintenance
 Constrained Land Overlay	 Training/Ranges
 Family Housing	 Troop Housing

### National Environmental Policy Act (NEPA)

To complete its National Environmental Policy Act (NEPA) responsibility for the project, the Department of the Army completed three separate environmental reviews that included the project: an Environmental Impact Statement (EIS), and Environmental Assessment (EA), and a Record of Environmental Consideration (REC), which is how the Army establishes if a project can be Categorically Excluded.

#### *Environmental Impact Statement*

The project was first analyzed in the EIS for the “Implementation of 2005 BRAC Recommendations and Related Army Actions at Fort Belvoir,” which concluded with a Record of Decision (ROD), dated August 2007. The EIS analyzed the potential impacts from the BRAC recommendations to relocate agencies to Fort Belvoir, including the USALSA/AAA. The EIS evaluated placing these agencies into existing and relocatable modular facilities. The impacts from the number of personnel, resulting from all BRAC actions, being relocated to Fort Belvoir was analyzed and resulted in a number of transportation improvements outlined in the ROD. The Commission at its June 2009 and September 2009 meeting approved the widening of many of the roads and gates on Fort Belvoir to accommodate higher demand.

#### *Environmental Assessment*

An EA was completed for the USALSA/AAA and the Office of the Chief of Army Reserve (OCAR) in January 2010, with a Finding of No Significant Impact signed. The EA tiers off of the BRAC EIS, described above. The EA was necessary because the space available to place these agencies in was more limited than originally analyzed in the EIS. The EA analyzed placing the OCAR and USASA/AAA agencies in relocatable modular construction until permanent construction could be completed.

#### *Record of Environmental Concern*

After completion of the EA, the Army determined it would build permanent construction instead of relocatable buildings for the agencies in an effort to reduce overall construction costs and impacts. A REC was prepared to analyze the potential impact from moving the projects from temporary construction to permanent with associated increases in impervious surface and impacts to construction sites. The REC analyzed alternatives and locations for permanent construction and the potential use of modular swing space should it be necessary to meet the BRAC September 2011 deadline. However, the Army believes it can make the deadline and swing space will not be needed. The REC was completed and signed in August 2010. The Army determined that the project can be categorically excluded, because previous impacts were analyzed in the BRAC EIS and the EA, under its Environmental Regulations CX (c)(1), AR 200-2, 32 CFR part 651, appendix B, section ii, because new construction is mainly on previously disturbed site, considered under previous EIS and EA evaluations, and previously undisturbed area would not disturb more than 5.0 cumulative acres of new surface disturbance.

### National Historic Preservation Act (NHPA)

Pursuant to Section 106 of the Historic Preservation Act, the Department of the Army has reviewed the project for its effects on the Woodlawn Historic District, including the individually listed Woodlawn Quaker Meetinghouse. Due to the fact that the proposed building and related parking structure will not exceed 100 feet in height, the Army determined that the project will not have effects on historic viewsheds. The Army surveyed the project site for archeological resources and none were identified. The Army initiated consultation with the Virginia State Historic Preservation Officer (SHPO) and has provided the Virginia SHPO with 35 percent drawings. Section 106 review is required to be complete prior to the final project submission.

### CONSULTATION

#### Referral to relevant local planning agencies

On October 8, 2010, the project was referred to Fairfax County for review. Due to the timeline of BRAC, Fairfax County agreed to review the project within 30 days; NCPC received comments from Fairfax County, dated November 4, 2010. The comments are attached.



## County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

November 4, 2010

David W. Levy  
Director, Urban Design and Plan Review  
National Capital Planning Commission  
401 9<sup>th</sup> Street, NW  
Washington, DC 20004

Reference: Army Audit Agency/United States Army Legal Service Administration  
& Office of the Chief Army Reserves, Fort Belvoir, VA  
(NCPC File Nos. 7180/7175 & 7179/7075)

Dear Mr. Levy:

Through this letter, I am transmitting the attached comments from Fairfax County staff regarding the 2005 Base Realignment and Closure (BRAC) proposed preliminary designs for the Army Audit Agency (AAA)/United States Army Legal Service Administration (USALSA) and the Office of the Chief Army Reserves (OCAR) facilities located on the Main Post at Fort Belvoir, Virginia. The plans were reviewed by several County departments to address site specific impacts associated with the proposed infrastructure designs.

The Fairfax County Board of Supervisors has not taken a position on the infrastructure design documents for these facilities; the Board of Supervisors did review and endorse a comprehensive set of comments associated with the Environmental Impact Statement (EIS) for BRAC related actions at Fort Belvoir.

Thank you for your attention and consideration of our comments. If you have any questions or need additional assistance, please feel free to contact me at (703) 877-5688.

