

NATIONAL CAPITAL PLANNING COMMISSION

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COMMISSION MEETING

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OPEN SESSION

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THURSDAY,
SEPTEMBER 2, 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 Interior
- ROBERT E. MILLER, Council of the District of Columbia
- ARRINGTON DIXON, Mayoral Appointee
- HARRIET TREGONING, Office of the Mayor of the District of Columbia
- MICHAEL S. MCGILL, GSA
- HERBERT F. AMES, Presidential Appointee
- BRADLEY PROVANCHA, Department of Defense
- GEORGE TY SIMPSON, Mayoral Appointee
- JOHN M. HART, Presidential Appointee
- WILLIAM MILES, U.S. House of Representatives

NCPC STAFF:

- MARCEL C. ACOSTA, Executive Director
- ANNE SCHUYLER, General Counsel

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DEBORAH B. YOUNG, Secretariat

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Presentation by Stacy Wood 270

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

12:31 p.m.

CHAIRMAN BRYANT: If we could bring the meeting to order, we'll get started. Good afternoon and welcome to the September 2, 2010 meeting of the National Capital Planning Commission. We'll start this meeting with the Pledge of Allegiance if you will stand and join me.

[Pledge of Allegiance was recited.]

CHAIRMAN BRYANT: Thank you. We do have a quorum and I'll call the meeting to order. If there is no objection, we'll proceed with the agenda that's been advertised and adopted.

[INSERT - AGENDA]

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1. REPORT OF THE CHAIRMAN

CHAIRMAN BRYANT: Item 1 on the agenda is the Report of the Chairman. You'll be happy to know that the Chairman does not have a report for this meeting.

2. COMMISSION MEETING DATES FOR CALENDAR**YEAR 2011**

CHAIRMAN BRYANT: Item No. 2 is the Commission Calendar for 2012. Is it 2012 or 2011? 2011. Those dates have been presented to you. Any questions on those dates or concerns?

COMMISSIONER DIXON: Mr. Chairman, just for ease, anything non-standard date other than -- everything is on the first Thursday. My BlackBerry works best when it's the same time. If it's not, then it's good because I can go through and do them all

CHAIRMAN BRYANT: I don't think there's anything out of the ordinary.

MS. YOUNG: Yes, they are all on the first Thursday.

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COMMISSIONER DIXON: Thank you very much.

Thank you, Mr. Chairman.

CHAIRMAN BRYANT: Yes, sir.

Is there a motion to adopt the calendar for 2011?

PARTICIPANT: So moved.

CHAIRMAN BRYANT: It's been moved.

Is there a second?

COMMISSIONER DIXON: Second.

CHAIRMAN BRYANT: It's been moved and seconded to adopt the 2011 calendar for commission meetings. All in favor say aye.

ALL: Aye.

CHAIRMAN BRYANT: Opposed no? The meetings is passed.

[INSERT - Commission Meeting Dates for 2011]

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3. REPORT OF THE EXECUTIVE DIRECTOR

CHAIRMAN BRYANT: Item No. 3, Executive Director's Report. Mr. Acosta.

MR. ACOSTA: Thank you, Mr. Chairman. I'll be brief today. There are only two items that I would like to bring to the Commission's attention.

First of all, in your packet you'll see a consultation letter that was sent to the National American Latino Museum Commission which provided a summary of NCPC's view for potential sites for a future museum. As you may recall, this was adopted by the Commission through an annotated vote on August 4th. This letter is available to members of the public.

Also, we are setting up a meeting of the 10th Street Quarter Task Force on September 29th. For those Commission members who are members of the task force you will be receiving a confirmation on that.

For members of the public we are also planning a public meeting that is

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scheduled sometime in October so we will announce that date at our next meeting. Also you'll find a revision in our website.

I'll note there is a written report in your packet and that concludes my presentation.

CHAIRMAN BRYANT: Thank you, Mr. Acosta.

Any questions?

[INSERT - Report of the Executive Director]

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4. LEGISLATIVE UPDATE

CHAIRMAN BRYANT: No. 4 on the agenda is the Legislative Update. General Counsel Ms. Schuyler.

MS. SCHUYLER: Thank you. I do, in fact, have a Legislative Update this session.

It pertains to Senate Bill 2129 and House of Representative Bill 1700. These particular pieces of proposed legislation -- actually they have been adopted by the Senate at this point but not the House -- authorized GSA to convey at fair market value the cotton annex site to the National Women's History Museum. That particular site is bounded by 12th Street SW, Independence Avenue, the James Forrester Building, and C Street SW.

There are two conditions in the legislation that GSA must impose. One is after five years of funding raising the museum is not successful the site reverts back to the federal government.

The second is a requirement that

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the site be used for a 99-year period as a museum. If it does not, then the property again reverts back to the federal government.

There is a provision in this bill that states that no portion of the act shall be construed to affect the authority of NCPC or CFA. Now, after the bill was introduced in both the House and the Senate NCPC's previous General Counsel endeavored to have incorporated first into the bill but I think the timing was such that they could not do so so they endeavored to have incorporated into the Committee report that would have provided NCPC review authority prior to construction which is to say the property would already be private at that point.

Normally NCPC would not have jurisdiction but this provision in the Senate report would have provided that review. Unfortunately, that was not incorporated into the report so once the property is conveyed by GSA NCPC will have no role in oversight of

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construction of the museum.

The bill has been adopted by the Senate. It had previously been adopted by the House but because of a minor change it's going back to the house. It has not been permanently adopted at this point.

COMMISSIONER MCGILL: Can I add a couple of things? I believe the bill gives us the authority to divide the site into two parcels and convey the one on Independence Avenue to the museum and keep the remainder.

MS. SCHUYLER: I didn't see that, sir, in the language of the bill.

COMMISSIONER MCGILL: Okay. Secondly, NCPC would have some role because right now the site is now zoned.

MS. SCHUYLER: Correct.

COMMISSIONER MCGILL: So NCPC would at least be able to comment on the zoning.

MS. SCHUYLER: Correct. But no review or oversight of the construction itself.

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CHAIRMAN BRYANT: Other comments or questions? Thank you, Ms. Schuyler.

Mr. Hart.

COMMISSIONER HART: This question is more to staff. Is this site one which was identified in the memorials and monuments master plan?

MR. ACOSTA: We don't believe it was, .

COMMISSIONER HART: Thank you.

5. CONSENT CALENDAR

CHAIRMAN BRYANT: The next is Item 5 on the agenda, the Consent Calendar. There are six items before us.

Item 5A are the replacement of Gates 1 and 2 at the National Naval Medical Center.

5B is the Interior Security Fence Installation of the Naval Observatory.

5C is the Boiler Plant of the Veterans Affairs Medical Center.

5D is the New Commons and Health

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Care Center of the Armed Forces Retirement Home.

5E is the Verizon Wireless Communications Facility at NASA Goddard Space Flight Center.

Last, 5F, is the Temporary Screening Facility at Pentagon Metro Entrance.

You have briefs before you. Are there any questions on any of these six items?

Mr. May.

COMMISSIONER MAY: Yes. First with regard to the Veterans Affairs Medical Center Boiler Plant. This is a comment I think more than anything else. Well, maybe it's a question, too. Where is the front of this facility? Is it facing to the west? Not the boiler plant but the hospital complex itself, the building complex.

MS. KELLY: Of the main building you're talking about?

COMMISSIONER MAY: Yes.

MS. KELLY: It faces the northwest.

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COMMISSIONER MAY: The northwest.

MS. KELLY: This is southern.

COMMISSIONER MAY: So it's away from the entry?

MS. KELLY: Correct.

COMMISSIONER MAY: Okay. Then I'm slightly less concerned but I would just underscore the statement in the Executive Director's recommendation that the Department of Veterans Affairs evaluate the shape, height, etc. of the building to lessen the impact as seen from adjacent properties because it does seem like it's a pretty prominent thing to be putting in that location. We're just very concerned about what it looks like. It would be worse if it was going to be right next to the front door which is what I imagined incorrectly.

Then I have a comment also on the Verizon facility at the Goddard Center. I just have a question. On page 9 it says, "The staff has determined that the antenna

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installation would not have an affect on federal facilities or federal interests."

So I'm wondering whether -- it seems ominous. Did someone make a determination that the facilities would not be visible from the Baltimore/Washington Parkway?

MR. LEVY: We did look at that. Also we had comments from the locality expressing concerns about the location of this and the visibility of it to adjacent neighborhoods. In response to view shed concerns the project was relocated further back away from the parkway as well as the surrounding neighborhoods.

COMMISSIONER MAY: Okay. I just had the question specifically about the Parkway because the analysis photos that were in here didn't show views from the parkway. It was hard for me to imagine that actually was going to affect it. I just want to make sure that there was a positive determination

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with regard to the parkway.

MR. LEVY: Yes. Because we dealt with that issue quite a while back, it was no longer on the table at the time we wrote the report.

COMMISSIONER MAY: Very good.
Thank you.

CHAIRMAN BRYANT: Any other comments or questions on the consent calendar? Hearing none, is there a motion to adopt it?

COMMISSIONER MAY: I move to approve, Mr. Chairman.

CHAIRMAN BRYANT: It's been moved and seconded to adopt the consent calendar. All in favor say aye.

ALL: Aye.

CHAIRMAN BRYANT: Opposed no. The ayes have it.

[INSERT - National Naval Medical Center]

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[INSERT - U.S. Naval Observatory]

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[INSERT - Veterans Affairs Medical Center]

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[INSERT - NASA Goddard Space Flight Center]

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6A. ACTION ITEMS

CHAIRMAN BRYANT: We're now enter the action items agenda. Item No. 6 is the National Museum of African American History and Culture on Constitution Avenue. We have on staff today Mr. Walton.

MR. WALTON: Good afternoon Mr. Chairman and members of the Commission. The new National Museum of African American History and Culture is in for concept review.

Many of you may recall the presentation that was given by the design team last December.

CHAIRMAN BRYANT: Could you speak up just a little bit?

MR. WALTON: At that time they presented their winning competition entry and we're at the beginning of the NEPA process. The Smithsonian and the design team have done a lot of work since that time and they made an incredible amount of progress on the design.

They worked closely with the staff here at NCPC as well as other federal and

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local agencies and historic preservation organizations to assure that the design is in alignment with the design principles that were created by the 106 consulting parties as guidance for the design team.

The site for the museum was selected by the Smithsonian's Board of Regents in early January 2007 and the National Park Service transferred administrative jurisdiction to the Smithsonian in June of 2007.

The site is located along Constitution Avenue between 14th and 15th Streets and Madison Drive at the end of a row of existing museums and what is now the Washington Monument grounds.

The programming for the museum was carried out during Tier 1 of the environmental impact study. At that time the analysis concluded that the museum would require 350,000 square foot building in order to meet its needs.

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I'm going to start with a little background. The Smithsonian started at the beginning of the year with three viable EIS alternatives; the plinth alternative, the plaza alternative, and the pavilion alternative.

They worked through several months and several iterations of these alternatives until they got to today's refined pavilion alternative. Each of these alternatives is a derivative of the original competition entry.

The Smithsonian is determined that two of the elements of the competition entry, the corona and its color and the porch are design concepts that will remain in all versions of the design as it moves forward.

The architects have been working over the last several months on several variations of this scheme related to the movement of the corona on the site, the location of the museum, and the landscape design.

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I want to cover each of these alternatives briefly just to give you an idea of what each alternative represents and how the EI's process led us to where we are today.

The first alternative I want to cover is the plinth alternative. The plinth alternative is actually the further development of the original competition entry.

It's made of three basic elements. If you look over here you can see it starts a podium or a plinth element here in the light gray. The darker square on top of it is the tower element, or the corona. The plinth on either end sort of create the porch elements into the building.

The scheme has several advantages and disadvantages. Some of the big advantages are that it is very similar to the original competition entry. It's somewhat derived from the adjacent buildings in that it has a base and a top or tower to it. The designers describe it as a temple on a mound. It also

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has very clear entries along Constitution Avenue and Madison Drive.

Some of the disadvantages here at the podium element steps well into the setback along Constitution Avenue. Site lines from the intersection at 14th Street and Constitution Avenue are pretty severely impacted by the mass of the building on the site. The north/south orientation of the building doesn't have a relationship to the Washington Monument.

The next alternative I want to cover is the plaza alternative. In this alternative the design has broke the building program into two separate buildings placing an administrative building here, a lower administrative building along Constitution Avenue, and pushing the corona further south towards Madison Drive.

That created a plaza area between the two. There are some pretty obvious advantages here. From the interior of the

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plaza area looking back out to the Washington Monument you get pretty strong framed views.

The administrative building will allow after hours activities including after-hours restrooms, which is something the Park Service desired of the Mall plan. The plaza element itself creates a unique feature along Constitution Avenue, a unique heartscape feature which is something that might be desired by some visitors.

The organization of the buildings on site would tend to pull visitors north towards the site and towards downtown which is something that was desired by NCPC in the framework.

The disadvantages here that both building masses, the corona and the administrative building, are into the setbacks along Madison Drive and Constitution Avenue. The organization of the buildings on site is inconsistent with the other museum buildings along Constitution Avenue. By breaking the

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building into two elements doesn't work from a functional stand point of view as far as the Smithsonian is concerned.

The next alternative I want to cover is the pavilion alternative. This alternative started off as a height alternative. In order to reduce the overall height of the building the designers moved the podium element and put the corona directly at grade. This created lots of open space around the site which made easy connections to the Mall and to the Washington Monument grounds.

It also put the building in alignment with other museums along Constitution Avenue creating some symmetry so when viewed from above, say from the top of the Washington Monument, it would be very attractive. It also has a classical theme here and that is objects in a field which is something that might be appropriate in this particular setting.

The disadvantages here, once again,

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views across the site from 14th and Constitution back towards the Washington Monument are pretty severely impeded by the mass of the building.

Because the designers removed the podium element all the program had to be pushed into the corona creating a building that was shorter and squatter and not as elegant as some of the previous alternatives.

The building also died into the landscape so it didn't really have a base.

That all brought us to -- well, following the development of those three alternatives the designers continue to work on several variations of that plinth alternative based on the feedback they got through EIS process. That brought us to where we are here.

This scheme became the baseline alternative because it met so many of the needs of the Smithsonian during this design process, created new clear stories along

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Constitute Avenue between 14th Street, 15th Street.

These clear stories were created by lifting the corner points of the site here at the intersection of 15th Street and the intersection of 14th Street sort of dog-earing the corners of the site creating a sort of butterfly effect with the landscape. This scheme became known as the butterfly scheme for that reason.

It also established a new setback along the center panel of the Mall. The setback here is 445 feet from the center panel of the Mall. This is the McMillan Plan setback and the setback we're going to be using throughout the remainder of the design process.

This next alternative rotated the pavilion. This was done in order to take advantage of the transitional quality of the site between the historic parts of the Mall and the more picturesque Washington Monument

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grounds. It also opened up views across the site to the Federal Triangle and created a strong face approachable on 14th Street which is the gateway street into the city.

On to the favorite alternative. Just to give this a little context, at the presentation that was given in December the Commission had three basic items all related to the site and its location to the Washington Monument grounds that they wanted to have the design team address.

First, the site currently is very open and very public. They wanted the site to remain as open and public as it could be through the design process. Secondly, they wanted the views to remain as strong as possible across the site. Third, setback. They wanted the museum to remain in setback and keep with the setback of the other museums along Constitution Avenue.

The Smithsonian was committed to working closely with the staff here at NCPC as

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well as other federal agencies. I think in the design for their favorite alternative you'll see that they've met this criteria with few lingering issues.

In order to meet the criteria they had to make some changes to the building in terms of height, bulk, and mass. In order to do that they made some changes to the program.

There was a reduction to the overall building program. The building was shifted slightly south here on site and they also had made some modification to the circulation around the gallery spaces.

This will give you an idea how those reductions were created. Here we're looking at the footprint of the base alternative and the footprint of the reduced corona. Here in the center of the space is the gallery space, the light orange area that circulates the building, the ramps that circulate around the building and sorts of ramps up and around somewhere to the

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Guggenheim.

Core elements here on the edge of the gallery spaces. In the reduced corona element they removed two legs of the ramps. They pushed the core elements to the interior space of the gallery spaces and added an escalator here creating an overall 17 percent reduction in the building size. This is a pretty significant reduction.

In the refined pavilion alternative it's really derived through the EIS and the 106 process. The building is really a connection of all the previous alternatives with this overall order coming from the pavilion alternative.

The land form here to the north has been mounded and has a similar appearance to the Washington Monument grounds. The possibility of adding skylights to bring light into the lower-level gallery space is possible here.

A setback off Constitution Avenue

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to the face of the building is 235 feet. It varies along Madison Drive between 193 feet and 143 feet. We're 150 feet off 15 Street and 85 feet off of 14th Street with service access from 14th Street.

One of the biggest advantages here is that by moving the building south from the site we were able to open up views across the site to the Washington Monument. This solves the problem of the views that the Commission was concerned about.

The building is placed at grade opening up the space around the site for connections to the Washington Monument grounds and to the Mall solving the issue of openness in the site. It meets all the criteria that was set out in the design principles in terms of height, bulk, mass, and setback again addressing the issue of setback on site.

The disadvantages here is that there is slightly less space to the south for landscape opportunities and by shifting the

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building slightly south it comes out of alignment with the other museums on the Mall.

Here you get a look at what the reduction does for the building here. In the top view you're seeing the baseline alternative. You see the mass of the building here.

Other views are impeded by the mass of the building to the Washington Monument. These gray sloped areas here have the clear stories I mentioned earlier. These clear stories are glazed so it gave the building a sense of streetscape along Constitution Avenue.

Here you can see the reduction in the corona. We shifted slightly south here opening up views to the entire shaft of the Washington Monument. The land form has been mounded creating an appearance similar to that of the Washington Monument grounds. As the design continues development our concern is we want this to continue to read as landscape

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rather than as building as it did here.

Also in terms of the reduction you can see that this footprint is much smaller here. The lot coverage is at 23 percent which is much lower than the other buildings along Constitution Avenue. Also, the reality of it is that the footprint is only at 16 percent. It's the porch and other elements of the design that really create a much larger lot coverage.

Just in terms of the relationship of the size of this building to other museums along the Mall, here you can see the African American museum in dark gray, the outline of the other museums here, the American Indian Museum in red, the Arts and Industry Building here, Hershel in here, and the East Wing below.

Service access and building program. So the D.C. Department of Transportation and the D.C. Office of Planning has some issues with the service access from

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14th Street due to its heavy use at peak hours. However, the access to the building is for services only so we'll get minimal use.

The Smithsonian has been carrying out a truck ramp study over the last several months and they have determined that this access is the preferred access for them. I'm going to quickly walk you through their studies to give you an idea of what those impacts are.

This is the curb cut along 14th Street. This is the Smithsonian's favorite alternative right now. The curb cut here at 15th Street showing the back door into the Washington Monument grounds. Here along Constitution Avenue there's not really a lot of frontage along Constitution Avenue and this puts the ramps down through the existing pedestrian pathways across the site.

Here from Madison Drive is the back door into the Mall. There is already an existing lay-by here. Here there are

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entrances on 14th Street and exits on 15th Street creating two curb cuts on the site. It's a very difficult site and service access is going to be an issue as it moves forward.

Once again, the staff has reviewed the project in the context of the Height Act.

The street right-of-way along Constitution Avenue is 135 feet. The Smithsonian had 130 feet to work with.

From grade to the top of the corona here is like 106 feet which is in line with the cornice line of the Commerce Building across the street to the top of the penthouse there at 116 which is just below the roof of the corner of the Commerce Building across the street.

On distribution of the building program vertically here at the sub-basement is mechanical space. As you move up some service support area here. The concourse level with some gallery spaces. More support space here at the entry level. Two layers of gallery in

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the first two levels of the corona. At the third level of the corona some gallery space with offices and office space in the penthouse.

What's really important here is the percentage of building above grade. Currently in the current scheme 43 percent of the building is above grade with 54 percent of the building above grade in the baseline alternative. You can see how reduction in the corona, the reduction in the program created a smaller building with greater views across the site and being able to address issues of setback.

Landscape. So the landscape design is a very three-dimensional design and we have a model that we want to pass around so that everyone can get a feel for what the landscape looks like because I want new landscape.

The landscape design starts by integrating the 2003 NCPC approved the overall concept plan into the site. You can see the

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planning here along 15th Street and along Constitution Avenue.

Topographically as well the site steps down along 15th Street in a series of terraces forming the eastern edge of the site.

The challenge to the landscape designer was to create a design that met the needs of the museum while at the same time felt like it was part of the Washington Monument grounds.

The landscape plan for the refined pavilion scheme does this very well and it can be seen both clearly here and in the circulation plan. The circulation plan for the museum forms the basic armature for the landscape design. The geometry of the pathways pulls visitors into and around the site and makes a visual connection that relates well to the Washington Monument grounds.

The material selection for these pathways enhances that by using materials that are more similar to the paths of the

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Washington Monument grounds and those paths that connect to the Washington Monument grounds. Materials that are more similar to the museum are those pathways that connect into the museum.

Planting of clusters of trees along the pathways to reinforce the geometry of the pathways and also begins to define the seating areas and shade for the seating areas. They also frame views out into the landscape.

Water elements on the site serve a dual purpose, one symbolic and one utilitarian. Visitors entering the museum have to cross over water into the building on the site. This symbolizes the passage of the slaves to the Americas from Africa.

