

NATIONAL CAPITAL PLANNING COMMISSION

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COMMISSION MEETING

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OPEN SESSION

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THURSDAY,  
OCTOBER 7, 2010

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The meeting convened in Room 5115, Suite 500, 401 9th Street, N.W., Washington, D.C. 20004, at 12:30 p.m., L. Preston Bryant, Jr., Chairman, presiding.

NATIONAL CAPITAL PLANNING COMMISSION MEMBERS  
PRESENT:

L. PRESTON BRYANT, JR., Chairman  
HERBERT F. AMES, Presidential Appointee

ARRINGTON DIXON, Mayoral Appointee  
ELYSE GREENWALD, Committee on Homeland  
Security and Governmental Affairs,  
U.S. Senate

JOHN M. HART, Presidential Appointee  
PETER MAY, Department of Interior  
WILLIAM MILES, Committee on Government

Oversight and Reform,  
U.S. House of Representatives  
ROBERT E. MILLER, Council of the District  
Of Columbia  
ROBERT PECK, General Services  
Administration  
BRADLEY PROVANCHA, Department of Defense

GEORGE "TY" SIMPSON, Mayoral Appointee  
JENNIFER STEINGASSER, Office of the Mayor of  
the District of Columbia

NCPC STAFF PRESENT:

MARCEL C. ACOSTA, Executive Director

ANNE SCHUYLER, General Counsel

DEBORAH B. YOUNG, Secretariat

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

2 12:34 p.m.

3 CHAIRMAN BRYANT: Welcome to the  
4 National Capital Planning Commission's October  
5 7, 2010 meeting.

6 Would you all please stand and  
7 join me in the Pledge of Allegiance?

8 (PLEDGE OF ALLEGIANCE)

9 CHAIRMAN BRYANT: Thank you. We  
10 do have a quorum. So we will without  
11 objection proceed with the agenda that has  
12 been properly publicly advertised.

13 [INSERT - MEETING AGENDA]

14

1 REPORT OF THE CHAIRMAN

2 CHAIRMAN BRYANT: Agenda Item 1 is  
3 Report of the Chairman.

4 And I note we have Bob Peck with  
5 us today of the General Services  
6 Administration. And we'd like to welcome Bob.  
7 And he has his team here. And I'd like to  
8 turn it over to him for a moment to introduce  
9 his team.

10 MR. PECK: Mr. Chairman, thank you  
11 very much. I'm going to be a very brief and  
12 actually I have to leave for another  
13 appointment.

14 But we have a new team in the  
15 National Capital Region of the General  
16 Services Administration, and I wanted to  
17 introduce them.

18 And we have sitting here Julia  
19 Hudson who is the new Regional Administrator  
20 for the National Capital Region. She is an  
21 Administration Appointee, and she is  
22 distinguished in many ways, not the least of

1 which is a lot of service with our delegate  
2 Eleanor Holmes Norton.

3           Sitting to her right is Cathy  
4 Kronopolus -- Cathleen Kronopolus who is our  
5 new Regional Commissioner of the National  
6 Capital Region, a veteran of 13 years service  
7 in GSA in our Headquarters and two other  
8 regions in fact.

9           And finally, I want to note that  
10 we are changing our delegation's delegated  
11 members, and our new person that you will see  
12 most of the time here is Mina Wright who is  
13 sitting there, former Head of Design for the  
14 National Endowment for the Arts. And she'll  
15 be taking the seat.

16           And after I think two years of  
17 representing us and moving on to help us in  
18 all kinds of other things in the National  
19 Capital Region is Mike McGill who's  
20 represented GSA faithfully well, passionately.  
21 He came here when I first met him from San  
22 Francisco. So I know a little bit about urban

1 places that work. Came here with a passion  
2 for preservation and urban planning and he's  
3 done wonderful work for us. And I just wanted  
4 to recognize Mike too. Thank you.

5 (APPLAUSE.)

6 MR. PECK: Thank you, Mr.  
7 Chairman, I appreciate that courtesy of  
8 letting me speak.

9 CHAIRMAN BRYANT: Yes, sir.

10 Yes, please. Mr. Ames?

11 MR. AMES: First of all, welcome  
12 is right. Although I'm a short timer and I  
13 only have a couple months left, I've been here  
14 for six years, and I have to say this. Mike  
15 McGill has taught me more in that six-year  
16 period and this Commission about Washington,  
17 D.C. than I thought was possible. I have  
18 watched him. I've not always agreed with him,  
19 but most of the time I have. I've listened to  
20 him. I don't know what all you can say about  
21 Mike. He is one of the most interesting  
22 people I've ever met in my life. I'm not

1       trying to scare Ms. Wright, but I'm going to  
2       tell you, those are tough shoes to fill. I  
3       advise you to study up on Washington and the  
4       buildings around.

5                     But as I leave the Commission,  
6       Mike, I can only tell you that being here with  
7       you has made my service a lot easier. You've  
8       made me become better prepared to serve here.  
9       Because I knew when I came if I didn't study  
10      my packet, Mike had. And you better be on  
11      your Ps and Qs if Mike has studied his packet.

12                    But it's with a deep sense of  
13      gratitude that I thank the General Services  
14      Administration for having you here as long as  
15      they have. And for what you've not only done  
16      for me which has been a lot, but for this  
17      Commission it's a heartfelt thanks to you for  
18      everything, and for most of all for being my  
19      friend. And I appreciate that.