Sincerely,

Mark G. Canale  
Fairfax County BRAC Coordinator

MGC/twb

Attachments: As Stated

cc: Members, Fairfax County Board of Supervisors  
Anthony H. Griffin, County Executive  
Robert A. Stalzer, Deputy County Executive  
Katharine D. Ichter, Director, Fairfax County Department of Transportation  
Fred R. Selden, Acting Director, Department of Planning and Zoning  
James Patteson, Director, Department of Public Works and Environmental Services  
John W. Dargle Jr., Director, Fairfax County Park Authority

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)



**Army Audit Agency (AAA), U.S. Army Legal Service Agency (USALSA),  
and Office of the Chief Army Reserves (OCAR) at Fort Belvoir, Virginia**

**Preliminary Plan Submission to NCPC  
November 4, 2010**

**LAND USE AND COMPATIBILITY**

*AAA/USALSA and OCAR:*

- Schedule of Construction and Occupancy - The narrative for both submissions (Section 1.8, page 4 for AAA/USALSA and Section 1.7, page 2 for OCAR) lists a construction start date of November 2010 to meet the September 2011 deadline. A 65% submission is expected after the Fort Belvoir Master Planning Office is able to review and address issues that are raised. There likely will not be adequate time to consider modifications in the 65% and final design phases prior to the start of construction in November.
- Final EIS for BRAC 2005 - Tables 4.2-2 (page 4-20), 4.2-3 (page 4-22), and 4.2-4 (page 4-25) in the Final EIS list the AMC (Army Materiel Command) as Army Lease space with a total of 230,000 gross square feet (gsf) and approximately 1,300 personnel. AAA/USALSA will not involve renovating and reusing the existing AMC facilities as suggested in the EIS once AMC is relocated to Redstone Arsenal, Alabama. The location of OCAR is listed as “modernize barracks” on Table 2-3 (page 2-15). Together, AAA/USALSA and OCAR comprise 185,700 gross square feet and will accommodate approximately 855 personnel. The preliminary submission for OCAR notes that future development could result in up to 1,000 personnel or over 500 additional personnel, and the AAA/USALSA narrative notes future expansion may be required but cannot be identified at this time. Fort Belvoir should ensure the number of personnel and total gsf of development as noted in the Final EIS for BRAC 2005 is referenced when future development is proposed beyond what is required under 2005 BRAC law.

*OCAR:* According to the preliminary submission, the proposed site is 10.33 acres. Surface parking will encompass approximately 3.17 acres with 330 parking spaces. The building footprint is 33,000 square feet (sf) with a gross area of 88,470 square feet. Building height is limited to 50 feet. Total impervious coverage will be approximately 162,000 sf, or 36 percent of the site.

- Please consider the following:
  - Show the location and width of sidewalks, walkways, and picnic areas.
  - Depict the separate visitor parking area.
  - Include a utility plan similar to the AAA/USALSA submission.

- There are some discrepancies with regard to the information provided in the EA and this submission. In the EA, the BRAC 5/132 temporary building, or the relocatable modular construction is identified as a 67,700 sf, two-story building with 2.6 acres of parking for approximately 260 spaces (Figure 2-4, page 2-8). Page 6, Attachment A of the OCAR submission notes permanent construction would have associated increases in impervious surface. It is not clear whether this implies the permanent facility will be larger than the temporary facility; if this is the case, it should be explicitly stated. The proposed OCAR facility is shown in approximately the same location as the temporary facility in the EA, but is about 20,000 sf larger and will provide an additional 70 parking spaces. The OCAR facility will be oriented to Route 1 as opposed to Constitution Road as shown for the temporary structure. In the EA, the permanent building is shown in a “U-shape” configuration to the west of the temporary structure. The OCAR facility will be located where one of the surface parking lots is shown in the EA. The submission for OCAR depicts a different alignment for Lieber Gate than is portrayed in the EA and the submission for AAA/USALSA.
- Page 3 of the narrative states the OCAR building is designed to meet the standards of the Installation Design Guide (IDG) for administrative buildings and the zone in which they are located, in this case the urban core. The draft IDG is a component of the draft 2010 RPMP. While OCAR facility satisfies guidelines as recommended in the IDG, this is a draft document that is subject to change. In addition, the discussion of the urban core area notes a majority of parking should be consolidated into structured garages, and this facility will be served by surface parking.
- Page 3 also notes future OCAR expansion to include structured parking on the southwestern corner of the site. At the time the OCAR facility is expanded to include one or possibly two additional structures and a parking garage, consideration should be given to locating the new structures on top of surface parking to reduce the amount of additional impervious surface. A parking inventory to look at adjacent or nearby available parking should be considered to minimize the amount of new parking that will be constructed.
- Tree save – Page 3 discusses tree preservation outside of construction limits. Tree preservation within the construction area should be discussed. The additional plantings along Constitution Road should be shown and the number of new trees that will be planted should be provided.