The water element here to the north, the rain garden along Constitution Avenue references the historic Taber creek and also serves as the stormwater management system for the site.

So here we're looking at a view

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from the north along Constitution Avenue back across the bridge and the rain gardens towards the Washington Monument. You can see the trees in the foreground framing the views of the Washington Monument. Just below you see two different potential options for the finish of this rain garden. It will be a very natural finish or it could be something that is much more formal.

Here further along that same path closer to that cluster of trees you can see how the trees frame the view to the Washington Monument. You can see the landscape terraced towards 15th Street with seating areas being formed in the terrace areas with views being framed out into the view through those clusters of trees.

Here from the south side along Madison Drive the plaza area is here, the water element to the south, and this is the edge of the porch above.

Here just a few views to talk about

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massing and how the building masses up on site. We've seen this intersection before but this is at the intersection of Constitution Avenue and 14th Street looking back across the site towards the Washington Monument.

This is a view of the building in that site. You can see now that the full shaft of the Washington Monument is being exposed because of the shifting of the building south and reduction of the corona.

Here looking from the Washington Monument grounds back towards the Federal Triangle the site is here. Here you can see the Federal Triangle at a distance and the Mellon Auditorium here in red.

I'll pull back a little bit further on the Washington Monument grounds closer to 17th Street looking back towards the site. The Federal Triangle is here. You can see how the mass of the building by reducing the mass shifting it south it opens up this view.

This is from the intersection at

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Madison Drive and 15th Street looking back across the site to the Federal Triangle. Here is that view. The Federal Triangle is here. The Mellon Auditorium is here. One view is looking down from the top of the Washington Monument. The Mall is here.

You see the views to the Washington Monument are unimpeded by the existing museum buildings. Now with the African American Museum in the context you can see that the views are still open and is somewhat in line with the other museums along Constitution Avenue so that symmetry is still retained.

Future development. Staff has seen these items in the past during several presentations. However, they weren't submitted as part of this submission so in the continued development of the site and building the applicant should submit perimeter security design showing how security elements integrate into the museum's landscape.

Night-lighting studies indicating

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the intent and the character of the project's lighting, both internal and external, and the impacts on surrounding environment. Landscape plans that clearly shows specific plant species under consideration.

In conformance, the proposed project is not inconsistent with the monumental core framework plans as it will provide the opportunity to link the Mall to downtown. Tier 2 NEPA and Section 106 are ongoing and there will be a Tier 2 draft EIS public meeting in mid-November.

The Executive Director recommends that the Commission comment favorably on the concept design for the National Museum of African American History and Culture and commend the Smithsonian for its extensive coordination.

The following notes are recommendations as the project moves forward.

Full text will be on the screen and I will summarize. The District Office of Planning

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and the District Department of Transportation has some concerns about service access into the site from 14th Street due to its heavy use at peak hours. The access, however, is for service only and will have minimal use.

The Smithsonian has done and continues to do some analysis on the truck ramps and the Executive Director recommends that the applicant continue working with the District on a location for the access as the project moves forward.

On future massing development the addition of any skylights and further development of the bridges on the north side of the site should be studied carefully to assure that this area will continue to read as landscape rather than as building.

On perimeter security, perimeter security design showing security elements integrated into the museum's landscape should be submitted in the submission. We know you guys have been working on that all along but

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we didn't see it as part of the submission.

Night-lighting and studies indicating the intent and the character of the project's lighting both internal and external and the impacts on the surrounding environment should be submitted in the next submission. As well as landscape. Landscape plans clearly showing the plant species under consideration should be submitted.

Finally, we have heard through Section 106 and received several letters on concerns about the foundation of the Washington Monument. The Executive Director encourages the applicant to continue to study and analyze the geotechnical conditions at the project site surrounding the Washington Monument to assure that all impacts are minimized at excavation.

Mr. Chairman, that concludes my presentation unless there are any questions.

CHAIRMAN BRYANT: Are there questions for Mr. Walton?

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Mr. Ames.

COMMISSIONER AMES: I don't really have a question. I have a statement to make.

One, I commend the Smithsonian for your work and working with everyone to redesign and make the building fit better. What my major statement is, though, although this is approved and it's going to go forward, I beg Congress to one day figure out that the Mall is full.

Everybody can't be on the Mall and the time has come for action to be taken to stop anything else from going on the Mall. I've been here for six years and I've made this statement many times before.

It seems like when it gets to the point we've been full for a long time, then a volatile issue comes up and then Congress overrides and sends it that way anyway. I will say this is going to be a beautiful memorial -- museum.

I commend the Smithsonian but I beg

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everybody to step back and take a look at the Mall and realize it is one of the prize possessions of this country and we're going to ruin it if we don't quit piling stuff on. Thanks.

CHAIRMAN BRYANT: Mr. Miles.

COMMISSIONER MILES: I have a quick question. Particularly with reference to the reductions in programming you won't put in a presentation. You said the building reduction was significant. It seems as if the programming reduction sort of described more moderately so I didn't know if there was any detail in terms of how the program was reduced.

MR. WALTON: Well, there were some program reductions and I think the Smithsonian can talk to that a little bit better than I can. Most of what was happening is that the building was changed. There were modifications to the actual physical building itself that created a great deal of that

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reduction.

Also a great deal of the program was pushed underground so at one point 54 percent of the building was above grade. Now only 43 percent of the building is above grade so the reduction in program really comes from pushing a lot of that program into the ground.

COMMISSIONER MILES: So does it disappear or it's reduced or it appears underground now?

MR. WALTON: It appears underground. A lot of it is not visible. I think one of the architects can talk a little bit more about the program.

CHAIRMAN BRYANT: Welcome. Please identify yourself.

MR. FREELON: My name is Phil Freelon. I'm representing Freelon, Adjaye, Bond and the SmithGroup. We're the design team. Just to clarify, Kenny is right. We did two things with regard to reduction. First, we moved some of the program from above

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ground to below grade.

Secondly, working with the museum and the Smithsonian we were able to consolidate some program elements to actually make a slight reduction in the functional program but not significant. The combination of those two things represent the reduction that's been referred to.

COMMISSIONER MILES: It's insignificant. The program reduction, i.e., space that's useable to the museum those were more of consolidation. The operations of the museum will not be affected by those minor changes.

COMMISSIONER MCGILL: I'd like to ask him a question, too. Were you finished?

COMMISSIONER MILES: I just know that the recommendation commends for the result in reductions in the programs. I just wanted that --

MR. FREELON: The reduction is primarily moving parts of the program from

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above grade to below grade and, therefore, the corona form and mass was reduced. The appearance of the building is smaller because of movement of program below grade.

COMMISSIONER MILES: That could be modified versus reduction also.

MR. FREELON: Could be. Reduction is really referring to the massing.

CHAIRMAN BRYANT: Mr. McGill and then Mr. Dixon.

COMMISSIONER MCGILL: The architect, could you come back up, please? I'm curious about the placement of the water feature on Constitution Avenue. I'm surprised that it's almost immediately adjacent to the sidewalk. This is a very heavily traveled sidewalk and a very heavily traveled route.

It seems to me something as contemplative and peace as a water feature would benefit by being further back. I'm curious how you arrived at that location. I'm trying to imagine. I cannot think of other

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examples in Washington, D.C. for public buildings or monuments other than walking around the Tidal Basin where the water feature is right by the sidewalk.

MR. FREELON: The water feature is serving two purposes. One is the introduction of water into the design at the site level. We think it's going to be a pleasant aspect and an attractive aspect to the landscape. It's not just water itself. There are plantings in it. It has a theme of almost like a bayou statement representing the Tiber Creek. That's one piece.

Then we need stormwater management on this site. This is a sustainable feature and we feel that having it at that edge is a good introduction to the site as people move through. There's a third element to this and that is security.

Having the water feature there allows us to provide a barrier that is not so obvious but it is part of the security system

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around the site as cars and trucks are prevented from driving across.

COMMISSIONER MCGILL: The illustration in this report on page 12 makes it appear as if there is a row of bollards inboard of the water feature.

MR. FREELON: Any security elements of that sort would be obscured by the landscape and the water. It would not be an obvious feature.

MS. GUSTAFSON: Kathryn Gustafson, landscape architecture with the team. I think your comments need to be taken on board. I would like to point out this is conceptual. We need to really look at that section. What is the reality to the sidewalk.

What is the reality of crossing this water, making it feel safe, making it feel inviting and, at the same time, achieving the technicalities of both stormwater management and security. I really want to emphasize we are in concept only. I agree

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with you we need to take that on board.

COMMISSIONER MCGILL: Thank you. I'm not criticizing the presence of a water feature. I find it quite attractive but I think it might be useful to move it further toward the museum.

COMMISSIONER DIXON: I wanted to ask a couple questions. One, first of all, I want to follow up on the other one about the modification of the program. I think it should be clear that the program, even though this is just a presentation, has not been modified.

It's really just been relocated. That should be clear because early on when we first thought of this process there was a lot of concerns I had that were about the kind of program that would be available in the building so I certainly don't want to hear of any necessity to modify the program and that is sort of implied by this.

Not meant but implied. Also,

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what's the direction that the building -- the entrance is facing in what direction, north, south, east, or west? I think I know from the map but I want to be sure.

MR. WALTON: South.

COMMISSIONER DIXON: It's facing south.

MR. WALTON: The main entrance. There's a northern entrance off Constitution Avenue so there's two entrances but the main entrance is off Madison Drive.

COMMISSIONER DIXON: Okay. I think that answers my -- I had one other but it's okay for now. Thank you very much. Good luck.

CHAIRMAN BRYANT: Mr. Hart.

COMMISSIONER HART: Yes. I want to complement the design team and the Smithsonian. I think the design has really progressed well in a direction that makes us fit in with the entire ensemble of Smithsonian museums.

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I would like to reiterate a you go forward that the outside lighting and the nighttime views are going to be particularly important in the context of the Washington Monument so please keep that in mind.

CHAIRMAN BRYANT: Mr. May and then Mr. Provancha.

COMMISSIONER MAY: I would like compliment the design team for all the work that they've done in the last two weeks or months in particular because I know this has been a very difficult design review process and there have been some very significant hurdles.

I would also like to complement the NCPC staff for not just working with the applicant but also trying to build a consensus among the various reviewing agencies as State Historic Preservation Office and Commission of Fine Arts and also consulting with the National Park Service as a major stakeholder in the immediate vicinity.

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I think it's their effort, their concentrated effort, to build a consensus about a direction at this point and giving good guidance to the design team which is critical to have gotten up to this point.

I think the project is vastly improved as a result of this relatively settled shrinking of what's above grade and some of the other manipulations. There's also been a significant improvement in the landscape design since some of the earlier versions of this and I think it's far more successful.

There is still work to be done. There are still issues that I think the Park Service in particular will have with the nature of the landscape and how well it will integrate with the Washington Monument grounds.

There is still a significant issue that I hope there remains some flexibility on which is the actual position of the building,

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or the position of the mass above grade. To discuss this more fully I would ask if it's possible to bring back some of the earlier images where you had a series of three comparisons of the existing view and then the diagrams of the building. I'm going further back. Yes. Keep going. There we go.

Okay. starting here. It's too bad we don't have an overlay of the actual or a photo montage where we placed the building into the site. There will still be street trees in this circumstance so the notion that we're now -- because the building mass has shifted further to the south, we'll now see the base of the monument.

We won't see quite as much of it from this point as shows up in the next image there. That one there. I make this point simply because we still feel in the Park Service that the building is uncomfortably close to the center line of the Mall and the line between the Washington Monument and the

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Capitol.

That's not to say that this isn't the right position at this moment. We're not comfortable with it the way it is right now and think that there does need to be some further study. I think if we go to some of the next views that will become more apparent, the point I'm trying to make.

Looking from this view and then that -- flip back -- it really is a very large presence from the monument grounds and I believe it sticks out sort of uncomfortably in this position. I'm not sure whether from this perspective there is any sort of view toward Constitution Avenue that we are really trying to save. I mean, the view of the Mellon Auditorium entrance or whatever doesn't really mean anything.

I think some further study of whether it should be a little bit further to the north to give you some glimpse of the line of buildings, line of the Smithsonian

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buildings, or maybe it's just a matter of seeing this with the trees in place and understanding better what the perspective is.

We haven't seen enough to be comfortable with this position and we think it should be studied further and that is quite possible that we'll all conclude that it's more comfortable a little bit further to the north.

I don't see anything in this report that sort of nails down this has to be the location so hopefully that flexibility remains and as we continue through the process of consulting on this design that we'll be able to achieve the right balance.

There are a couple of other things that I would comment on as well. One is the porch element which I also think needs a little bit further study but that's been sort of a secondary thing. I'm hopeful that will be addressed as the design progresses.

Then the last thing is the site

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model, plaster site model, that was passed around seemed to imply that the grade of the land that surrounds the museum would be raised and then that would become part of the security barrier much like we see here at the Washington Monument where, you know, that wall to the right of where that silhouetted person is standing is the security barrier.

Is that correct? Is that what I'm seeing there or is it more likely to be a wall solution which has a level grade on either side?

MS. GUSTAFSON: I think that's part of the next study on the security. We want to try to find elements in the landscape that will disappear. We think the Oland solution has been extraordinary for the scale of the Washington Monument.

COMMISSIONER MAY: Right.

MS. GUSTAFSON: That wall is too big for the scale of this museum so how do you break down that scale and how do you have

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different systems around the museum that aren't one system? That will be part of the next presentation, too.

COMMISSIONER MAY: Good. I appreciate that sensitivity because I was concerned about the sort of monolithic sense of having the sort of mini plinth that follows the landscape all the way around. Not that that is necessarily good or bad. It just made me a little nervous. I'm glad you're studying all that.

MS. GUSTAFSON: Yes.

COMMISSIONER MAY: That's it for my comments.

CHAIRMAN BRYANT: Mr. Provancha.

COMMISSIONER PROVANCHA: First of all, compliments to the staff, Mr. Walton, for the depth, breath, and the comprehensive nature of the presentation today. Acknowledging again that we are only at the concept stage I have a couple of comments about what I perceive as some challenges as

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well as many positive aspects of this current design.

One is starting with some architectural features, the three-tier design.

I'm struggling to see how that is architecturally compatible with any other structures on the Mall or any in the neighborhood.

Secondly, structurally there is at least in our experience four issues that would be of concern as far as structural challenges.

Some of them have been noted in the study. Dewatering and perhaps negative affects on the adjacent structures. Especially now with even more of the mass of the building being shifted below grade deepens the foundations, deepens the excavations as multiple affects.

Underground utilities, noise that's generated when the piles are being driven. I would hope to see those at future presentations in a little bit more degree of refinement. Traffic analysis has been done, I

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think, well for the service vehicles. I would like to also see vehicular travel and pedestrian travel analysis in future presentations.

While we applaud it's really challenging, I think, to get a water feature that's functional and provides some security and stormwater management and is also safe. I heard a little bit about storm water management and security but I didn't see much about safety.

I come from an operations and maintenance background so safety is also a high priority. The renderings that we're shown and the photos appear to be very wide, very steep slippery slopes, dramatic changes in elevation just for your consideration.

So many positive aspects. I echo the concerns of fellow commissioners about the respect for the setback from the McMillan center line. It's tough to make that tradeoff between the views of the monument and

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achieving the setback.

The adjustments on the height of the building to keep it well below the 130 down to 116 I think was commendable. Again, the view shed issue is a tough one to handle.

The corona and the crown, I think, was an interesting feature.

I was particularly struck also by the mounted base which is somewhat reminiscent of the adjacent Washington Monument. That type of design lends itself well, I think, to skylights so that you can get natural light into some of the underground portions of the building.

Also the coordination, I thought, was another area of strength of this particular project. I commend the team for the efforts up to this point and look forward to seeing future presentations as the design develops.

COMMISSIONER TREGONING: Can you go back to the service? While you're doing that

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I will just make a few other small comments. I am sympathetic to the Smithsonian and to the architects.

The Mall is such a revered place that while you are developing a wonderful and exciting museum everyone is telling you to somehow make it invisible and affect anything else that's already on the Mall which I think is an impossible task and I commend you for a design that's of its time, that's not an historic piece of architecture.

I think it will be a very exciting addition to the museums on the Mall. I particularly appreciate your preliminary efforts to incorporate the security features as part of the landscape. I think the water feature will be a very enticing way for people who aren't intending to go to the museum to perhaps be drawn in by the intriguing landscape design.

Now, loading, service. We're talking about -- it wasn't even clear to me

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from reading this where the service --

MR. WALTON: It's here on 14th Street. This is 14th Street. This is the service access here. It ramps down underground and the service is below grade here at Madison Drive.

COMMISSIONER TREGONING: So 14th Street. This is the side of traffic outbound at rush hour side. Is that what we're talking about? I have a lot of sensitivity about these two streets. In part we are doing a massive 14th Street bridge reconstruction.

We have hot lanes that are -- we have a lot of traffic coming into the city and are looking for innovative ways to be able to manage that traffic including dedicated transit lanes potentially going from 395 basically potentially all the way into the city on 14th Street.

So to have a situation where a truck is, God forbid, backing into or otherwise stacking up to enter could be very

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disruptive to that transit. I realize we're still in a concept situation but I would just really emphasize the good news. You're in a very prominent location. Lots and lots of people will see you every day.

The bad news is that getting the kind of service access that a museum like this will need could have devastating impacts on traffic so everything that can be done to produce those impacts including maybe even considering requirements on limiting the size of trucks so their access points might -- you might have more options than 14th Street which is one of our wider streets might be appropriate.

I realize that for exhibits museums often use very, very large vehicles so that may not be practical but I am very concerned about the impacts on traffic movement on this most important corridor in and out of the city. Other than that, I think this iteration of the design has much to commend it. Thank

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you.

CHAIRMAN BRYANT: Mr. McGill.

COMMISSIONER MCGILL: Could we go back to that illustration you did for Commissioner May on the view from the Washington Monument grounds to the proposed structure. I want to echo Mr. May's concerns despite the fact he dissed the Mellon Auditorium.

The next one. I don't think this is an accurate conception of what it would look like because it looks as if there is absolutely no slope whatsoever on the Washington Monument grounds and you're looking up at the building where it seems to me you should be a little higher looking down at the building.

This building from this angle looks bigger and bulkier than it does from Constitution Avenue from the drawings there so I'm curious whether or not maybe there's some error in perspective in creating this

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illustration.

MR. WALTON: It's possible.

MR. FREELON: We'll check that. This is a computer generated model that's been placed by way of GPS onto the site. We can double check that for sure.

CHAIRMAN BRYANT: We also have with us today Ms. Anne Trowbridge. Anne succeeds Harry Rombach who is the Associate Director for Planning for the Smithsonian. We welcome you today and we look forward to working with you on this project and many other projects.

MS. TROWBRIDGE: Thank you very much.

CHAIRMAN BRYANT: We're happy to have you.

MS. TROWBRIDGE: Thank you for the opportunity to submit the Smithsonian's concept design for the National Museum of American History and Culture to the Commission. At this time we are seeking your advice and comment on our favorite concept

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design alternative, the refined pavilion.

We expect to submit as further refined concept next spring for your comment.

We will then address the comments we've heard today. Our preliminary design for approval will come next fall and the final design in summer of 2012.

The project will open to the public in November 2015. We will continue to meet and seek input from NCPC staff as well as the Commission of Fine Arts and D.C. Historic Preservation Office.

Since 2007 the Smithsonian has been engaged in a vigorous consultative review process with those agencies. Our work together has encompassed over two dozen meetings in service to the environmental impact statement review process coordinated with the National Historic Preservation Act Section 106 review.

We are conducting the EIS in accordance with NCPC's guidelines with NCPC as

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the responsible federal agency and the National Park Service as a cooperating agency.

Other favorite federal entities such as the Advisory Council and interested stakeholders, civic organizations and citizens such as the National Trust and the committee of 100 historians and scholars who have joined our discussions and contributed their insights into design and planning urban design and African American history and culture.

A Tier 1 EIS has been completed, as Kenny mentioned, giving the general design criteria for work on the design and museum. We are currently completing are draft EIS which will be published this fall and will include a review of alternative including the refined pavilion.

This will be published and will have public agency review as well as a public hearing currently expected the week of November 17th. While in completion of this review, we will identify for inclusion in the

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final report our preferred alternative, as well as the 106 process will be complete before submission of our preliminary design next fall.

We would like to thank the commissioners for the generous participation of your staff in this ongoing process. Members of the design team are here to answer your further questions. Thank you.

CHAIRMAN BRYANT: Thank you, Ms. Trowbridge.

Are there additional questions?

COMMISSIONER DIXON: Mr. Chairman.

CHAIRMAN BRYANT: Yes.

COMMISSIONER DIXON: I was curious about the lady who just spoke her title and role at the Smithsonian?

MS. TROWBRIDGE: I am the Associate Director of Planning.

COMMISSIONER DIXON: All right. First I want to thank the Smithsonian. The selection of the site was taken away from NCPC

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and given to you and I want to commend you on getting this very precious location. Also, this seques into some other comments I want to make now.

I want public participation in the review of this. I would like to encourage you to try to get to the east of the river community and the Anacostia Coordinating Council who is very active with the Anacostia museum.

The Anacostia museum has been used as sort of a substitute for many years for this museum so the people who are affected by that location, that museum, the Anacostia Community Museum, I think probably would like to know more about the building that they've been sort of helping delay for a long time.