20                    Thank you.

21                    CHAIRMAN BRYANT: I think it goes  
22      without saying that what Mr. Ames has said

1 probably goes for everyone here. Mr. McGill  
2 has been a faithful servant on behalf of GSA  
3 to this Administration.

4 A number of us also have had the  
5 opportunity to work with Mina Wright on the  
6 10th Street Corridor Task Force. And she has  
7 brought a lot of insight and a lot of passion  
8 and a lot of design expertise. She's been a  
9 great contributor to that effort. And I know  
10 that she will fit in quite seamlessly here and  
11 will be a great contributor. So I look  
12 forward to Mina joining us here as well.

13 MR. DIXON: Mr. Chairman?

14 CHAIRMAN BRYANT: Yes?

15 MR. DIXON: I'd like to thank Mike  
16 and particularly for his sensitivity to folks  
17 east of the river. And I'm sure he'll have  
18 his fingerprint on the further work that's  
19 going on with Homeland Security.

20 I think I need to probably  
21 congratulate him because I can't believe that  
22 whatever they're doing with him is not a

1 promotion or it should be a promotion because  
2 he deserves it.

3 Thank you, Mike.

4 CHAIRMAN BRYANT: Mr. May?

5 MR. MAY: I'd also like to thank  
6 Mr. McGill. My time on this Commission has  
7 been relatively brief, but it's been a  
8 pleasure working with Mike and educational in  
9 many ways, sometimes venturing into history  
10 lessons that none of us expected, and I  
11 appreciate the depth of his knowledge.

12 And I don't expect quite the same  
13 thing from Ms. Wright but I've known her for  
14 many, many years. And I won't tell you how  
15 many because it's been a really long time.  
16 But I look forward to serving with her. I'm  
17 sure that she will do a fabulous job for GSA.

18 CHAIRMAN BRYANT: Thank you, Bob,  
19 very much.

20 Yes?

21 MR. PROVANCHA: One of the other  
22 things is we can say complimentary things

1 about Mr. McGill and he's not even dead yet.

2 (LAUGHTER.)

3 MR. PROVANCHA: If Ralph Newton  
4 was here, he would be much more eloquent and  
5 articulate than I am. But the best that I can  
6 say is it's been a privilege and a pleasure to  
7 serve with Mr. McGill. The Department of  
8 Defense and GSA interface on a myriad of  
9 issues in the NCR, and this is just one of  
10 those beneficial exchanges.

11 So we wish you all the best, fair  
12 winds and following seas as the Navy says.  
13 Thank you, sir.

14 CHAIRMAN BRYANT: Ms. Steingasser?

15 MS. STEINGASSER: We're moving  
16 down the line.

17 (LAUGHTER.)

18 MS. STEINGASSER: I'd also like to  
19 express the City's appreciation for Mr.  
20 McGill's contributions and his work here.  
21 It's been a pleasure.

22 MR. DIXON: Mr. Chairman, I'm

1       sorry. I want to copy and say that -- because  
2       I've known Bob for many years too and I'm glad  
3       to see he's here today.

4                But I know Ms. Wright's going to  
5       be great. But I don't know her very well, but  
6       I'm sure she'll carry out her commitment to  
7       the City.

8                But I'm also glad to see you have  
9       this young lady that you brought on -- Ms.  
10      Hudson -- that has been very much involved in  
11      the City. I think I know when she was born  
12      actually. I hate to say it.

13               (LAUGHTER.)

14               MR. DIXON: It's good to see she's  
15      on staff now. Her father and I were very  
16      close for many years.

17               MR. HART: As another relative  
18      newcomer, I'd like to thank you, Mike, for all  
19      of your advice and counsel as an architect and  
20      planner. It was like sitting in class with  
21      you presiding at a lot of the Commission  
22      business.

1                   So thank you very much. And best  
2 wishes in your new job.

3                   MR. SIMPSON: Mike, I've only been  
4 to two meetings. This is a very short --

5                   (LAUGHTER.)

6                   MR. SIMPSON: But I can assure you  
7 that sitting beside you, you made me take home  
8 homework. Every time I got to sit in the  
9 middle, I never thought I knew enough coming  
10 into a meeting.

11                   So I thank you for asking all the  
12 questions that I thought I needed to ask.

13                   MS. GREENWALD: Mike, I've also  
14 only been here a short time, but when I took  
15 over for Deborah Parkinson, she said ask Mike  
16 any question you may have because he'll  
17 certainly be able to help you. And I've  
18 followed her advice and I've listened to your  
19 advice as well. And so I appreciate all of  
20 that for the past year.

21                   MR. MILES: Well, I'd like to  
22 comment. I too am a short timer. I think

1 Congress is coming to an end so for Lisa and  
2 I it's been about two years.

3 And I just echo a lot of the  
4 comments already made, Mike. We certainly  
5 learned from you. You will be missed.

6 And anecdotally I think the first  
7 time I attempted to offer an amendment to a  
8 motion, it was Mike who actually walked me  
9 through it. So I certainly appreciate that.  
10 Thank you.

11 (LAUGHTER.)

12 CHAIRMAN BRYANT: Mr. Miller,  
13 you're last.

14 MR. MILLER: Glad I got here in  
15 time.

16 (LAUGHTER.)