*Fort Belvoir Real Property Master Plan (RPMP) and OCAR:*

- According to the submission, programmed employment at the OCAR facility will be 433 personnel. Pending authorization and funding, projected future development could result in up to 1,000 personnel in the long range plan (20 years) or beyond as stated on page 2 of the project report. One additional building and parking structure could be built in 2020, with a possible second building beyond the 2020 timeframe. This future development potential should be reflected in the RPMP.

- The adopted 1993 RPMP designates the OCAR site as a Troop land use area. The OCAR submission refers to an update of the RPMP that identifies the site as Community use, which allows for Professional and Institutional land uses. The revised RPMP has not been adopted, and is our understanding that NCPC is required to evaluate development plans for consistency with adopted Master Plans. It is problematic to evaluate statements related to consistency with a draft document that is a work in progress.

*US Army Auditing Agency (AAA) and US Army Legal Services Agency (USALSA):*

- According to the submission, the proposed site is 5 acres. The four-story building has a gross area of 97,300 sf. Building height is limited to 100 feet. A four-story, 114,400 sf parking garage on approximately .7 acres or 28,500 sf will provide 348 spaces. The total impervious surface area is approximately 70,000 sf or 32% of the site.
- Final EA - the AMC site depicts a 2-story, 67,000 sf facility for a BRAC5/132 temporary building. AAA/USALSA will be a four-story, 97,300 sf building to accommodate approximately 422 personnel. Page 15, Section 3.1 notes permanent construction would have associated increases in impervious surface. As is the case for the OCAR submission, it is not clear whether this implies the permanent facility will be larger than the temporary facility; if this is the case, it should be explicitly stated. In the final EA, the AMC site is not identified a potential location for a permanent facility. The temporary facility is sited parallel to 4<sup>th</sup> Street; the AAA/USALSA building is parallel to Gunston Road. While parking is generally in the same location as depicted in the EA, the amount and type of parking is significantly altered. The EA lists parking as .9 acres and approximately 90 spaces and notes “parking shown on-site is alternate to remote parking”. The proposed parking for AAA/USALSA is a 4-story garage (1 ground level and 3 above-grade levels) with a total of 348 parking spaces.
- Page 6 of the narrative mentions the *Fort Belvoir Main Post Installation Design Guide* for building design. The narrative should note the IDG is a draft document.
- Page 8 mentions parking space allocations for car pool, van pool, and preferential parking for fuel efficient vehicles. The number of spaces for each of these categories should be provided.

## ENVIRONMENT

*AAA/USALSA and OCAR:*

- Overall, there does not appear to be significant environmental issues associated with either the OCAR or AAA/USALSA projects.
- Both facilities are committed to the USGBC standard for LEED silver development. Fairfax County commends Fort Belvoir for their continued effort and commitment to green building design and construction.

- Both projects will meet stormwater management requirements according to guidance provided in the Virginia Stormwater Management Handbook.
- Neither project has a direct impact on Resource Protection Area (RPA) or Environmental Quality Corridor (EQC) acreage.

## HERITAGE RESOURCES

The AAA/USALA and OCAR facilities are proposed at locations which were the subject of review by the Woodlawn Historic District Viewshed Study. (Final Report November 2009). The study was completed in accordance with stipulation II of the Programmatic Agreement for BRAC.

### *AAA/USALSA:*

- The building site corresponds to where balloon #5 was flown for the Woodlawn Historic District Viewshed Study. The balloon was flown at 150 feet. At this height the balloon was visible from two historic properties, Woodlawn Friends Meetinghouse and Grand View. It is worth noting the tree line, existing in April 2009 when the balloon was flown, provided substantial screening. The largest gap in screening was at the intersection of Route 1 and Belvoir Road.
- It is unknown at what height the balloon would not be visible from Woodlawn Friends Meetinghouse and Grand View. Consequently, it is not known if the AAA/USALSA buildings proposed at 100 feet would be visible from the historic properties. For this reason, it is suggested that the recommendation made in the Woodlawn Historic District Viewshed Study to address the largest gap in screening be implemented in conjunction with the construction of the AAA/USALSA building.
- It is recommended that Fort Belvoir implements the Woodlawn Historic District Viewshed Study recommendation, Appendix 3, page 7, which supports enhanced background screening to the south of the Route 1 and Belvoir Road intersection. Large evergreen trees may be introduced and integrated into the existing buffer. Evergreen planting could be native eastern red cedar or American holly or for additional size and more immediate effect, the non-native oriental spruce or Serbian spruce.