We're the location that they used to sort of focus this interest. I think it would be good to do that if you would. It won't be difficult because we are kind of engaged, as you may or may not know. Also,

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this is going to be a very wonderful experience. The Fine Arts Historical Commission and us are going to be very involved in this.

It's kind of interesting my colleague from the D.C. Government mentioned this invisibility. Let's don't keep some trends going that have been going for centuries. Okay? This may not be quite as invisible as we would like it to be on the Mall so let's work with that a little bit.

I think the porch, which is symbolic in communities, the view of the other monuments that we help build. In fact, we did build many of them. We like to be in play on that. I think it's going to go very well but it's a very important statement that is being made with this museum.

I think we all know that. I don't know whether I'm making my point. I see some nods and smiles so I think you understand this is very sensitive but very good and going

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forward very well. I'm happy that the presentation was made and it's a great one. Thank you.

CHAIRMAN BRYANT: Thank you, Mr. Dixon.

The question before us is the recommendation that is before and was up on the screen. Is there a motion on the recommendation relative to the concept design?

COMMISSIONER MILES: I move.

CHAIRMAN BRYANT: It's been moved.

COMMISSIONER MILLER: Second.

CHAIRMAN BRYANT: And seconded. All in favor say aye. I'm sorry. Whoa, whoa, whoa. I'm sorry.

COMMISSIONER MILES: With the first point we discussed if we could just change it from "has resulted in a reduction in program" to simply "has resulted in program relocation."

CHAIRMAN BRYANT: Well, it's been moved and seconded. All in favor of the

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amendment, say aye.

ALL: Aye.

CHAIRMAN BRYANT: Opposed no?

Thank you, Mr. Miles.

Now we're back to the moving of the adoption, the recommendation.

COMMISSIONER MILLER: Second.

CHAIRMAN BRYANT: It's been moved and seconded. All in favor of the adoption of the recommendation say aye.

ALL: Aye.

CHAIRMAN BRYANT: Opposed no?

Thank you very much. Very good presentation, Mr. Walton. A lot of work has gone into this.

[INSERT - National Museum of African American History and Culture.]

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**6B. BRAC 133 TRANSPORTATION MANAGEMENT PLAN
FOR THE MARK CENTER IN ALEXANDRIA**

CHAIRMAN BRYANT: Item 6B on the agenda is the Transportation Management Plan for the Mark Center in Alexandria. We have Mr. Hart with us today to present. Then representatives from the City of Alexandria will have presentations as well.

Mr. Hart.

MR. HART: Good afternoon, Mr. Chairman and members of the Commission. The Department of the Army has submitted for your approval a final Transportation Management Plan for the BRAC 133 Mark Center project which will be the future home of the Washington Headquarters Services, Department of Defense Agency.

This project is located in Alexandria, Virginia at the southwest corner of the I-395 and Seminary Road intersection. The Mark Center is shown here with the BRAC 133 site located in the center of the slide

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highlighted in yellow.

I-395 is at the bottom of the screen. Seminary Road is to the right of the screen and North Beauregard Street is to the top of the screen. North is in this direction sort of in the upper right-hand corner of this slide.

As a refresher, the final design of this project was approved by the Commission in January of this year. The proposed development is 1.75 million square feet for 6,409 employees in the two office towers shown in the slide.

In addition, 3,747 parking spaces are included and will be split between two parking garages shown here in orange in the slide. The parking ratio for this project is one parking space for every 1.7 employees which exceeds the 1 to 1.5 parking ratio identified in the comprehensive plan for federal projects in the environs.

Although this project met the 1 to

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1.5 parking ratio the Commission action from January shown here required the Army to submit a final Transportation Management Plan, or TMP, demonstrating how the proposed modal split would be achieved. This was necessary given that the nearest Metrorail station is two miles away and this project is in an area with existing traffic congestion.

The other conditions from the Commission approval in January are also listed here. The Army has agreed to allow for public art space on the north parking garage and has included additional screening for the remote inspection facility.

Alternatives to link the Mark Center directly to I-395 have not progressed because DDOT did not approve a suitable roadway configuration. DDOT is currently reviewing connections from I-395 high occupancy vehicle, or HOV lane, to Seminary Road.

In addition, in response to a

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growing concern over increased congestion on local roads and I-395 Congressman James Moran submitted an amendment for the FY 11 Defense Authorization Bill limiting the BRAC 133 project to 1,000 parking spaces. This was contingent upon the level of service at nearby intersections not decreasing. This amendment would require the Army to revisit the TMP to address the 1,000 parking space limit.

As you can see on this parking comparison, if the bill with the amendment is approved, then the new parking ratio would be one space per 6.4 employees. As a comparison, the planned parking ratio for federal facilities in the central employment area is one space for five employees. The Army understands that if this becomes law a new TMP would be necessary.

Now we get to the Transportation Management Plan that was submitted. In order to meet the Commission's parking ratio the Army has developed the following two goals

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which are included here for the final TMP. The first is to achieve 40 percent or more non-single occupancy vehicle or SOV trips to the site in order to minimize traffic impacts on the neighboring community.

The second is to facilitate tenant mobility to the site by providing a viable transportation program in order to help employees choose appropriate commute methods for getting to the Mark Center.

The TMP is made up of a few components to meet the two goals shown on the previous slide. The first component you see here is to identify the proposed modal split.

The modal split describes all of the modes or methods employees will use to get to work.

The Army is proposing a 57/43 modal split. This basically means that the Army anticipates 57 percent of the Mark Center employees to drive alone and 43 percent would use other commuting options.

This proposed modal split would be

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achieved through the use of shuttles which would connect five Metro stations to the Mark Center, as well as buses, allocating priority parking in the parking garages for car and van pools, as well as the use of slugging, bicycling, and walking.

Slugging, for those of you who are unfamiliar with the term, is also called casual carpooling where federal employees pick up riders at designated spots in order to use the high occupancy vehicle lanes. This has been a popular commuting option for Metro D.C. commuters for decades.

The next component of the team is a mixture of solutions to meet the proposed modal split and these solutions are shown here on the left part of the slide. I'll briefly describe these in the next few slides.

First is the roadway improvements.

The Army has identified a few roadway improvements for the project. These improvements include adding left-turn only

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lanes to both Seminary Road and to North Beauregard Street, as well as a new traffic light at the intersection that's here. As I said earlier, DDOT is still discussing connections to I-395 and this is a longer-term project for which no funding has been allocated.

The Army is proposing a new transportation center consisting of five bus bays located to the north side of the parking garage. A passageway will link the transportation center and the office towers via a secure access control point to the visitor's center.

DOD shuttles, or Department of Defense shuttles, will link the Mark Center to five Metro stations shown here. They are the Franconia/Springfield Metro station, King Street, the Pentagon, Balston and West Falls Church Metrorail stations. These shuttles will be on either a 10 or 15 minutes headways to all of these stations shown on this slide.

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The Army has also identified 10 Metrobus lines that have stopped within a half-hour radius from the Mark Center but only a few stop at the Mark Center itself. In consultation the City of Alexandria requested that the Army work with bus service providers in an effort to reduce the number of Defense shuttles. In response the Army has been in discussion with local bus providers and expects these discussions to be concluded sometime in the fall.

The Army conducted an assessment of sidewalks and crosswalks in the area. Shown here are the proposed improvements in red. In addition the Army included both bike parking and shower facilities in the building design.

These facilities are to help accommodate the nearly 500 Washington Headquarter Services employees the Army has identified as living within two miles of the Mark Center.

The Army has also designated 320 carpool and vanpool parking spaces in the

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north parking garage to ensure that there are adequate parking for these ridesharing programs. And there is also a separate slug dropoff/pickup area adjacent to the north parking garage. Again, that's shown here.

The Army is also proposing to hire an employee transportation coordinator whose job it will be to promote alternative commuting modes to meet the stated goals, to conduct periodic surveys of the employees, to monitor the parking and transportation center, to respond to all transportation related questions -- excuse, and to respond to all the questions that are raised.

Finally, the Army is proposing two commuter surveys in the first year of operation and following years once annually to monitor the TMP. While this is helpful, given the location of the site and the existing congestion along I-395 and other nearby roads, staff recommends that the Army conduct monitoring more frequently than twice in the

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first year in order to identify and address potential problems more rapidly.

The Army has consulted extensively over the past few months with the City of Alexandria and has addressed most of the city's concerns about the draft TMP that was released in early June of 2010. There are, however, certain issues that the city would like to see resolved regarding the final TMP.

In a recent letter Alexandria Mayor Euille, who is with us today, submitted comments including having more bus routes terminate at the Mark Center. The TMP should be strongly linked to Locomotion.

This is an Alexandria Transportation Demand Management Program that the Army should better utilize in enhanced transit service instead of just using the Department of Defense shuttles. An agreement to allow changes to the TMP in the future with city input. And the use of traffic control police at selected intersections during peak

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hours.

Staff supports these concerns as they support the TMP goals and provide additional coordination in monitoring for the expected traffic impacts and so staff has included all of them in the Executive Director's recommendation.

With that, the Executive Director recommends that the Commission approve the final Transportation Management Plan for the BRAC 133 Mark Center development as it demonstrates how the proposed modal will be achieved.

Require that the Army submit quarterly reports in conjunction with meetings with the Commission staff and the City of Alexandria for the first year of operation to demonstrate whether alterations to the TMP are necessary.

Require that the Department of the Army submit an update to the Commission staff in the City of Alexandria on the progress of

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the discussion between the bus providers and the Army within six months.

Request that the Army consider the use of police officers at key intersections for the first year of operation. Explore how Locomotion can be used to reduce single occupancy vehicle trips to the site and develop a process to update the TMP in the future.

Finally, I'll note that if Fiscal Year 2011 defense authorization legislation is approved and includes the amendment introduced by Congressman James Moran, then a new transportation management plan is necessary to understand how the army will address the legislation provisions that limit the parking to 1,000 spaces and demonstrate how the Army will maintain the current level of service for the adjacent roadways and intersections.

This concludes my presentation and I'm available to answer any questions.

CHAIRMAN BRYANT: Questions for Mr.

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Hart before we hear from Mayor Euille and others?

Mr. McGill.

COMMISSIONER MCGILL: I would like to ask you about slugging.

MR. HART: Sure.

COMMISSIONER MCGILL: I need you to correct me if I'm wrong in my assumptions but it seems to me the way slugging works is that people from any dispersed locations can successfully essentially hitchhike with drivers who then have enough people in their car to go in the high occupancy vehicle lanes.

They come into a central employment core where the jobs are so concentrated that the driver doesn't need to do extensive work dropping each person off. They can easily get to their place of work from where they are dropped off. In this situation it's a suburban office site.

If people are going to take advantage of having enough people in their car

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to be in an HOV lane on I-395 then all the time advantage they've gained by being in that lane is going to be lost as they exit the highway and approach the Mark Center to drop off the people who they picked up.

It seems to me the only way this is going to work, or the primary way this is going to work, is if people working at the Mark Center get together with other people working at the Mark Center to get there by carpool and that's not exactly slugging.

MR. HART: That is one issue. I think the Army has representatives that can probably give a little more detail on it. The way that staff is understanding it is that they're thinking since there is no actual HOV exit at Seminary Road that the exit would be at the Pentagon and that they would then take a shuttle back to the Mark Center.

The way that they are describing it is they are looking at once the person that is slugging gets to their destination, they have

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found -- I guess a study that has found that they are actually more willing to go a distance outside of that. I think it's a 30-minute trip outside of that, up to. They are finding that there is a way to do that.

Remember this is only looking at a fairly small percentage of the modal split. I think it's 2 or 3 percent so it's not as large percentage that you're looking at. The City of Alexandria did have some questions about that as well. Again, if the Army would like to give some more insight into that, I think that may be more helpful to you but I think that's the thinking that they are using now.

CHAIRMAN BRYANT: Other questions or comments?

COMMISSIONER MILES: What is the timing --

CHAIRMAN BRYANT: Hang on, Mr. Miles.

MR. McMAHON: Paul McMahon, Washington Headquarters Service. I would like

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to answer your question. That's a good one and it's one we looked at. The study took a lot of looks at prior studies in terms of the pattern and practice of slugging.

First, Mr. Hart is right. It's about 3 percent of the plan that is handled by slugging. We need to keep in mind that the people who will be working at the Mark Center already today work in Crystal City and work in Rosslyn. None of the people going there work at the Pentagon today which is typically for them the concentration dropoff.

The practice today for slugging for those people is exactly as you talked about. They catch a ride at one of their destinations or where their origin in way down 95 to the Pentagon, get off there and then take Metro, one of the existing duty shuttles, to either Crystal City or to Rosslyn. We anticipate that pattern will continue on as a transit to the Mark Center.

Anecdotally, I have an employee,

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and the US Corps of Engineers also have employees who bring sluggers up from the south in their commute. They do just that. They pick up sluggers down south of the Occoquan River. They drive to the Pentagon, drop them off and then go to work against traffic.

When they leave at night the same thing, to the Pentagon against traffic, pick up sluggers, and go home. We know from those anecdotal experiences and for current employment locations that we have as good opportunity of 2 to 3 percent based on those patterns.

COMMISSIONER MCGILL: Thank you.

MR. McMAHON: Yes, sir.

CHAIRMAN BRYANT: Mr. Miles.

COMMISSIONER MILES: I had a question regarding the pending national defense authorization and our timing as well.

It seems like if that bill were to pass, which is now looking at sort of November, and we make a final approval today, would that day

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come back to us? That's a significant difference.

MR. HART: Yes. The Army knows that if -- they actually acknowledge in their TMP itself that if the legislation does pass and the amendment is still in it, then they will come back with a revised TMP with likely a lot of revisions given the number of parking spaces that they would be allowed.

CHAIRMAN BRYANT: Mr. May.

COMMISSIONER MAY: Yes, I have several questions. First just a comment. I don't know who would do this but somebody has got to come up with a better term than slugging. I mean, it just makes it sound so unattractive. I think it's a very inventive way of getting -- inventive and efficient so I think it deserves a better name.

The second question is is the garage construction, all those 3,700 and some spaces, already in progress?

MR. HART: Yes.

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COMMISSIONER MAY: Okay. How is the parking actually paid for? Are employees charged for parking?

MR. HART: It's my understanding that they are not charged for parking.

COMMISSIONER MAY: It's free parking for those who rank sufficiently to get parking?

MR. HART: Yes, and if -- yes.

COMMISSIONER MAY: Okay. The bill seems to be tied to no reduction in the level of service in several key intersections and they are listed in the legislation. What levels of service are those operating at in the AM and PM peaks at this point?

MR. HART: Staff's regulation is that they are about D, E, F.

COMMISSIONER MAY: They're about D, E, F?

MR. HART: Yes. I mean, it depends on which one you're looking at.

COMMISSIONER MAY: None in the C

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territory?

MR. HART: My recollection, no. I now that the transportation folks are here if they have a little more insight on it.

COMMISSIONER MAY: Okay. I've looked at a lot of transportation studies over time and D actually is not bad from what I've been told but it can be very bad. I mean, I don't know.

I remember the Chairman of the Zoning Commission commenting that when he used to bring home Ds his mother wasn't very happy with him so it's hard to shake that. This is a real concern because I don't understand how this condition can be met under the law, or the legislation as proposed. Has anybody estimated the total number of shuttles that would be in use under the current TMP? Did the transportation studies actually take those into consideration?

MR. HART: The transportation studies did take the shuttles into

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consideration. I'm unable to recall what they number is but, again, they are looking at 10 to 15-minute headways going to five different locations.

COMMISSIONER MAY: That's a lot of shuttles.

MR. HART: It's quite a few shuttles.

COMMISSIONER MAY: Are they short shuttles?

MR. HART: They vary in size.

COMMISSIONER MAY: Okay.

MR. HART: What has been presented in the TMP is a shuttle system that would have the capacity of about 40 percent of -- to be able to handle 40 percent of the Mark Center so 6,000 folks, 2,400, almost half of the number of employees at the Mark Center. It is a --

COMMISSIONER MAY: I guess my key question is whether they were true shuttles because on another project, which will remain

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nameless that this Commission has discussed, they didn't take into consideration the shuttles and the shuttles turned out to be 55 person motor coaches and a lot of them.

Suddenly the two lane road through the park land had to become three lanes. I want to get a sense that what's been studied is accurate with regard to the assessment of impact of just even those shuttle buses.

MR. HART: I think someone from the design team or the transportation engineers might be able to shed a little more light on that.

COMMISSIONER MAY: I mean --

MR. HART: They did have them in the --

COMMISSIONER MAY: Okay. The level of service that were in the D, E, F range in the transportation studies that were done how much worse were they going to get?

MR. HART: They would basically go from D to E or stay at F. It wasn't like they

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were going from A to F. There wasn't a large shift.

COMMISSIONER MAY: It was like one grade.

MR. HART: Level of service.

COMMISSIONER MAY: Okay. I'm very supportive of the recommendations that were made by the City of Alexandria. I'm glad to see that the Executive Director's recommendation supports those recommendations. This is a very serious issue.

CHAIRMAN BRYANT: Mr. Hart.

COMMISSIONER HART: On one of the recommendations that the city was making it said that they were recommending enhanced transit as opposed to shuttle service. What's the difference?

MR. HART: Really just having -- I think I mentioned earlier, if you recall earlier, the Metrobus and there were some other kind of buses and bus routes that went through, a local bus as well as a bus coming

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from Frederickburg.

Some of them weren't actually stopping at the Mark Center transportation center so they were trying to find some way to make them come to the transportation center itself so you would have to alter the bus route, the existing bus route.

Many of them are actually stopping outside of the Mark Center and so it was just for convenience to make sure that they kind of came in there, dropped off, and were able to pick up to help reduce the number of DOD shuttles.

COMMISSIONER HART: Is that something that the Army would have ability to make happen?

MR. HART: It's my understanding that they were actually having conversations WMATA and others to see if they can actually do that.

COMMISSIONER HART: Okay.

MR. HART: That's why we were

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looking to have a discussion or at least understand where they were with these discussions after six months to see where the discussions had led.

COMMISSIONER HART: Thank you.

CHAIRMAN BRYANT: Mr. Provancha and then Ms. Tregoning. I'm sorry. Okay.

COMMISSIONER MAY: Mr. Chairman, I think these gentlemen stood up to try to answer some of the issues that were raised.

MR. CHAVEZ: Alton Chavez, Washington Headquarter Services. To answer your question, sir, on the number of shuttles, it's a total of 30 shuttles from a total of 24-passenger up to 45-passenger buses that will be used for the shuttle service.

COMMISSIONER MAY: Thank you.

COMMISSIONER TREGONING: On the topic of shuttles, I think I would just further clarify, Commissioner Hart, that the buses have more capacity than the shuttles typically do. I know that in certain parts of

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the District of Columbia it's actually an issue when the transit gets privatized.

Visitors to the Mark Center even if they have business with the Army cannot use the shuttles because they don't have a government ID. There might be other service workers or other people who would need to get to that area who can't use the shuttles.

In general rather than have the bus and the shuttle pass each other on the road, it would be better to have a transit system that could incorporate the growth and the demand that comes from the relocation of these facilities.

I certainly support the Mayor and his request to try to get that normalized and think that absolutely these other issues that have been raised by the city also need to be addressed in any kind of final plans.

I did just want to commend you, Mr. Mayor. You've been before this Commission numerous times on this particular topic and I

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think a lot of the improvement in the plan is attributable directly to the efforts of you and your staff to continue to raise these issues and to continue to work constructively toward solutions that could accommodate this enormous shift in employment to the Mark Center. Thank you for your efforts.

CHAIRMAN BRYANT: Mr. Provancha, did you have -- you want to hold? Okay. Yes, sir.

Mr. Mayor, welcome. We're happy to have you.

MAYOR EUILLE: Thank you very much. Thank you for having me here today. If you recall back in January of this year I had the opportunity to appear to offer some comments and concerns about this project moving forward with regards to the preliminary and final site plans for both the two tower buildings, the garages, and the remote inspection facility.

Today I'm here to speak on behalf of the City of Alexandria BRAC 133 Mark Center

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coordination efforts specifically in relation to the transportation management plan.

As you all know, the BRAC 133 project being developed at Mark Center is an established mixed use business park for over 6,409 Department of Defense personnel that implements the 2005 base realignment closure, Commission's recommendation 133.

The project is part of the U.S. Army Fort Belvoir Virginia BRAC initiative and entails relocation of Defense Department level agency personnel from lease in Northern Virginia whose move is being managed by the Washington Headquarter Services.

The Mark Center site was selected following an extensive evaluation of several Northern Virginia sites during 2007 and '08. The new complex will consist of two multi-story office towers, a 15-story building and a 17-story building, two parking garages, approximately 3,747 parking spaces, and a public transportation center serving Mark

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Center the surrounding community.

NCPC required the Army to submit a Transportation Management Plan demonstrating how the project will meet the approved modal split. This recommendation was included because the site is not Metrorail accessible.

In addition, the Army needed to identify how it would manage its traffic given the existing traffic congestion along I-395 and nearby local roadways.

The City of Alexandria met with the United States Army Corps of Engineers and the Department of Defense Washington Headquarter Services multiple times. Through an ad hoc committee, led by Vice Mayor Kerry Donley and other citizen members, we worked on concerns that rose from the draft Transportation Management Plan, TMP.

The ad hoc committee made great strides towards a comprehensive and attainable plan and came to an agreement on several key issues including inclusion of Springfield

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Frank Kona shuttle service, consideration of DASH as a possible shuttle provider in Alexandria, which is our local bus system.