17 MR. MILLER: So I didn't know that  
18 you were going, Mike. It's been a pleasure to  
19 work with you. Mike has always been a good  
20 person to have on your side because he has an  
21 incredibly cogent argument, and it's always  
22 very well thought out even when it has to be

1 quickly well thought out.

2 So I appreciated working with you  
3 and look forward to working with you in the  
4 future.

5 CHAIRMAN BRYANT: Thank you, Mike.

6 There's one other item I wanted to  
7 mention in the Report of the Chairman. And  
8 that is just an update on the 10th Street  
9 Corridor Task Force.

10 We did meet a couple days ago --  
11 last week, Thursday, September 30th. And the  
12 purpose of the meeting was threefold.

13 One was just a general receiving  
14 of an updated status of the project work that  
15 is ongoing. And we talked about a draft  
16 mission statement and goals and objectives and  
17 that was done.

18 And then we heard from the certain  
19 developers how they are envisioning their  
20 private sector work on the Southwest  
21 Waterfront.

22 The Task Force did agree to change

1 its name from the rather sterile 10th Street  
2 Corridor Task Force to that which better  
3 reflects the work that's going on and that  
4 which is being envisioned. That is the  
5 Southwest EcoDistrict. That met with  
6 unanimous approval. It certainly more closely  
7 reflects again the work of the Task Force,  
8 what they've been doing and what both the  
9 public and private sector are driving to do.

10 NCPC, GSA, the Commission of Fine  
11 Arts, Department of Agriculture and the D.C.  
12 Office of Planning are jointly funding the  
13 work of the Task Force as we carry out the  
14 plans where we re-imagine and re-envision the  
15 Southwest EcoDistrict. NCPC, GSA and the D.C.  
16 Office of Planning will each perform and  
17 manage various elements of the Task Force and  
18 its work.

19 We're using the Framework Plan as  
20 well as the Executive Order 13514 which is as  
21 you know Federal Leadership and Energy and  
22 Environmental Economic Performance.

1                   With that, with the help of staff  
2                   and the working group, we did draft a mission  
3                   statement of the goals and objectives. And  
4                   the mission statement is as follows:

5                   "Transform the 10th Street and Maryland Avenue  
6                   Corridors into vibrant, well-connected places  
7                   to work, visit, live and commemorate in a  
8                   manner that creates a national showcase of  
9                   sustainability and renovation of technology  
10                  and design."

11                  The staff put together the  
12                  proposed mission statement and it was slightly  
13                  edited by the Task Force members. But we do  
14                  think this captures in one sentence exactly  
15                  what we're all about.

16                  The goals are four: first, to  
17                  create a livable community workplace and  
18                  national cultural destination; second, to  
19                  create a national showcase of sustainability;  
20                  third, to ensure mobility to, from and within  
21                  the area for all modes of travel -- it will be  
22                  multi-modal area; and then fourth, create a

1 healthy urban ecosystem.

2 So at the direction of the Task  
3 Force members, staff in the next month or so  
4 will be making some slight modifications to a  
5 lot of this. We'll be working on it again,  
6 and we'll meet again in about six weeks.

7 As we said before, the Task Force  
8 also is trying to work hand and glove with the  
9 private sector in that area that themselves  
10 the property owners have a lot of plans. And  
11 so to capture and capitalize upon the  
12 synergies, we're all trying to work together.  
13 And as the public sector is trying to re-  
14 envision and re-imagine what that area can be  
15 and as the private sector is also investing a  
16 lot currently, everything is lining up nicely.  
17 So it certainly makes sense that we work very  
18 closely together.

19 We heard a briefing from Shawn  
20 Seaman. He's the project director of PN  
21 Hoffman and the master planner on their  
22 proposed plans for the Southwest Waterfront.

1 The staff provided an overview of the basis of  
2 the Framework Plan's recommendation for the  
3 10th Street Corridor concentrating on Banneker  
4 Park and the Overlook. We also spent a good  
5 deal of time discussing how from those vantage  
6 points with properties across the river might  
7 be impacted as well. And as you can imagine,  
8 the National Park Service is very much  
9 interested in that.

10 PN Hoffman and Mr. Seaman, they've  
11 requested to also come back before this full  
12 Commission at our November meeting. And so  
13 you will be able to see much more. They'll be  
14 much more developed by then. You will be able  
15 to see here what the Task Force saw just about  
16 a week ago.

17 So that ends the Chairman's  
18 Report.

19 Mr. Acosta, do you have anything  
20 additional on the Executive Director's report?

21 REPORT OF THE EXECUTIVE DIRECTOR

22 EXECUTIVE DIRECTOR ACOSTA: Yes.

1 Thank you, Mr. Chairman. I do have a few  
2 items.

3 First of all, I'd like to welcome  
4 Ms. Wright to the Commission. Also, on behalf  
5 of the staff thank Mr. McGill for his service  
6 to the Commission. He's always been a very  
7 supportive and very helpful in terms of our  
8 efforts of the Commission ranging from our  
9 work on the Monumental Core Framework Plan to  
10 the Capitol's Alliance. So thank you for your  
11 service to the Commission.

