

NATIONAL CAPITAL PLANNING COMMISSION

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COMMISSION MEETING

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OPEN SESSION

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Thursday,
January 7, 2010

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The meeting came to order at 12:30 p.m. in Suite 500 of the National Capital Planning Commission headquarters at 401 9th Street, NW, Washington, DC, Preston Bryant, Chairman, presiding.

PRESENT:

PRESTON BRYANT, Chairman
PETER MAY, Department of the Interior
ROBERT E. MILLER, Council of the District of
Columbia
HARRIET TREGONING, Office of the Mayor of
the District of Columbia
MICHAEL S. MCGILL, GSA
HERBERT F. AMES, Presidential Appointee
RALPH NEWTON, Department of Defense
JOHN M. HART, Presidential Appointee
DEBORAH PARKINSON, U.S. Senate
WILLIAM MILES, U.S. House of Representatives

NCPC STAFF:

MARCEL C. ACOSTA, Executive Director
LOIS J. SCHIFFER, General Counsel
DEBORAH B. YOUNG, Secretariat

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P-R-O-C-E-E-D-I-N-G-S

12:31 p.m.

CHAIRMAN BRYANT: Good afternoon.

(PLEDGE OF ALLEGIANCE)

CHAIRMAN BRYANT: Thank you.

Got a good meeting today. It's a couple of significant projects to discuss later on.

First item on the agenda is the Chairman's Report and let me just say a few words.

[INSERT - MEETING AGENDA]

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CHAIRMAN'S REPORT

CHAIRMAN BRYANT: First,

I'll note for the record that there is a quorum. And so if there are no objections, we will proceed from following the agenda that's been sent and advertised.

As many of you know, we have established what's been called the 10th Street Corridor Task Force. It is to look at that whole L'Enfant Plaza area around the Department of Energy to how we can play a role working with Federal partners and the District of Columbia in revitalizing that area.

The 10th Street Corridor Task Force met for the first time last month, just a couple of weeks ago on December the 15th and it was our kick off meeting to start the process.

The Task Force is comprised of Federal and local agencies and it will assess the feasibility of redeveloping that corridor and making it a model 21st Century eco

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district.

The eco district proposes to be innovative to look at sustainable urban development and infrastructure practice and together we hope the Task Force will make recommendations for not just immediate but also long-term ways to reduce energy consumption, conserve resource, improve urban design and lane ease practices, improve public space, improve transportation into physical infrastructure that we know around that area today.

At our first meeting we had join us Michelle Moore. Michelle is the Federal Environmental Executive with the White House Counsel on Environmental Quality and she is the principal lead on the President's Executive Order on Federal leadership on environmental energy and economical performance.

Ms. Moore expressed great enthusiasm for the project. I feel confident

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that we have a great friend there in full force of the White House behind this project, being a supportive in the constraints of the EO as is possible.

We also had -- on the Task Force there's a representative from the Department of Energy which makes up so much of that area and there was extraordinary enthusiasm from DOE representative on the Task Force to help move this forward.

I did chair that meeting and will continue to stay involved so that we can realize one of the real cornerstones we think of the monumental fundamental plan that we have.

The Task Force at the first meeting went through sort of the routine kick off kinds of things. The study area we're looking at, the proposed work plan, looking at the details of the Executive Order making sure that we're meeting those and then talked a little bit about what an eco district is and

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some of the goals that we would like to achieve.

Overall the Task Force did agree by broad consensus for the need of this work and this study to express support for the overall integrative planning approach to look at the various development alternatives and scenarios to achieve of the goals of the plan.

The next meeting is going to be -- Ms. Miller, February 10th? February 10th at 1:00.

It will be right here.

On February 2nd, just prior to that, we're going to have a public scoping meeting so folks can come and see the Task Force, talk to us about the mission of the Task Force, the concept of an eco district and get their good and valued input.

So, that's where we are. Please pay attention to the NCPC website. You can see lots of information on the 10th Street Corridor Task Force and what we are doing. You can keep up with us very easily that way.

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Any questions from member of the Commission on where we are headed? We invite all members of the Commission to be as involved with this as you would like to, you know, attend the meetings, help us, give us suggestions, we certainly welcome -- welcome your input.

So, hearing no questions, we'll go to Item Number 2 and that's the Report of the Executive Director, Mr. Acosta.

REPORT OF THE EXECUTIVE DIRECTOR

MR. ACOSTA: Thank you, Mr. Chairman, and good afternoon. I will keep my comments brief today in order to get to our busy agenda.

But, before I begin, I'd also like to talk a little bit of our Combined Federal Campaign. We had another very successful year with the CFC. This is the Federal Government's workplace charity program.

This year the agency will be receiving the President's Award which is the

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highest award that Federal agencies can receive for CFC participation.

The agency will also receive a summit award for increasing total donations and pledges by three percent or more in the amount raised last year.

Our goal was to raise over \$20,000.

We were able to raise \$22,000 with a 90 percent participation rate from the staff. Our campaign was led by Amy Tarce and for other staff members who assisted her, Kenny Walton, Sheryl Kelly, Andrea Litle, Chamille Lewis. I'd like to thank all of them for their help and also thank the staff for their generosity in terms of serving the public and making a very important donation to very worthy causes.

Today we have Mr. George Young who is the CFC campaign director who is here today to present the award to the Commission.

Mr. Young.

MR. YOUNG: Mr. Chairman, Staff,

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Guests, it's a great honor to be here today. You are our first official thank you of the 150 campaigns in the metropolitan area. It gives me great pleasure to present the Commission the Summit Award and the President's Award.

Today, in the metropolitan area we are at \$56,712,000. Realize we need a \$64 million goal by January 15th. So, I'll be out there seeing some of you and your agencies. Please go back home and say we need to get over the finish line but on behalf of CFC and the charities we serve, I would like to present the Chairman the Summit Award.

And on behalf of President Obama the President's Award, the highest award an agency received for supporting CFC.

CHAIRMAN BRYANT: Thank you, Mr. Young.

As Chairman and on behalf of the Commission, I accept this really of the staff and it is yet more evidence as were needed of

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the really top notch staff here at the National Capital Planning Commission. So, thank you.

CHAIRMAN BRYANT: Mr. Acosta, anything else?

MR. ACOSTA: I just had two other points.

On January 26 we are going to host our first kick off for our 2010 Inaugural Speaker Series. There's a postcard in front of you. Rob Bennett who is the Founding Executive Director of the Portland, Oregon, Sustainability Institute and Michelle Moore who is the Federal Environmental Executive, again, of the White House Council on Environmental Quality will be speaking about eco districts as well as the Presidential Executive Order on Sustainability.

We invite members of the public as well as our Commission to attend this meeting.

It will be held at 6:00 p.m. in the Commission Chambers.

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And, finally, you'll see before you a copy of our 2009 Annual Report. I would like to thank the Office of Public Affairs for again producing another outstanding document.

And there's a written copy of my monthly report in your packet. I'd be happy to answer any questions that you might have.

[INSERT - EXECUTIVE DIRECTOR'S REPORT]

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[INSERT - HIGHWAY PLAN AMENDMENT]

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CHAIRMAN BRYANT: Questions of Mr. Acosta?

And I'll say to the public assemble, there's a copy of the report and copies of the report are in the lobby there. Please stake one.

Other comments or questions for Mr. Acosta?

Thank you.

CONSENT CALENDAR

Next is the Consent Calendar and there are a number of items on the Consent Calendar.

There is Item 3A. It's the Building Modernization of a Federal Office Building.

Item 3B. Perimeter Security Upgrade and a Guard Booth at the U.S. Tax Court.

3C is the Revegetation Plan for the Engineering Proving Ground at Ft. Belvoir.

3D is the construction of a Shear

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Wall for the Existing Parking Garage.

3E is the Renovation/Addition of Building 17 at the National Naval Medical Center.

And, last, 3F is the Zoning Map Amendment for part of a parcel, 207-64.

These items have been sent to the Commission members.

Any questions on these items?

[INSERT - FEDERAL OFFICE BUILDING 8]

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[INSERT - U.S. TAX COURT]

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[INSERT - FORT BELVOIR NORTH AREA]

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[INSERT - WASHINGTON NAVY YARD]

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[INSERT - NATIONAL NAVAL MEDICAL CENTER]

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[INSERT - AMENDMENT TO THE ZONING MAP]

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COMMISSIONER AMES: Mr. Chairman,
move we accept the Consent Calendar.

CHAIRMAN BRYANT: It's been moved
and seconded that the Consent Calendar be
adopted.

All in favor say aye.

(AYES)

CHAIRMAN BRYANT: Opposed, no?

Any abstentions?

It's adopted unanimously.

Thank you.

Now, moving to the Actions Items.
We have on our agenda.

First items up and on the agenda is
Item 4A. It's the Mark Center Development in
Alexandria. And from the staff is Mr. Hart.

ACTION ITEMS

MR. HART: Good afternoon, Mr.
Chairman and members of the Commission.

Before you today is the Fort
Belvoir Base Realignment and Closure (BRAC)
133 Project at the Mark Center now in

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Alexandria, Virginia, which will be the future home of the Washington Headquarters Services.

The Department of the Army has submitted for preliminary and final approval site and building plans for the east and west towers, parking garages and the remote inspection facility.

The project is located west of 395 -- I-395 in Alexandria. It's located here on the map. The Mark Center is a privately owned mixed use development and is cited approximately nine miles north of Fort Belvoir and approximately four miles south of the Pentagon.

In 2005, the Base Realignment and Closure Commission included the relocation of 6,400 DOD personnel in the Washington Headquarters Service from around the region to a centralized location and under the command of Fort Belvoir.

In 2007/2008, over the concerns about locating the Washington Headquarters

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Services at Fort Belvoir, the Army conducted an evaluation of several sites in northern Virginia including the Mark Center, that's in Alexandria, along 395, the Victory Center. That's also in Alexandria, along 495 and a GSA site -- GSA warehouse site that's along the 95 near Springfield.

In October 2008 after evaluating the locations for the Washington Headquarters Services, the Army chose the Mark Center. The Mark Center is owned and managed by Duke Realty and in December 2008 the Secretary of the Army purchased two parcels of the center totaling nearly 16 acres.

The Mark Center includes Class A office space developed to preserve green space within an office to building environment. This is a map showing the Mark Center development and the 133 project in its context.

Seminary Road is located northeast of the site. And the site is in yellow

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highlight.

The Mark Winkler Preserve is a privately owned 44 acres wooded parcel located west and southwest of the site in the center of the slide.

The preserve was founded in the 1970s by Catherine Herman the widow of the late Mark Winkler as a secluded respite next to the Mark Center which at the time was land-owned by her late husband's real estate company.

And across Seminary Road you can see three buildings. These are high-rise apartment buildings and again 395 to the bottom of the slide to the length of the site.

Near the camps are a few buildings. The Institute for Defense Analyses which is a ten-story building of 270,000 square foot of an area and it's located west of the site.

The Center for Naval Analysis Corporation is an eight-story 214,00 square foot office building that's located and

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surrounded by the site.

And the office building at 4900 Seminary Road has multiple tenants in it. It's a twelve-story 200,000 square foot office building and it's here just east of the site between the parking garage and Seminary Road.

The Commission reviewed the constant design and since this is a BRAC project also approved the final foundation plans for this project in February of 2009.

The staff notes that BRAC projects tend to be accelerated given their need to be completed by September of 2011.

The following comments were included in the Commission's action on the project at that time.

First, the Commission noted that the Army needed to have further discussions with the City of Alexandria on the design changes for the site, since the concept review in February, the Army has worked with the city staff on transportation, urban design and

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architectural issues. And a significant number of the changes in the proposed design have come as a direct result of these consultations.

Second, the Commission noted that the Army needed to complete National Historic Preservation Act's review for the site and this has been completed.

Third, is further coordination with the public. The city created the BRAC 133 advisory Group, a citizen task force to assist in the review of this plan. The Army is represented in this group and attends the monthly meetings.

The last item creating a plan for I-395 slip ramp has not been fully completed and this will be presented in a few moments.

As a note, the three I-395 slip ramp is not part of this BRAC 133 project for the Commission as the ramp project is on land under the jurisdiction of the Virginia Department of Transportation or VDOT.

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The staff is requesting to be updated on the ramp project as it progresses.

The proposed site shown here with the property boundary in blue -- on the blue dotted line. The main site element includes two office towers which are in the western -- north is actually this direction, at the north -- to the right of the slide.

The east/west towers are located here. Two parking garages. The north parking garage which is north of the site and a self parking garage which is close to I-395.

Note an inspection facility located at the intersection of 395 and Seminary Road.

A main access control point and a visitor's center which are centrally located and indicated on the plan and transportation center include six bus bays and that's north of the parking garage -- north parking garage.

While all these elements have -- were also included in the concept design, the Army has made a number of changes to the

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project as a result of extensive meetings with the city. These site change include site and landscaping alterations, architectural enhancements, facility relocation, road refigurations and security perimeter modifications. And I'll describe these in a few minutes.

And this is a comparison of the concept design on the left and the proposed design that's before us now on the right.

And what has changed since February? Many of these changes have been requested by the city or other nearby neighbors such as IDA and CNAC.

In order to increase accessibility to the CNAC building, the loop road has been resigned to connect and allow the CNAC greater accessibility.

The north parking garage also had to be redesigned and the geometry reconfigured because of this connection here. In an effort to centralize the site security, the visitor's

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center and access control point were moved next to each other in the interior of the site. You can see that here. The access control point was here and now it's been shifted down. The visitor's center was here, it's shifted down as well.

The movement of these -- of the access control points is also addressed as a concern that the IDA raised about queuing in the concept design.

In addition, the secure zone has been reduced as you see here and no longer needs to include the north parking -- no longer includes the north parking garage.

Finally, the Army is to work with the city in an effort to minimize the visibility of the remote inspection facility.

This facility is used to inspect delivery trucks entering the site before they are allowed to proceed to the remote delivery facility which is the main loading dock for the campus. The inspection facility is here,

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the access road is here and the delivery facility or loading docks are here.

The Army has proposed the following changes to the remote inspection facility.