Availability of transportation coordinator during core business hours. BRAC transportation coordination staff starting January 1 of 2011, which is nine months in advance of their arrival date.

Clarification that contractors are eligible to use shuttles. Specific shuttle plan with ridership projections. Inclusion of reference to Moran amendment. Inclusion of reference to funding.

Several key objectives the City of Alexandria would like to incorporate in the final TMP. Funding for police traffic control during peak periods. Funding for 11 officers for police control at key intersections near the BRAC 133 site and parking enforcement in the area.

Traffic control officers will manage traffic operations at seven

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intersections, Beauregard, King Street, Mark Center Drive, Seminary Road, and North Beauregard Street, Seminary Road and Mark Center Drive, I-395 northbound on-ramp at Seminary Road, the I-395 southbound off-ramp at Seminary Road, the I-395 northbound off-ramp at Seminary Road, and North Beauregard Street at Singer Avenue.

The city request that the Army fund extension of current Metrobus transit routes to serve the Mark Center directly. For instance, the buses that currently stop at Southern Towers need to continue on to stop at the Mark Center site. There may be some cost implications here but at least these are positive discussions that are underway.

The city also believes that the BRAC 133 transportation demand management program should be strongly linked to the city's established TDM Locomotion. This needs to be part of the TMP. It's our understanding that the DOD and WHS are receptive to this

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consideration.

Again, the comments and concerns that were expressed earlier relative to whether tourists or visitors or contractors can use the shuttles or the buses, this is a regional effort. All the more reason why we're encouraging the use of the Locomotion initiative and the transportation demand program.

Use of the Locomotion program offers a strong connection to the city's established TDM program and an association between the BRAC 133 employees and the city. Locomotion may also provide incentives to use alternative modes of transportation that cannot be offered by DOD.

The city would like to continue working with the Army Corps, the Washington Headquarter Services, and transit providers to explore ways to provide service from surrounding Metro stations through enhanced transit services rather than through the use

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of private shuttles. Again, a way of reducing the number of vehicles that would be needed to get folks to and from.

The use of transit services instead of shuttles provides greater public transit service to the residents of Alexandria in addition to serving BRAC 133 employees. Again, we understand that there is a willingness on their part to explore this.

The city would like the Corps and WHS to agree on the development of a Memorandum of Understanding or a similar document to provide assurance to the city that amendments to the plan would not be implemented unilaterally by DOD without consultation with the city.

City inclusion is essential to any suggested changes to the BRAC 133 TMP to ensure that changes would not be detrimental to the residents of Alexandria and/or to the region.

In conclusion, the city is largely

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pleased, and I want to emphasize that we are pleased, with the progress made regarding the TMP since the release of the draft document to date but would like to include additional items for consideration.

Funding provided to ensure traffic management in areas surrounding the BRAC 133 site, increased transit directly to the site, use of the city's Locomotion program in the BRAC 133 TDM program, increase public transit services to the site, a method of documenting changes to the TMP that is inclusive of city staff.

Again, we want to thank the NCPC staff and the Executive Director for the recommendation that was highlighted in my letter to the Chairman supporting additional concerns and incorporating them. Much more particularly the fact that you're asking for status update reports on a quarterly basis and a six-month interim basis just to see how everything is moving forward and to

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satisfaction. We thank you for that.

Again, we thank you for your attention to this matter. I'm here today with Vice Mayor Kerry Donley, City Manager Jim Hartmann and staff to address any of your questions. Thank you.

CHAIRMAN BRYANT: Thank you, Mr. Mayor. I failed to mention that we have entered into the public comment section. In addition to the Mayor we have what I think to be three others; Mr. Barry Wilson, Ms. Valerie Scruggs, and Mr. Michael Silas. I don't think Mr. Goodale is here. Is that correct?

Thank you, Mr. Mayor, very much.

I'm sorry. Does someone have questions of the Mayor?

Mr. Mayor, we have a question for you.

COMMISSIONER AMES: Let me clarify a few things first. One, how many parking spaces are in this garage?

MR. HART: In both garages there

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are 3,747.

COMMISSIONER AMES: They are under construction?

MR. HART: Correct.

COMMISSIONER AMES: What district is Congressman Moran represent? Is Alexandria part of his district?

MR. HART: Yes. He's 8th District which includes Alexandria and parts of Arlington and Fairfax.

COMMISSIONER AMES: Am I wrong in assuming that if his bill passes that only a 1,000 parking spaces in that garage area can be used?

MAYOR EUILLE: I believe that's correct, yes. If this bill passes and we don't know what the outcome is going to be until that happens.

COMMISSIONER AMES: I understand we don't know the outcome but, I mean, is this something that the city supports?

MAYOR EUILLE: Very good question.

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We've had preliminary conversation with the Congressman some months ago when he talked about bringing this bill forward. That's part of the Defense appropriation bill. But I believe the correct posture for us to take on this is that at some point, depending on where we end up with the final adopted approved TMP, that we revisit the Congressman in terms of his position.

COMMISSIONER AMES: Well, I mean, it's almost like to me that you're holding -- somebody, not you, but somebody is holding the Army hostage over this thing because if that bill passes, what basically I'm seeing is a facility that will not be able to be used correctly.

MAYOR EUILLE: You're right. Again --

COMMISSIONER AMES: Where was the cooperation that I hear coming from you all that you all are working with the Army back and forth? I'm kind of getting two sides of

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this. I mean, are you going to support this bill or are you not going to support this bill? Are you going to use it for leverage to get other things you want? Is that what you're telling me?

MAYOR EUILLE: No. What I'm saying to you is that we, the City of Alexandria, have had very positive collaborative working relationship, positive outcomes in working with the Army Corps of Engineers and the Washington Headquarter Services staff and others, including DDOT, in terms of addressing and meeting the needs and the concerns that we have relative to the Transportation Management Plan for this particular site. The bill that the Congressman has in is at his level and that is something I think needs to be further discussed.

COMMISSIONER MILES: And the bill is a sort of a must-pass bill and an amendment to the overall bill so the bill will pass but whether or not the amendment remains to be

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seen.

MAYOR EUILLE: I understand there is someone from the Congressman's staff here that may be able to better provide a response.

MR. GASPAR: Good afternoon, sir. My name is Christopher Gaspar. I work for the office of Congressman Jim Moran. I actually handle is defense appropriations issues.

I'm happy to answer any questions about the legislation that we have and also provide some comments. I don't have any formal remarks and did not --

COMMISSIONER AMES: What is the purpose of the legislation?

MR. GASPAR: The purpose of the legislation is to prevent a failing level of service at local roadways, intersections and I-395 from this DOD action. Let's be very clear, as TMP says that even with a 43 percent non-SOV ridership you'll have failing levels of service, E and F, at three different intersections in the morning and in the

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evening on 395, Seminary, and Beauregard.

Now, the Army and the City have greatly improved the TMP but the Congressman believes that we're not there yet. The Congressman believes that failing level of service, E and F, is just not right.

COMMISSIONER AMES: Okay. How long has the Congressman been in office?

MR. GASPAR: Twenty years, sir.

COMMISSIONER AMES: Where was he when all of this was being discussed and the United States Government was talking about building a 3,700 car garage and everybody kind of knew what they were going to get and all of a sudden -- you know, this just doesn't make sense to me. I mean --

MR. GASPAR: I would be happy to explain it to you.

COMMISSIONER AMES: Let's have it.

MR. GASPAR: Let's keep in mind this BRAC 133 recommendation was not the original recommendation. It was actually

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suppose to have gone to Fort Belvoir proper. That was the BRAC 2005 Commission's recommendation.

The reason that it's not a Fort Belvoir proper is because of an Army environmental impact statement conclusion that if had gone there there would be three to four-hour traffic delay on the installation and in the morning a two-hour traffic delay every day on 395.

To mitigate that the Army would have had to have paid 460 plus million dollars. The Army decided that wasn't worth it. They went back to the board. They got approval from Congress to have another selection of which there were three sites possible. That was a GSA and DOD Army Corps of Engineer decision to host it at the Mark Center.

The other two sites were the Franconian Metro stop at the GSA warehouse, and the Victory Center at Eisenhower Avenue.

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This was done. The selection of the Mark Center was done in 2008. It was not the original recommendation.

COMMISSIONER AMES: Okay. Where was the Congressman when that was done?

MR. GASPAR: We were sitting where we normally do, not in contract decisions. We can't get involved in that.

COMMISSIONER AMES: Were you aware before construction started on this project that what was going on with this project that you had 6,400 employees scheduled to move into these buildings as well as this 3,700 unit parking garage?

MR. GASPAR: Yes, sir. You're right. We could not steer the decision away from the Mark Center. It was a free and open process, sir. It was contracting. It was bidding. There was nothing we could have done to have steered it away. Now --

COMMISSIONER AMES: Let me ask you a question. What is the effect financially on

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the United States Department of Defense, government or whatever, if your bill passes? Have you looked at what the financial impact will be on the money spent for that facility and then the cut that will be made on what it can be used for?

MR. GASPAR: Let me explain the amendment even further. The amendment says that they cannot use more than 1,000 parking spots until the Army or the DOD come up with a plan to bring all of the employees to and from the site without causing reduction in the level of service.

It's very much not a permanent amendment. If they can show us that they can move their people in and out of the building without further reducing the level of service, which was always noted as poor, then the amendment would not have any effect on what the DOD does there.

COMMISSIONER AMES: When was this amendment offered?

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MR. GASPAR: Actually, it wasn't an amendment. It was in the Defense Authorization Bill which was passed by the House of Representatives in, I believe, late June or early July. The Senate has not yet passed their version of the bill and we, of course, haven't gone to conference.

COMMISSIONER AMES: My question is when was this part of the bill put in?

MR. GASPAR: This year, sir.

COMMISSIONER AMES: Why wouldn't it have been put in on a previous bill if you already knew in 2008 this is what you were going to get?

MR. GASPAR: Sure. Well, that has to do with more Senator Warner was the chair and ranking of the Armed Services community and he believed that us affecting the BRAC situation was not -- would look overly bad.

COMMISSIONER AMES: How do you think I as a taxpayer am going to feel about you and your Congressman if you put a

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restriction on a parking garage that has just been finished? I don't care what the result of how you solve it because that's the Army's problem to have to do that. They may or may not be able to do that.

MR. GASPAR: Sure.

COMMISSIONER AMES: What do you think the opinion is going to be on taxpayers? Nobody wants a bunch of traffic dumped into their city that they have to control, they have to spend their tax dollars for. My point is this is ludicrous to me that we're looking -- I mean, you can say they can solve the problem and then they can use all the spaces.

What are they going to do until then? You going to let -- you're taking away almost a third of the parking spaces so are you going to do away with a third of the building being used or do away with a third of the employees? What are you going to do with those people while that's going on? You can't park on the side of the road.

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MR. GASPAR: Two points I have to offer. The first is our continents have been overwhelmingly concerned with the effect this building is going to have on their local and daily commutes.

Second of all, everyone coming to D.C. from the south of I-395 and Seminary is going to be affected heavily by this move. It's not only the Congressman's constituents and Alexandria City residents and Fairfax County residents and Arlington residents. Everyone on 395 south of that point we think we're acting on behalf of.

COMMISSIONER AMES: Um-hum. I think you're a little bit late for what my problem with it is. That's --

MR. GASPAR: The previous authorization bill we also attempted an amendment and it failed.

COMMISSIONER AMES: Yeah, well to hear it.

MR. GASPAR: Very successful this

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year.

CHAIRMAN BRYANT: Mr. Hart and Mr. McGill.

COMMISSIONER HART: This is a question to the city. Was the Mark Center project in compliance with the zoning, the density permitted by the zoning?

MAYOR EUILLE: Very good question. The response is yes, very close.

COMMISSIONER HART: So, in effect, the city zoned the land for this kind of density and the traffic impacts are the direct result of the amount of density allowed on that site.

MAYOR EUILLE: When the zoning or the rezoning took place several years ago it was with the understanding that there would not be one major employer coming in but it would be a mixed-use development that would have several components of tenants, new tenants or businesses, retail/commercial. But magnitude of having one sole entity coming in

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at one time, and that would have happened over a period of time.

It wouldn't have all happened, you know, in one year or two years but the fact of the BRAC project coming in, this proposed project with 6,400 employees all at one time certainly has changed the dynamics in terms of the magnitude of the impact.

COMMISSIONER MCGILL: I would like to ask the Mayor a question, too.

Mayor Euille, has DOD indicated to you that they legally can pay for the additional improvements that you asked for? I noticed a number of articles in the paper with regard to Fort Belvoir where DOD has said they cannot pay for some of the things that were being requested to mitigate the traffic impacts of Fort Belvoir.

MAYOR EUILLE: I'm going to ask staff or Vice Mayor Donley who have been more engaged directly with DOD to provide a response.

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MR. BAIER: Good afternoon.

Richard Baier, the Director of Transportation Ride-On Services. The DOD has indicated their willingness to work with the city and consider payment of all or part of the improvements. These are the short and mid-term. The DOD has been very, very willing to work with the city on transit solutions as well as indicated in the mayor's letter as well as in the presentation.

COMMISSIONER MCGILL: Thank you.

CHAIRMAN BRYANT: Quickly, please.

We need to move on.

VICE MAYOR DONLEY: I understand.

Yes, sir. Mr. Baier is essentially correct -- he did open up discussion about potential additional road improvements which I don't think was the subject of the question -- regarding the improvements that the city has requested in their letter.

We obviously want to work with the city. We support ideas such as traffic

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control but I have expressed to the Vice Mayor that they are problematic in terms of federal financing for police, although we'll support their efforts to obtain funding.

In terms of any shuttle enhancements our funding of enhanced transit services have to be in compliance with all that we have to comply with concerning modified shuttles to support home to work which is primarily an employee responsibility.

CHAIRMAN BRYANT: Thank you. Let's resume with the public comment period. Let's call up Barry Wilson and then he'll be followed by Valerie Scruggs and Michael Silas. Let me say if you are representing an organization you have five minutes. If you're speaking for yourself you have three minutes.

Mr. Wilson, welcome.

MR. WILSON: Thank you, sir. Thank you for the opportunity to speak to this Commission. I'm representing the Palisades Homeowners Association. We are located two

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miles from the BRAC 133 project.

I want to emphasize that this project is located in primarily a residential neighborhood. It is very different than what the original intent of the project was going to be which is going to be adjacent to a Metro and either in a warehouse or office building district.

Today we are asking the Commission to support the Moran amendment basically. We support that very strongly because it buys time by eliminating a number of parking places to 1,000 at this point in time until the traffic can be mitigated. We have some empirical data on that.

Some background. First of all, to get to your point, sir, this whole thing started late 2007. I mean, just kind of out of the blue. For a project of this magnitude it has been fairly hastily conceived. A lot of decisions appear to be made in the shadows and in a very piecemeal manner.

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I served 30 years in the Air Force and served in a previous BRAC commission. I can tell you that this project lacks a lot of things a typical BRAC process has. Specifically, one, openness. Two, a comprehensive and holistic analysis. Three, time to reflect both the impact and alternatives.

We believe it makes a mockery of the law and the BRAC and instead uses BRAC as a shield to protect it from scrutiny. It creates artificial deadlines. It precludes recent review and in a manner that conceals or distorts the overall affect and environmental impact of this project.

As background, as already stated, originally this was going to go to Fort Belvoir and because of traffic it was going to go to Eisenhower, Springfield, or some other site in the proximity of Fort Belvoir. The RFP that was issued by the Army called for a site within one mile of the Metro.

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The Army waived this requirement in late 2007 based on an unsolicited bid from Duke Realty and chose the Mark Center, a site barely served by public buses and more than three miles from a Metro stop.

It violated the statutory requirement that the site be near Fort Belvoir and attempts to solve this noncompliance by declaring the Mark Center as Fort Belvoir. We consider that legalistic bologna and geographically nonsense. That is not Fort Belvoir. That was not considered as part of the original BRAC commission.

An example of the errors caused by rushing this project through in a piecemeal manner includes a transportation study that was funded and supplied by the developer.

Later analysis of the underlying assumptions to this study found some of the assumptions so fundamentally flawed they bordered on careless errors. I won't go beyond that but the erroneous conclusions were

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critical to supporting the decision that negated the need for a full NEPA study. This has not had that full NEPA study.

The Army's analysis also ignores the fact that the City of Alexandria and surrounding regions are in ozone nonattainment areas. The current TMP does not fully rectify these problems. DDOT has concluded that the project will cause severe traffic gridlock even if the TMP is implemented.

The TMP also uses extremely optimistic assumptions estimating, for example, that 50 percent of the people who live within two miles of the facility will walk and bike to work every day in all weather conditions. Excuse me. This is America. This is not Europe.

The fact that the surrounding streets have no biplanes, are small and many lack sidewalks is ignored. It also does not take into account the impact on I-395 as was stated just recently. With the short off-

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ramps whether or not the traffic will back up off those short off-ramps onto I-395 itself with the attending traffic and safety issues.

Bad weather, fog, God forbid.

The TMP itself also takes an extraordinarily narrow view of the impacted area and ignores the chaos beyond this artificial immediate boundary. NEPA requires an adequate TMP to be in place before the project proceeds. This has not happened.

According to your website the Commission itself is required to follow NEPA guidelines when examining the project's impact. We are asking you to help ensure that these things are met.

If the TMP's current projection of 40 percent use of mass transit occurs and with Congressman Moran's 1,000 parking places, roughly 60 percent of the planned occupants will be in the Mark Center. The artificial deadline of occupancy of September 15, 2011 should not impact how this Commission votes.

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If the Army asserts it must move to comply with BRAC, then let it rename some of the buildings where the WHS people are now as Fort Belvoir as it did do the Mark Center. BRAC provides six years to implement the decision. The emergence of the Mark Center as a candidate for BRAC occurred with Duke Realty's 2007 unsolicited proposal.

Delaying the move to 2013 would still be consistent with the intent of the BRAC legislation. The delay would allow for a NEPA analysis and a further understanding of the real impact of this move rather than mindlessly moving forward with this ill-conceived disaster.

We urge members of this Commission to reject this plan and to delay this project until we have some real empirical data. I thank you.

CHAIRMAN BRYANT: Thank you.

Ms. Scruggs. Ms. Scruggs will be followed by Mr. Silas.

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MS. SCRUGGS: Good afternoon member of the Commission. I just want to remark that I'm currently employed at one of the businesses at Mark Center but I am here representing myself. I just wanted to point out that the public transportation works best when employees have access to Metro near their homes and Metro stations have adequate parking and then those Metro stops terminate at their place of employment.

Currently at the location where I work only 5 percent of our employees currently use public transportation so I believe that the modal splits that the Army has indicated in the TMP are very ambitious.

While the transportation plan does an adequate job of outlining a plan to get their employees to the BRAC center, it is just that. It is a plan. There are several questions remaining that I think need to be answered.

First, there is an implicit

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assumption that the traffic will be manageable with the planned road improvements. There is also an assumption that the people who do not have parking passes for the BRAC center will not drive, that they will use public transportation and that may not be true since there is parking available around the Mark Center at other businesses.

There is also an assumption that the traffic studies included in the TMP are correct and include all areas affected by the traffic going to Mark Center, that the population of the building will remain at 6,400 people, and that the shuttles will be able to service the building at the rates indicated in the TMP.

Any deviations from these assumptions in the TMP do have the potential to produce large traffic backups to Mark Center. I would encourage and support any efforts to follow up traffic and commuting surveys for the new employees given the new

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plan given in the TMP of funding a more comprehensive traffic study to test areas that are affected by these shuttles to include areas up to Balston and down to Springfield Metro.

Consider including a satellite parking option for employees, maybe parking at local malls and being shuttled into the Mark Center. I would also support police presence at congested intersections. Not just the ones mentioned but other intersections that may be outside of the area considered by the TMP.

Finally, I just want to remark that one person serving as a transportation coordinator to handle all the responsibilities listed in the TMP seems to be insufficient to me and I would support having a team of people.

Then finally I want to remark that the site is currently located at a boundary between two cities within Fairfax County next to a freeway and involves federal employees.

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Coordinating between these organizations has not really been sufficient in my view. I think one thing that the NCPC can do is to gather these organizations together and help them better coordinate in your position. Thank you very much.

CHAIRMAN BRYANT: Thank you.

Mr. Michael Silas. Mr. Silas is not here. Okay. That ends the public comment period so we will return to the Commission deliberation. Further Commission discussion on this?

Ms. Tregoning.

COMMISSIONER TREGONING: I just wanted to bring up something that I think I might have raised or someone else might have raised the last time this project came before us and that's the difficulty of trying to induce employees not to drive at the same time you are subsidizing their parking by giving it to them for free.

I realize that is maybe a

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Department of Defense-wide policy but it seems like these are very much working at cross purposes. I think the suggestion that came up at the last meeting, and it sounds like the sort of thing I might have suggested, is to privatize that garage.

If you don't want to charge your employees to park, then let someone else privately manage the garage and charge the price that the market will bear which would help to send a consistent signal to your employees about what it is that you want them to do and what the real costs are of adding to the congestion in this particular area.

I'll just reiterate that point that I don't know how easy it is to dispose of such a property but if it's a policy of the Defense Department that prevents this from happening, then maybe that's something that could go forward.

I very much appreciate in the EDR that we are now requiring some reports that

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would let us know how the TMP is operating but obviously we don't have any consequences if things aren't going as planned.