12 Just as a public announcement, in  
13 light of the President's Sustainability  
14 Executive Order's one-year anniversary, we're  
15 hosting a speakers' series event on October  
16 20th at 6:30 p.m. at NCPD with Michelle Moore,  
17 the federal Environmental Executive at CEQ and  
18 Stephen Leeds, Special Counselor to the  
19 Administrator at GSA. This event will  
20 highlight the federal government's progress  
21 over the last year in meeting the goals of the  
22 Executive Order. So we encourage the public

1 and the Commission to come to that session.

2 We have just one personnel

3 announcement to make. GSA architect Christina

4 Crosetto has joined our Urban Design and

5 Review Team for a two-month developmental

6 assignment in association with the graduate

7 school's Executive Potential Program.

8 Christina will be with the Commission for the

9 October and November meeting review cycle. So

10 welcome, Christina.

11 [INSERT - REPORT OF EXECUTIVE DIRECTOR]

1 EXECUTIVE DIRECTOR ACOSTA: And  
2 finally, I'd like to turn over the podium to  
3 Julia Koster for a few minutes who will brief  
4 you on the status of our Monumental Core  
5 flooding initiatives.

6 Julia?

7 MS. KOSTER: Thank you, Mr.  
8 Acosta. It's a pleasure to be back before you  
9 today.

10 In early September, the U.S. Army  
11 Corps of Engineers, Baltimore District,  
12 awarded a \$4.6 million contract to construct  
13 an improved levee on the National Mall at 17th  
14 Street, N.W., just south of Constitution  
15 Avenue. Work is scheduled to begin in early  
16 November and is expected to be completed by  
17 the summer of 2011.

18 The existing 17th Street levee  
19 closure which involves the use of jersey  
20 barriers and sandbags has been in place since  
21 the 1930s. In addition to being a very labor-  
22 intensive process, it can also be unreliable.

1 The improved closure will consist of a  
2 removable post and pile barrier system  
3 connected to permanent masonry walls and  
4 earthen berms. It's designed to blend  
5 seamlessly with the setting of the National  
6 Mall.

7 Funding for the overall project is  
8 provided by the National Park Service, the  
9 District of Columbia and the Army Corps of  
10 Engineers through the American Recovery and  
11 Reinvestment Act.

12 The contract follows an  
13 unprecedented collaboration among federal and  
14 District agencies. And we'd like to thank and  
15 recognize them again today. They include the  
16 National Park Service, the Army Corps of  
17 Engineers, the U.S. Commission of Fine Arts,  
18 FEMA and the District of Columbia.

19 This should also be we hope a  
20 satisfying moment for the Commission since  
21 you've been actively engaged with this issue  
22 since 2006 when our staff launched the

1 Agency's Flooding and Storm Water Studies  
2 following extensive flooding of the monumental  
3 core in June of 2006.

4           You may recall that without  
5 upgrades to the system of temporary closures,  
6 major federal and private sector buildings and  
7 infrastructure are at risk of river flooding.  
8 Phase I of the contract will include building  
9 the new temporary closure structure, the stone  
10 cladding for the retaining structure,  
11 realignment of the sidewalk on the west side  
12 of 17th Street and all the associated  
13 landscaping. Phase II will consist of the  
14 design and construction to raise the remaining  
15 portions of the levee from the 100-year storm  
16 elevation to the Congressionally-authorized  
17 level of protection which is approximately a  
18 185-year storm event. So this will primarily  
19 affect the area nearer to 23rd Street, N.W.  
20 down in this part.

21           Without these improvements, the  
22 area at risk from a 100-year river flood is

1 this blue crescent-shaped area that extends  
2 from downtown towards southwest Washington.  
3 Once the levee improvements are complete next  
4 summer and certified by the Army Corps, the  
5 District will request that FEMA remove this  
6 area from the flood plane zone that is now  
7 included in recently released flood plane  
8 maps.

9 In the interim, nonfederal  
10 properties in this newly revised flood zone  
11 will be subject to flood plane regulations,  
12 and property owners in the flood zone are  
13 required to buy flood insurance. However,  
14 substantially discounted insurance has been  
15 made available to those property owners.

16 In addition, federal properties  
17 while not subject to either District flood  
18 plane requirements or the need for federal  
19 insurance are required to comply with  
20 Executive Order 11988 which requires that  
21 federal agencies avoid or minimize flood-  
22 related risks. So as part of our project

1 review here at NCPC, we will be coordinating  
2 with any affected federal sites to discuss  
3 river and storm water risk issues.

4 So there will be a one-year period  
5 during which time properties in this crescent-  
6 shaped area will now be in the flood zone.

7 But the good news I think is that through the  
8 collective efforts of both the federal and  
9 District agencies involved in these projects,  
10 we've been able to design and provide  
11 improvements to the levee system that will  
12 provide a long-term solution to address risks  
13 from river flooding.

14 Also in the meantime, NCPC  
15 continues to coordinate efforts to focus on  
16 the matter of interior flooding which also  
17 poses a danger to properties in the downtown  
18 core. We are currently working on a jointly  
19 funded again federal and District study to  
20 examine storm water flooding risks and  
21 potential measures to address those risks in  
22 the Federal Triangle and Constitution Avenue

1 area.

2 Again, we're very, very pleased by  
3 the level of interest and cooperation among  
4 the many federal and different and District  
5 agencies on this issue.