Partially sinking the facility down to the ground, adding a green roof and providing additional screening from Seminary Road. While the Army has made these changes to minimize the visibility of this facility, the city still opposes locating it at the Mark Center. The Army requires remote inspection facilities to connect a secure access lane to the main building and the Army has determined that this location is the most appropriate for the facility given the site.

The Army originally stated that this site would attain a LEED Silver Certification, but now intends to attain a LEED Gold Certification through the use of green roofs and walls which you see here, increased energy conservation and the use of bioswail and bioretention area on the site.

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The following consultations with the city as well, the Army also is proposing several architectural changes to the north garage and these are before and after simulations of this garage in the forefront.

Many of these changes were requested because this building is the main entrance to the Washington Headquarters Services site and needed an appropriate architectural expression.

These changes include horizontal expression of the main facade, more vertical in this and more horizontal here. Changes in the bus bay cover to make it more interesting and allocating space for the public guard along the ground floor level.

The city also requested that the Army approve a green roof to this garage and the Army responded that a green roof was too cost prohibitive to include in the design of the north parking garage.

Citing the height of buildings and

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the site's prominent location, the City of Alexandria requested that the facades be enhanced. The city included several recommendations in a February 2009 letter to the Commission on the concept design.

These recommendations included providing a -- they suggested providing a middle base and top to the building incorporating multiple rhythms in the buildings facade, providing a solid void ratio appropriate to Alexandria and creating a skyline and articulated building top.

In this image, the Army shows how it has responded to the city's concerns and in particular the canopy structure located in the concept design on the image to the upper image has not been switched to the opposite side of the building. And this was done to bring extra visual interest to the building as it is one of the prominent facades that can be seen from I-395.

Staff analysis has focused on

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several items. The Commission action from February.

The Commission supports the inclusion of the I-395 slip ramp and there is currently is a VDOT study in process. And in a moment, staff will update the Commission on this or I will update the Commission on this process.

With regard to the City of Alexandria comments, while the city has submitted design concerns in its December 2009 letter, which you have in the ADR before you, the primary concern is still locating the remote inspection facility at the Mark Center.

In addition, a local citizens group has also expressed concern about the configuration of the slip ramp connecting the Mark Center with I-395 as some of the alternatives that impact the botanical preserve.

And finally the Transportation Management Plan, while this process has been

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begun, the template is not complete and staff would offer suggestions on -- we'll offer our suggestions on what should be done to -- when it is being undertaken.

Regarding the plan for the I-395 slip ramp, the city has requested that the Virginia Department of Transportation ought to take a study to explore various options of this ramp which would be located VDOT-owned land.

VDOT has initiated an interchange justification report. One of the alternatives -- there are many alternatives and this is just an example of one and is expected to complete this report and submit the report to the Federal Highway Administration by late spring 2010.

Once this report is accepted by FHWA, the Virginia Department of Transportation will begin a detailed study of selected alternatives.

Prompted by the City of Alexandria

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the Army has also requested that this project be included as part of the Defense access road budget as no funds have been allocated for this roadway enhancement.

The VDOT study has also included alternatives to link to the bus transportation center and that's here. And link the bus transportation center to I-395 and some of these alternatives could impact the privately owned Winkler Botanical Preserve.

On December 12th of 2009, the Alexandria City Council voted to remove alternatives that would impact the Winkler Botanical Preserve.

Regarding transportation issue, the staff notes that the Army is proposing a parking ratio seen here that meets the Comprehensive Plan guideline of one space per 1.5 employees for Federal projects in the environs.

Staff also notes that the Army has provided some general transportation goals in

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their submittal as well as the modal split as seen in this slide that would be needed to meet the proposed parking ratio. However, since this is a BRAC project on an accelerated schedule, a special TMP for this site has not been completed.

The Army is in the process of completing the TMP for this project and expects to be finished within the next six months.

Staff encourages the Army to finish this TMP to fully understand which strategies it would use to achieve the closed modal split. This TMP should include details about shuttle and bus routes, hiring an employee transit coordinator, undertaking a carpooling and vanpooling program, regular program monitoring and developing a telecommuting program. And TMPs are used to help agencies understand and manage transportation impacts of proposed developments through the use of transit enhancements, roadway changes and

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policies and incentives.

Finally, getting to the city -- the city letter that was submitted that you have in your packet. The concerns are briefly noted here. The city while still opposed to the promoted inspection facility is requesting additional screening to minimize its visibility and different materials for security fencing and site walls.

The Army has stated that it is unable to lower the building further due to site constraints and are trying to use the same security fencing for the entire site for continuity.

The staff also notes that the Army requires that the remote inspection facility to be connected via a secure access lane to the main building.

The city is also requesting some architectural enhancements of the north parking garage as well as the building top of the towers. The Army has stated that it is

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unable due to cost and its accelerated construction schedule to make any additional changes to these buildings.

While staff appreciates the comments submitted by the City of Alexandria, the staff has shown that the Army has made significant number of changes to the project design to address the city's concerns and appreciates the Army's willingness of the past year to coordinate with the city.

The staff -- the Army submitted a environmental assessment and FONSI dated September 25th, 2008, for the project.

While changes have been made to the design since this was issued, the Army notes that these changes were primarily architectural in nature and would not affect the original FONSI.

The Virginia State Historic Preservation Office submitted a letter in February 2009 referring that no historic resources would be affected by this project.

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As this project is in the environs, the Commission has no independent NEPA for Section 106 responsibility.

And, therefore, the Executive Director recommends that the Commission approve the preliminary and final site and building plans for the east/west tower buildings, the parking garages and the remote inspection facilities of the BRAC 133 project for the Washington Headquarters Services as shown in the Map. And further requires that the applicant complete the submit a final Transportation Management Plan that demonstrates how the proposed modal split will be achieved. Note that the applicant has agreed to enhance the architectural expression on the north parking garage facade next to the transportation center by allowing wall space to be used for public art, support the applicant's commitment to add screening along the Seminary Road side of the remote inspection facility to minimize the visual

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impact and a green roof to further reduce its visibility.

And finally note that the applicant has agreed to update staff on the I-395 ramp design currently being undertaken by the Virginia Department of Transportation.

And that concludes my presentation.

I'm available to answer any questions.

[INSERT - MARK CENTER DEVELOPMENT]

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CHAIRMAN BRYANT: Thank you, Mr. Hart.

After the public comment period, we'll bring this matter back before the Commission for discussion. But before we go to public comment, do Commission members have any clarifying questions while they may be on your mind for Mr. Hart?

Mr. May?

COMMISSIONER MAY: Just one.

I read the report very carefully but I didn't see this.

Is there -- will the two tower buildings actually be LEED certified?

MR. HART: Yes. The entire site will be.

COMMISSIONER MAY: The entire site?

MR. HART: They're doing the site and --

COMMISSIONER MAY: Okay.

MR. HART: -- the applicant is here to answer.

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COMMISSIONER MAY: And it's LEED Silver or LEED gold or what was it?

MR. HART: They are looking for LEED Gold for the entire site.

COMMISSIONER MAY: Thanks.

CHAIRMAN BRYANT: Mr. Ames.

COMMISSIONER AMES: I want you to reiterate something I think you said in your presentation about the requirements of access to the campus from the inspection building.

Am I correct in saying that you said there must be secure access from the inspection building to the campus?

MR. HART: That's correct.

COMMISSIONER AMES: I think in my reading of the report, that there are some that want this inspection station to be off site.

Is that correct?

MR. HART: Yes.

COMMISSIONER AMES: Explain to me how you get off site and still have a secure

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street, whatever, to get to the campus from the inspection station. I'm a little confused there.

MR. HART: I don't have a response to that.

COMMISSIONER NEWTON: Mr. Chairman, I'd like to comment.

CHAIRMAN BRYANT: Go ahead, Mr. Newton.

COMMISSIONER NEWTON: that is one of the significant difficulties of relocation -- of relocation of this off site is the difficulty in being able to achieve security over vehicles that have been inspected for delivery to the building itself and putting it back out on the right of ways. And as such, the requirement for the building from conception was to have the inspection facility on the site and that requirement still remains.

CHAIRMAN BRYANT: Thank you, Ralph.

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Any other questions for Mr. Hart
before we move to the public comment section?

Hearing none, thank you, Mr. Hart.

[INSERT - PUBLIC SPEAKERS]

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[INSERT - LETTER FROM BROOKVILLE-SEMINARY
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CHAIRMAN BRYANT: We have three people who have signed up to participate in the public comment section of this. They will be called in this order.

First, the Honorable William Euille, who is the Mayor of the city of Alexandria. Second Jeff Farner who is with the City of Alexandria's Department of Planning and Zoning and third, Ms. Kasha Helget.

So, Mr. Euille, if you would come forward, we welcome you.

PUBLIC COMMENT

MAYOR EUILLE: Well, thank you.

Thank you and good afternoon.

Mr. Chairman and Members of the Commission I'm William Euille, the Mayor of City of Alexandria, Virginia, and I speak on behalf of my other six colleagues on the city council and the 140,000 plus residents of our city.

I want to thank you for the opportunity to comment on the proposed BRAC

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133 at the Mark Center.

BRAC 133 buildings and site will be one of the most visible landmarks on the west end of Alexandria. Because of its height alone, these 15 and 17 story buildings will be very visible along I-395 and other portions of the city.

It is also likely the site because of its height and proximity to I-395 traffic will be one of the most looked at military locations in the Washington, D.C. region.

The City of Alexandria is pleased with the architectural improvements, but we still have some serious concerns about the buildings' design and that is why I am here today.

First, the top of the buildings need to be refined. It needs to be curbed. Lighting also needs to be incorporated as an integral element in the building top design.

Finally, the roof top mechanical penthouses need to be better integrated into

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the architectural design elements of the building.

Second, the city continues to be strongly opposed to locating the remote inspection facility at the Mark Center site. This opinion is shared by the city's congressional delegation including Senators Webb, Warner and Congressman Moran. We're very concerned about placing a remote inspection facility adjacent to hundreds of residents, major office buildings and an interstate highway. Any incident that occurs could cause extensive problems for those who live, work or travel near the facility.

An incident could also affect I-395, a major traffic artery and a strategic mass evaluations route within the National Capital Region.

In addition, the City of Alexandria has identified the current location of the remote inspection facility as a potentially viable option for direct access point from I-

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395 to serve the Mark Center.

Direct access could help alleviate traffic and minimize nearby gridlock. If the remote inspection facility is located at the proposed site, it will preclude us from considering this as a transportation alternative.

Let me be clear. No one is arguing against the inspection facility but we feel that this could take place off site at another location which has precedent by the way at other regional Department of Defense facilities such as the future DOD DARPA site in Arlington where no remote inspection facility will be established.

Third, the city is concerned about the design of the norther parking structure.

Unlike most of the parking within the city, which is located below grade, this facility has five levels, only two or which are located underground.

The city generally does not support

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above-grade parking structures. We recommend that the north parking structure be designed to better integrate with the campus setting of the Mark Center.

Possible options include refinement of the garage design as described in our written submission, incorporation of public art, integration of appropriate signage into the design.

As part of the growing environmental initiatives undertaken by the city and by the Federal Government, Alexandria also urges the Department of Defense to consider incorporating some green elements into the parking structure.

Although we understand it is not financially feasible to incorporate a green roof, the city requests that other options be explored.

Possible alternatives include a trellis structure that could support landscaping or a comparable shade structure.

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And, finally, the landscaping plan needs to be enhanced with additional street trees and landscaping inside as well as adjacent to I-395 and Seminary Road.

I appreciate the opportunity to comment on the proposed BRAC 133 at Mark Center and I urge you to consider the issues that we have raised and the alternatives we have presented to you today.

Thank you.

CHAIRMAN BRYANT: Thank you, Mr. Mayor, very much.

Second is Jeff Farner with the City of Alexandria Department of Planning and Zoning.

Welcome.

MR. FARNER: Mr. Chairman, Members of the Commission. Thank you for the opportunity to speak and I'd also like to thank you for the recommendations that you made in February. Those recommendations I think as you see in your staff report enabled

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us to work with the applicant collaboratively to make a lot of good progress on the site, on the building and on the parking structure.

I think we are urging as the Mayor indicated the Commission to forward additional recommendation as part of this proposal to enable us to continue to work with the applicant on the areas identified by the Mayor.

One of those is the building top. The building top I think as you saw by your staff in the staff report has been enhanced we believe significantly. We think with some additional refinement, it can be improved.

We've had discussions with the applicant and their team in ways to do that over the past four or five months and we'd like to have an opportunity to continue to refine the building top which as the Mayor indicated will not only be the tallest building in the western portion of the city, it will be one of the tallest buildings in

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the city itself. So, we think obviously the expression of the building, the top of the building is critical, not only to the city, the perception of the building but also its perceived impacts not only on Mark Center but some of the adjoining neighborhoods that surround this site itself.

The other discussion point which we hope will be forwarded as a recommendation by the Commission is the RIF facility. The Mayor indicated our consistent and strong position on ideally not having the RIF facility there.

We've I think been pretty consistent in that position.

If the Commission does approve the facility on this site we forwarded in our correspondence some recommendations on screening. The applicant has worked with us on creating a green roof facility if the facility is there which you saw in the renderings. However, we think additional landscaping and screening and perhaps walls

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associated with that screening are needed primarily from Seminary Road which as the Mayor indicated is adjoining to not only significant density but significant residential density immediately to the north which is southern towers and other multi-family buildings to the north.

The other design element that we're hoping can be included as a recommendation of approval is that the northern parking structure includes some additional design elements. As the Mayor indicated, this is a significant and large parking structure. Parking structures in the city -- free-standing parking structures are something we generally strongly discourage and in my history there in the past 10 years, this isn't something that we permitted.

We understand the process and the need that we're going through to have the parking structure that's out there today and we hope that with some additional refinements

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it can be better integrated in the Mark Center campus.

One of the recommendations we hope is the treatment of the top of the parking structure and public art incorporated into the western facade at the pedestrian level near the transit center.

And I believe the applicant has indicated a desire to do that and work with the city as part of that public art which can be expressed in the bottom of the building.

So, again, we appreciate the time and previous recommendations of the Commission that enabled to work with the applicant in good faith and we hope that further recommendations can be incorporated that will enable this project to continue to move forward in a positive direction.