### *OCAR:*

- The building site corresponds to the general location where balloon #4 was flown for the study. The balloon was flown one block west of the current proposed OCAR building site. The OCAR building is proposed to not exceed 50 feet in height. The balloon was flown at 50 feet. At this height the balloon was visible from two historic properties, Woodlawn Friends Meetinghouse and Woodlawn Baptist Church cemetery. It is worth noting the tree line, existing in April 2009 when the balloon was flown, provided substantial screening.

- The NCPC submittal materials include the September 23, 2010 letter to the Virginia Department of Historic Resources for BRAC Section 106 consultation and images from the Woodlawn Historic District Viewshed Study. The materials do not appear to include the *OCAR Site Planning* aerial dated May 5, 2010, an enclosure to the September 23 letter. The site planning aerial indicates two areas for additional tree planting. One area is along Constitutional Avenue from Goethals Road to Meade Road and the second at the Parade Ground bleachers. It appears that the proposed additional tree plantings as shown on the *OCAR Site Planning* aerial dated May 5, 2010 combined with the 50 foot height limit will protect the viewsheds to the Woodlawn Friends Meetinghouse and Woodlawn Baptist Church cemetery.
- Fort Belvoir and Fentress Architects are encouraged to revise the landscape plan for OCAR and stipulate to NCPC that additional trees plantings will be provided as shown on *OCAR Site Planning* aerial dated May 5, 2010 in order to protect viewsheds to the Woodlawn Friends Meetinghouse and Woodlawn Baptist Church cemetery.

## TRANSPORTATION

### *AAA/USALSA and OCAR:*

- The plans should address construction contractor parking since it will have a significant impact on the Route 1 corridor. Construction contractor parking should be coordinated with other BRAC projects. Construction hours of operations, impacts to noise, traffic and air quality need to be investigated.
- Bicycle/pedestrian facilities and connections should be clearly shown on the figures, providing pedestrian and bicycle access to transit/bus stops and other areas within the installation such as the town center, commissary and PX.
- Crosswalks should be provided in front of the AAA/USALSA and OCAR sites, providing enhanced pedestrian and bicycle access.
- On-site locations should be determined and shown on the figures for bicycle racks, bicycle lockers, and shower facilities.
- Vanpools and carpools should be encouraged with parking spaces located adjacent to the buildings.
- Slugging, alternative work schedules, flex-time, teleworking and other transportation demand management (TDM) strategies should also be encouraged on the installation as a means to limiting the number of single occupant vehicles (SOVs).
- Please note that final review will not be considered complete until the Transportation Management Plan (TMP) is submitted, reviewed and accepted.

*AAA/USALSA:*

- A peak hour traffic operations analysis should be conducted for the intersection of Gunston Road and 3<sup>rd</sup> Street, as this serves as the primary access to the parking garage. The plans identify neither northbound right nor southbound left turn lanes. Also note that the plans designate no westbound left turn lane (only through and right turning movements are identified).
- Employee parking is limited to 199 parking spaces (60% of the 332 BRAC employees). In addition, 80 parking spaces are allocated for visitors and 8 for government use. This totals to 287 parking spaces. An explanation is needed as to why 348 total parking spaces are being provided in the garage. This equates to approximately 80% BRAC employment at the AAA/USALSA site. Vanpool, carpool and fuel efficient vehicle preferential parking should be included as part of the 60% allocation.

*OCAR:*

- A site plan should be provided clearly showing transportation and pedestrian facilities and site access.
- A peak hour traffic operations analysis should be conducted for the intersections of Goethals Road at Black Road and Goethals Road at Constitution Road, as they serve as the primary accesses to the surface parking. Plans should be provided that include planned intersection geometries in the immediate vicinity of the AAA/USALSA site.
- Employee parking has been restricted to 60% of the total number of BRAC employees. Based on 433 BRAC employees at OCAR, this equates to 260 employee parking spaces. Additional parking spaces above 60%, however, have been allocated for vanpools and motorcycles. These parking spaces should be included as part of the 260 total for employees.
- Figure C-01 (Vicinity Map) should reflect the proposed improvements to the Lieber Gate layout, clearly showing proximity and potential impacts to the OCAR site and surrounding roadway network. Access to Constitution Road and Black Road, and the OCAR site, may be affected.

**TRANSIT***AAA/USALSA and OCAR:*

- Existing and planned transit/ bus stops should be shown on the figures, including Richmond Highway Express (REX) and the proposed campus shuttle bus system.
- Shuttle bus stops should be planned in the vicinity of these facilities, if they have not been already. The proposed shuttle bus service would provide enhanced access and connectivity within the installation, eliminating much of the need for SOV use.