6 And I'd be happy to answer any  
7 questions. Thank you.

8 CHAIRMAN BRYANT: Questions for  
9 Ms. Koster?

10 MR. DIXON: Yes, Mr. Chairman, you  
11 know I've historically expressed some concern  
12 about flood impacted areas beyond downtown and  
13 the Federal Triangle. The question, given the  
14 significant presence of the Air Force and the  
15 Naval Research, naval and all operations at  
16 Bolling Air Force and the Navy on the other  
17 side, has there been any further look at  
18 whether or not there's any flood problems that  
19 might exist in our area which also happens to  
20 be Anacostia and east of the river?

21 And this may not be a timely  
22 question but I think we've opened this

1 discussion before.

2 MS. KOSTER: We have looked at  
3 this issue before.

4 When FEMA and the Army Corps of  
5 Engineers and the kind of the aftermath of  
6 Katrina went out and actually looked at the  
7 levee protection structures through those  
8 areas, they identified a number of  
9 improvements in those areas. And I believe  
10 those have been completed.

11 MR. DIXON: Good.

12 MS. KOSTER: And I think the other  
13 issue is that there will always continue to be  
14 associated flooding risks from things like  
15 hurricane storm surges. Those have been  
16 mapped and identified by FEMA and made  
17 available to both agencies and property  
18 owners. So I think people now have a  
19 continuing understanding of flood risks in  
20 those areas.

21 But again, the levee improvements  
22 over in that part of the Anacostia I believe

1 have been completed.

2 MR. DIXON: And there is therefore  
3 no flood insurance required for those areas?

4 MS. KOSTER: That is correct.

5 CHAIRMAN BRYANT: Mr. Provancha?

6 MR. PROVANCHA: Well, just to  
7 clarify, did I hear you say 185-year event was  
8 the planning, right?

9 MS. KOSTER: When Congress  
10 authorized flood protection for the National  
11 Mall at what's called the Potomac Park levee  
12 in 1942, they actually measured it against a  
13 flood event that had recently happened. And  
14 that is equivalent to a 185-year flood.

15 So while the national standard is  
16 that flood maps reflect a 100-year flood  
17 event, the levee on the National Mall protects  
18 to a 185-year event.

19 MR. PROVANCHA: Well, that is  
20 commendable.

21 One of the lessons learned from  
22 Katrina, those of us that have had the

1 privilege of hearing General Russel Honore are  
2 somewhat familiar with the aftermath of  
3 Katrina. He said one of the failures of the  
4 planning for Katrina was most of the utility  
5 infrastructure there that was badly decimated  
6 was planned for 100-year events. His  
7 recommendation, while 185 years is  
8 commendable, his recommendation is 500-year  
9 events. Clearly, there's some cost  
10 implications when you build to that level of  
11 quality. But that's advice from somebody  
12 who's been there.

13 CHAIRMAN BRYANT: Mr. Miller and  
14 Mr. Hart?

15 MR. HART: Is this budget being  
16 coordinated at all with the District's hazard  
17 mitigation plan?

18 MS. KOSTER: My understanding is  
19 that the levee itself is that yes, it is. But  
20 I can certainly follow up and confirm that.

21 I know that the District agencies  
22 that are involved with the hazard mitigation

1 plan have been aware of the levee project, but  
2 I can confirm that.

3 MR. HART: I would assume that  
4 that plan is coming up for renewal at some  
5 point in the near future.

6 MS. KOSTER: Okay.

7 CHAIRMAN BRYANT: Mr. Miller?

8 MR. MILLER: Just a couple  
9 questions, Julia.

10 So was an effort made to try to  
11 get a waiver of the requirements for another  
12 year since we're so close to completion to  
13 avoid the application of these extra costs on  
14 private property owners and to avoid the -- I  
15 don't know what kind of negative score you're  
16 going to put on federal offices locating in  
17 that blue crescent area during this time  
18 period -- but to avoid all those costs?

19 MS. KOSTER: I believe that there  
20 was a significant amount of effort to address  
21 that. However, the maps being put into effect  
22 is something that everyone has been aware of

1 actually since last January when the District  
2 requested what's called a letter of map  
3 revision which basically says as soon as the  
4 levee is complete, can you remove that area.  
5 So the sooner we get the levee built, the  
6 better off we'll be.

7 I think the good news is that  
8 there's been extensive notification of the  
9 private property owners in that area, and as  
10 I noted substantially reduced flood insurance  
11 costs for them.

12 MR. MILLER: Is this substantial  
13 discount a result of federal legislation or  
14 some kind of federal action?

15 MS. KOSTER: Yes, it is actually.  
16 It's not just District's specific. It's  
17 actually Congress took action that said if you  
18 weren't in a flood zone and then as a result  
19 of map revisions that are actually occurring  
20 nationwide, if you found yourself in a flood  
21 zone, you could take advantage of these  
22 discounted rates.

1 MR. MILLER: Do you have any idea  
2 what the cost is for a property owner just out  
3 of curiosity?

4 MS. KOSTER: I can get that  
5 information for you just because I'd have to  
6 get it just so it had some comparative value.

7 MR. MILLER: And just one other  
8 question.

9 What is the total cost of the  
10 project and how much is being paid for by the  
11 feds and how much is being paid for by the  
12 District?

13 MS. KOSTER: The contract award  
14 for the actual levee construction is \$4.6  
15 million. That is being paid by the Army Corps  
16 of Engineers using ARRA funding.