I think it's very difficult for this Commission to do anything if these very, very ambitious mode split projections don't materialize. I, for one, think that in addition to the efforts of Alexandria's Mayor and Deputy Mayor that Congressman Moran's legislation is the key part of the progress that has been made.

I think it might be an unusual measure but I think it got people to the table and talking. I don't think we're still there yet but I'm glad to see the progress that's been made. Thank you.

CHAIRMAN BRYANT: Let me ask one question also. If NEPA requires that a TMP be adequate before a project can succeed, define the word adequate in this context and how does this meet whatever threshold levels under NEPA.

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MR. HART: It's a difficult question. I think part of the reason is we were not involved in the NEPA process. The NEPA process was done and approved by the Army. If this were a project in the District, then we would have approval authority and you would have some say in that. Right now it's a very difficult position to be in because how do we affect that. I'm not sure that we have the ability to do it.

CHAIRMAN BRYANT: Mr. May.

COMMISSIONER MAY: I just had a question more generally about NCPC's and our involvement or study of or what have you with regard to federal polices for parking. What is the policy? In the Park Service I know what happens in my building. I don't know what happens anywhere else really. Is there any guidance? Is there any recommendation?

I mean, certainly the policy of providing free parking in congested urban areas is contrary to many of the objectives of

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the administration to promote transit use and a more efficient means of getting people to work. What's the NCPC policy, if you will, or have they really touched on that question of free parking?

MR. HART: Actually, really we look at the parking ratios and not how the operation of the parking goes. I think the DOD representative probably will be able to answer in specifics how they deal with it.

COMMISSIONER MAY: I don't really want to single out DOD. I think this is an issue for all federal agencies.

MR. HART: We encourage the use of shuttles and other uses but it's not a --

COMMISSIONER MAY: The key question for me is free parking.

MR. HART: We don't have anything in our -- yeah.

COMMISSIONER TREGONING: NCPC often takes on very interesting studies that are very helpful to moving the dialogue among

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federal agencies on a lot of different policy fronts. I think we previously suggested not just parking policy but the mapping of federal surface parking facilities in the National Capital Region might be an interesting exercise also which when we talk about wetland might be available for a higher and better use.

That is also an interesting question. Maybe that's a topic that the staff could take up. I think it would be very illuminating to the conversations that we've been having about parking and managing travel demand.

CHAIRMAN BRYANT: Mr. Acosta.

MR. ACOSTA: Just a point of information. As you may recall at the July Commission meeting we gave you an update of the comp plan revision process. The first sections are really going to deal with transportation and land use.

A lot of it is to have it comport

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with the President's executive order because there have been a number of discussions about doing more than just capping and establishing a parking ratio in terms of supply. We intend to start that process off. Obviously the Commission will be engaged in that discussion.

But we're also working with CEQ and some of the other agencies engaged in those broader policies at the administration level to kind of put those together. I think that's a good question. Our comp plan revision of 2004 was mostly capping dealing with supply. It really didn't deal with demand management or other strategies.

COMMISSIONER MILES: On the macro level, and I think it may be a parity issue, is that transportation and parking is terms to a certain extent as sort of a fringe benefit for federal employees and there is parity for those who automatically get transit benefits.

If I'm not taking transit, then there are codes that allow for parking to be paid for.

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Each agency varies but it is a general government-wide issue that would have to be addressed whether you would take away sort of the driving benefit if you were to incentivize greater transit usage. It is under Title V as a fringe benefit that parking to a certain extent is provided and is paid for for certain federal employees.

COMMISSIONER MAY: I will say that I know there are some Park Service offices in the city in downtown office buildings and I don't believe that there is a lot of parking that's paid for for employees there. They are also older office buildings and Washington doesn't have a lot of parking to begin with. I know that at my building we have a very large surface parking lot and it's free parking.

CHAIRMAN BRYANT: Mr. Ames and then Mr. Provanha or will have the last word.

COMMISSIONER AMES: After listening to all that has gone on today, first of all I

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want to say that Mr. Wilson's comments hit home with me. I've been involved with local planning, with local governments and so forth and so on.

The Congressman's actions on his amendment, or whatever, in that bill goes totally against my grain. I want to make it very clear that what I'm getting ready to say has nothing to do with his proposed bill.

I'm going to support the turning down of the Executive Director's recommendation because I still think there is more room in here where the Department of Defense and the city can get together even further to ease the minds of a lot of people.

Whether the other commissions go along or not is their decision to make but I want to make it very clear where I stood at this point. With that, I thank you, Mr. Chairman.

CHAIRMAN BRYANT: Mr. Provancha.

COMMISSIONER PROVANCHA: First of

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all, let me start by complementing Mr. Hart and the staff on a comprehensive and well -- thorough and comprehensive study. Let me respond to some of the comments that have been made by some of the registered speakers starting with the Mayor.

I appreciate very much, sir, what I see as an accurate characterization. You used language such as largely pleased, outcome of positive discussions and I echo those sentiments on behalf of the Department and the Commission.

We're also very supportive of the staff's recommendations about the quarterly reporting, about updating the Commission, about considering funding for the officers. Some of those, it was pointed out, are problematic. When you have officers manually controlling traffic, sometimes not 100 percent synced up with automated systems or traffic management, that can be problematic.

There was some discussion about the

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degree for which DOD personnel would comply with some of these objectives, the traffic modal split, transportation modal split that we talked about.

Let me just give one example. The DOD has the largest mass transit benefit program in the National Capital Region among all the federal agencies. We have about 67,000 DOD employees in this region and more than 33,000 of them, more than 50 percent of them, participate in the mass transit benefit program at this time.

It's a \$56 million-a-year program.

It's more than eight times the size of the next largest program managed by the Department of Veterans Administration. We are very supportive and enthusiastic in this management of mass transit.

We are very receptive to suggestions about coordinating our experts with the Locomotion program. We've had tremendous success for many, many years with

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the Arlington County interfacing our programs with what they call the Connections program so we are receptive to many of those points.

We've have made special efforts to coordinate and to make this an open and transparent process since November of '05 when the BRAC law was passed. For more than a year we've been meeting with a variety of local community groups under the umbrella of the BRAC Advisory Group that has more than a dozen, I think, neighborhood community groups that participate.

I've been to some of those meetings and the Congressman has also been there to make his points. We've reached out to the Northern Virginia Transportation Committee, the Potomac Rappahannock Transportation Group.

The issue of one transportation coordinator absolutely is not enough. That coordinator would be just one of several folks in a transportation assistance office that

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manages this broad program that we have across the National Capital Region.

We're again receptive to these points. We would ask for your support and passage and approval of this transportation management plan. We agree that we'll continue and our commitment is to have ongoing dialogue with the city and the stakeholders that would be impacted.

We think we're receptive to discussing any good ideas that folks come to the table. Part of the problem is there are so many ideas. As an example, one of the solutions is that we discuss with DDOT and the Federal Highway Administration some kind of a slip ramp off of 395.

I think by last count there were 19 technical variations and solutions for that slip ramp so each of those is being evaluated and assessed in turn. It's a complex issue. We want to continue to be good neighbors like we have at other installations and that is our

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commitment. Thank you.

CHAIRMAN BRYANT: The question before us is the Executive Director's recommendation. All in favor of the EDR say aye. I'm sorry. Is there a motion on the EDR?

COMMISSIONER PROVANCHA: Moved.

CHAIRMAN BRYANT: It's been moved. Is there a second?

COMMISSIONER MILES: Second.

CHAIRMAN BRYANT: It's been moved and enthusiastically seconded.

COMMISSIONER PROVANCHA: It's my understanding if it's accepted as written there will be recurring reports back to the Commission on our progress.

COMMISSIONER DIXON: So there is an opportunity to tweak this further?

CHAIRMAN BRYANT: No, there's not an opportunity to do that.

COMMISSIONER DIXON: So this is up or down?

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PARTICIPANT: Up or down.

MR. HART: This is also dependent on the Moran legislation. If that passes, then you're going to have to come back together with a whole new TMP.

CHAIRMAN BRYANT: Okay. All in favor say aye.

PARTICIPANTS: Aye.

CHAIRMAN BRYANT: Opposed no?

PARTICIPANT: No.

CHAIRMAN BRYANT: All in favor raise your hand. Those opposed. It does carry, yes. With only three nos it carries. There are 11 members present so eight to three.

[INSERT - Fort Belvoir]

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[INSERT - List of Registered Speakers]

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[INSERT - Palisades Homeowners Association]

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[INSERT - Brookeville-Seminary Valley Civic
Association]

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6C. CAPITAL BIKESHARE

MS. TARCE: Good afternoon,
Chairman and members of the Commission.
Today I will be presenting two proposals from
DDOT, both related to bike facilities. The
first one is Capital Bikeshare.

Similar to other cities such as
Paris, France and Montreal, Canada, Capital
Bikeshare is intended to be an integral part
of the District's public transit system,
expanding the alternative modes of
transportation available in the nation's
capital.

Bikeshare in Washington, D.C. is a
program that NCPC fully supports as an
alternative means for residents, workers, and
visitors, including federal employees living
in the District of Columbia, to get to and
from work and as a low-cost, healthy, and
environmentally friendly mode of
transportation.

Capital Bikeshare is a regional

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bike-sharing system developed by DDOT in partnership with Arlington, Virginia.

DDOT's goal is to install 100 bike stations with 1,000 bikes by November 2010.

The dots on the map represent the 85 Bikeshare stations submitted by DDOT and reviewed by NCPC staff.

The bike stations will be located within the street right-of-way, with all but seven stations located along an existing sidewalk or planting strip. The remaining seven are proposed to be located on-street.

Of the 85 bike stations, 14 will be in the central area of Washington, D.C., shown as a shaded red area on the map. Seventy-one are located outside of a central area.

In addition to the 85 sites being reviewed here, two additional Bikeshare stations have been approved this month through a delegated action of the Executive Director. The first one is actually at the

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Eisenhower Executive Office building and the other one is at the US Office of Personal Management Headquarters.

DDOT is currently working on identifying the 13 remaining sites. To identify the best locations for the bike stations, DDOT conducted a suitability analysis which included criteria such as employment and population density, bike to work rate, proximity to commercial areas, access to transit, and locations of institutional and recreational uses.

The dark red areas on the map show the areas of the District determined to be most suitable for bike station locations.

In addition to the suitability analysis criteria, DDOT also applied site-specific criteria such as property ownership, solar access, and applicable public space requirements pertaining to locations of manholes, vents, sidewalk cafes, and required clear space for pedestrian travel.

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DDOT is proposing to use the same bike-share system as what is currently used in Montreal, Canada, known as the BIXI system. This system uses solar power and wireless technology to power the bike stations so no additional wiring or excavation is needed.

It is also a modular system which cuts down on installation time, and allows the bike stations to be relocated easily and configured in various sizes and arrangements.

The modular bike station system has a basic dimension of 10 feet long by 6 feet wide and can be expanded in increments of 10 feet. The District's proposed bike stations will range between 30 feet to 60 feet long.

Each station will also have a map panel that can be mounted at either end of the bike station so that any required street clearances can be easily accommodated.

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The map panels will measure approximately 31 feet wide by 61 feet tall and will provide would-be users with the locations of bike stations throughout the entire Capital Bikeshare system so they know where to pick up and return the bikes.

Each map panel will accommodate two maps. On one side will be a regional map showing all the stations throughout the District and Arlington County.

The other side will contain a more localized map showing a particular station and its surrounding area. The second side will also contain information both in English and in Spanish on how to use the system.

So that users have the most current information, DDOT plans to replace and update the maps periodically when there is a critical mass of new or relocated stations.

As noted earlier, the majority of the stations will be located on sidewalks

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while seven stations will be located on-street.

The two images on the left show examples of existing Bikeshare stations that will be replaced with the new BIXI system. The top image shows an example of a sidewalk installation. The bottom image shows an example of an on-street location. The map on the right shows the locations of the seven bike stations proposed to be located on-street.

The bike stations that are proposed to be located on-street will require an installation of narrow plastic poles (FlexPosts) to visually separate cyclists from vehicular traffic. The FlexPosts will be 28 inches tall, white in color, with a white reflector strip at the top.

In this photo you can see how FlexPosts have been placed around the perimeter of the existing bike station at 12th and G Streets NW.

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Staff has completed its analysis of the proposed project, and commends DDOT for its efforts to expand Washington's bike rental program and for making the program accessible to more neighborhoods throughout the District.

Capital Bikeshare will assist in carrying out the policies of the transportation and federal environment elements of the comprehensive plan, and complements recent efforts of the federal government to include provision of bike facilities as part of major building modernization and site improvement projects such as those at OBA, the GSA Headquarters, and the Switzer Building.

After extensive coordination with DDOT, NCPC staff is recommending approval of the project with the exception of two sites that require further consultation among NCPC, DDOT, and other affected agencies.

The two Bikeshare sites the staff

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is recommending for additional consultation are located along 4th Street on the Mall, picture on the left, and near the intersection of 15th Street and New York Avenue NW, this picture on the right.

Although both sites are located outside of the central area of Washington, they are located within the historically significant areas of the National Mall and the Lafayette Square Historic District.

These photo simulations provided by DDOT show a rough approximation of the length and placement of these bike stations, but do not show the map panel that will be installed as part of the stations. The simulation of the Mall site also doesn't show the FlexPosts that will be required given its on-street location.

Noting unresolved historic, visual, and functional issues, DDOT has agreed to continue coordination with NCPC, NPS, SHPO, and CFA on these two sites to

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ensure that the bike stations will not adversely affect historic properties.

Therefore, it is staff's recommendation that final approval of these two sites be delegated to staff following completion of coordination about standing planning issues.

DDOT has indicated that it considers FlexPosts around Bikeshare stations located on-street to be critical for cyclists' safety while drivers become accustomed to the presence of these on-street stations.

Noting the potential visual and functional impact FlexPosts could have, DDOT and staff agree that the use of FlexPosts may not be the most ideal solution to providing cyclist safety and will continue working together to identify potential alternatives.

DDOT is committed to reevaluate the safety and effectiveness of the FlexPosts during the first year of installation and

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report back its findings to the Commission.

The Federal Elements of the Comprehensive Plan for the National Capital promote smart growth and sustainable development as one of NCPC's over-arching planning principles.

The plan highlights the importance of transportation mobility overall, of reducing congestion and air pollution, and of employing multimodal transportation strategies such as bike sharing as critical to promoting a sustainable region and better workplace.

The proposed project supports these planning principles and will contribute to successfully carrying out several of the policies contained in the transportation and federal environment elements of the comprehensive plan.

In carrying out its analysis of the project, staff will build the requirements of both the National

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Environmental Policy Act and Section 106 of the National Historic Preservation Act.

With respect to the requirements of Section 106, the Federal Highway Administration determined, and the DC SHPO and NCPC concurred, that the project will have no adverse impact on historic properties provided that further side-by-side coordination take place among NCPC, DC SHPO, NPS, CFA, and the community as necessary.

Based on staff's analysis, it is the Executive Director's recommendation that the Commission approve the preliminary and final site development plans for the proposed Bikeshare system, with the exception of two sites located at the Mall and at the intersection of 15th Street and New York Avenue NW, and delegate approval of these two sites to the Executive Director following further coordination.

Commend DDOT for expanding the Bikeshare program in D.C. which will provide

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an alternative mode of transportation for residents, visitors, and workers, including federal employees living in the District of Columbia, and support the principles and policies of the Federal Elements of the Comprehensive Plan for the National Capital.

Further, the Executive Director recommends that the Commission note that NCPC concurs with the Federal Highway Administration's determination that the project will have no adverse affect on historic properties, conditioned on further side-by-side coordination of the proposed Bikeshare stations with NCPC, SHPO, NPS, CFA, and neighborhood organizations as necessary.

And finally, to note that DDOT considers FlexPosts to be necessary in order to acclimate drivers to the presence of the new on-street Bikeshare stations, and has committed to reevaluate the safety, effectiveness, and visual impact of FlexPosts, and to report back to the

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Commission about its findings and recommendations after 1 year.

That concludes my presentation. I'm available to answer any questions. We also have DDOT staff available.

CHAIRMAN BRYANT: Thank you very much.

Are there questions or comments? Mr. McGill?

COMMISSIONER MCGILL: I've got a couple of questions about the panels that will be containing the maps. First of all, are they going to be lighted?

MS. TARCE: No. They are not.

COMMISSIONER MCGILL: Okay. Is there going to be any form of advertising on those panels or any other location as part of this proposal?

MS. TARCE: According to DDOT, all the bike stations that are within the District of Columbia will have no commercial advertisements.

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COMMISSIONER MCGILL: Is that in any way incorporated in writing or is it something that perhaps we should include in the Executive Director's Report, that no advertising may be allowed without prior approval by NCPC?

MS. TARCE: According to them, there is actually a District law that restricts them from putting any type of advertisements in District-owned land.

COMMISSIONER MCGILL: On District-owned what?

MS. TARCE: On District-owned land, so District properties.

COMMISSIONER MCGILL: Okay. Because the bus stops have advertising.

MS. TARCE: Yes.

Chris, would you like to address that?

We did ask that question.

MR. HOLMAN: Hi. I'm Chris Holman with DDOT.

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It is true that there is special legislation that can be passed for advertising on District-owned property. But the law is that no advertising can be on District-owned property without that special legislation.

COMMISSIONER MCGILL: Okay. I'd like to move the EDR with the following amendment that in addition we add one more requirement in the EDR, that these bike rack emplacements may contain no advertising of any kind without prior approval by NCPC.

CHAIRMAN BRYANT: The further amendment has been seconded.

Is there discussion?

COMMISSIONER MILLER: No matter where it's located within the District of Columbia?

COMMISSIONER MCGILL: Because of the question over where NCPC has jurisdiction?

COMMISSIONER MILLER: Yes.

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COMMISSIONER MCGILL: Okay. Mr. Chairman, has that been resolved or not?

COMMISSIONER MILLER: No. I don't think it has.

CHAIRMAN BRYANT: Under federal law it's pretty clear, I would say.

COMMISSIONER MCGILL: I know what I'll do. I'll handle it this way. These bike racks, to the extent they're under NCPC jurisdiction, may contain no advertising whatsoever without prior approval by NCPC.

COMMISSIONER DIXON: Second.

COMMISSIONER MILLER: Could you say approval jurisdiction since you're requiring approval?

COMMISSIONER MCGILL: Okay. Approval jurisdiction.

CHAIRMAN BRYANT: Do you want to restate it once just for clarification?

COMMISSIONER MCGILL: I am moving the EDR plus the following words. Not just the amendment but the whole thing with the

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following words.

That these bike emplacements, to the extent that they fall under the approval authority of NCPC, may contain no advertising whatsoever without prior approval by NCPC.

COMMISSIONER TREGONING:

Discussion, I guess. When you say advertising, when there's a community festival that's going to be happening in Chinatown, even if it's a not-for-profit entity that's looking to let people know about that, does your advertising prohibition pertain to that?

COMMISSIONER MCGILL: For me, advertising means paid placement of information.

COMMISSIONER TREGONING: Maybe we can add the word commercial to clarify. Because I think the intention is to eventually be able to use this for evacuation routes, for community message boards, and for other potential things in addition to the

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simple way-finding that has currently been described.

COMMISSIONER MCGILL: Given that reality, in my view it seems to me that this should come back to NCPC. Because it's a very specific proposal.

It has maps. Maps are certainly a neutral, pleasant thing. And to go beyond the maps, it could open up a whole can of worms if you start saying other signage may be included.

So I'd like to stand by the amendment as it's currently written.

COMMISSIONER PROVANCHA: A follow-up question. I have a limited tour of a duty here with the Commission 5 months today. Other members with their longer perspectives, total recall, and photographic memories have precedence for other modes of transportation and advertising.

As I recall, when we visited the streetcars we saw the overhead panels upon

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which advertising would be placed. And we had no objections.

Is this consistent with previous positions of the NCPC on advertising on DDOT vehicles, either within our jurisdiction or outside?

My concern is about, is this restraint of trade?

COMMISSIONER MCGILL: Well, this isn't a vehicle. This is the bike rack emplacements, not the bikes themselves.

COMMISSIONER PROVANCHA: I understand. My concern is a larger one about NCPC deciding what can be advertised where within the central area or not.

CHAIRMAN BRYANT: Mr. Acosta?

MR. ACOSTA: To my knowledge, the Commission has not taken a position with respect to advertising on structures or vehicles like that.

The only place where we have made statements is on commemorative works in terms

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of sponsorship and identification of sponsorship. But in general, we have not taken a position.

COMMISSIONER TREGONING: I would just say that, like in many other things, I don't really understand why it's the purview of the Commission to be saying what the District can or can't do on its own property with its own transit.

We have our own laws that are in place that govern that. There's something called Home Rule. When it's federal property, you know, I understand that. And we won't be putting any kind of signage, any advertising there.

But I just don't understand why the Commission thinks it's appropriate to put these restrictions on us.

CHAIRMAN BRYANT: Mr. May?

COMMISSIONER MAY: The federal jurisdiction is not limited to property. It's limited to all of the impacts of what is

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decided.

I mean, every right-of-way, every roadway is under the jurisdiction of the District. So theoretically, if you followed your logic, the District could put billboards in front of every sidewalk. And undoubtedly that would have an affect on the federal interest.

So to limit your understanding of our domain as to affecting only property, I think, is really just far too limiting.

That having been said, I would suggest that here a simple acknowledgement that what's before us contains no advertising is sufficient in my book. Because we're not approving anything with advertising in it if it's not part of this package.