And we appreciate your time and I'd be happy to answer any questions.

Thank you.

CHAIRMAN BRYANT: Thank you. Mr.

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Ames has a question.

COMMISSIONER AMES: First of all, was there a threat assessment done of this project? I mean, I keep hearing that they would like not to have the inspection station.

I am assuming a threat assessment was done.

COMMISSIONER NEWTON: Yes, Mr. Ames, a threat assessment was done and it was determined that for compliance with the Department of Defense's anti-terrorism standards, that the requirements of this site which is relatively tight, that the design meets all those requirements to date and we believe it is successful in achieving what is required to achieve which is protection of DOD assets from the threat of a terrorist attack.

COMMISSIONER AMES: With that being said, I hear from the city and I hear you loud and clear of your objection to this inspection station and I'm not sure that I wouldn't be objecting to it too if I lived in your city or I worked for your city or if I was the

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Honorable Mayor of your city.

My problem is, is it -- on September 11th, our lives were changed by other people that we have no influence over and it's still changing every day. If anybody to think the threat is is not there anymore, only has to remember what happened several weeks ago on that airplane that landed in Detroit.

We are not here to judge whether or not security -- security is doing. That is usually mapped out before it gets to us. That's why I asked the question of the threat assessment.

Years ago when we first started dealing with threat and dealing with security of different building, it was a haphazard thing that, you know, everybody voted it. It got carried out. You know, got way out of hand and that's one of the reasons the threat assessment situation has come back. Not come back but come to us.

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I usually have a policy on things I deal with. If I object to something and have a legitimate objection, then I like to offer a solution to the problem if there is one.

Now, I'm going to tell you that I understand where you're coming from but I personally see that the inspection station, number one, is warranted because a threat assessment was done. So, we take that as a given.

Then where else could it go? I think we've been told pretty much it's located on that piece of property where it can go.

I'm trying to get you to understand where I personally am coming from when I vote on this issue.

Number three, if it can't be moved on that property, then you lose in my opinion the whole purpose of an inspection station if you move off site without a secure roadway from the inspection station itself to the campus.

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So, with that, I'm going to ask you what can you do to change my mind to approve the inspection station with a solution to the problem rather than just an objection to it. I understand your objections. I feel for your objections. But you know what? We're all living different lives now because of what happened back then, what those people did to us and what they continue to do in a solid way every day.

I don't want you to think I'm against what you think because I'm not but I need help with a solution to your problem for me because I don't know what the solution is other than doing it the way it is.

Thank you.

MR. FARNER: Mr. Chairman, if I may.

A couple of issues. I think one of the things that I think we as a city can acknowledge. We understand the fact that there are real and needed security measures

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for this site. And we understand the need for that and the desire to do that. And I think the applicant's team has worked with us in very successful ways to integrate those into urban site which is one of the things that this Commission is, I think, probably reviewing on a regular basis of how do you integrate security. That's one of the things we've been struggling with. And I think in many ways it's been done successfully.

I think the facility and the security measure we've talking about here of the remote inspection facility, we I think have been talking to the applicant and some of our consultants of how is it done in other locations. Are vehicles perhaps inspected and sealed in other locations? Does that work? And is it done?

I think what some of our staff and our consultants have said is that is done and I think the Mayor pointed to some other locations.

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I think the applicant could say whether that's successful or desirable or not.

But we saw that a sa potential alternative.

One can argue the merits and success of doing that, but we think there is precedent to have a vehicle inspected off site and have it transported to the facility. And our understanding is that that's done now.

Again, one can argue the merits of whether that's good or bad but our understand is that's done.

CHAIRMAN BRYANT: Can I go to Mr.-

-

COMMISSIONER NEWTON: Yes. I'd like to address your point there with -- with all due respect to the Mayor and your comments.

When we heard that -- we were told that the city believed that there were sites.

The DARPA site was one that was mentioned that had off site facilities and that they delivered their materials after the inspection off site. We directed our question directly

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to the Director of DARPA's staff and asked them if they had an off site inspection facility and their answer was no.

MR. FARNER: I guess my response. I can't speak specifically to DARPA but my understanding is again from some of our consultants is that there are vehicles inspected off site for various facilities and then transported to different buildings. But, again, whether that's efficient or productive or desirable here is something the Commission needs to debate.

So, thank you for your time.

CHAIRMAN BRYANT: Ms. Tregoning.

MS. TREGONING: Mr. Farner, you mentioned the parking garage and the fact that it wouldn't be your customary practice to essentially have a naked parking garage built in the City of Alexandria. I presume what you mean by that is that it would normally be parking that would be ringed by development or parking underground and development on top.

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MR. FARNER: Correct.

MS. TREGONING: One of the moves that Mr. Hart shared is that the north parking garage is now outside the security perimeter?

Is there anything that would prevent the parking to be provided as part of a mixed use development at that site?

MR. FARNER: And sharing parking is that your question?

MS. TREGONING: Sharing that parking. Having the Army contract for that parking so that some other development could be -- I presume that would be more consistent with your master plan for the Mark Center.

MR. FARNER: I think from the city zoning perspective, there's nothing that would preclude that. I think the applicant may want to speak in terms of other measure that may preclude that.

MS. TREGONING: And I'll ask the applicant also about it but maybe you know this.

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Does the Army currently charge their employees for parking?

MR. FARNER: I don't know the answer to that. That's an applicant question.

MS. TREGONING: No. Which might-- all eight. We'll speak to that a little bit later.

And one more question.

You mentioned that the location of the remote inspection facility, you were concerned would preclude direct 395 access option. Are you -- are there -- can you speak to that a little bit more?

MR. FARNER: Perhaps if you could bring up the site plan? I don't now if that's still available. It's probably easier to talk about it if we're looking at the site plan itself. Okay.

There you go. Thank you.

One of the things several months ago as part from the concept review now in working with the applicant, one of the

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discussions was, if we are going to have direct access into the campus, what are some of the ways that we could do that?

One of the discussions in the staff report was direct access into the parking structure which there was a graphic showing that. The RIF facility which you can see in your lower right-hand side, we had a discussion with the applicant initially about connecting and you can see that north/south -- or actually I guess it's east/west roadway. We talked about a direct access going directly into that -- and I want to point this directly but perhaps the direct access coming into serve the entire campus and the facility.

And given the location and the grading that's necessary for the RIF facility as it's located, that will preclude that connection. However, having said that, we -- we are working with DDOT and the applicant on exploring other locations for direct access and other access points to 395 and we have an

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upcoming community workshop. I believe the date is January 20th to continue talking about additional access points to the campus and Beauregard area.

MS. TREGONING: Thank you.

MR. FARNER: Thank you.

CHAIRMAN BRYANT: Hang on just a second. I think there may be one other questions also. I also have a question, Mr. Hart.

COMMISSIONER HART: In reviewing the material and listening to the presentations and to the comments, I share the concern that this remote inspection facility seems inappropriate in the way it's being cited.

If you'd put the Site Plan back up again?

And I've heard that there are precedents in having remove inspection done remotely rather than in the immediate area and then some management system of bringing those

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vehicles into the user. And I believe in other areas in our government agencies, there are screening facilities that are at some distance from the users. You know, Congressional, White House, other agencies use remote inspection facilities that are indeed remote.

If you look at the circulation that brings vehicles down into the remote inspection facility, it passes right by the office building 4900 or the CNAC Building. And in the material provided to us, there's a statement that the remote inspection facility is over 600 feet from the towers. But I think that particular dimension is really to the east and west towers of the new facility, not to existing CNAC office.

It looks like if a vehicle is coming into the remote inspection facility, it's going to get within about 100 feet of the CNAC office building. So, I'm unconvinced that this is really number one. Remote nor

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that it can't be managed in a facility that is indeed off site.

COMMISSIONER NEWTON: Mr. Chairman.

I'd like to after we've had all the public speakers, I'd like to invite the project team up to address some of those issues.

CHAIRMAN BRYANT: Sure. And just a couple of questions from me.

One, I'm sympathetic to the -- the height of this building being of the largest in the city and the largest in that part of the city and the treatment of the roof line at the top of the tower, the esthetics to make it be part of the statement.

Can you repeat again if you had suggestions for and I understand economics or the constraints of economics, but did you have some reasonable treatment suggestions to the top that might be considered?

MR. FARNER: If you could pull up maybe the building pop up. I'll try and address that quickly.

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The applicant as your staff has correctly points out I think has worked with us --

CHAIRMAN BRYANT: Right.

MR. FARNER: -- and I hope the Commission would agree that the building top is a much better expression than when you saw it in February with the canopy structure. And the element on the bottom right.

We are essentially asking that the element be expressed as a curved form. We've had discussions with the design team, actually as recently as yesterday. They seem to think that it's feasible. And it's essentially changing the end element son each of the -- top of the canopy structures.

We hope and again we strongly believe we've looked at views of where this building is visible from. It's not only visible from 395, it's visible from many, many residential communities and neighborhoods surrounding the site.

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So, we think the expression and the memorable nature of this building is critically important to the city. And we would hope given what we believe is a fairly minimal change, the Commission would hopefully support the expression of the city.

CHAIR HILL:

CHAIRMAN BRYANT: Thank you. And perhaps the design team can address that when they come up as well.

And then the last question I have. Thank you, I think, Mr. Newton.

Is it my understanding that Federal law says pretty much by September 2011 this project needs to be done and completed?

COMMISSIONER NEWTON: Yes, Mr. Chairman, that is correct.

CHAIRMAN BRYANT: And so if there are substantive, significant suggestions in terms of cite changes and all of that, that perhaps does some harm to the Federal law that you're working under.

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COMMISSIONER NEWTON: Yes, sir, also it becomes problematic because of the steel is already ordered for this building top. There's certain cost implications, rework, redesign which in a fast track project like this one, can have significant ripples through the project schedule.

CHAIRMAN BRYANT: Thank you.

Are there any other questions before we go onto the next speaker?

Hearing none, let me call up Ms. Kasha Helbert -- Helget.

Welcome.

MS. HELGET: Hi there. I'm Kasha Helget and I'm a resident of Dowden Terrace which in the neighborhood that's going to be very, very, very much affected by this construction.

And I'm going to back some of my remarks because I do want to make some comments about this RIF facility.

I've attended most of the advisory

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group meetings that have included a large number of community representative and representatives of the Army and the builder. And a lot of discussion was held about the RIF site being at the Pentagon, it being -- vehicles being sealed and if necessary escorted to the site.

I want to reinforce, sir, all of you please.

This is in our neighborhood. If a truck comes at that site which is so close to everything there and blows up, it's going to blow up all of us in the neighborhood, a lot more than if they went into the Pentagon which is a lot more secure than this place is.

And if the inspection can be done there and the trucks sealed and there is precedent -- significant precedent for this and if necessary escorted it would be so much safer.

In addition to this, where that facility is located is the only reasonable

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direct access into that facility. It is tiny.

Please make an effort to go by there sometime. Drive by. Drive around the Mark Center. It's tiny. There is no other way we can get direct access. It will be gridlock both north and south coming into this facility.

The city, VDOT and other representatives who have been working on the traffic issues said at this point there is no way by September 2011 that this site will be ready to handle the amount of traffic that is predicted to come in. And it's extremely important that there has to be something in place, if necessary, to shuttle bus or bus all the people into this facility who are going to be there.

We understand that it must be up and running by law on September 2011. But to throw all those people in and make chaos on 395 is unconscionable.

And I have to speak about some of

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the meetings that have been going on and the Army representatives have not been particularly helpful. They have no transportation management plan in place and at the last meeting said frankly to us that the National Capital Planning Commission is only advisory. And we don't have to listen to their recommendations.

We all knew that. It was such an in your face remark that people gasped at this meeting. And I'd like to ask this Commission if indeed you have -- are powerless over the Army?

My understanding is that they don't run this company -- country. And that there has to be some kind of overview about what they can do to us and to the community and to traffic and to safety. And I would ask that you seriously ask them about what they are going to do and if they're going to be sincere about it.

Thank you very much.

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CHAIRMAN BRYANT: Any questions for Ms. Helget?

COMMISSIONER AMES: I don't know who can answer the question but, you know, what is the role of the National Capital Planning Commission in this? I mean, are we-- I mean, am I sitting here listening to all this for nothing or --

MR. ACOSTA: Mr. Ames, the Commission's action here is advisory, the environs of the National Capital. But I believe I can say that the betting agencies do take our recommendations very seriously and we've seen that almost all of the recommendations that we propose have been adopted. But maybe --

COMMISSIONER NEWTON: Mr. Chairman?

CHAIRMAN BRYANT: Mr. Newton.

COMMISSIONER NEWTON: The Department of Defense takes seriously the roll of the National Capital Planning Commission in the National Capital Region. And while with any -

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- any project we have within the region we would take the comments of the Commission to heart and do our very best to comply with the good planning advice that the Commission provides.

CHAIRMAN BRYANT: Thank you.

I thank all the members of the public who have come to speak.

Let's bring the matter back now before the Commission for further discussion.

And I believe Ms. -- Mr. Newton who is the -- our lead DOD guy here has been working with the design team and perhaps should be first up at bat.

COMMISSIONER NEWTON: Thank you.

I'd like to ask for a representative from the project team to come and answer a number of questions and respond to some of the comments made by the city as well as comment on the design.

MR. TURKEL: We are going to bring a few of us up here.

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I'm Jim Turkel with the Army Corps of Engineer. I'm the project lead on behalf ft the Army.

And with me are Peter Schultz and Jerry Dawson of Duke Realty, our developer for this project.

COMMISSIONER NEWTON: Yes. Maybe you and Mr. Farner from the City of Alexandria made a number of comments about refinements to the design as well as greening of the site. There were some comments about public art that were made. And I'd like to someone to respond to all the actions included already or currently planned to be included within the project in response to the city's comments.

MR. TURKEL: Okay. I'm -- I'm going to let my counterparts respond to that.

Specifically, I would just like to say though that I think that what's already been presented by staff and alluded to by the city staff as well that we have worked collaboratively for these many months, take

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very seriously the recommendations of this Commission and I think those results have manifested themselves in what you've seen here today.