17 In advance of that, the District I  
18 believe had contributed \$2.8 million to begin  
19 the design process. And the National Park  
20 Service contributed I believe \$700,000 to  
21 advance the NEPA and historic preservation  
22 work. They will also be providing \$1.5

1 million for all of the landscaping, the  
2 cladding along the retaining walls and the  
3 sidewalk relocation.

4 So again, I think that the really  
5 positive news is how much effort went into  
6 finding these resources and getting them in  
7 place and mobilized.

8 MR. MILLER: Thank you for that  
9 information. And thank all of the agencies --  
10 District and federal -- for collaborating to  
11 resolve this problem.

12 MR. DIXON: Mr. Chair, are there  
13 going to be citizen witnesses on this issue?  
14 And also whether the community has been so  
15 apprised of this because the concern for the  
16 insurance has been expressed several times.

17 MS. KOSTER: The District  
18 Department of the Environment has been the  
19 point in notifying property owners, and I know  
20 has done extensive notification of those  
21 groups of folks.

22 MR. DIXON: All right. I want to

1       thank the staff too because this has been  
2       pretty sensitive, and them getting the money  
3       is a good thing. Not surprising, did a good  
4       job.

5                   I'm still concerned about this  
6       insurance though. But maybe we need to have  
7       this discussion at another time.

8                   MS. KOSTER: You bet.

9                   MR. DIXON: Thank you.

10                  MR. MILES: Just a brief follow-up  
11       with Mr. Miller.

12                  Have you also attempted to follow  
13       up in terms of how many property owners or  
14       business owners actually if available  
15       purchased the discounted insurance as well?

16                  MS. KOSTER: I will coordinate  
17       with the District and see if we can find --

18                  MR. MILES: Because I know there's  
19       been a sort of a constituent outcry that we've  
20       heard about

21                  MS. KOSTER: All right.

22                  CHAIRMAN BRYANT: Sir, this is not

1 a public hearing, but did you have something  
2 to contribute?

3 MR. WILLIAMS: Thank you, Mr.  
4 Chairman. My name is Lindsay Williams.

5 I wanted to simply express my  
6 thanks to Ms. Koster and the Commission on  
7 behalf of a citizen -- that's me -- an  
8 organization with which I've been associated  
9 from time to time throughout this long chapter  
10 of the DCBIA.

11 And to just give you a slight  
12 metaphor to the process of trying to herd  
13 cats, that's what I think those that were  
14 working this had to go through. I personally  
15 saw what Ms. Tregoning was doing, and I can  
16 think of no better example than the one I just  
17 provided of trying to herd cats to get all  
18 these things together -- the funding  
19 collaboration, pushing to get decisions made,  
20 the jobs get done. And to put it in three  
21 brief words, dam -- D-A-M -- good work.

22 CHAIRMAN BRYANT: Very good.

1 Thank you very much.

2 Any other comments from Commission  
3 members or thoughts or questions?

4 (No audible response.)

5 CHAIRMAN BRYANT: Thank you,  
6 Julia, very much.

7 MS. KOSTER: Thank you.

8 Mr. Acosta, do you have anything  
9 else?

10 EXECUTIVE DIRECTOR ACOSTA: That  
11 concludes our presentation.

12 CHAIRMAN BRYANT: Thank you.

13 LEGISLATIVE UPDATE

14 CHAIRMAN BRYANT: Item 3 on the  
15 agenda is the legislative update.

16 Ms. Schuyler?

17 MS. SCHUYLER: Thank you, Mr.  
18 Chairman.

19 Following up on your report, there  
20 is a Bill currently pending before the House  
21 of Representatives -- H.R. 5544. Its intent  
22 is to promote the development of the Southwest

1 Waterfront of the District of Columbia. It  
2 was introduced by Congresswoman Holmes on June  
3 16th of this year, and it was referred to the  
4 Subcommittee on Federal Workforce, Post Office  
5 and District of Columbia on July 20th of this  
6 year.

7 The fundamental purpose behind the  
8 Bill is to update the legal description of the  
9 property comprising the Southwest Waterfront  
10 Project which you were briefed on this past  
11 Thursday at the Southwest EcoDistrict Task  
12 Force meeting and to also clarify that the  
13 means of transfer could include a quit claim  
14 deed.

15 Essentially what I think the  
16 intent of this Bill is to do is to ensure that  
17 it puts clean and clear title in the hands of  
18 the developer thereby facilitating financing  
19 and development.

20 CHAIRMAN BRYANT: Thank you.

21 MS. SCHUYLER: You're welcome.

22 CHAIRMAN BRYANT: Questions?

1 (No audible response.)

2 CONSENT CALENDAR

3 CHAIRMAN BRYANT: Hearing none,  
4 Agenda Item 4 is the Consent Calendar. We  
5 have seven items.

6 MR. DIXON: Move for approval, Mr.  
7 Chairman.

8 CHAIRMAN BRYANT: Let me read them  
9 first.

10 (LAUGHTER.)

11 MR. DIXON: Why you got to do  
12 that?

13 CHAIRMAN BRYANT: For the public  
14 record and so others here can see what they  
15 are as well.

16 4A, Bench modifications for the  
17 Martin Luther King, Jr. Memorial;

18 4B is the West Facade Modification  
19 for the National Museum of American History;

20 4C is Parcel D of the Yards,  
21 Southeast Federal Center;

22 4D are the renovations for

1 Buildings 3 and 5 at the National Naval  
2 Medical Center;

3 4E are the gate improvements at  
4 the Naval Support Facility;

5 4F is the AT&T Wireless  
6 Communications Facility at Beltsville  
7 Agricultural Research Center;

8 4G is the transfer of air rights  
9 from the Park Service to the District  
10 government for the 11th Street Bridge Project.