If all of a sudden advertising starts springing up, then I think that we have an issue. But if that's not the intention I'm not sure that we necessarily have to be so explicit in the order.

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We simply have to acknowledge that it is understood that these emplacements do not include commercial advertising opportunities. That's just a suggestion.

CHAIRMAN BRYANT: Did you have a comment?

COMMISSIONER DIXON: I think you were involved in talking about this earlier. What's your feeling about this from the Council standpoint?

You had mentioned something earlier which got the conversation going. It seemed like Mike picked up on your words.

COMMISSIONER MILLER: No. I was trying to -- well, I think the additional language is not necessary. As Peter May just articulated, there is an indication on there conversant with it today. I could look it up. But there's an indication that District law already prohibits this.

There would have to be a new passed special legislation, as referenced.

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To pass it, we know how difficult that process is and how it involves federal bodies to do it. I feel like putting the taxation without representation sign on all of these.

COMMISSIONER DIXON: Mr. Chairman, first of all, I will say this. The Home Rule issue always kind of pops up. And some of us are less sensitive -- I think all of us are sensitive to it, but we have different roles. And that's got to be accepted.

So I think, again -- I know Mike is very sensitive to this, too. And maybe it is a little bit of a push into that area where Mike would resist that limiting language.

But I will tell you, on this issue I am very, very troubled and emotional about it. Because when I was involved very heavily, you couldn't get a billboard or a large sign up in the city.

Now they're all over the place. I mean, big just like Downtown Broadway. And

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I'm not happy about it because I think it's a polluting thing, but it's here.

I just hope and pray the city will put constraints on those signs at the bike racks. Because it could be annoying to people who might want to use the signs, and would prefer to see the map under it than a community group sticking up a poster about they're having a fund-raiser or a festival in the community. That could be a problem at some point.

But I do believe it's kind of a Home Rule issue and we ought to be able to manage that at our level. So I would resist the amendments if you want to continue to keep them in front of us to make.

CHAIRMAN BRYANT: Let me ask to reread or to read the proposed amendment, just to make sure everybody understands.

MS. YOUNG: Requires that these bike rack emplacements, to the extent that they are under the approval of NCPC, may not

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contain any advertisement without prior approval from NCPC.

CHAIRMAN BRYANT: Okay. Thank you.

You had moved this -- I think you had attempted to move this as --

COMMISSIONER MCGILL: Part of the EDR.

CHAIRMAN BRYANT: -- part of the EDR. Let me rule that's an amendment, then. Let's take it separately. Otherwise it's an up or down on the whole thing.

COMMISSIONER MCGILL: But doesn't somebody have to move the EDR then for us?

COMMISSIONER SIMPSON: I move the EDR.

CHAIRMAN BRYANT: The EDR has been moved and seconded.

We've had discussion.

The amendment is before you to the EDR. The question is on the amendment as proposed by Mr. McGill.

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All in favor, say aye?

PARTICIPANTS: Aye.

CHAIRMAN BRYANT: I'm sorry.

Raise your hand.

Four.

All opposed, raise your hand no?

Six.

So I think the amendment fails.

Now we're back to the EDR as presented.

COMMISSIONER PROVANCHA: A couple of additional questions, please.

CHAIRMAN BRYANT: I'm just making sure there's an understanding of the vote. There are 11 present. It was six no's and five in favor.

COMMISSIONER MAY: I abstained or I was trying to abstain. I did not vote.

MS. SCHUYLER: You only have 10. Did someone confirm that they did not vote?

COMMISSIONER MAY: I did not vote. I was waiting for a call for abstentions. But I did not vote.

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CHAIRMAN BRYANT: The motion still fails. It fails on a tie.

We're back to discussion, if we could move along pretty quickly.

Mr. Provancha?

COMMISSIONER PROVANCHA: Just a couple of quick questions. Where is the program going?

In August 2008, 100 bicycles. Two years later, 1,000. Do you intend it to grow?

COMMISSIONER TREGONING: We have a grant right now, a TIGER II grant that would double that number to 2,000 bikes in the District. Many more jurisdictions would then participate in our region. So this is a regional bike-sharing program.

COMMISSIONER PROVANCHA: The reason I ask is, do we have any data on safety and accidents to date?

My concern is, consistent with earlier remarks about safety, if we have 100

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bike stations and we've had X percent accidents and we continue to grow, D.C. as we're aware is very congested. It's probably not the safest environment for inexperienced bicyclists, unlike professional delivery and messenger services.

One of the traffic engineers on my staff had really serious concerns, mostly from the width of the roads, now adding bikes; the idea that more bicycles promotes traffic.

Where I think most of us, being cautious and mature, when we see a bicyclist, we usually yield to that person. In fact, we slow down to their speed and follow them to keep from hitting them.

So I have some concerns about safety. Do we have any safety data at this point that we could extrapolate to 1,000 bikes, to 2,000, and so forth?

MR. HOLMAN: It is slightly hard to extrapolate from the system we have now

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because it is constrained geographically just to 10 locations with 100 bikes.

But in the 2 years of service, we've had no reported crashes with those 100 bikes with 1,600 members.

COMMISSIONER PROVANCHA: Emphasis on no reported.

MR. HOLMAN: Correct. Which is true. But certainly no fatalities or serious injuries that we've heard of.

With the spreading of the 100 locations, obviously with a tenfold spread of bikes and locations many more people will be on the bikes.

There's also the option to use the bikes as a --

COMMISSIONER PROVANCHA: Which is the objective of the program?

MR. HOLMAN: Which is the objective.

And maybe against your traffic engineer in the District, the traffic moves

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pretty slow already. Usually you can go almost the same speed on a bike as a car driving through the District because of the traffic. So not as much slowing down.

We're also building many more miles of bike lanes every year to provide the space just for bikes. So it's not taking a lane of traffic, as well.

COMMISSIONER PROVANCHA: You don't have to raise your hands, but how many Commissioners have gotten tickets in the District for speeding? Just a rhetorical question.

COMMISSIONER TREGONING: I would just add that this is going to come up in the next item about the FlexPosts and the safety and visibility.

I mean, we are kind of in a transition when it comes to bicycling and we have many, many more people on bikes. I myself am a daily bike commuter.

And I can tell you that when you

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think of Constitution or Massachusetts Avenue or crossing the 14th Street Bridge, you think, egad.

But most of the city streets of Washington are narrow streets where traffic moves very slowly. And even without a marked bike lane it's very, very comfortable to bike through most of the city very, very easily.

We do have now, I believe, more than 50 miles of striped bike lane. That number is growing everyday.

MR. HOLMAN: Ten miles a year.

COMMISSIONER TREGONING: Or better.

COMMISSIONER PROVANCHA: The personal experience we had is a co-worker who was an inexperienced bicyclist in New York. She's in a coma and will never recover.

COMMISSIONER DIXON: Mr. Chairman, this same conversation was held in Anacostia Coordinating Council meeting last week about the safety fear and concerns the community

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had of some bike facilities being put in our neighborhood.

I am very enthusiastic about the bikes. I think it's a good thing. But it is sensitive, and safety is probably one of the issues that certain communities face that maybe others may not feel as much.

There's an education requirement here, too, I think, to let the public know. Training, education, and so forth.

COMMISSIONER TREGONING: Can I just ask, how many people know of someone who's been in a car accident?

CHAIRMAN BRYANT: Well, let's not get into that.

COMMISSIONER TREGONING: Would we not have cars if we thought --

CHAIRMAN BRYANT: We do have one speaker before us today.

Mr. May, do you have --

COMMISSIONER MAY: Yes. There are a few things I wanted to say.

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First of all, I'm glad that the consideration of the one particular location on the Mall and in the vicinity of Lafayette Square -- those two are being deferred for further coordination.

I think overall this massive expansion of the Bikeshare program, or the conversion to the Bikeshare program with more bikes, is a very, very positive development.

It's part of an overall effort to make the city more bicycle-friendly, which I think is a truly welcomed development.

I personally have been a bicycle commuter on and off since about 1985. I have been hit three times but they were relatively minor. Only one really bad one. But you know, no serious injuries.

Thank you.

CHAIRMAN BRYANT: If we don't move this meeting along I'm going to be going home soon.

COMMISSIONER MAY: I know. I've

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got to go on. I do want to talk about FlexPosts because I think that the issue of the FlexPosts is very serious from an aesthetic and management point of view.

I think they look cheap. They don't look very good in many of the settings where they're in. I understand the need for them from a safety point of view. They don't wear well over time. They get beat up.

I think that much more attractive solutions and more permanent solutions are possible to be able to protect these installations.

I would hope that that would be undertaken in a serious study, that we simply not focus on getting as many bike stations out there as possible, but making some good-looking bike stations that have more permanent protections associated with them so that they just fit better with the environment that we're in.

That's it.

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CHAIRMAN BRYANT: Thank you.

We have one speaker on this. With us today is Ms. Jo-Ann Neuhaus.

Ms. Neuhaus, welcome. There's a microphone and a podium right over here.

MS. NEUHAUS: I'll be real quick on this one, less quick on the next one. I spoke to Jim Sebastian while waiting for this. I came early.

My name is Jo-Ann Neuhaus. I'm an urban planner by profession. I work for 20 years for the Pennsylvania Avenue Development Corporation, which goes to the next item.

I also am the founding producer of an event called Arts on Foot and worked with the bid on the festival market, the Holiday Market.

I was concerned originally about having two bike stations on F Street, in front of the National Portrait Gallery and the Smithsonian American Art. Jim corrected me. They were on the plan originally. They

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were alternate locations. There will only be one, which is a replacement for the current one.

I did not know there was going to be any more than a bicycle. There's going to be a vertical element there. And he said he'd work with us -- I'm sure he'll work with the Smithsonian, too -- on how to place it.

Because obviously, that is a historically important location in the L'Enfant plan as is 15th and Pennsylvania Avenue. So a vertical element really needs to be very carefully placed in that location, in front of what was originally our National Church, which was the place where all the inventions were located in the patent office.

That's my speech for now. I have more to say about the next one which has to do with Pennsylvania Avenue.

CHAIRMAN BRYANT: Thank you, Ms. Neuhaus.

I forget where we are. Has this

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been moved and seconded in its final form?

It's been moved and seconded.

All in favor of the EDR, say aye?

ALL: Aye.

CHAIRMAN BRYANT: Opposed, no?

It carries. Thank you.

[INSERT - Capital Bikeshare]

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[INSERT - List of Registered Speakers]

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6D. 15TH STREET NW BIKE LANE

CHAIRMAN BRYANT: Item 6D is the 15th Street Bike Lane from Euclid Street to Pennsylvania Avenue NW.

Ms. Tarce?

MS. TARCE: Thank you, Mr.

Chairman.

DDOT is proposing to install a 10-foot wide two-way separated bike lane, also known as a cycle track, along a section of 15th Street NW. The bike lane is part of DDOT's Bicycle Master Plan's Bicycle Facilities Map, shown before you on this slide.

The current proposal for the 15th Street cycle track will extend from Euclid Street in Columbia Heights south to Pennsylvania Avenue near the White House. The proposed route for the cycle track differs slightly from what is shown on this map, which we will describe in greater detail later.

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The project is an expansion and replacement of the existing 15th Street bike lane that extends from U Street south to Massachusetts Avenue NW.

These photos show the existing bike lane. The photo at the top left shows the bike lane running next to a lane of on-street parking, while the photo at the top right shows it adjacent to moving traffic.

These graphics show the proposed 15th Street bike lane. The top image, which has been rotated so that north is to the right of the screen, is a map showing the proposed route of the bike lane. The bike lane will extend from Euclid Street NW, on the north over here, to E Street/Pennsylvania Avenue on the south.

Running along the west side of the street, the bike lane will have two 4-foot wide bikeways and a 2 to 3-foot wide buffer.

The buffer area will be striped using thermoplastic white markings and FlexPosts

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will be installed at 20-foot intervals along the length of each street block.

The bottom diagram represents a cross section of the bike lane with an 8-foot wide lane on the left, the buffer area, and either a restricted parking lane or travel lane, depending upon which section of 15th Street you are at.

As previously noted, the route of the proposed bike lane differs slightly from what was originally identified in DDOT's Bicycle Master Plan. The deviation, which is outlined in blue, occurs between I Street and Pennsylvania Avenue traveling through President's Park.

According to DDOT, the realignment of the master plan route is necessary due to vehicular traffic patterns, Metrobus routes and stops, and the desire for tourists to utilize the Capital Bikeshare system.

Therefore, DDOT is proposing to reroute the bike lane south of H Street NW

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through Precedence Park in Lafayette Square, highlighted by the blue circle on the map.

South of H Street the proposed route will run along Madison Drive, the eastern border off Lafayette Park, and then east along Pennsylvania Avenue back to 15th Street. So basically, at this point it goes through President's Park.

Instead of thermoplastic lane markings and FlexPosts, DDOT proposes installing signage in the section of the bike lane to direct cyclists back to 15th Street and Pennsylvania Avenue.

These photos show the current conditions in the areas where DDOT proposes to install signage through President's Park.

The left photo shows the section where the bike lane will begin along Madison Place NW next to the White House security checkpoint.

The two other photos show how cyclists currently navigate within the area.

In addition, DDOT is proposing to

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relocate an existing queuing lane along 15th Street that is currently used by vehicles waiting to be screened by the Secret Service.

After extensive consultation between NCPC staff and DDOT, it was agreed that the portion of the bike route south of H Street NW, shown in the shaded red area on the map, requires additional coordination among DDOT, NCPC staff, the Secret Service, DC SHPO, CFA, and the National Park Service, and should be deferred for subsequent review.

DDOT desires to complete the project by the end of October. By separating out the section of the bike lane south of H Street, DDOT can start construction on the northern sections of the bike lane immediately following completion of the design review process.

NCPC staff has already begun facilitating the coordination meetings that

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will be necessary in order to complete the project south of H Street.

Successful coordination among all affected local and federal agencies will ensure that the need for the bike lane is balanced with the need to ensure that the Secret Service and NPS can continue their operations, and the historic and visual quality of this National Historic Area is protected.

Similar to the Capital Bikeshare project that was presented earlier, DDOT proposes to install FlexPosts along the length of the bike lane in order to familiarize drivers by physically separating the bike lane from vehicular traffic, and provide cyclist safety by preventing drivers from traveling or parking in the bike lane.

While DDOT and staff recognize that the use of FlexPosts is not the ideal solution, the project's short planning time frame and the necessity to provide cyclist

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safety and test the bike lane in the first year of installation precludes using a more permanent, less-intrusive lane separator.

DDOT has already made strides to improve the physical appearance of the FlexPosts while maintaining the necessity for cyclist safety. This has been accomplished by opting to replace the existing yellow FlexPosts spaced at 6-foot intervals, as shown in this picture, with white FlexPosts spaced at 20-foot intervals, as shown in this photo simulation.

Going forward, DDOT has committed to working with staff to identify ways to further reduce the use of FlexPosts and/or identify alternatives that are of a high quality and less intrusive on the streetscape.

The proposed 15th Street bike lane is consistent with the bicycle facilities policies of the transportation element of the comprehensive plan. Moreover, the

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comprehensive plan cites marked growth and sustainable development as among the federal government's over-arching planning principles.

The proposed bike lane will help facilitate bike mobility in the nation's capital and provide federal employees with a safer means to bike to work and between various destinations throughout their workday.

Increasing bike facilities supports transportation mobility overall and is consistent with the federal elements' policies to reduce congestion and air pollution, and employ multimodal transportation strategies that promote a sustainable region and federal workplace.

With respect to Section 106 of the National Historic Preservation Act, NCPC is the lead federal agency of the project and has determined that the project will have no adverse affect on historic properties,

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provided that DDOT reevaluate the continued need for the FlexPosts 1 year after installation and continue consultation with relevant federal and District agencies on the future route and elements of the bike lane south of H Street NW.

Based on staff's analysis of the project, the Executive Director recommends that the Commission approve the preliminary and final site development plan for the 15th Street bike lane with the exception of the section south of H Street NW.

Commend DDOT for expanding the existing 15th Street bike lane into the central employment area, thereby increasing opportunities for federal employees to bike to work, thus supporting the transportation policies of the Comprehensive Plan for the National Capital.

Note that DDOT has committed to evaluate the safety and effectiveness of the FlexPosts over the next 12 months and to

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continue to consult the NCPC and CFA staff on alternatives to FlexPosts.

Furthermore, to note that DDOT will continue consultation with NCPC, the Secret Service, NPS, and CFA to resolve the outstanding issues for the section of the bike lane south of H Street NW.

Finally, to note that NCPC's determination that the proposed 15th Street bike lane will have no adverse affect on historic properties is limited to the portion of the bike lane north of H Street NW, and provided that DDOT reevaluate the need for FlexPosts 1 year after installation, and further provided that DDOT continue consultation with relevant agencies.

That concludes my presentation.
I'm available to answer any questions.

CHAIRMAN BRYANT: Thank you very much.

Let's have some succinct discussion among Commission members.

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There is one public comment speaker, as well.

Any discussion before we have the public comment?

COMMISSIONER MAY: No. I just want to underscore the importance of further coordination on the portion of the cycle track south of H Street.

The Park Service has some very significant concerns about mixing pedestrian and bicycle traffic in that particular environment on Pennsylvania Avenue and Madison, as well.

And then of course, coming down 15th Street in the vicinity of E Street, there are also complications that we see with regard to the way pedestrians move and what protections may be necessary to make sure that we have safe pedestrian crossings and bicycle crossings.

So I just wanted to underscore that. Thanks.

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CHAIRMAN BRYANT: Let's go to public comment. We have with us Ms. Jo-Ann Neuhaus.

Welcome back. As you're speaking for yourself, you have 3 minutes.

MS. NEUHAUS: Thanks. I'll be briefer than that.

As I mentioned before, I work for the Pennsylvania Avenue Development Corporation.

I love bicycles despite the fact that I won't ride one because I was hit when I was on my Vespa. So I won't get near an open vehicle where I'm the sole driver on a public street in any city, unless it's totally protected like Yon Gale has shown many of us here is done up in Denmark.

However, I am appalled. I made a suggestion before Fine Arts and I'm going to suggest it to you, too, that this is not what Pennsylvania Avenue looked like when PADC ended its work in 1996.

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It did not have all these white stripes. It had a wider granite strip bordering the crosswalk. It did not have white strips bordering the granite strips, which you don't see on F and 9th Street where there is also pavement that is brick-colored and a granite strip.

It didn't have arrows for every single lane telling you which way a car could go. I'm not talking about a turning lane. I'm talking about a straight lane.

You are the people who are supposed to oversee and make sure that Pennsylvania Avenue stays the monumental street that also invites people to dine at cafes and activates it. It's a hard charge and I realize that. But I don't know that you saw the final plans of how it was striped.

I'm asking, on 15th Street please make sure you see the final plans of what's done so that you don't get something -- even

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though it's temporary; it will be redone at the inaugural, thank Heavens.

But it's not maintained the way it should be. We have pavement that's replaced that's brick-colored that's repaved with beige pavement because no one cares. Someone has to care. I care but I'm not in your place.

So all I'm asking is, when you do 15th Street please make sure that you go and you see what the final design of the treatment of the street will be.

I actually prefer these -- what do you call them, reflector strips? They're grey here. They sort of blend away. They're not yellow. They look much better than they do elsewhere in the District so I suggest thinking about that. They're not that bad down here. They're perhaps a little too close together.

But compared to all the white striping that was done at the intersections

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and on the roadway, it's not what it used to be. It certainly doesn't look like the street you want a new president or a president every 4 years -- same one, new one, whatever -- walking down or driving down.

Actually, he walks by right here usually, which is really great.

Thank you. That's it.

CHAIRMAN BRYANT: Thank you very much.

That ends the public comment period. We're turning to the Commission for further discussion.

COMMISSIONER MAY: Yes. I just want to state my agreement that the final product on Pennsylvania Avenue really does not look good. We need to be able to do better than that. I'm not sure exactly what went wrong in that process.

Fifteenth Street, I think, is going to be a slightly different circumstance given its position and so on. But

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Pennsylvania Avenue just looks awful.

I use it, I bike on it. And it's safer and better and all that. But the final version isn't even as good as the version that got ripped out to put in the final version, which I think we did see.

Thanks.

CHAIRMAN BRYANT: Thank you.

Is there a motion on the EDR?

COMMISSIONER AMES: So moved, Mr. Chairman.

CHAIRMAN BRYANT: It's been moved.

Is there a second?

The EDR does not die for lack of a second.

COMMISSIONER MAY: Second.

CHAIRMAN BRYANT: It's been properly moved and seconded.

Discussion?

COMMISSIONER MILLER: I wanted to agree with Jo-Ann that the white FlexPosts do look better.

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I think the striping is because of the lanes having to have changed because of the bikes. I think the arrows are necessary.

I also bike and drive on Pennsylvania Avenue. Driving the first time, I would not have known where to go if those arrows weren't there. I would have gone right into the bike lane.

So I think at least for the time being while people get used to bicycles in the middle of the avenue, I think the striping is actually necessary for safety purposes.

I agree with Jo-Ann on so many things. I don't want to disagree with her publicly. But I don't think it looks all that bad, to tell you the truth.

We can talk further off-line.

CHAIRMAN BRYANT: The public comment period is closed. We need to --

MS. NEUHAUS: I'm sorry. I was

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just going to say about the paving pattern.
Okay.