I am the representative. I will say flat out with all due respect to the last speaker, I am the representative monthly at the Neighborhood Advisory Committee meetings.

I don't recall specifically making a comment like that. If I made such a comment it was not intended to be antagonistic in any way. It, you know, would have been through just state our understanding of this process.

MR. SCHULTZ: Real quick.

Good afternoon. Peter Schultz again with Duke Realty and we'll just try to address a couple of things that were mentioned in particular.

As it relates to the articulation of the building at the top, there are several things that the mayor and Jeff Farner mentioned. One with respect to the curvature

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of that significant feature and we had a meeting with -- our representatives had a meeting with -- with city staff as recently as late yesterday and we're going to try and make some more accommodations with respect to that curvature of the end elements of the -- of that roof adornment.

I believe that the lighting has already been incorporated into the exterior of the roof feature and I need to follow up on the integration of the design elements of the penthouse into the overall look of the building. Again, it was my understanding that we had reached some understanding with the city with respect to those three points that Mr. Farner had mentioned.

Also, with respect to landscaping, we have at the city's behest made some substantial modifications to the landscaping along 395 and at the RIF area as well. Again, as recently as last night in the conversations there were some discussion about enhancements

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to site landscaping as a way of further buffering and mitigating some individual impacts of the RIF.

And with respect to the north garage, I think it's evident by the -- the drawings that were shown that we have made substantial modifications to the exterior design of the RIF -- of the north garage and accommodating a substantial number of the city's enhancements to the architectural look and design of that.

The one I think area that we do have some difficulty with is what to do with the top portion of that, the exposed top level. And there's some probably short on additional things that we can do there that don't either have substantial cost impacts or potential delays in our ability to complete that garage in time for the opening of the building.

And let me just address one other comment if I may with respect to the potential

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-- your questions about the garage itself and the ability for it to be integrated into a mixed use development and park.

I think, one, we have to be mindful of the fact that that's Federally owned property and I'm not sure if there is specific authority that would allow for the Federal Government to use that garage for mixed use development. But I think the other more significant thing is from a zoning perspective is that there's no additional FAR or density available in the park now that would afford the opportunity for any additional development. So, that's probably one of the significant constraining factors of your well thought out comment.

Thank you.

COMMISSIONER NEWTON: Yes. I was just looking at my notes here.

In the public art aspect is also included adjacent to the transit center?

MR. SCHULTZ: Yes. That's correct.

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We will incorporate an area in that transportation center for public art.

COMMISSIONER NEWTON: Thank you.

I have no further questions at this time.

CHAIRMAN BRYANT: Mr. May, did you have --

COMMISSIONER MAY: It wasn't a direct follow up. I just had comments.

CHAIRMAN BRYANT: Anyone have a direct follow up for the design team?

MS. --

MS. TREGONING: Thank you.

This actually might be a question for Mr. Farner about whether or not there is sufficient FAR to consider this. But there are mechanisms, you know, potentially mechanisms that could be used that would allow a private sector developer to put a building on Federal land. And it doesn't necessarily preclude the office use from being a Federal office use.

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The other advantage I would suggest when we are talking about a still yet uncompleted Transportation Management Plan that unlike other agencies of the Federal Government where Government employees routinely pay for their parking which gives them a very substantial incentive to consider alternative ways of getting around, that the fact that the parking is all free here is, I think, a substantial disincentive to people taking transit.

And I would just point out, we had a very informative briefing at our last Commission meeting of Executive Order 13514. Federal leadership and environment energy and economic performance which I understand the Department of Defense will have to comply with where that kind of improved environmental performance that might come from a higher mode split to transit would be something that could count in the Department of Defense's favor.

So, I realize the location

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discussions are, you know, it's way too late for that. But in terms of how the building's performance, certainly you're upgrading the buildings from silver to gold is absolutely a move in that direction. But -- and when I look at the site plan and I see how much space is given over to naked parking, it's shocking to me as an urban planner. It's really shocking. I mean, a building in the '70s or the '80s I would have expected to see that. But it seems like a tremendous waste of very valuable land and even for the Federally owned property, you know, to devote so much acreage just to parking seems retrograde if you'll pardon the expression.

COMMISSIONER NEWTON: Mr. Chairman, I'd like to address Ms. Tregoning's comments.

With regards to -- to the surface parking, our antiterrorism standards do not allow us to build parking under buildings and so we're being compliant with our own departmental rules.

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I understand that but that's why we did not build under buildings because we're not allowed to.

As was pointed out, that is Federally owned property.

Ms. Tregoning is correct in saying that -- that there are vehicles that would allow for a private developer to develop on private property. I mean, on Federal property and that doesn't seem to be the issue.

Some of it has to do with the challenges of getting the 6,400 odd personnel to this site so that they can work. And we're doing -- although we do not have a TMP available, I can tell you much of what we're planning to accommodate personnel to keep them. What we don't want to achieve is a loss of the percentage of personnel that are currently riding on mass transit and receive the Federal mass transit benefit. We want to keep as many of them on mass transit as possible so we are providing heavy shuttle

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service to and from up to three Metro stations. The Pentagon Metro Station. Our target currently is the King Street Metro Station and also probably up to the Orange line at the Boston Metro Station to bring employees to the site during rush hour and also establish business day transportation so that cars will not be needed.

Another point that I'd like to make is that while there are around -- a little over 3,000 spaces that are planned for the 6,400 person population, a fair chunk of those spaces will be occupied by Government vehicles that are not used for home to work transportation. As such, will not be engaged in the day-to-day rush hour congestion.

Thank you.

CHAIRMAN BRYANT: Now, Mr. May?

MS. TREGONING: -- the question that I had asked if that's all right.

MR. FARNER: Mr. Chairman, Ms. Tregoning, answer to the question as is there

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additional FAR that could be allocated to the parking structure for future development?

Today, the answer is no. However, the city is and Duke is participating as part of that process, we have begun a Beauregard planning process which we're hoping will be complete by June. And one potential outcome of that planning study could be allocation of FAR for this site.

So, today, no, but we are going through a planning process which we hope to be complete within a couple of months.

CHAIRMAN BRYANT: Now, Mr. May.

COMMISSIONER MAY: Thank you very much.

I have a handful of comments really. Nothing -- real questions at this point.

I would say first off that with regard to the remote screening facility, while it may not be common practice in DOD, I am familiar where there are Government facilities

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where that happens. It is something that if you're going to do it needs to be planned, I think, pretty early in the process. And, you know, at this late stage of things, it's -- it's a little too late I think to be thinking, particularly if it's groundbreaking for -- for DOD. But it is definitely a feasible thing and I think it's probably going to become more common as time goes on as our urban areas become more developed.

The -- it undoubtedly has cost implications as well as creating some new security issues but I think it's something that we're going to see more frequently.

The -- I am sympathetic to a number of the points that are made by the city and I would hope that there would be further work on the building to try to address them. I think that the idea of -- of incorporating curved steel beams at the ends of that trellis structure. I mean, I understand steel may have been ordered already and this building is

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clearly already very far along. It's already way up out of the ground and the structure is all there. But it's -- it does look kind of clunky from the end elevation. So, I'm sympathetic to that. And I would hope there might be some flexibility there.

I'm also quite sympathetic to the idea of increasing the amount of vegetation to improve the screening, to creating some green elements on that vast roof of the parking garage. I think those are all very good ideas and I think they should be pursued simply because they make sense, not necessarily because the city is really pushing at this point.

And I would also say that I find frankly the lack of a Transportation Management Plan and the very modest aspirations for a modal split to be kind of disappointing at this point.

And I mean to be talking about a building this big in an area that's dense with

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this many traffic issues to be talking about a 1.1 to 1.16 traffic parking ratio, in particular, is I think less than what we should be striving for.

Now, I say that just as sort of a gut reaction to some of the other things that I know are happening in the area. And I think that this also points out for us as a Commission is that it would be helpful to understand better what -- what kinds of ratios are achievable in certain areas.

What do you have to have in terms of highway access or public transit access or what you to be able to make the higher kinds of splits or higher kinds of rations that we see of 1:3 of 1:4 to make them worthwhile. Because certainly we've seen them in circumstances where they're facility is not on top of a Metro stop. And I think that we need to be thinking -- we need to have a better context for evaluating these things. Because all I have is s

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Sort of my gut reaction that this seems to be too low. It's not based on a real understanding of whether the conditions are right to push it higher.

COMMISSIONER NEWTON: Mr. Chairman.

I'd like to ask a question of Mr. Hart.

Mr. Hart, for this location what are the recommended parking ratio maximums for a location such as this which is not adjacent to an active Metro rail?

MR. HART: Under the Comprehensive Plan we look at a window of 1.5 ratio, one space per 1.5 employees. And that's because it's in a location that's in the environs or-- and not close to a Metro station.

COMMISSIONER NEWTON: It's not a range of 1.5 to 1. --

MR. HART: To 2.0.

COMMISSIONER NEWTON: Okay. So, it's within the NCPC's recommended range of parking per personnel.

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Thank you very much.

MS. TREGONING: I just have one more question about remote access -- remote inspection facility.

Is there a spec for remote like -- like what's -- what's the concept behind remote? Is there -- you know, is it a certain distance from a -- from a --

MR. TURKEL: Yes. I believe there is a recommended distance away from the primary facility that you -- for inspection of--

MS. TREGONING: Do you know what that spec is?

MR. TURKEL: I don't off the top of my head. But I can certainly provide that.

MS. TREGONING: And do you know if all of the buildings by which an inspected vehicle is going to pass would also be with -- within that spec, at least that distance away?

MR. TURKEL: I -- from the -- from the remote inspection facility itself, yes. I

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believe that's -- that's the case.

This gentleman raised the issue of the road in front of the building and so forth.

I'd like to point out, you know, with or without the remote inspection facility, you know, vehicles that are, you know, are aggressors that want to approach a DOD facility, you know, those -- those roads are uncontrolled. I mean, we view the remote inspection facility as somewhat of a hardening measures -- security measures, all the facilities such as this as, you know, somewhat of a deterrent in and of itself. I mean, there's nothing to preclude a truck that hasn't been inspected by anyone, whether you have a remote facility at another location or not from -- from driving up to this facility as close as it can get.

MS. TREGONING: I do appreciate what you're saying but we see this all the time at the Commission that we have a Federal

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agency that -- that very deliberately hardens the target in very close proximity to very soft non-government target. And -- and if you're looking to get credit as a terrorist for -- for infiltrating a Government facility, the fact that you've detonated it with much more loss of life immediately adjacent to it probably plays pretty well, you know, in wherever that terrorist is coming from. So, I don't quite understand the rationale, you know, behind putting a facility in a very dense area when -- as if the only entity that you're really interested in protecting are those 6,000 employees that are being moved to this location and that doesn't really make sense, does it?

COMMISSIONER NEWTON: Mr. Chairman, that -- I'd like to respond to Ms. Tregoning.

Now, we're starting to talk about Federal policy issues and I'm not sure that for this specific project we should try and solve Federal policy issues on where to place

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buildings of significance to the Federal Government.

Mr. Turkel has pointed out that in fact these trucks have to travel over public roads to get to where they're going. If they're carrying explosives they may go off on 395. They may go off on King Street downtown Alexandria. We can't control that.

What we have to do as representatives of the department is to insure that we're in compliance with the regulations that we have to deal with and that is what this project intends -- attempts to do.

Yes. It's not a perfect world. We don't have the opportunities to always place things where we would like to. This project went through an extreme number of site evaluations before it ended up here. And I would just say that the Defense Department has done the very best it can. It's still engaged with the city and direct consultation and will continue to do so.

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The Transportation Management Plan while it is coming late, I can assure you that we're proposing to take every possible measure to insure that we keep personnel onto mass transit and out of their personal vehicles.

Thank you.

CHAIRMAN BRYANT: Mr. Ames.

COMMISSIONER AMES: Did we not discuss -- when was this project originally presented to this Commission?

MR. HART: The project was actually submitted to the Commission as a concept design in February 2009.

COMMISSIONER AMES: In the concept design did it have an isolated inspection station?

MR. HART: All of the elements that are -- that are into this --

COMMISSIONER AMES: My point is, we're starting to dig into things that should have been taken up a year ago rather than today at the last minute when hundreds of

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thousands of dollars have already been spent.

I don't know who that opposes this was when that came up but you're a little bit late right now trying to change the system that's already in place. I'm confused as to what the motive behind this is. But I thought we heard about all these things a year ago. And I'm seeing some different design work but not actual difference in what you actually plan to put there.

Thank you.

CHAIRMAN BRYANT: Mr. Hart.

MR. HART: I would respectfully differ with Mr. Newton on the statement that this is national policy -- Federal policy issue. Because I think that the National Capital Planning Commission has a role in establishing certain Federal policies and inasmuch as we're advisory. And it troubles me that we would allow the Department of Defense or other agencies to go out and establish satellites of vulnerability, harden

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it as Mr. Tregoning noted, to the detriment of surrounding civilian uses.

I think if we're looking at something like that -- those kinds of attractive facilities should be placed in secure environments like military bases.

If we're going to do remote inspection, I think that there's probably a certain benefit in having centralized remote inspection facilities where the job is done right. It's done from multiple agencies and there's a management structure in handling the security from those remote inspection facilities to their destinations.

If other agencies and other Department of Defense installations can do it, why not this. We're talking about a lot of issues relative to a lot of employment and the costs associated with the decisions that have been made a long time ago and I have no problem with trying to work out a lot of the design issues relative to the main building.

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I'm troubled by establishing a remote inspection facility for each one of these facilities all over the National Capital Region.

CHAIRMAN BRYANT: Any other questions or comments before we move onto -- I'm sorry, you, sir.

COMMISSIONER MILES: I actually have a comment or a follow up on what Mr. Newton said earlier on -- since we're supposedly so late in the game, you made the mention that there's sort of no exception for an extension on the project. But I did recall I believe back in September DOD provided an extension on -- they may have just been BRAC moves. So, I want to know, is that sort of the deadline hard and fast or would it require Congressional action. Because there are a lot of unresolved issues And I don't want to kick the can too far down the road but certainly.

COMMISSIONER NEWTON: I would like to address your statement regarding the

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extension of BRAC moves.