11 Now, Mr. Ames?

12 MR. DIXON: So moved, Mr.  
13 Chairman.

14 CHAIRMAN BRYANT: Is there a  
15 second?

16 MR. MAY: Second.

17 CHAIRMAN BRYANT: It's been  
18 properly moved and seconded

19 All those in favor of these items  
20 on the consent agenda say aye.

21 ALL: Aye.

22 CHAIRMAN BRYANT: Those no?

1 MR. PROVANCHA: May I ask a  
2 question?

3 CHAIRMAN BRYANT: I'm sorry. Yes.

4 MR. PROVANCHA: Just comments  
5 please on 1.4D

6 CHAIRMAN BRYANT: Yes, sir?

7 MR. PROVANCHA: -- 7157 for  
8 Buildings 3 and 5.

9 One of the integral elements of  
10 this particular project are blast-resistant  
11 windows. We have extensive experience at the  
12 Pentagon with design, fabrication and  
13 installation of blast-resistant windows to  
14 include an integrated window assembly. So  
15 some of the lessons learned, it's  
16 counterintuitive that we have a blast-  
17 resistant window but it also needs to be  
18 breakable so that from the exterior,  
19 firefighters can respond to a situation in the  
20 interior of the building.

21 The other thing, blast-resistant  
22 windows also have a positive and a negative

1 effect in that they protect from blasts but  
2 they also contain any interior blasts or  
3 fires. One of our experiences is that you  
4 need to have release valves. You can achieve  
5 those in a couple different ways. One is for  
6 what we call a frangible panels or selected  
7 blow-out panels in windows. They're very,  
8 very valuable. And on 9/11, they actually  
9 saved lives of people that were protected by  
10 the windows. It's very challenging to get the  
11 level of protection and security as well as  
12 achieve the life safety aspects.

13 There's several other relevant  
14 issues. All that we wanted to offer is we  
15 have some expertise in that area. We would  
16 like to offer that to the folks at the Navy as  
17 they contemplate using blast-resistant windows  
18 and achieve both the level of life protection  
19 as well as safety for occupants.

20 CHAIRMAN BRYANT: Good. Thank you  
21 very much. I'm sure you'll follow-up with  
22 your counterpart.

1                   So it's been moved and seconded.

2           First, any more discussion?

3                   (No audible response.)

4                   CHAIRMAN BRYANT:   Hearing none,

5           all in favor say aye.

6                   ALL:   Aye.

7                   CHAIRMAN BRYANT:   Opposed no.

8                   (No audible response.)

9                   CHAIRMAN BRYANT:   The Consent

10          Calendar is approved.

11          [INSERT - MARTIN LUTHER KING MEMORIAL]

1 [INSERT - NATIONAL MUSEUM OF AMERICAN HISTORY]

1 [INSERT - THE YARDS]

1 [INSERT - NATIONAL NAVAL MEDICAL CENTER]

1 [INSERT - NAVA SUPPORT FACILITY]

1 [INSERT - USDA BELTSVILLE RESEARCH CENTER]

1 [INSERT - 11TH STREET BRIDGES]

1 ACTION ITEMS - WITH PRESENTATIONS

2 CHAIRMAN BRYANT: Agenda Item 5A

3 is the Perimeter Security at the Thomas

4 Jefferson Memorial. We have Ms. Witherell.

5 We as a Commission went out this

6 morning and spent about an hour roughly at the

7 Jefferson Memorial looking at the several

8 alternatives that were being presented today.

9 And it's quite a good experience to be able to

10 see it at ground level.

11 So, Ms. Witherell, welcome.

12 [INSERT - THOMAS JEFFERSON MEMORIAL]

1 MS. WITHERELL: Good afternoon,  
2 Mr. Chairman and Commissioners.

3 The Park Service is here today to  
4 hear your comments on post-perimeter security  
5 at the Jefferson Memorial. This is a concept  
6 submission.

7 This is an interesting  
8 juxtaposition of photos. The top is a photo  
9 shortly after the memorial was completed just  
10 during the height of World War II. And we'll  
11 be coming today on the inlet bridge and the  
12 outlet bridge. As you know, the tidal basin  
13 and those two bridges and the shade trees pre-  
14 dated the construction of the memorial which  
15 was designed by John Russell Pope. And the  
16 landscape was designed by Frederick Law  
17 Olmsted, Jr.

18 From the bottom photo from today,  
19 you can see the changes -- obviously the  
20 maturation of the landscape. You can see  
21 additional path lines that have come through  
22 the site. And of course the major change is

1 the amount of road building to the south which  
2 just caused new challenges for the memorial  
3 and for the Park Service as it plans for the  
4 redevelopment of the landscape.

5 The Park Service has assembled a  
6 very talented consulting team to work with it,  
7 and looking very carefully through the  
8 historic records and documentation for the  
9 original landscape features, both the original  
10 Olmsted design and as it was built, and then  
11 changes that have occurred over time. And all  
12 of this has informed the current work.