COMMISSIONER TREGONING: I also just wanted to make the comment that I think no one loves FlexPosts. We don't think they make a wonderful contribution to the city and we want them to proliferate everywhere.

I think that as we transition to a city that really does encourage all modes of transportation on our roadways, that we share those roadways among different modes, that we're trying to have bicyclists get accustomed to cars and vice versa, pedestrians to look out for bikes and bikes to look out for peds.

We don't think this is a permanent state of affairs. But until we get to the place where people are looking out for these other types of vehicles, we need to do some things to alert them that circumstances are changing and that they might be more likely to encounter, say, bicycles on the street

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where they weren't used to seeing them before.

So I think the city plans very much from a safety perspective, and just to understand how these lanes are working to do a lot of analysis of safety and changes in mode of travel. We'll be happy to let you know how that's going.

But I just wanted to make it clear that the FlexPosts are really about this temporary condition until we are Portland, when people are accustomed to seeing other types of vehicles on the road and happily accommodate them as opposed to it being more warlike, which it is right now.

COMMISSIONER PROVANCHA: One quick observation about permanent versus temporary.

As long as we have no new bicyclists that rely on the signage, as long as we have no new drivers therefore no visitors, no tourists to Washington, the permanent versus temporary nature of these items will persist.

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CHAIRMAN BRYANT: It's been moved
and seconded.

We've had good discussion.

All in favor of the EDR, say aye?

ALL: Aye.

CHAIRMAN BRYANT: Opposed, no?

The ayes have it.

[INSERT - 15th Street NW Bike Lane]

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6E. NATIONAL MALL AND MEMORIAL**PARKS HEADQUARTERS**

CHAIRMAN BRYANT: Item 6E on the agenda is the installation of a temporary modular office trailer at the National Mall and Memorial Parks Headquarters in East Potomac Park. We have Mr. Hinkle here.

MR. HINKLE: Thank you, Mr. Chairman.

The National Park Service has requested concept design approval for the installation of a temporary modular office trailer for the National Mall and Memorial Parks Headquarters.

The Parks Headquarters is located on Ohio Drive in the northeastern portion of East Potomac Park. The site is adjacent to the Washington Channel and is in between 14th Street and the Southwest Freeway, as identified in red right here.

Currently the headquarters consists of a parking lot and two structures;

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a modular office facility and the historic Army Corps of Engineers building. These existing facilities are at maximum capacity and do not have the space required for additional staff.

The proposed 128-foot by 32-foot modular office will be located between the Engineers building and Ohio Drive.

No additional parking is proposed at the site.

For landscaping, the project will remove an unhealthy cottonwood tree and plant one new pecan tree. Then to help screen the facility, dragon lady hollies will be planted near the fence line and cherry laurels will be planted on the north end of the facility.

You can see that right here.

The new facility will include a large conference room, a break room, offices, support areas, a reception area, and two restrooms. The exterior will be similar to that of the existing modular office facility.

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Just to show you some illustrations, this first one is from Ohio Drive. You can see at the top the existing condition, and at the bottom the proposed condition with the trailer and the plantings.

This next view is from the existing parking lot. Once again, existing conditions on top and at the bottom you see the proposal with the landscaping.

This third view is from across the Washington Channel, existing condition on the top. On the bottom, the trailer hidden behind the Engineers building.

I want to point out that this view is taken from a deck at the marina. If you actually back up a little bit and view it from the sidewalk, the site is actually very difficult to see from across the channel.

In staff's analysis the concept design for the office trailer is consistent with the existing uses and structures within the Parks Headquarters site, and is

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consistent with the Parks Headquarters' use for the site, identified within the Development Concept Plan for East Potomac Park.

The site is also outside the Draft National Mall Plan area and does not conflict with the plan's recommendations.

As recommended within the Monumental Corps Framework Plan, the site is near an area identified for potential in-fill development and expanded marina activities, as well as significant infrastructure improvements including a new Metrorail station and a highway tunnel. But since these are major long-term projects, the temporary facility will not conflict with these proposals.

In addition, the Park Service has begun a master planning process to potentially relocate or consolidate many of its support facilities within the central area, including the National Mall and

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Memorial Parks Headquarters.

At the time of final review for this project, staff anticipates recommending to the Commission that approval of the installation of the trailer not exceed 4 years. This 4-year period will allow time for the Park Service to plan and work towards the design and construction of permanent facilities for the Parks Headquarters.

The 4-year period would also coincide with the approval given by CFA for this project in July.

In regards to NEPA, the Park Service has determined that the proposed trailer qualifies as a categorical exclusion.

For Section 106 review the Park Service consulted with the District SHPO on the best location for the trailer in relation to viewsheds and landscaping.

The SHPO then concurred with the Park Service's determination of no adverse effect, provided that the trailer is removed

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once a permanent headquarters is constructed.

The public comment period for Section 106 ended on August 30. Staff will review any comments received as well as the public testimony today in order to complete our NEPA and Section 106 obligations in advance of the Commission's final review of the project.

To conclude, the Executive Director recommends that the Commission comment favorably on the concept design for the installation of the modular office trailer at the Parks Headquarters, and note that the placement of the trailer will be temporary.

Thank you, Mr. Chairman.

CHAIRMAN BRYANT: Are there any questions for Mr. Hinkle before we go straight to public comment?

COMMISSIONER PROVANCHA: A couple of minor ones, sir.

Adequacy of electrical power, fuel

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storage, sewage, so forth; those have all been considered?

MR. HINKLE: My understanding is that they will be connected to the existing facilities.

COMMISSIONER PROVANCHA: Those are all assumed to be adequate? No additional parking is required --

MR. HINKLE: That's correct.

COMMISSIONER PROVANCHA: for these 15 folks? Is that an indirect admission that parking was oversized from the outset, that there was additional capacity?

COMMISSIONER MAY: There is capacity for parking for staff along Ohio Drive.

COMMISSIONER PROVANCHA: The 15 additional would keep within the prescribed ratios? Two hundred and seventy-three square feet per person seems generous. Just a comment.

Final comment is, 4 years is

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adequate for the purpose for which the addition is proposed; what are the projects or activities that would drive only a short 4-year duration? We won't continue to see this in 5, 6, or 7 years?

It never happens in DOT.

COMMISSIONER MAY: I think the 4 years is driven largely by the fact that that's what the Commission of Fine Arts had approved in their review.

I think that we would have liked a little bit more for a temporary approval since we have to go through a process that takes several years to get the planning done, and then the design work done and so on, to construct a building.

It's going to be difficult to get that done within 4 years. So it's entirely possible we'll be back asking for an extension before this is out. But the planning process has started and we're committed to getting it completed.

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COMMISSIONER PROVANCHA:

Compliments to Mr. Hinkle and the staff on the analysis.

MR. HINKLE: Thank you.

CHAIRMAN BRYANT: Let's go straight to public comment period. We have one person, Dr. Judy Scott Feldman, representing the National Coalition to Save Our Mall.

Welcome, Dr. Feldman. You have 5 minutes.

DR. FELDMAN: Good afternoon, Chairman Bryant and Commissioners. I'm Judy Scott Feldman, Chair of the National Coalition to Save Our Mall.

I want to thank the Chairman for responding to our request to have this project moved from a delegated item, where there would be no public presentation and no opportunity for public testimony, to an action item.

I wish there were more people

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signed up. But I'm afraid that people probably feel that there's not a whole lot of opportunity to change what seems to be moving forward.

We have not received a reply from the Park Service to our 5-page letter, which I hope all of the Commissioners have seen because we spent a lot of time reviewing history and five or six major issues, asking that this not be decided by the Park Service to be a categorical exclusion.

But instead to open the public consultation, NEPA, and 106 so that the city residents and others could comment on this building.

Among the comments we pointed out is that temporary buildings from the Park Service tend to be long-term. The 1970's temporary buildings are still in place. You recently permitted one of them, the stables, to become a permanent facility by approving the water treatment facility for the

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Reflecting Pool. So it's something that we should keep in mind.

The plans are not consistent with the future plans for NCPC's Framework Plan and for DC Center's City Agenda Plan. So the whole question of short-term/long-term, whether it's consistent with the planning of other entities; since this is the planning agency, we hope that you take this very seriously.

There will be need for parking. Generally, the way this happens is you come back a few years later and say, "We didn't expect it but we'll need parking."

I've been to many meetings over there and the parking lot is often jam-packed. And that's with the existing building.

I find it hard to believe that we're going to be able to put in major office space as well as meeting space and not have a severe parking problem with unsightly

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vehicles lined up and down Ohio Drive.

This is not a construction trailer. It is a 4,000 square foot building.

My house I look at and I think it's big. This is twice the size of my suburban Rockville house. It is a substantial building.

Now, when you see it with trees maybe it doesn't look like it's visible. But it will be visible and it'll be visible from a number of angles.

Our concern is that this is a very delicate, very visible, very important part of the near-Mall area and Southwest Waterfront. We wish that you will put more effort into evaluating what will probably be here for a long time.

The EDR accepts the Park Service statement that it's temporary and accepts that the Park Service is doing a new plan.

This is the first time we've heard about a plan for office space even though we

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have intimately been following and involved with the 4 years worth of National Mall Plan, which dealt with not just Mall issues but with National Mall and Mall Memorial Parks issues. But it never came up. So again, we're concerned.

The Coalition would ask the NCPC to say no at this time and tell the Park Service to look at alternatives, and to look at them with citizen input. There could be alternatives in terms of size, design, and location.

For the Park Service study, we would ask that you give a deadline of 9 months. That would give plenty of time for action to be taken on this new office space plan, for Congress to appropriate money, and for the Park Service to take all the temporary buildings and put them into a new space, maybe in a nearby federal building which is available.

And we would ask the NCPC to ask

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the Park Service to allow the Coalition access to the scope of services for this study so we can better understand what it is.

My final comments have to do with our concern. The National Coalition to Save Our Mall has been advocating for long-term visionary planning for many years. We've just finished with long-term planning for NCPC and the Park Service, but we didn't make any provision for this. Our concern is that this is not going to allow the visionary planning to move forward.

The history of temporary buildings, as we stated in our comment, is that they become permanent. And I have two little stories I want to say at the end.

In 2003 with the Commemorative Works Act, Congress asked -- I'll be very quick. Congress asked the Park Service to come up with a plan to remove temporary structures from the Mall.

In 2005, because they weren't

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removed the Senate had a hearing and asked the Park Service. At that time the Park Service said it already had been working on a plan for 3 years.

So again, I'm just giving you a little history so you understand that the promise often can mean 20 years in the future.

Secondly, John Parson said that when he came to the Park Service 30 years ago it was one-third office and two-thirds out taking care of the parks. Now it's two-thirds office and one-third taking care of the parks.

The question also is if we're going to spend money, and this is going to be considerable, shouldn't we weigh the priorities here maybe more towards the outside element as opposed to more office?

Thank you.

CHAIRMAN BRYANT: Thank you very much.

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That ends the public comment period. We return the discussion to the Commission.

Is there -- Mr. May?

COMMISSIONER MAY: I'll respond to one point and then ask the Deputy Superintendent to come up and address some of the issues that were just raised.

I just want to speak to the issue of the temporary nature of this. We do fully intend for this to be a temporary structure.

We are a government organization and we do not have a lot of money to be able to make the moves that we'd like to do in the most timely fashion. So there is a process that we have to go through.

We are going through that process and we fully intend to try to eliminate these buildings as quickly as we can. We don't like the fact that we have people housed in these temporary quarters. We'd like to move

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them off.

We have other projects that -- again, it just takes time sometimes. But another example is the Jefferson Memorial security, which is a temporary installation which we are working very aggressively to solve.

We're optimistic that we're heading for a solution for that one. It's going to take some time to get that one funded but we're heading for a good design solution.

We're also just starting to look at the Washington Monument temporary screening facility. It's another temporary one that we want to eliminate.

Sometimes these things are simply a necessary stopgap measure. We do want to build long-term, permanent structures. It simply takes time.

I'll ask the Deputy Superintendent to speak to address any further points.

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SUPERINTENDENT PILTZECKER: Good afternoon. I'm John Piltzecker. I'm the Superintendent of the National Mall and Memorial Parks.

As I said to the Commission of Fine Arts, it certainly wasn't my aspiration to present a double-wide to commissions. But we truly do have a lot of work to do. It is still two-thirds out in the field and one-third in the office, and in many cases more than two-thirds out in the field.

We are trying to not only provide the space that we need for project management staff, but operate more efficiently our permit and event management system and our tracking of recoverable costs with our maintenance team for those permitted activities.

One of the reasons this trailer is as big as it is, is because it does have a meeting space for people who are seeking to obtain permits for the National Mall.

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We are under-utilizing our spaces out on Ohio Drive right now because the employees tend to come into the parking lot.

We will certainly balance that with visitor parking and get more of the employees out on the street.

We looked a number of options for where to locate this. This was the least visually intrusive.

I'm sure most of you have not -- well, many of you if you bicycle or jog may have -- passed our headquarters. It is a gated compound that is principally screened. It's right next to the highway.

We recognize that all of that is - - and railroad tracks as well, which kind of are right next to the building and above it.

So it's very much a utilitarian space but we keep it nice.

I will conclude by saying we look at the best solution to get a lot of work done over the next 4 years.

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I'm happy to answer any questions that you have.

COMMISSIONER PROVANCHA: One quick question about the alleged condition of the diseased cottonwood. It's somewhat convenient that this one tree that's in the path of the footprint of this has now -- the demise of the cottonwood is premature, to paraphrase Lincoln?

I see motive and opportunity. I'm not making any allegations. But replacing one with 16 is commendable.

CHAIRMAN BRYANT: Mr. Hart?

COMMISSIONER HART: The site is currently occupied by two buildings; a historic building and then what's described as modular office facilities comprised of trailers.

When were those installed?

SUPERINTENDENT PILTZECKER: Steve?

I don't remember the year. It was before me.

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MR. LORENZETTI: I'm Steve Lorenzetti, Deputy Superintendent.

They were installed before I was there, also. But that was probably the middle 80s.

COMMISSIONER HART: Would you characterize them as temporary?

MR. LORENZETTI: They still have the wheels underneath them. We're hoping one day to pull them all away.

COMMISSIONER HART: Thank you very much. That answers my question.

CHAIRMAN BRYANT: Hearing no further comment, is there a motion on the EDR?

COMMISSIONER MAY: I would move the EDR.

CHAIRMAN BRYANT: It's been moved. Is there a second?

The EDR dies for lack of a second.

PARTICIPANT: I second the motion.

CHAIRMAN BRYANT: It's been moved

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and seconded.

Hearing no more comment, all in favor of the EDR, say aye?

PARTICIPANTS: Aye.

CHAIRMAN BRYANT: Opposed, no?

PARTICIPANTS: No.

CHAIRMAN BRYANT: All the ayes, raise your hand?

Five.

The no's, raise your hand?

Three. The Chair votes aye.

It's five to three, is that what it was?

COMMISSIONER MAY: Six.

CHAIRMAN BRYANT: Six to three.

It passes.

[INSERT - National Mall and Memorial Parks Headquarters]

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6F. JONES POINT PARK

CHAIRMAN BRYANT: The next item on the agenda is Jones Point Park. It's item 6F, park improvements. We have Ms. Kelly before us.

MS. KELLY: Good afternoon, Mr. Chairman and members of the Commission.

The National Park Service has submitted final site and building plans for park improvements to Jones Point Park in Alexandria, Virginia. The project is mitigation for the construction of the new Woodrow Wilson Bridge.

While NPS is the applicant and the landowner, the Virginia Department of Transportation is responsible for the construction of the park improvements due to the relationship to the bridge project.

Jones Point Park is a 65-acre park in southeast Alexandria at the convergence of Virginia, D.C., and Maryland. It is just south of historic Old Town Alexandria.

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The Woodrow Wilson Bridge, I-495, traverses the middle of the park separating it into north and south areas. The park is bounded by the Potomac River on the east, Huntington Creek on the south, Royal Street on the west, and residential areas on the north.

You can see here where generally the Mount Vernon trail traverses the site. You can also see the general character of the park; mostly wooded areas in the north, and an open lawn area and a wooded area in the south. In the northwest section of the park is a community garden.

Jones Point Park is the location of national and regional significant events and structures. On April 15, 1771, the first D.C. cornerstone was laid in Jones Point per George Washington's orders.

Also located within the park is the Jones Point Lighthouse. The lighthouse was built in 1855 and it was operational

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until 1926. It is the oldest surviving inland lighthouse in the United States, and its design is common for lighthouses along the Chesapeake Bay and its tributaries.

In 1980 the lighthouse and the D.C. cornerstone were listed on the National Register of Historic Places.

Also located on the site was the Virginia Shipbuilding Corporation. When World War I began the Virginia Shipbuilding Corporation shipyard was one of 111 yards constructed between 1917 and 1918 for the war effort.

President Woodrow Wilson attended the ceremony of the laying of the first keel for the first ship that you can see in the picture here, the Gunston Hall, and drove the first rivet.

The most recent event to affect Jones Point Park was the construction of the Woodrow Wilson Bridge, which the Commission approved at its August 2001 meeting.

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You can see here the old bridge and the beginning construction of the new bridge. Here you can see the old bridge which has now since been demolished, then the new bridge, and then Jones Point Park on each side.

Here are a few views of the existing conditions of the park. The top left side shows the open lawn area as would be seen from the lighthouse towards the bridge. The top right slide shows the path through the south vegetated area.

The bottom slides show the existing condition of where the old bridge used to be located. So you can see here, and then the old bridge was here. You can see the fence that now surrounds the current bridge, the existing condition of the Mount Vernon trail, and then the old parking lot that used to be for the old bridge.

Before you is the preliminary design for the park improvements approved by

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the Commission at its March 2001 meeting.

Please take note of the location of the fields and top lot, as these will change in the final design.

Also, please take note that access to the park and visitor parking was proposed below the bridge. However, after the events of September 11, 2001 the Transportation Security Administration performed an assessment and recommended the removal of all parking from below the bridge for security concerns. As a result, NPS needed to change the design of the project.

Before you is the submitted final design for the project. In the north area you will see the design has changed to create a new drive and parking lot outside the bridge area.

Also proposed is a new turnaround at Royal Street, located here. The turnaround is large enough to accommodate school bus turnaround for the St. Mary's

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school, which is here. The turnaround will also include a recycling center to be used by the public.

Here you can see the reconfigured design of the field and top lot. Due to the parking lot accommodation, the final design has one field in the north area. The top lot has moved to the other side of the field, farther away from the river to allow for greater safety.

The following elements of the north area are continuous from the preliminary design.

There will be a reconfigured community garden. The wooded area as well as the wetlands will be undisturbed during construction.

There will be a new passive recreation lawn in the shape of a ship. This is approximately the size of the ships that were built at Jones Point during World War I.

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And there will be a new boardwalk that runs the whole face of the river on the north area.

Moving down to underneath the bridge, you can see that the parking proposed in the preliminary design has now become secured parking, which will be allowed to be used during events when the vehicles are prescreened.

There will be a new comfort station as well as two new basketball courts.

There will also be a new fishing pier, and a canoe and kayak launch.

Now moving down to the south area, there will be a new playground. The event lawn now accommodates the field that was moved from the north area.

This is the location of the Jones Point Lighthouse and cornerstone. They will be restored, as well as the shipway and finishing pier of the Shipbuilding Corporation.

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This is the general location of the proposed Mt. Vernon trail.

The project proposal also included an extensive sign program. The program includes 17 interpretive signs, for which you can see two on the screen. One car entry sign, two pedestrian entry signs, one orientation sign, and one hub sign which is essentially three interpretive panels.

The interpretive signage discusses the historical timeline and significance of Jones Point Park, as well as cultural and natural elements of the park. Staff notes the high quality of the proposed interpretive signage both in extensive research that was conducted for the sign content and the appearance of the signs.

However, the signs with location maps submitted to NCPC show the preliminary design. We request that the Park Service ensure the signs include the final design prior to sign printing.

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Staff attended a community meeting that was held on July 13, 2010 for the proposed project. The meeting was hosted by the Virginia Department of Transportation and the National Park Service, and was inaugurated by Congressman Jim Moran.

Also in attendance were the Alexandria City Mayor and multiple city council members and city staff.

Three main issues were raised at the meeting. Construction staging, vegetation removal mainly regarding bamboo, and the proposed parking.

At the community meeting the Virginia Department of Transportation presented a construction staging plan that would close the park except for the community garden and a rerouted Mt. Vernon trail.

The community expressed concerns about not having access to the park during the construction period, roughly 16 months.

In response to the community's

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concerns, VDOT has submitted a revised construction staging plan, as you can see on the screen. The proposed staging plan will allow access to the playing field during the first stage of construction.

The community also expressed concerns about the removal of bamboo from the northwest section of the park adjacent to residential uses, which currently provides privacy screening and noise reduction.

You can see the bamboo here as you would see it from the residential uses.

NPS stated that the bamboo would be removed because it is an invasive species, and it will be replaced with native plantings intended to also provide screening and noise protection.

Before you is the landscape plan for this area of the park which includes many evergreens and dense shrubbery. A fence will also be constructed to separate the park and private property.

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The last concern expressed was the proposed parking. As stated earlier, the design now proposes to build a 110 parking space lot north of the bridge.

Parking under the bridge will be allowed for large events where vehicles will be prescreened prior to entering the lot to meet security concerns. This results in an area that will be voided of activity during a majority of the time.

Staff understands the need for the area under the bridge to be secure. However, we request NPS to evaluate alternative uses for the secured parking area below the bridge during times when the area is not being used for parking to enliven the space.