That was as and as it was reported by Congressman Moran in -- in the press is actually a miss statement. What was provided for was an extension of us remaining in leased space until the BRAC projects were completed.

It was not an extension of the legal date to have the BRAC projects completed, but allowed us to remain in leased space.

COMMISSIONER MILES: And what is required for an extension.

COMMISSIONER NEWTON: What's required for an extension.

COMMISSIONER MILES: Is it a Congressional action?

COMMISSIONER NEWTON: No. No. It's -- that extension was granted within the Department of Defense itself through the undersecretary -- deputy undersecretary of Installation and Environment which is an OSD organization which manages policy for Defense facilities.

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Thank you.

CHAIRMAN BRYANT: To follow up is there any possibility for an extension beyond September 2011 or would that require Congressional action? That is a --

COMMISSIONER NEWTON: That is a hard date and would require a Congressional action is my understanding.

CHAIRMAN BRYANT: Ms. Tregoning.

MS. TREGONING: I am very sensitive to the deadline and the timing. I might observe that -- that the actual remote inspection facility, that the services of remote inspection could potentially be done on an interim basis at another location. Should that portion of the project not be completed, it wouldn't necessarily require that -- that the facility couldn't be fully occupied and ready to do.

And since it is pointed out that recommendations are advisory, I'd like to make amotion that we amend the Executive Director's

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recommendation to recommend that the applicant consider relocating the RIF to another nearby DOD facility.

CHAIRMAN BRYANT: What I was going to do is sort of, if you can hold that. I was going to read through what the matter is before us, what he recommendation is and then see if there are any amendments to it if that -- just to get the whole package on the table.

Before I do that, let me see if there are any remaining comments or questions.

Mr. Mayor.

MAYOR EUILLE: Yes, Mr. Chair. Just for a point of information a question was asked in terms of why wasn't this facility brought forward in February of '09 and it was in part of the city. I was out of the country but my Vice Mayor represented me and she presented our concerns in defense of why we did not want this facility at this site.

CHAIRMAN BRYANT: Thank you. Thank you.

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The -- yes.

MR. TURKEL: Okay. That's correct.
To delineate a little bit further.

CHAIRMAN BRYANT: Quickly please.

MR. TURKEL: Okay. That's correct.
It was brought up and in fact we received a letter from the Congressional delegation on behalf of the city relative to the RIF.

A complete review was conducted of whether the RIF was -- was essential to this project. I mean, one thing when we talk about a DARPA or, you know, smaller agencies. This is going to be a large group of DOD employees, 6,400, representing a number of different agencies, multiple deliveries to this site.

For operational efficiency and, you know, this is a significant long-term investment. This building will be serving DOD's needs for many, many years.

So, a thorough review was conducted and it was determined that the RIF was essential. Given that, then we worked very

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closely and have continued to work very closely with the city to refine, we've sunken, we've burned, we've hardened the roof structure, we met with the CNA folks as well and talked about things to improve their security posture adjacent to the RIF. So, I believe we've made a lot of efforts to try and make the RIF as compatible as we can within the facility. But we believe it's a long-term operational necessity.

CHAIRMAN BRYANT: Thank you very much.

Let me for everyone watching and listening let me restate what exactly it is before us that we may act on or amend in one way or another.

It is that the Commission would approve the preliminary and final site and building plans for the east and west tower buildings, the parking garages and the remote inspection facility.

It would require that the applicant

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to complete and submit the final Transportation Management Plan and include how it's going to meet those parking ratio.

There is a note in it -- in here that the applicant has agreed to enhance the architectural expression of the north parking garage facade next to the transportation center allowing the wall space to be used for public art.

There's is a note here that it supports the -- the recommendation here is to support the applicant's commitment to add additional screening along the Seminary Road side of the remote inspection facility to minimize this visualize impact and to a green roof to further reduce its visibility.

Then there's another note that the applicant has agreed to update our staff from the 395 ramp design.

So, that is what is before us and for purposes of possible action or amendment, can I at least get a motion to put this on the

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table?

COMMISSIONER AMES: Moved.

CHAIRMAN BRYANT: It's been moved.

Is there a second?

It's been moved and seconded.

Now, it's open for discussion for action, possible amendment and such.

Ms. Tregoning.

MS. TREGONING: That was very helpful, Mr. Chairman. Thank you because I see that if I were to make such a motion that I would also need to make some other changes here.

But I would like to propose that we amend the Executive Director's recommendation to take the remote inspection facility out of the approval section and to recommend or require that the applicant consider relocating the RIF to another nearby DOD facility.

CHAIRMAN BRYANT: That's been moved. Is there a second to that?

COMMISSIONER MCGILL: Second.

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CHAIRMAN BRYANT: There is a second.

Is there discussion on this?

Mr. Ames.

COMMISSIONER AMES: Mr. Newton, did I hear you correctly say that your policy does not allow that?

COMMISSIONER NEWTON: I can't say without absolution it does not allow that. What I can say is that currently the remote delivery facility at the Pentagon is at capacity and that is the closest military installation, at least a Federal reservation.

A little difference in term, but since it's the closest facility that I'm aware of that would be able to handle this.

The other possible locations would be Fort Belvoir, Virginia. I do not have any information whatsoever on the availability or capacity of Fort Belvoir, Virginia, to be able to accommodate this requirement.

So, does that answer your question?

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COMMISSIONER AMES: It doesn't and I'm going to say this that I would vote against that amendment for the reason that I think it's totally irresponsible on the Commission's behalf if we at such a late date are going to try to change something that's been in planning for over a year on a knee-jerk reaction that's coming before us today.

This is not the first time it's been before us for the facility. While I understand why we are having to do these facilities and it just kind of blows my mind a little bit that this amendment has even come up.

Thank you.

CHAIRMAN BRYANT: Yes, sir.

COMMISSIONER MILES: I just want to put up a fundamental question. We've been in this game for over a year is have you guys already considered an alternate location in the planning process?

COMMISSIONER NEWTON: Yes. Yes, we

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have and at that time and I believe that remains a fact that it was -- it was discarded by the -- the Defense Security Organization responsible for providing the services at this location.

COMMISSIONER MILES: And it would include an examination of some of the facilities you mentioned?

COMMISSIONER NEWTON: Examined. Consideration of the use of the Pentagon facility.

COMMISSIONER MILES: Okay.

COMMISSIONER NEWTON: And no others were addressed.

CHAIRMAN BRYANT: Other comments on the motion before us?

Mr. Hart.

MR. HART: I think it is significant to note that the Congressional delegation has weighed in on this issue and is in opposition to retaining this RIF in the current location recommends using a remote

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location.

Thank you.

COMMISSIONER AMES: And I would take the Congressional delegation weighed in on it more of a political move than a sensible move in at this particular time.

COMMISSIONER NEWTON: I would also note that there are errors in the facts represented in the Congressional presentation.

CHAIRMAN BRYANT: Hearing perhaps no more, let's call the question on the motion to amend.

All in favor of the motion to amend by Ms. Tregoning, raise your hand.

One, two, three, four and all opposed?

One, two, three, four, five and the Chair votes no, is six. So, the motion fails on a vote of four to six.

Other motions on the recommendations?

I might add one and that is just

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note that the -- that the Commission recommends that there be a continued discussion on the feasibility of further reasonable enhancements to the roofline. I think that is -- those discussions are ongoing and I would like to make that as a motion.

Is there a second?

UNIDENTIFIED PERSON: Second.

CHAIRMAN BRYANT: Second.

All in favor say aye.

(AYES)

CHAIRMAN BRYANT: Opposed, no.

I think that's unanimous.

So, with that, additional amendments or motions?

Hearing none, all in favor of the EDR as amended say aye.

(AYES)

CHAIRMAN BRYANT: Opposed, no.

(NOS)

CHAIRMAN BRYANT: Nos raise your hand.

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Ms. Tregoning, Mr. Hart and I'm sorry I still forget your name.

COMMISSIONER MILES: Miles.

CHAIRMAN BRYANT: Mr. Miles. Thank you.

So, three nos.

Thank you.

Thank you, Mr. Hart, and I thank everyone from the City of Alexandria and others. ho have come before us.

The next mall item on our agenda is the St. Elizabeth's Agenda Item #4B is the Master Plan Modification and United States Coast Guard Headquarters at the St. Elizabeth's west campus. And we have with us Ms. Christine Saum.

[INSERT - DEPARTMENT OF HOMELAND SECURITY]

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MS. SAUM: Thank you.

Good afternoon, Mr. Chairman and Members of the Commission.

The General Services Administration has submitted for your approval a master plan modification and preliminary and final site and building plans for the U.S. Coast Guard Headquarters and the West parking garage at the St. Elizabeth's West Campus.

This project represents Phase 1A of the implementation of the master plan for the Department of Homeland Security Headquarters consolidation at St. Elizabeth's.

The St. Elizabeth's campus is in Ward 8 in Southwest D.C. on the rim of the topographic bowl that surrounds the city.

This is an image of the -- from the approved master plan showing the phasing. Phase 1 is the area shown in red and includes these buildings and also this reddish area here.

Phase 1A includes as I noted the

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Coast Guard Headquarters here and the parking garage here.

Phase 1B will include the perimeter security barrier and gates that will completely surround the west campus and the power plant here and will be submitted in a couple of months.

The access road along here which I will be mentioning and the associated interchange improvements will be part of Phase 2.

The current submission includes a master plan approval for modifications to the layout of the U.S. Coast Guard building, the parking garage and the alignment of Ash Street which is historic roadway that goes between the Coast Guard Headquarters and the parking garage.

In the original master plan, the footprint of the Coast Guard Headquarters was relatively compact and the parking garage was curved so that the alignment of Ash Street

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could be preserved in its current location. But as a result of Section 106 consultation the footprint of the Coast Guard building was expanded as you can see here and the parking garage was made more straight so that impacts to views to and from the campus could be minimized.

These changes were included in the submission for concept review that came before you in May but this submission formally documents them as a master plan modification.

In the previous submission also the parking garage had five levels above ground and two below. The parking garage again is here.

The Commission requested that the applicant consider revising this to put more of the parking garage below ground and indeed the General Services Administration has agreed to put five levels below ground and two above.

So, this is a significant improvement for which the General Services Administration

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should be commended.

however, the change is being made possible in part by a change in the construction technology going from pre-cast construction to a poured in place system. And when you go to poured in place, it means that the entire parking garage is going to have to be built in one phase rather than the two phases as proposed in the master plan.

The other change that is included in the master plan and that was noted as an issue in previous Commission actions in the location of the security barrier.

In the original master plan the historic cemetery was located outside the secured perimeter and that raised concerns, both because the cemetery was historically part of the campus and now it would no longer be part of the historic campus. And also because of concerns that the barrier line itself being so close to the campus would affect the character of the surrounding area.

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Again, through consultation the Department of Homeland Security and the General Services Administration have agreed to relocate the barrier line so that it will parallel the access road.

The specific design and location of the very line itself is not part of this submission, as I noted earlier is going to be part of Phase 1B which will be coming before the Commission in a couple of months. But this is another significant improvement for which GSA should be commended.

This is the site plan for the Coast Guard Headquarters and the west parking garage. Just orient you a little bit.

this gate here which the gate itself is not actually part of this submission but this is known as Gate 4. It will provide dedicated access to employees coming to the parking garage from whence they will either walk across to the Coast Guard Headquarters or get on shuttle buses to go to other parts of

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the campus.

The parking garage will have approximately 2,000 space. Generally half the Coast Guard and half for employees of the Department of Homeland Security Headquarters which will be in the headquarters. The main part of the headquarters will be in the center building.

The Coast Guard Headquarters building itself will comprise 1.175 million square feet of office space and accommodate approximately 3,700 employees.

Again for orientation purposes, the main entrance to the Coast Guard Headquarters will be here across from the center -- historic center building and so this is the entrance and this is what is known as the Head House. This is the most visible part of the building and I'll use that to orient you as I go through the other illustrations.

I'd just like to note that the building massing of this submission is not

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substantially different from what you saw at the concept submission. What has changed is the level of detail and information we have on the facade and finishes. And there have been some minor changes in response to previous Commission actions.

Here's an aerial view of the Coast Guard building from the northwest. Again, to orient you, here's the Head House. The entrance is here. The center building here, parking garage, gate 4 and I-295 and the access road will be down there.

The building was originally intended to achieve LEED Silver certification. GSA is now going for LEED Gold.

And as part of that, note that all the buildings have green roofs and I'd just also like to note that you see all these green roofs. You do not see any additional equipment such as mechanical equipment of penthouses. It's my understanding that that is indeed accurate. And this is important

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because the part of the idea is that this roof will be visible from other parts of the campus. And we wanted to make sure that it was attractive.

This is another aerial view of the Coast Guard Headquarters from the southwest. You can see the parking garage in the foreground and the Head House is here.

As was noted in the previous submission, substantial amount of the rainfall that falls on the St. Elizabeth's west campus will drain through this site. And so the green roofs and rain gardens in the area will allow that run off to be captured and stored in an artificial wetland at the base of the hill.

You can see here that the primary facade materials are brick. You can't see it here but there is also use of an accent material which is a native stone called Cardarock Stone.

There are aluminum and glass

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curtain walls. There are some green walls here on southern facades and there is also a frame detail around the Head House that is zinc. It's also repeated at the entrance.

I'd like to note at this point that this is a design build contract meaning that the original design was development which the Commission saw in May was developed by one architect, Perkins and Will and that it is being further refined by another architect, HOK working in -- working with a design build team which is the Clark Design Build, LLC.

So, when this came before the Commission of Fine Arts in December, CFA expressed concern with the brick selection which I -- the original building samples were in the conference room and I hope most of the commissioners had an opportunity to see them before the Commission meeting.

But I have shown. There is a brick sample here and one of the issue was that the variation in the brick.

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If you look at the existing St. Elizabeth's buildings they are more uniform and what color changes exist have more to do with weathering.

So -- so the Commission on Fine Arts is concerned at the brick. They were also concerned about the amount of green wall that was used and what would happen if some of the green materials, you know, were not healthy, that you have a large expanse of brown instead of green.

And there also had been some concerns about the zinc frame and the detailing of the Head House design. These are relatively minor facade changes that won't affect the overall building massings so staff will recommend that the Commission delegate to staff the authority to approve any of these minor changes as they are developed in consultation with the Commission of Fine Arts.

You may remember that when the project came before the Commission in early

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submissions, that there was essentially an artificial grade that was created here on the site where the Coast Guard Headquarters is being built that would allow design guidelines to be developed and would establish height limits for this building. And so on the exterior of the building the facades are going to be two to three stories high and on the interior facades facing the courtyards, the buildings -- the facades are going to be three to five stories high.

I'm now going to show you a series of perspectives of the building, sort of working my way around the building. And you'll be able to sort of orient yourself by looking at the diagrams in the lower left-hand corner.

This is the building entrance with the zinc frame that I noted earlier. I don't think this is a really accurate representation. Here's an actual sample of the zinc. So, it looks a little bit more

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yellow I think in this rendering than the actual sample will be.

There will be a granite paved pick up and drop off area here and you can see here some of the Cardarock Stone accent walls that we located in the lobby area.

This is a view of the northwest facade of the building as seen from the cemetery. But i'd like to note that there is going to be an extensive amount of landscaping here and so the's another image here that shows what it will be like when the landscaping has reached maturity.

Here is a view of the northwest facade further down the hill that shows you the full variety of building materials. The stone is generally used at the base. Then there's the brick facade and up here and in the distance you can see aluminum and glass curtain wall.

I'd like to mention that here that in the original design review, the Commission

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requested that the applicant reconsider the design of the windows which at the time were simply sort of a repetitive series of punched windows that appeared rather flat against the building facade. And the architect has responded by making a more rhythmic window pattern and also increasing the detail as you can see here.

The window openings are about 15 inches deep and there will be a combination of both vertical louvers which is this sort of a material and also horizontal sun shades. So, there will be a -- there will be allowed a pattern of light and shadow that will add some complexity to the facade.

UNIDENTIFIED PERSON: --

MS. SAUM: I don't know the answer to that question.

But the applicant and their designers are here and you ask them.

Here's a view of the southwestern end of the Coast Guard building looking across

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the artificial wetlands. And here's a more close up view. You can begin to see some of this detail and the depth in the windows that I was just mentioning.

This is the southern most employee entrance as you approach from the western end of the parking garage. As I mentioned there will be three employee entrances coming across from the parking garage.

And this is a Head House as looking across the upper courtyard. And, again, you can see the green wall here and the zinc frame that we're -- the subject of some discussion at the Commission of Fine Arts.

The next series of images will show you how the parking garage has been reduced in height. This is what you saw at the concept submission in May so you can see the parking garage now with five stories above grade. At that time the building also had a zinc frame that repeated the Head House but it was determined that that was little bit too much

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of the repetition of something in a significant building in a more utilitarian building. And so that -- that is going to be removed. But as you can see, the red part -- this red part is the part that is now going to be built underground.

And here's an illustration of what it will look like now.

Here also are some elevations that show the part of the building that you will see facing the Coast Guard. And so again that's the part that is now being built underground.

And here's the west elevation as you approach from Gate 4 and the way it will be reduced.

It's a little bit easier to see in these renderings. So, here's the original -- the original design and the new design.

The surface material here is a trellis type of green wall where there will be vines growing up. The green wall that will be

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used on the Coast Guard Headquarters, an actual vertical growing medium, that will have smaller plants on it and whole panels of it can simply be replaced if there's any problem with, you now, the healthiness of the plants.

I'd also like you to notice that the green roof is not monotonous. It's actually going to be graded and have a variety of plants materials so that it won't just look like a flat green surface.

And then here's the view from Gate 4.

So, it will be significantly less intrusive when seen from the access road and from the entrance.

The landscape plan when as presented in May was originally based on the concept of the Chesapeake Bay Watershed where the upper portions of the -- of the project would be the plant materials and the hard scape materials would be reflective of things that were found in the mountains. The middle

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landscape would be reflective of the Piedmont and the lower area would be reflective of the coastal plain and wetlands. And that design concept has been retained.

And there have been some minor changes but, in fact, I think those have been good refinements.

We were concerned and this was reflected in the Commission's previous action that some of the complexity of this design would be oversimplified as part of the value engineering that sometimes takes place in a design built project. But we've been pleased to see that the designers have been viewing very closely to the original design.

So, this is an aerial view of the -
- that you saw in May. This shows the areas that have been changed. I can just note that the -- the paving has been changed up in the lobby -- in the entry area. This courtyard has been -- some -- some good sort of complexity has been added to that.

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These walkways in the wetland have been removed and some of the stone retaining walls in this area have been shortened.

So, that's the current design.

This is the lobby entrance area. The paving was originally just sort of a basket weave square pattern. And the linear pattern in the paving materials now reflects some of the linear patterning in the building itself. And also the water feature has gotten larger.

This is the concept design for the upper courtyard and it had this simple water feature but there was no any real clear definition of different areas that might be used for different sorts of seating or personal use.

The applicant has noted that what they intended here was a therapeutic landscape that is in some way a reflection of the therapeutic landscape of the historic St. Elizabeth's and it would support a range of

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activities from quiet contemplation to larger group activities.

And so I think that this refinement of this courtyard area shows a variety of sizes of space and places for seating that would allow different types of activities.

And here's an illustration of that area.

The middle courtyard which represents the Piedmont has not changed significantly but we now have an illustration that shows the type of plant materials that would be used there.

And the -- as I noted earlier, the artificial wetland at the bottom has not changed significantly except that some of the walkways that projected out into that wetland has been eliminated.

And, again, the rain gardens at the perimeter of the building has these stone retaining walls, but the length of those walls has been shorted.

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I'd also just like to mention that in the next submission you'll probably see the child day care area is going to be located in this part of the building and the outdoor play area is going to right there.

CHAIRMAN BRYANT: The --

MS. SAUM: Yes.

CHAIRMAN BRYANT: I was asking the artificial wetland is a functional biofiltering system --

MS. SAUM: That's my understanding.

CHAIRMAN BRYANT: That's part of the overall stillwater management program?

MS. SAUM: Yes.

I'd like to show you now some of the building materials. A lot of them are taken from the existing site including the red brick and this is an example of the Cardarock Stone from the existing ice house.

And here's an example of the sort of green walls that are going to be used on

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the Coast Guard Headquarters in that, you know, they will be sort of a monolithic, you know, plant materials that will extend across the building. Whereas, the -- the green walls that will be used on the parking garage are going to be more of a trellis. It will have vines growing up it.

Here's an illustration of some of the building materials. This is -- this shows the materials that will be used in the curtain wall. There's an aluminum frame. There will be gray glass and sort of a pattern of clear and spandrel glass which is shown here. And at the base there will be some -- some of the stone.

There will also be some vertical louvers which you can see if you look closely at the model. You can see some of the vertical -- this material again will be used to break up some of the curtain wall.

On the parts of the building where the brick facade is, there will be a detail --

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vertical detail periodically that will include spandrel glass but elsewhere it will have the -- this gray tinted glass with aluminum frames and brick with stone used at the base.

In the entry area they're using clear glass again with a zinc frame. The Cardarock Stone detail I noted earlier and there's also a small amount of brick used here at the edges.

In the landscape there will be stainless steel grates for walking across the wetland areas and stainless steel railings where necessary. In areas where there needs to be a change of grade, the designers originally proposed some corten steel that would simply sort of make the transition between relatively small changes of grade and then it would have gravel or pebbles at the bottom for drainage purposes. This is something else that the Commission of Fine Arts expressed some concern about and that may change.

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And then in the hard scape here are some of the granite samples that will be used in the paved areas such as the entrance area.

The Cardarock Stone will be used as retaining walls and with a granite cap and it will also be used for piers that will support single steel fencing in some locations where fencing is required.

As far as prior Commission actions are concerned, the Commission approved the master plan on January 8, 2009, with conditions. And I will go into that in just a minute.

The Commission commented favorably on the concept design for the Coast Guard Headquarters and the parking garage on May 7th.

As far as the Commission's comments on the concept design, I believe I've covered those all during my presentation of the current submission such as the windows, the plant materials, the cemetery location, the

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perimeter security relative to the cemetery and the parking garage. And so we believe that these issues have been satisfactorily resolved.

In the -- there were two types of actions that were required as part of the master plan approval. There were two master plan modifications that were required. One for the access and interchange improvement and for the new facilities that are going on the east campus. Those are both part of Phase 2 and there was no deadline set for those. So, those were not required as part of the current submission.

But there were other requirements that were included that needed to be taken before construction could begin on any part of Phase 1. And so those were required to be demonstrated and they've been achieved for your approval today.

And details on most of these are included in the staff report but I'd just like

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to mention two things.

One is I haven't had a chance to mention before the issue of public access which is one that was of great concern.

The GSA and DHS have committed to providing regular public access at a minimum to the point Hitchcock Hall and the cemetery. And the amount of access whether or not it's daily, whether or not it's weekly, how often it needs to be will be adjusted to reflect both the public demand to this access and also the operation requirements. So, there might be times of high alert or during a national emergency that -- that access might be restricted.

And the other major issue was the requirement that GSA demonstrate that Shepherd Parkway was available construction of interchange improvements. And that's been a really critical issue and so I'd like to spend a little time on that.

Specifically, the previous

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Commission action required that the -- excuse me.

The approval of the master plan was contingent on this ability to construct access road and interchange improvements in order to assure that the traffic generated in and out of Gate 4 did not end up on city streets.

The Commission therefore required that GSA demonstrate Shepherd Parkway was available for new interchange before it began construction of Phase 1.

The Commission did not require that the design of the interchange be approved prior to Phase 1. As I noted a minute ago, those are going to be part of Phase 2. But this is an image of the preferred alternative that was included in the environment impact statement that was -- that was done to inform the development of the master plan.

The access road was included, itself was included in this location was included in the master plan but the

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interchanges at Firth Sterling and Shepherd Parkway were not and in part because at the time GSA did not control the land.

It's my understanding that GSA's is in the process or may even have concluded the acquisition of these lands for the first Sterling interchange which I believe that they were acquiring from the District of Columbia.

But as far as the construction of a new interchange in the area of the Malcome X Boulevard, that's the National Park Service land. So, all of this land here is part of something called Shepherd Parkway and here this shows the west campus.

And the process by which FHWA determines that the Shepherd Parkway or any other park planned or historic resource for that matter can be used for roadway improvements is known as the 4(f) process. And it includes two phases.

One is that there -- FHWA needs to determine that there's no feasible and prudent

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alternative to building the highway improvements in that location. And also that all possible planning has been done to minimize harm to those resources. And so when FHWA began its planning process, this shows the study area that they were working on.

In December of 2008, FHWA issued an analysis that concluded that there was no feasible improvement alternative to the location of an interchange in this area and the taking of a portion of Shepherd Parkway.

This is an illustration of the -- of the recommended interchange that was included in that evaluation. It would impact a total of 10 acres -- 10.4 acres of National Park Service land including six acres that would be affected on a relatively temporary basis by grading and 4.4 acres that would be affected permanently because of roadways or retaining walls.

MTS has four days -- 45 days to comment on this and when they responded in

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January they responded that they thought that the analysis had been inadequate and so over the next six or eight months, FHWA, GSA and the National Park Service developed additional alternatives that would have reduced or eliminated entirely the impact on National Park Service lands.

And in November, the FHWA issued a supplement to the original analysis analyzing 10 additional alternatives but saying that they still thought that there was no feasible alternative to the original proposed location at Malcome X Boulevard. And, again MTS had 45 days to comment and their comments came out just before Christmas. And stated that they thought that not enough analysis had been done of this alternative which shows a fly over connection between South Capitol Street and Gate 4 and wouldn't require the taking of any of Shepherd Parkway.

They also noted that they thought that there needed to be additional analysis of

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the access road and that they'd like to see it reduced from three lanes to two. That -- as I noted, that letter came out just before christmas and there's not been any opportunity to follow up on that. But we've been informed that the General Services Administration and FHWA are fully committed to working with the National Park Service to make sure that they've done the analysis that is requested.

I'd also like to mention that you should have it in your places a copy of a letter from the Georgetown Law Center written on behalf of the National Trust for historic Preservation and the Maryland Native Plant Association. The gist of that letter is that they say that the 4(f) process is not complete and that's true. This additional analysis needs to be done, all possible planning to minimize harm needs to be done with the 106 consulting parties that has begun but is not complete. And we expect the 4(f) process to be complete sometime in March.

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So, although -- I'd just like to make the point that the previous Commission action said that Shepherd Parkway had to be available but available is not a term of art that can be directly connected to the 4(f) process. But we believe that the -- at the time the Commission's main concern was that the traffic not back up on city streets. And we think that the planning process that has occurred to date is well on the way to developing a design alternative that will insure that that doesn't happen. And we expect that -- that final design to be submitted to the Commission in March. And we feel confident that it will be the best possible solution there can be. But it will end up being something that looks more like this or something that looks more like this. It's -- we can't say at this time.

As far as conformance is concerned, we've reviewed the project for conformance with the elements of the Comprehensive Plan

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for the National Capital and we've determined that it supports the policies of the Comp Plan and the details of that again are in your submission package.

And with the approval of the submitted master plan modifications, the -- this project will conform to the guidelines that are included in the master plan for the DHS Headquarters consolidation at St. Elizabeth's.

A final Environmental Impact Statement for the master plan was used as the basis for developing our recommendations today. The GSA -- the EIS was issued on November 7th, 2008 and GSA made a record of decision in December of 2008 and NCPC has adopted that EIS to form it's own decisions.

The -- there was a programmatic agreement signed for the master plan in 2008 before the master plan was improved. And pursuant to that programmatic agreement, a memorandum of agreement for the U.S. Coast

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Guard Headquarters and the parking garage was finalized in December of 2009.

So, given the significance of the access road issues to this discussion, the Executive Director's recommendation begins with a series of statements that confirm the status of that process. And I'd just like to note that this was drafted before we received GSA's assurance that it would continue to coordinate with MPS on the requests that were included in its letter.

The full text of the Executive Director's recommendation is in your report -- in the report you have before you. Given the length of it, I'm just going to summarize.