It is therefore the Executive Director's recommendation that the Commission approve the final site and building plans for the improvements to Jones Point Park in Alexandria, Virginia; and commends the National Park Service for a park design that

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will be a great asset to the adjacent neighborhood and the region, and for its high quality of the proposed interpretive signage both in content and design.

As well as, encourages the National Park Service to review the signage to ensure that it reflects the most current project information, and to evaluate alternative uses for the secured parking area under the bridge during times when the area is not being used for parking.

And notes that the Virginia Department of Transportation, the party responsible for the construction of the proposed project, has changed the construction phasing plan to allow access to portions of the park during construction in response to community concerns.

Mr. Chairman, that concludes my presentation.

CHAIRMAN BRYANT: Thank you, Ms. Kelly.

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Before we go to public comment, are there any questions specific to Ms. Kelly?

Mr. McGill?

COMMISSIONER MCGILL: I couldn't tell from your illustration of the plan whether the area with the traffic circle by the school is intended to be one of the primary entrances to the park.

MS. KELLY: Yes.

COMMISSIONER MCGILL: It is?

MS. KELLY: It's a car entry to the park.

COMMISSIONER MCGILL: So you're going to have a recycling center right by a car entry? That doesn't make any sense. Did the staff raise that issue?

MS. KELLY: No. It's located there now and it seems to work the way it does.

COMMISSIONER MCGILL: It might work as a recycling center but how does it

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work as a major entrance to the park, to a really classy, new, spiffy park? You go by a recycling center to get into it?

MS. KELLY: Well, the recycling center will be available at all times throughout the day.

COMMISSIONER MCGILL: Right.

MS. KELLY: And the park is not available at all times.

COMMISSIONER MAY: I would like the Superintendent for the park, Dottie Marshall, to come up. Maybe she can answer these questions for you.

MS. MARSHALL: Good afternoon.

Actually, the ceremonial entrance to the park is a little bit further down. And by putting the recycling center outside of the park, it has less impact in terms of how it's viewed in the park itself.

COMMISSIONER MCGILL: I don't understand how it's outside the park. It looks like it's inside the park to me.

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MS. MARSHALL: It's at the outer boundary of the park.

COMMISSIONER HART: Can you describe what the recycling center is?

MS. MARSHALL: It's basically an area where both visitors and the community can recycle glass and aluminum.

COMMISSIONER MCGILL: That sounds like a recycling center.

COMMISSIONER HART: Is it a series of large containers?

MS. MARSHALL: Yes, it is. It's containers.

COMMISSIONER MCGILL: Did you consider putting them in the parking lot?

MS. MARSHALL: I believe that that would have a greater visual impact on the other elements of the park, moving it into the parking lot.

It is something that's not permanent. If in fact your perception is correct, it's easily changed.

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COMMISSIONER MCGILL: Except that you're keeping them there because they're there already. So there's a community expectation they're going to stay there?

MS. MARSHALL: Yes, there is. And actually, moving them would require us to probably do additional compliance.

COMMISSIONER MCGILL: I assume you also have big, huge trucks coming up to empty them periodically?

MS. MARSHALL: I don't believe it's frequent. It's probably no more than once per week.

COMMISSIONER MCGILL: Thank you.

COMMISSIONER PROVANCHA: A couple of questions. Compliments to Ms. Kelly and the staff and compliments to the Park Service. Sixty-five acres, there's a lot packed in here. I'm very impressed on the land use and the planning.

A couple of quick questions. The lighthouse is going to be renovated in some

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way. Will it become accessible to tourists, the interior?

MS. MARSHALL: That's our intention at this moment.

COMMISSIONER PROVANCHA: Great. Excellent.

MS. MARSHALL: The funding is secured for the exterior renovation. We do have funding that is secured but not yet transferred to do the interior.

COMMISSIONER PROVANCHA: Excellent. This 155-year old lighthouse is structurally sound?

MS. MARSHALL: It will be.

COMMISSIONER PROVANCHA: Excellent. Okay. Park hours are not 24/7, is that correct?

MS. MARSHALL: That's correct. It's closed at dark.

COMMISSIONER PROVANCHA: Is it a staffed park, will there be rangers?

MS. MARSHALL: There will not be

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rangers assigned there. There will be rangers that rove through there.

COMMISSIONER PROVANCHA: Park security. I applaud the plan to move the parking except for secured parking out from underneath the bridge.

We've learned that after vehicle-born explosive devices, the next highest threat is backpack-born explosive devices. I don't know if you can carry enough on your backpack to damage the bridge, but you wouldn't have to take out the bridge to get the impact.

Thank you.

CHAIRMAN BRYANT: Hearing no other -- Mr. Hart?

COMMISSIONER HART: I've worked on this project so I'll recuse myself from the vote.

CHAIRMAN BRYANT: Okay.
Understood.

COMMISSIONER PROVANCHA: One other

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comment if I could, sir?

In a gesture perhaps to a sister agency, removal of bamboo could perhaps be shared with the Smithsonian to feed the pandas at the zoo.

MS. MARSHALL: I can respond to that. It's not the correct kind of bamboo, I guess.

COMMISSIONER PROVANCHA: Kudos to your analysis.

CHAIRMAN BRYANT: Hearing no further discussion, is there a motion on the EDR?

I'm sorry. We do have a speaker.

Pardon me. We have with us today Mr. Absalom Jordan who is here speaking. He's representing the Advisory Neighborhood Commission 8D.

As such, you will have 5 minutes to speak. Welcome, Mr. Jordan.

MR. JORDAN: Thank you, Mr. Chair. There are a couple of things I want to note.

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I would say that Ms. Kelly has given the EDR. But there's an assumption in that EDR that's not correct. She says that the park is located in the southeast corner of Alexandria.

I would note, sir, that the original Wilson Bridge that was built was controlled by the District Department of Transportation. Because at that point in time there was a recognition that Jones Point was in the District of Columbia.

The funds for the project are being provided by the highway authority to mitigate the damage caused by the building of the new Woodrow Wilson Bridge.

The previous bridge opening and closing was controlled by the District of Columbia's Department of Transportation because of the recognition that Jones Point was in the District of Columbia.

The District of Columbia's boundary is the portion of the territory of

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the United States ceded by the state of Maryland for the permanent seat of government of the United States, including the Potomac River and its courses through the District and Arlington therein.

That means the District of Columbia's boundary is the 1791 mean high-water mark. The boundary of the Potomac River, again, is the 1791 mean high-water mark.

ANC-8D's boundary is included in the portion of the District which includes the portion of the Potomac which extends to the 1791 mean high-water mark on the Potomac River.

While Jones Point is under the control of the Park Service, as our other lands are along the Virginia shore which creates a boundary zone, the site is still within the District of Columbia.

ANC-8D has concerns regarding the planning process. Ms. Kelly noted that there

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was a community meeting. No notice was ever given to residents of the District of Columbia, and specifically Advisory Neighborhood Commission 8D.

I don't know how we could be excluded as a member of the community given the fact that the map shows the District cornerstone. Anything northwest of that cornerstone would lie in the District of Columbia, as defined by the 1791 mean high-water mark.

So there's some questions that we have to raise. Who issues permits for the use of the park located within the District of Columbia? Those parts that are located in the District, the District Department of Recreation issues permits for most of them.

Who will have the control of the community gardens?

To fish from the piers -- there are several piers that are indicated for fishing purposes -- what jurisdiction's

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fishing permits will be required?

There has been no citizen input from residents of the District of Columbia and we have these concerns.

We would ask the Commission to delay approval of this project until the Park Service can show that the park has made a determination that Jones Point lies within the boundaries of Virginia and Alexandria.

That is, they can prove that it lies within the boundaries of Virginia and Alexandria and that they would provide us with evidence and proof to support where the 1791 mean high-water mark lies.

And they would indicate by that 1791 mean high-water mark what portion of the park is in Virginia and what portion of the park is in the District of Columbia.

That is our concern. It is a jurisdictional one.

As I say, I am a representative of the Commission which its boundaries extend

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into Jones Point.

CHAIRMAN BRYANT: Thank you, Mr. Jordan.

Mr. May?

COMMISSIONER MAY: We have researched this matter. The discussion of where the boundary is between Virginia and the District in this area was a matter of some concern several decades ago.

The Congress took action in 1945 with Public Law 208 to establish that the boundary between the District and Virginia in this vicinity would follow the pierhead line, and establish the pierhead line outside the boundaries of the park.

In other words, if you look at a map of that -- I have a map of it. I'm not sure what the title of it is. It's an NCPC map, actually, which shows that demarcation.

Again, that was adopted by the Congress in October 1945 and by the state of Virginia in 1946.

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It is incorporated into the D.C. code, as well, that whenever the location of the pierhead line along the Alexandria waterfront is altered, then the boundary shall follow the new location of the pierhead line.

The pierhead line is in the water.

MR. JORDAN: Yes. The pierhead line starts --

COMMISSIONER MAY: Sir, I'm not sure that this is a debate. I'm just responding to the question.

MR. JORDAN: If I could respond to the --

CHAIRMAN BRYANT: The public comment section is over. Thank you very much.

MR. JORDAN: I would just say the pierhead line is in the river where the pier is set. It doesn't extend south to Jones Point. It extends north up to 7th Street.

CHAIRMAN BRYANT: I believe, sir,

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that that was established clearly by the Congress when they took action in the 40s.

COMMISSIONER MAY: I would also mention that with regard to D.C. field permitting, that's by virtue of an MOU between the District and the National Park Service that establishes that practice. It does not apply to all fields within the District. That's just a minor point.

CHAIRMAN BRYANT: Other questions or comments?

COMMISSIONER MILLER: Yes. Mr. Jordan, I just wanted to ask one quick question, but then if you could just keep your response short.

Apart from the jurisdictional issue, did you have a chance to look at the substance of the improvements and do you have any brief comment on the proposed improvements to the park?

MR. JORDAN: No. What I'm saying is we've never had any opportunity. This is

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a cursory check. We would have loved to have had an opportunity to explore these issues in the same manner that residents of Alexandria did.

It is our contention, again, and it's going to -- well, we could go through many things. But it's our contention that we deserved the right to do that, that the pierhead line does not come down to Jones Point.

COMMISSIONER MILLER: Thank you.

Can I ask one more?

CHAIRMAN BRYANT: Please.

COMMISSIONER MILLER: Mr. May, is there any harm in delaying for one month this item so that you could have some communication? Not on the jurisdictional issue which I think you've clearly stated.

COMMISSIONER MAY: Ms. Marshall can speak to the implications for the schedule.

MS. MARSHALL: The schedule for

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this is very critical to the community. If we were to delay a month, we would have to delay a year.

There are other pending problems with the Wilson Bridge and this is the last remaining cog of that development project. And Potomac Crossing, the firm that was founded basically to oversee the Wilson Bridge project, is quickly expiring.

So as I said, because we're the last cog in this entire project, if we miss the construction window starting in October, likely we would have to wait until the following year to do construction.

COMMISSIONER MILLER: Thank you. I would just ask that as future planning goes on, if you can maybe have some outreach to the adjacent community in the District?

MS. MARSHALL: I would say that, both with the Wilson Bridge as well as with the specific EA for Jones Point Park, there was public notice that was not specific to

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Virginia or Alexandria residents.

The public notice went to the Metropolitan Washington Area. So there was an opportunity for all residents of the national capital area to comment.

COMMISSIONER AMES: I make a motion that we approve the EDR.

COMMISSIONER MAY: Second.

CHAIRMAN BRYANT: It's been moved and seconded that we approve the EDR.

Is there any more discussion?

COMMISSIONER MCGILL: Mr. Chairman, I just want to say that despite my distaste for the location of the recycling center, I'm going to vote for this motion.

CHAIRMAN BRYANT: Understood.

Any other comments?

Hearing none, all in favor, say aye?

ALL: Aye.

CHAIRMAN BRYANT: All opposed, no?

There's one abstention, Mr. Hart.

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[INSERT - Jones Point Park]

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**6G. FEDERAL CAPITAL IMPROVEMENTS PROGRAM FOR
THE NATIONAL CAPITAL REGION**

CHAIRMAN BRYANT: The last item on the agenda is item 6G. It's the Federal Capital Improvements Program for the National Capital Region for the 6-year plan, fiscal years 2011-2016.

Mr. Wood, welcome.

MR. WOOD: Thank you, Mr. Chairman. Good afternoon, Mr. Chairman and members of the Commission.

NCPC is required under the Planning Act to annually submit a Capital Improvements Program for federal projects in the National Capital Region.

Today we are requesting your adoption of the proposed Federal Capital Improvements Program for Fiscal Years 2011 through 2016, which the Commission released for review and comment at your July 1, 2010 meeting.

I would like to present a brief

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overview of the FCIP process during the past year.

The FCIP process began January 2010 with a request for projects from federal agencies in the region. The identified list of projects was then presented to the Commission this past July.

The proposed program was provided to the public for a 45-day public comment period. Additional projects which we received from agencies performing budget adjustments were reviewed by NCPC staff during this period.

Today we present to you the proposed FCIP with updates and public comment for adoption and delivery to the Office of Management and Budget.

Since the release of the proposed program in July, the following changes have been made to the FCIP. Agencies have added and removed projects, described in more detail in the EDR, and several agencies have

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provided updated project cost information.

The Department of Agriculture/Beltsville Agricultural Research Center submitted one new project, the Building 306 renovation, and updated project cost estimates totaling \$332.4 million.

The Department of the Air Force updated cost estimates for previous projects now totaling \$350.2 million.

The Department of the Army/Arlington National Cemetery deleted one project and updated cost estimates for previously submitted projects that total \$47.9 million.

The Smithsonian Institution provided project updated cost estimates now totaling \$828.5 million for the previously submitted projects.

The Department of Transportation/Federal Highway Administration updated funding requests to \$164.9 million.

The FCIP for 2011 through 2016

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contains 182 total projects; 146 of the projects were submitted by agencies. NCPC has submitted 36 projects for future programming.

The estimated total cost of the agency-submitted projects is \$8.6 billion, which is down 19 percent from last year's total of \$10.3 billion.

The FCIP also identifies privately funded projects, such as those located at the Armed Forces Retirement Home, or various proposed monuments and memorials throughout the region.

The proposed FCIP also includes several updated appendices, noted on the slide here. Those include project recommendations, the status of federal construction, and the public comments.

Projects from 14 agencies are included in this FCIP. The largest total request for capital projects in the region continues to be GSA with \$3.2 billion for 39

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projects.

This total is followed by the Department of the Army with 20 projects totaling \$1.2 billion in capital cost.

The geographic distribution of the FCIP projects by number throughout the region are shown on this map.

The largest concentration of projects still remains within the District, with 70 projects totaling \$4.1 billion.

This year there are five notable issues which have shaped a number of projects and the estimated cost of projects submitted to the FCIP.

These are the EHR Stimulus Bill, the Base Realignment and Closure Act, the Department of Homeland Security's consolidation at St. Elizabeths, the completion of the CapitalSpace plan which was adopted in April of this year by the Commission, and the Monumental Core Framework Plan which was adopted last year by the

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Commission.

The Stimulus Bill funded many projects with a significant input in the federal region. The impact of these funds continues to change the scope of the FCIP.

Some of the FCIP projects which are affected by this bill were accelerated, while others have been fully funded. And some other capital projects which were not in prior FCIPs were funded completely through the EHR Stimulus Bill in FY 2009.

The Base Realignment and Closure Act of 2005 (BRAC) implementation continues to influence the FCIP, as well. Many projects are now under way at several military installations around the region.

The Army's Fort Belvoir continues to have the most capital projects, with 14 that are BRAC-related. These projects total \$1.6 billion.

However, the Army's overall funding request continues to decline this

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year by nearly 40 percent, or \$793 million, as many of the BRAC projects reach completion.

The capital improvement cost request for the Navy has declined as well this year. This is primarily due to projects that are funded in FY 2009 and 2010 related to BRAC.

While the Department of the Air Force has resulted in an increase in their FCIP request, primarily due to one project.

Most of the BRAC-related projects are categorized as requiring additional planning coordination because they are not included in approved master plans or have outstanding planning-related issues, many of those related to transportation.

GSA submitted five projects related to the Department of Homeland Security's headquarters consolidation to the FCIP. These projects totaled nearly \$1.2 billion, representing 14 percent of the total

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FCIP program.

Two projects comprised the majority of consolidation activities that are listed as recommended and strongly endorsed.

The remaining three projects, one new to this year's program, related to that consolidation are listed as requiring additional planning coordination.

As part of the master plan approval process, the Commission made approval contingent upon securing approvals to construct a west access road through the National Park Service managed property and developing a plan for the portion of the East Campus which DHS will use.

Work is in progress on these two projects but is not yet complete.

COMMISSIONER MCGILL: Excuse me.
That should be Malcom X Avenue.

MR. WOOD: Is it Malcom X?

COMMISSIONER MCGILL: Yes.

MR. WOOD: Okay. Thank you.

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We anticipate that as work moves forward on these projects they will move to the recommended and strongly endorsed category.

The CapitalSpace plan, which was adopted by NCPC, has added five projects to the FCIP this year. All five of the projects are recommended for future programming to meet the goals and objectives of the adopted plan.

Also, the Monumental Corps Framework Plan from last year has added twelve projects to the program last year but they're still affecting what's there now.

NCPC develops recommendations for all of the FCIP projects. These recommendations are based on the agencies' plans, policies, and initiatives.

Of the 146 projects submitted by the agencies, 31 are recommended and strongly endorsed, 83 are recommended, and 32 are projects requiring additional planning

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coordination.

Of the 23 new projects submitted by agencies to this year's program, all of those are listed as recommended.

Of the NCPC-submitted projects, half or 18 are recommended and strongly endorsed. The remainder are recommended for future programming.

Comments on the program this year were received from five local jurisdictions.

Arlington County, Virginia supports the FCIP projects in the county and requests coordination review of issues associated with projects related to or found within the county.

The city of Bowie, Maryland opposes the Commission-submitted project for Freight Railroad Realignment NEPA Studies.

Fairfax County, Virginia supports all of the NCPC projects, submitting transportation projects for the region and the regional park system project. The county

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expresses continued concerns for the impact of projects at Fort Belvoir and the need for adequate funding associated with transportation improvements and completion of the updated environmental and master plans.

The city of Greenbelt, Maryland supports all federal agency projects in or bordering the city. The city requests clarification on the project scope for the GSA-submitted Southern Maryland Courthouse Annex.

All of the comment letters that are received from local jurisdictions in the FCIP are included and noted as appropriate by calling out in the comments section for the referenced projects. The comments are also forwarded to the appropriate federal agencies for review and reply.

With that, I conclude my presentation with the Executive Director's recommendation that the Commission adopts the Federal Capital Improvements Program for the

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National Capital Region for Fiscal Years 2011 through 2016, and directs staff to provide the adopted document to the Office of Management and Budget, and to regional jurisdictions and interested parties.

That concludes my presentation.

I'll be happy to answer any questions.

[INSERT - Federal Capital Improvements Program For the National Capital Region.]

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CHAIRMAN BRYANT: Thank you, Mr. Wood.

Are there questions to Mr. Wood or the FCIP?

Mr. McGill?

COMMISSIONER MCGILL: I'm just curious if NCPC has ever evaluated one of its own recommended projects as recommended instead of recommended and strongly endorsed?

MR. WOOD: I could check on that on past documents. But I think we go from one category to the other.

COMMISSIONER MCGILL: Because I note that in the other agency proposals you have 31 that are strongly recommended and 83 are just recommended.

So under that circumstance, NCPC probably should have six that are recommended and strongly endorsed and 12 that are just recommended, being objective and fair.

COMMISSIONER AMES: Who said life was fair?

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CHAIRMAN BRYANT: Mr. Provancha, you had something?

COMMISSIONER PROVANCHA: A couple of comments. I'll start, of course, with compliments to Mr. Wood on the quality of the presentation.

Considering the 5 percent budget reductions, is 36 projects for the staff to take on -- projects, studies, and plans -- is that achievable, is that realistic?

MR. ACOSTA: Well, these are --

COMMISSIONER PROVANCHA: I know many of them are ongoing.

MR. ACOSTA: -- ongoing.

COMMISSIONER PROVANCHA: And some of them are new starts.

MR. ACOSTA: Also, some of these are recommended for future programming and these may be done by other agencies. So it runs the gamut in terms of how these things are implemented.

COMMISSIONER PROVANCHA: Okay.

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Just to summarize -- we looked at DOD in three parts. Just to roll the numbers up, it's 43 projects, \$2.2 billion.

Second only to GSA and our respect to GSA. Respect, respect. Number two in trying harder.

DOD folks represent 187,000 people in the NCR, more than 1,600 facilities, more than 42 million square feet, almost 11 million acres. So a sizeable presence.

Again, our commitment to be good neighbors.

MR. WOOD: Thank you.

COMMISSIONER PROVANCHA: Thank you.

CHAIRMAN BRYANT: Is there a motion on the EDR?

COMMISSIONER MCGILL: So moved.

PARTICIPANT: Seconded.

CHAIRMAN BRYANT: It's been moved and seconded.

All in favor, say aye?

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ALL: Aye.

CHAIRMAN BRYANT: Opposed, no?

The ayes have it.

CHAIRMAN BRYANT: Anything else to
come before the Commission?

Hearing none, we are adjourned.

(Whereupon, at 4:38 p.m. the
meeting was adjourned.)

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