The Executive Director's recommendation is that the Commission recognizes that the requirement of GSA demonstrate the Shepherd Parkway is available was intended to assure that traffic does not overwhelm local roadways and notes that while FHWA has found that there is no feasible and

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prudent alternative to the use of Shepherd Parkway, consultation among Government agencies in the Section 106 Consulting Parties is ongoing and moving towards resolution.

That the Commission notes that the Department of the Interior has found that while FHWA may ultimately find that there is no feasible and prudent alternative to the use of Shepherd Parkway, DOI cannot concur until there is further analysis of the interchange and access road. And that, in addition, further planning is needed to minimize harm.

The Commission concludes the planning for access road improvements has sufficiently advanced so that it is likely to conclude promptly in a manner that does not overwhelm local roadways through analysis and consultation that is linked to NEPA and 106. And that it minimizes harm to Shepherd Parkway.

The Commission also finds that minimization and mitigation of harm to

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Shepherd Parkway and to the St. Elizabeth's campus are critically important to the overall success of this project.

The Commission therefore approves the proposed modifications to the master plan for the DHS Headquarters consolidation, approves preliminary and final site and building plans for the U.S. Coast Guard Headquarters and the west parking garage and delegates to staff the authority to review and approve facade mock-ups and any modifications to facade details and materials. But requires the resubmission of any modifications to the building massing.

That the Commission commends GSA and DHS for their actions to relocate the security perimeter so that the historic cemetery is within the secured boundary of the west campus.

For their commitment to provide regular public access to the cemetery, the point at Hitchcock Hall and for reducing the

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height of the west ravine parking garage.

The Commission also commends DHS, GSA, the Park Service and FHWA for working together to find a solution to the access issue but requires that the applicant report back to the Commission at the conclusion of the 4(f) process and submit the design of the St. Elizabeth's West Campus access road for Commission approval.

That concludes my presentation. It's my understanding that there are representative at the DHS, Department of Homeland Security, and GSA that would like to say a few words and that you also have a letter from Mr. James Bunn of the Ward 8 Business Council in support of the project. I believe there's also a member of the public.

I'm available to answer any questions if you have any.

[INSERT - LETTER FROM JAMES BUNN]

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CHAIRMAN BRYANT: Thank you, Ms. Saum.

We have with us today, I believe, Mr. Don Bathurst from DHS and Ms. Sharon Banks from GSA. I think they both would like to say a few words. I'm not sure which one would like to go first but you're both welcome to --

Ms. Banks, welcome.

MS. BANKS: Thank you.

Mr. Chairman, Members of the Commission, thank you very much for having me and good afternoon.

I am Sharon J. Banks, the Acting Regional Administrator for GSA's National Capitol Region.

I appreciate this opportunity to speak with you today about the construction of the headquarters facility for the U.S. Coast Guard as part of the new headquarters complex for the Department of Homeland Security at the St. Elizabeth's Campus in Southeast Washington.

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My colleague Don Bathurst will tell you how important this project is for the Department of Homeland Security. I want to express how important it is for GSA.

As you know, the Coast Guard building is the first phase of a three-phase development whose mater plan was approved a year ago by (NCPC>. When the entire project is complete, GSA will have developed the largest project in our history and the largest Federal project in the metro area since the Pentagon in World War II.

GSA and DHS together have already received over \$1 billion in Federal funds to begin developing this new campus, more than half of which has come from the American Recovery and Reinvestment Act.

At its peak, there will be 1,000 construction workers and 100 subcontractors working on site. Overall the \$3.4 billion construction program is projected to generate over 30,000 jobs both directly and indirectly.

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Having said all that, I want to emphasize that GSA does not take lightly the responsibility we have to protect a site that is a national historic landmark. We have already negotiated agreements with the historic preservation community for our overall master plan and for the Coast Guard complex.

We are engaged in intensive discussions now towards similar agreements on future phases of the project. We continue to hold discussions with the National Park Service, the Federal Highway Administration, Department of Homeland Security and the District Department of Transportation, as well as with the consultant parties on how best to provide access to the site from the west.

We appreciate the positive attitude demonstrated by the National Park Service in their letter to Federal Highways of December 23rd, 2009, on this same issue.

GSA has not yet concluded our

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planning for this access road since it is required to support later aspects of the project that follow the Coast Guard phase.

We are in the midst of discussion about how best to mitigate and minimize harm.

We have provided the National Park Service with additional analysis of alternative A-2-B and we are eager to continue discussing with them this issue.

Our goal is to achieve an effective west end access corridor for the campus that will relieve pressure on Martin Luther King, Jr., Avenue which runs through the core of Anacostia and Congress Heights.

Before I close, I would like to say a few words about the proposed Coast Guard building. This is a dazzling design. It remains low to the ground so that it will not detract from the green bowl surrounding downtown D.C., nor will it block the views to and from existing buildings on campus.

It will have a green roof to

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further blend in and its walls will be made of similar materials to those now used on site. Yet it has its own distinct design rather than mimicking the existing architecture.

When finished we believe this building will achieve a Gold LEED rating. It has abundant natural lighting, efficient HVAC and lighting, use of materials from nearby and beautiful landscape design that will capture and reuse all run off from up to 15 year storm and all included in the proposal.

I know that NCPC's staff have expressed concern about the fact that more garage space will be available than is required simply to serve the Coast Guard personnel. We are planning on utilizing other areas in the garage for construction worker parking and as a lay down storage and a staging area. However, I want to assure you that GSA and DHS are committed to working in partnership to insure that the integrity of the ration of 1:4 is maintained.

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We are already -- we are all ready to begin this exciting project. We look forward to working with you and your staff who have already provided countless hours assisting us over the next seven years as we develop this important new campus.

Should you have any questions about any aspect of the project, we have our project team led by Shapour Ebadi with me today to respond to any questions you may have.

Thank you.

CHAIRMAN BRYANT: Thank you, Ms. Banks. Are there any questions for Ms. Banks before we go on?

Hearing none.

Mr. Bathurst, welcome.

MR. BATHURST: Thank you very much.

Chairman Bryant and Members of the Commission, good afternoon.

I am Don Bathurst. I am the Chief Administrative Officer for the Department of

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Homeland Security and I appreciate the opportunity to once again appear before you on behalf of DHS regarding our headquarters consolidation program. And, specifically, this matter of the first phase which is the U.S. Coast Guard Headquarters building.

Secretary Napolitano is committed to building a unified DHS that is better able to achieve its mission. Headquarters consolidation is central to that goal and deeply related to DHS' operational capacity. Therefore, I ask that you support the protection of our nation by approving this first phase of our headquarters consolidation, the U.S. Headquarters building.

We firmly believe that St. Elizabeth's can meet our mission needs while preserving this important landmark.

A year ago almost to the day, January 8, this Commission approved the St. Elizabeth's master plan to consolidate the DHS Headquarters. Your favorable action today

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will continue the process to bring St. Elizabeth's back to life and protecting this treasure.

Tremendous effort has been expended by all parties including members of the local community. This development will not only support the mission of DHS, it will help rejuvenate and enhance the local community by housing a large and important Government facility on the east side of the Anacostia. We'll strive to be a good neighbor, we'll be -- and will have positive contributions to our community

In addition to annual appropriations, DHS and GSA received funding for the campus development through the American Recovery and Reinvestment Act. Starting the Coast Guard Headquarters these funds are being used for their intended purpose and will put more than \$650 million of ARRA funding into the community.

When construction is complete, the

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Coast Guard will finally occupy a site of the art facility for their headquarters in a prestigious setting.

The new facility builds upon the approval master plan and designed to minimize impact on the national historic landmark. And as you've heard will achieve a LEED Gold rating.

Representatives from the various consulting parties and stakeholders have had many long sessions and spend late hours and many strenuous discussions to achieve the deadlines for bringing this Coast Guard Headquarters project to a vote today.

On half of DHS, I want to extend our sincere thanks to everyone who has worked so hard and for their professionalism. I think you see the results as representative in the Executive Director's recommendation.

I also want to thank this Commission and their staff for their guidance and support throughout the process.

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Success of the first phase of St. Elizabeth's is critical. Your approval of the Coast Guard Headquarters will create a momentum that will carry the overall program forward. We can then focus our attention on the important revitalization of the historic buildings and unique landscapes that make up the character of St. Elizabeth's and which make up the national historic landmark.

Before I close, I want to recognize our significant Congressional support for the project and specifically would like to thank Senator Joe Lieberman and Delegate Eleanor Holmes Norton.

I also want to recognize the District of Columbia government and the Ward 8 community which has been steadfast in support of our program.

Their partnership on the east campus to redevelopment effort is critical to the overall success of the St. Elizabeth's campus. And we look forward to continuing our

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collaboration to the benefit of both DHS and the community revitalization goals.

Again, I appreciate the opportunity to share my thoughts with you before our deliberations.

Thank you.

CHAIRMAN BRYANT: Mr. Bathurst, thank you very much.

Any questions immediately of Mr. Bathurst?

Hearing none.

I'm sorry, Mr. Miller.

COMMISSIONER MILLER: I just had one question of either Mr. Bathurst or Ms. Banks.

This project is of enormous importance to the District of Columbia and we've been very pleased to be working so cooperatively with you.

You mentioned, Ms. Banks, the 1,000 construction jobs, the 100 subcontractors that will be on site, the 30,000 indirect and

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direct total jobs that will be generated as a result of the project. Can you say just a little bit about what efforts you've made to insure that some of these jobs are filled by District residents and some of the contracting opportunities are filled by District based businesses?

MS. BANKS: Absolutely.

We've been working closely with the community and actually we have someone here that can speak to you a little bit more about efforts. The Ward 8 business council we've been holding meetings. Just over a week ago we had an opportunity -- well, two weeks ago after the holiday. You lose track.

But we had an opportunities trailer dedication whereas we are in concert with Clark Design Build, LLC. We will be having a trailer where people from the community can come and they can find out about the opportunities. They can work with the contractor on site as well as with small

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business staff to insure that they are aware of the various opportunities that are available for the community and community leaders are also a part of this opportunity as well. And they have information and are working very close with us.

COMMISSIONER MILLER: I am aware of some of those efforts. I just wanted to make sure that the public was also aware of those efforts and we commend you for them.

Thank you.

MS. BANKS: Thank you.

CHAIRMAN BRYANT: Thank you.

COMMISSIONER MAY: Mr. Chairman, I have a couple of questions for Ms. Saum.

CHAIRMAN BRYANT: Sure.

COMMISSIONER MAY: First of all, a couple of minor design points about the building itself.

The sunshades that you pointed out on the windows, are those -- do they actually function as a light shelf to put light into

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the building?

MS. SAUM: That's my understanding but I would like to have a representative of GSA or their architect.

COMMISSIONER MAY: I see enough nods in the audience --

MS. SAUM: Yes.

COMMISSIONER MAY: -- to have some assurance on that.

It's a minor point.

And also with regard to the green wall on the garage which faces north and I know it's a different style and I'm wondering about what -- whether there's significant experience or track record to be able to have that work in that sort of circumstance.

I've seen a few of those in other reviews on the District Zoning Commission and, you know, I've asked the question before and never felt totally confident that something like this is going to be successful in execution. So, I'd be curious to know what

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the experience is and how high our confidence level is that that's going to actually work.

MS. SAUM: This has been the subject of a lot of discussion at the consulting party meetings but I believe I see someone from the design team that could answer that.

Could you come up and answer that question?

MR. EBADI: I'm Sapour Ebadi of GSA. Bill Hellmuth from here. But there's two different green walls. One is --

COMMISSIONER MAY: And I'm only interested in the one that's in the north side of the garage.

MR. EBADI: Okay. the one that has no insulation behind it.

CHAIRMAN BRYANT: Please.

MR. HELLMUTH: I am not the horticulturist on this but there --

COMMISSIONER MAY: Please identify yourself.

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MR. HELLMUTH: I'm sorry. I'm Bill Hellmuth with HKO Architects. And we have one of our landscape architects with us.

The issue of the green wall on the north side really has everything to do with the plant material which is selected. And there are certain plants that actually do far better on the north side and one of the examples I use is if you go to my backyard in the District of Columbia which has exactly the same orientation as this north wall, you cannot kill the ivy which is growing on all the north faces of the Cardarock Stone.

Now, ivy isn't necessarily the plant choice but there are several vine plant choices that thrive in this climate on the northern exposure.

COMMISSIONER MAY: Okay. I think we have to be very careful about that because one of the concerns I would have about some of the things that would grow in that circumstance is that they would not

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necessarily be ones that we'd want to have growing in close proximity to the park land where we're always fighting invasive species and we wouldn't want that spreading.

So, I think that is still a concern.

And then I just have a couple of minor -- well, small corrections to the presentation which is that the letter in response to Section 4(f) was a response from the Department of the Interior, not the National Park Service.

MS. SAUM: Okay. I thought I said that but --

COMMISSIONER MAY: Well, I noticed -- I wrote it down at the moment. But it was -- so --

MS. SAUM: Okay.

COMMISSIONER MAY: -- everyone is clear on that.

And secondly the -- the preferred alternative. I think you said that it would

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affect something like 14 acres. And as it was drawn, the image that you had on there actually is more like 19 acres. It's a small point but it's an important point to us when we're talking about acres of park land.

And that's it for my specific questions for Mr. Saum.

CHAIRMAN BRYANT: Thank you, Mr. May.

Ms. Tregoning?

MS. TREGONING: Thank you, Mr. Chairman.

A couple of points I wanted to make. I wanted to thank the Department of Homeland Security for the work that they've done with our historic preservation office to resolve the issues around access to the cemetery and where it was located. I know that was -- that was a difficult negotiation and I very much appreciate how both GSA and DHS how -- how diligently they applied themselves to understanding what our concerns

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were.

I'll just say that a continuing concern is this notion of access and all that I'll ask, you know. I think the original recommendation, the original request from the last Commission action was that the applicant identify and implement the opportunities and means for the public to have regular access and I know that progress has been made in terms of an agreement -- a commitment for public access program.

i would just ask that every time you come back to us that you give us an update on where that is. Because it's a great concern to the citizens of Ward 8 and citizens through the District of Columbia who would love to have regular access to that historic campus.

And I have a question which has to do with transportation.

One of the comments that was raised by the submittal that we got from the

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Georgetown Law Center had to do with consideration of mass transit alternatives. I just wanted to know if there's a response to whether or not -- I know the 10 additional alternatives that -- that GSA looked at did not include mass transit. I just wanted to know if that was a possibility going forward.

And about funding. What's the situation with respect to the funding of the various transportation improvements that are contemplated -- Shepherd Parkway and the related interchanges?

MR. EBADI: Our phase two project does include Shepherd Parkway and is part of our infrastructure program.

We do -- we have secured funding for Shepherd Parkway and for Sterling access road.

As far as the interchange is concerned, we're still -- we are going to our Congressional representatives and basically part of our prospectus will be to see if we

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will be able to see funding for a non-Federal land.

CHAIRMAN BRYANT: Mr. McGill, did you have something and then Mr. Hart.

(OFF MIC COMMENTS)

CHAIRMAN BRYANT: Oh, no. I understand that.

Right. We do have -- we do have one more person to speak.

MS. SAUM: Mass transit question or no?

COMMISSIONER MCGILL: Could you repeat the mass transit question?

MS. TREGONING: The comments that we got from -- that were at the dias -- I'm sorry, that were at our places today include a letter from the Georgetown Law Center that had a critique of the 4(f) process and the consideration of alternatives and one of the suggestions was that there was no consideration of a mass transit alternative to Shepherd Parkway and I just wanted to know if

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you had a response to that or if that was something that we would be looking at maybe in the future?

MR. EBADI: As far as mass transit for this particular project, we do have a transportation -- approved Transportation Management Plan in place. There was an appendix to our master plan -- approved master plan last year.

MS. TREGONING: I recognize that--

COMMISSIONER MCGILL: Let me go into that a little bit more detail.

We've been engaged over the last years in extended discussions with both DDOT and various transit agencies to try to generate as much -- as many alternatives for transit access to the site as possible.

For instance, we talked to both the Maryland Department of Transportation and the Virginia Department of Transportation about park and ride lots for -- for bus service to the site.

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The Coast Guard is planning and it will be expanded to serve the whole site to run a shuttle bus service that will connect to both transits -- both Metro transit stations.

We are aware as -- that you are working with Metro on possible options for another Metro access point of some kind of east campus. We also have a commitment from DHS to actively promote through a transportation coordinator use of carpools and vanpools and things of that sort.

As a result, we're able to say that we can achieve the NCPC mandated goal of one parking place for every four employees. That still remains -- there are going to be 14,000 employees on this site. And so we still have the problem of accommodating those who drive to work and providing them with access.

And 70 percent of that access is going to be from the western side of the campus. So, we're not ignoring public transit and we would always encourage more public

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transit. For instance, the District has continued to think about various alternative streetcar routes that could serve the site. But no matter how much transit there is, we think that going beyond a 1:4 ratio would be very difficult to achieve.

MS. TREGONING: Thank you for putting that on the record.

MS. SAUM: I'd also just like to mention that the Commission action approving the master plan included the requirement that any modifications to the Transportation Management Plan resulting from ongoing analysis of the interchange and road improvements be included in the -- in the submission. And so I think that -- that that conversation can and will be and is ongoing and will be included in that TMP.

CHAIRMAN BRYANT: We do have -- we do have one more speaker. And I apologize. I think soft of allowed us to get too far into the -- too deeply into the Commission

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discussion before having completed all the
comment.

We have before us today also Ms.
Rosalind Stephenwoof and so welcome.

[INSERT - REGISTERED SPEAKERS]

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MS. STEPHENWOOF: Thank you.

CHAIRMAN BRYANT: I'm glad you're here.

MS. STEPHENWOOF: And I am absolutely delighted to be here before this Commission today.

My name is Rosalind Stile Stephenwoof and if I can just have a very personal remark of one of your members at this time because I'd like -- because that might help to explain to you why I'm here.

Mr. Goldan, do you remember in 1995 when you and Ms. Graham came to -- was in Anacostia and said. We need to do something about public housing and child care services.

And in 1998, 1997 the community applied for a Hope VI grant which was to revitalize Frederick Douglass dwelling and Stanton dwelling, two severely distraught public housing properties.

Well, we were not successful but in 1998 we were. And today stands in that

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neighborhood which is in close proximity to this property Hensen Ridge which is 600 mixed use properties. And how was that done? That was not done as a result of planning outside of the neighborhood. It was done as a result of partnering with the community and the neighborhood. And that began what I consider a very long and -- and successful process of community building.

I'm here because I was born and raised i Anacostia. I actually lived almost all of my life in this neighborhood and my business i still operating there.

What do I do? I try to make sure that the residents, the local businesses and the community participate in its revitalization.

I have as my -- as my neighbors have, watched the demise of our neighborhood and we are excited and delighted to be a part of the revitalization of our neighborhood.

How has GSA done this? For the

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past five years, we've trudged to the meetings, we've listened to the recommendations, we've participated in the environmental studies. We have been educated on building design. We've been educated on green buildings. We've been educated on all of the bricks and mortars. But the greatest education that we've received in being a part of this project is that it is going to revitalize our residents.

The General Services Administration administered a solicitation on this particular building and included for the very first time that there had to be a workforce plan included. Not just a small business plan as most Federal procurement, but you had to identify how many jobs that you were going to create and how were you going to achieve filling those jobs and how were you going to build the capacity of the people who are impacted by this development to be able to work in and around this project?

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I know I talk a lot so I heard my buzzer. But --

CHAIRMAN BRYANT: You're saying good things. You keep on.

MS. STEPHENWOOF: But the good news in that solicitation you had to -- you had to identify not just your small business plan, your workforce plan, but your apprenticeship plan because if people look historically at Ward 8, they see the impoverishment. They see that our numbers are the -- we have the highest per capita unemployment across the county. So, how do we take those people at this time and I say those because I am one of those people. How do we give them the tools that they need so that they can compete in this marketplace so that they can be a part of not only building this new structure but also operating the structure.

And so through this partnership and I speak only as a person who has worked, lived, raised my family and now my

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grandchildren in this neighborhood. If we watched the demise, we can watch the rebuilding.

So, this has been a true partnership.

I do support and hope that you approve the modifications of this -- of the plan and that you are able to support our agenda, the community's agenda. I speak for the Ward 8 Business Council. I speak for the National Association of Minority Contractors.

I speak for the ANCs. I speak for the neighbor that lives down the street and around the corner.

And so what I came here today to be an advocate on behalf of the community to be a supporter on behalf of the General Services Administration and the Department of Homeland Security and an fierce supporter and advocate on behalf of the Congress and the -- and the tenacity if a very gentle word for Congresswoman Eleanor Norton and what she's

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done to make this happen.

So, if you have any questions, I'm at your service.

CHAIRMAN BRYANT: Thank you for your words. As you know the Obama Administration is very keen on positioning Federal facilities to be good neighbors and to help lift up surrounding neighborhoods. That's also a focus of this Commission and we look forward to this project being a shining example of just how Federal facilities and partnerships just like you described do indeed uplift the neighborhoods around them.

With that, are there other comments or questions for Ms. Stephenwoof?

MS. STEPHENWOOF: Thank you.

CHAIRMAN BRYANT: Thank you very much.

We turn now to our Commission discussion. I believe Mr. Hart had comments.

[INSERT - LETTER FROM WILLIE TAYLOR]

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[INSERT - LETTER FROM MARGIE SOLLINGER]

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MR. HART: One comment. I think it's very encouraging to see the progress being made with respect to the comments made and responses by the design team.

I do have a question and it has to do with the western access road and its timing. Assuming that's resolve harmoniously, is that going to be a first phase improvement so that during construction it's open and available so that we don't have traffic going through the neighborhood?

MS. SAUM: I believe that the part of the -- that there will be access road construction connecting to Firth Sterling when the Coast Guard is occupied.

Shapour, is that correct?

MR. EBADI: Access road is part of our phase 1B project, Firth Sterling, and we will be -- we have actually two phases of access road.

One is part of Phase 1B that is the next phase. And one is the Shepherd Parkway.

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That's part of our Phase 2 project.

COMMISSIONER MCGILL: And just to give you a sense of the timing we -- if the Commission approves, will begin construction this month and the Coast Guard will be ready for occupancy in 2013.

We hope to come before you in March on 1B so -- In Phase 1B we would have the design for the Firth Sterling interchange and the portion of the access road that is on St. Elizabeth's property which is all that we require to service the Coast Guard.

And we come in in a subsequent phase for the construction of the western access route that ties into Interstate 295 and South Capitol Street.

MR. EBADI: March of 2011.

CHAIRMAN BRYANT: Mr. Ames.

COMMISSIONER AMES: Mr. Chairman, I've been involved with this project since the beginning and I want to tell you it's been an interesting ride.

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In the spirit of cooperation, I think it would be most appropriate if Mr. McGill and Mr. May were to make the motion and the second today for this project since that's where the final working outs will be and it looks like things are well underway and for those of you who have not seen this property please take advantage of -- take a look at it.

It's one of the most beautiful pieces of property I've ever seen in my life.

Thank you.

CHAIRMAN BRYANT: Thank you, Mr. Ames.

COMMISSIONER MCGILL: I will gladly defer to Commissioner May if you'd like to make the motion or I'll do so myself.

COMMISSIONER MAY: Please feel free to make the motion. I think it will be clear from my remarks where we will stand on this. I'm not sure I'm the right person to second the motion.

COMMISSIONER MCGILL: Mr. Chairman,

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I move the adoption of the EDR as drafted.

CHAIRMAN BRYANT: It has been moved
and --

COMMISSIONER NEWTON: Second.

CHAIRMAN BRYANT: -- it has been
seconded.

The matter is before us for further
discussion.

COMMISSIONER MAY: Okay. I'll go
first, I think, since folks are interested I
think in what we have to say at this point.

The -- let me say first of all that
the Department remains concerned about the
totality of the St. Elizabeth's development.
You now, we did vote against the master plan
last year because of its potential impact on
the national historic landmark. And also as
really -- as is really quite apparent, the
impact o n the -- on the topographic bowl of
Washington. As lovely as this model shows the
building to be, it is not a vegetated slope
and it's a very prominent feature of the

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Washington skyline.

So, that's part of our -- our concern. And, of course, we have a concern about Shepherd Parkway and the potential impact.

On that, and the Coast Guard building is a first step and there are many more steps involved and we remain concerned about this every step of the way to make sure that we're doing the best that we can.

I will, you know, again note that we had previously voted in opposition to the project overall, but if we look simply at the Coast Guard building at this moment, I believe the building is as -- as -- is a very handsome building for what it is and for what it does.

And it's the -- the Department doesn't see any reason why its further development at this point should be held up.

With regard to the -- the Section 4(f) process and the planning for adequate access to the campus. We do believe that the

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issue here is providing access. It's not necessarily the availability per se of Shepherd Parkway and that's why our written comments reflect that.

We are -- we are convinced at this point that access can be provided in a way that -- does not have a seriously negative impact on local roads.

We also happen to believe that that can be done without impacting Shepherd Parkway and I'm very encouraged that GSA is committed to fully exploring alternatives that would avoid Shepherd Parkway and that it's not completely done yet.

And we're also encouraged or would like to say that even if we do wind up in a situation where the Federal -- administrator of Federal highways determines -- makes the decision that Shepherd Parkway must be used. We think that further minimization must be investigated and, again, I'm encouraged by the commitment that's been demonstrated so far by

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the Department of Homeland Security and GSA to fully investigate and address those concerns.

Understanding that we have such assurances and that our concerns won't be dismissed, we're prepared to move forward today.

CHAIRMAN BRYANT: Well, with that ringing endorsement, it's pretty good. I understand.

Ms. Parkinson.

COMMISSIONER PARKINSON: Thank you.

I just want to say briefly I think and everyone in the room has heard me say this before. But I wanted to reiterate the strong support that the Senate Homeland Security and Governmental Affairs Committee for this project. Chairman Lieberman has been working with DHS and GSA for years now to try to bring about a result where DHS can consolidate its headquarters and I know that those agencies have been doing a lot of work to get to the

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place that we are today.

So, I just wanted to say thank you and the Senator was very engaged in trying to fight for the funding that brought us here and I believe will continue to do so in the future.

CHAIRMAN BRYANT: Other comments?

Mr. Miller.

COMMISSIONER MILLER: Yes. I just wanted to thank the Congress for the support and funding for that. And also echo Ms. Tregoning's point about the -- commending the staff for including within the EDR the continuing commitment and public access to the point and to the cemetery.

I think part of that also should be public access to the facility, at least the outside of it because of the really as Ms. Banks said, the dazzling design of the architectural features, the environmental features, the landscaping features are really -- can be -- I think will be of much interest

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to the surrounding community and to really visitors who come to the Nation's Capitol.

So, I just wanted to make those comments in support of that.

CHAIRMAN BRYANT: Thank you.

COMMISSIONER NEWTON: Mr. Chairman, Members of the Commission. I'd just like to applaud DHS, GSA, the city, the citizens of Anacostia on what I think is going to be a marvelous complex, a stunning design that introduces the kinds of features in it that we all should aspire to achieve.

And I'm looking very forward to seeing this progress.

Thank you.

CHAIRMAN BRYANT: Thank you.

Again, the Commission having commented favorably on the concept design back in 2007, the two approvals before us are the proposed modifications to the master plan for DHS consolidation and second to approve the preliminary and final site and building plans

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for the Coast Guard Headquarters and the west ravine parking garage. And there were many other recognitions and notes and conclusions and findings that Ms. Saum went over and are before you.

With that, it's been moved and seconded and hearing no further discussion, all in favor say aye.

(AYES)

CHAIRMAN BRYANT: All opposed say no.

CHAIRMAN BRYANT: It's unanimous.
Thank you.

And before -- before we go, I would say we're not finished just yet. We're not finished just yet.

At the end of the meeting the public is invited to come and see the model. But I would -- there is one item of new business, Mr. Ames, there's one item of new business and let me turn it over to Mr. Hart.

There is no more business before us

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so hearing none, thank you for a very substantive meeting.

The Commission meeting is adjourned.

(Whereupon, the above matter was concluded at 3:21 p.m.)

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