13 Just very briefly, the olive color  
14 is the line of the cherry trees. And you can  
15 see that there's been additional planting to  
16 reinforce at certain locations. So you can  
17 see some of the new paths through the site.  
18 The Olmsted in that era was a more informal  
19 landscape design than would have been done  
20 earlier in the century at other memorials.  
21 And in particular, in addition to the elms  
22 along the driveway, you can see that Olmsted,

1 Jr. featured masses or clusters of evergreens  
2 and particularly at these four corners and has  
3 helped to shape the views as well both to and  
4 from the memorial.

5 So the Park Service is developing  
6 an environmental assessment now which has  
7 three built alternatives and a no-built  
8 alternative. And these are the three  
9 alternatives that are under study.

10 The first is the barrier as a  
11 streetscape feature. The second is the  
12 barrier as a landscape feature going through  
13 the site in an informal pattern. And the  
14 third is the barrier as a formal feature which  
15 takes its cues from the memorial itself.

16 And the Park Service asked that  
17 the Commission focus on the alignment today.  
18 In order to illustrate that alignment, they  
19 have drawn or designed proposed barrier types  
20 subject to much further design development  
21 that shows a different kind of design  
22 character which is related to its location

1 within the site.

2           So the streetscape features shows  
3 bollards encased in piers with cables. The  
4 barrier as a landscape feature through the  
5 site and in a more informal pattern shows  
6 textured walls more to the park architecture  
7 of the era. And the barrier as a formal  
8 feature again is the most formal of the three  
9 in terms of material.

10           So starting with alternative 1  
11 which is the Park Service's preferred  
12 alternative, and this is also the alternative  
13 that the staff is recommending the Commission  
14 comment most favorably on.

15           So the barrier is a streetscape  
16 feature. It runs from the inlet bridge to the  
17 outlet bridge. I can say outlet bridge to the  
18 inlet bridge. And in all the schemes, there's  
19 a widened sidewalk on the north edge of East  
20 Basin Drive which will be used as a multi-  
21 purpose path for bicyclists as well. The  
22 barrier does separate the vehicles. But since

1       it's a vehicle barrier, it separates the  
2       vehicles from the pedestrians, and leaves the  
3       rest of the memorial setting free.

4               There is an impact at the edge  
5       which we discussed at the site this morning.  
6       And that is primarily that some of the  
7       original Olmsted trees -- Olmsted era trees --  
8       are at the edge particularly in this area. So  
9       all of these trees may not be lost, but  
10      they're certainly at least threatened. And  
11      part of the Park Service's task is that it  
12      proceeds with design development as exact  
13      placement and thinking through how the barrier  
14      can be designed to minimize the impact to the  
15      trees. But in this scheme, and as analyzed in  
16      environmental assessments to date, there'd be  
17      a loss of seven historic trees, 46 nonhistoric  
18      trees, and then the caliper loss would be 701  
19      inches. Out of that, 188 would be from the  
20      historic trees primarily in this area near the  
21      inlet bridge. However, as we mentioned, it  
22      leaves the rest of the site free. The Park

1 Service considered restoring some of the  
2 Olmsted scheme here both for paths and for  
3 vegetation.

4 The material precedents for this  
5 drive from the bridges. And I'll draw your  
6 attention particularly to this horizontal  
7 railing.

8 At the east end which is the  
9 outlet bridge, the path entering the site  
10 would still be located in this location.  
11 Visitors would still enter the site here or  
12 could continue to continue along the edge of  
13 the road. Again, the barrier would separate  
14 the sidewalk at the road edge from the site --  
15 from the landscape, I should say.

16 The Park Service is proposing a  
17 system of piers. As we see here, sort of ABBA  
18 pattern. One thing to note is that the basing  
19 is eight feet on center. And the reason  
20 they're able to achieve that width -- that  
21 amount of openness which is unusual; it's not  
22 typical for what the Commission sees -- is

1 because of the use of a cable. So some of the  
2 horizontal -- the strength is from this cable.  
3 So eight feet on center with larger pier  
4 structures to be designed. So you can begin  
5 to see the effect of that as you move westward  
6 around the edge.

7 I'll just point out that at the  
8 top, you'll see the exact location from which  
9 these renderings are taken.

10 The advantage of this not only is  
11 just the spacing in general but the fact that  
12 it does a lot of views into the lawn, and it  
13 is a more porous area.

14 All three alternatives have an  
15 edge at the sidewalk to the south of the lawn.  
16 And here's one approach.

17 I will comment that there will  
18 need to be barriers across the driveway both  
19 coming in and going out -- the one on the east  
20 side as well. Some of them will be movable  
21 for park vehicles and also for emergency  
22 vehicles. But as has been the case for some

1 years now, there's no access for private  
2 vehicles within this area.

3 The parking lot which is a  
4 contributing historic feature of the site  
5 because this memorial was built in the era of  
6 automobiles, in the mall plan you may recall  
7 that the Park Service is proposing listing  
8 this area as a location for permitted events  
9 and for events that would like to have the  
10 monumental background. And we'd need a  
11 hardscape since a good solution for the use of  
12 the paved parking lot at the north end.

13 I guess I'll also comment at this  
14 location, currently there's a food kiosk right  
15 at this corner. The Park Service would like  
16 to move that to move that away from the  
17 monumental vista and move it farther west  
18 where the tour buses will be picking up and  
19 dropping off which is in this location  
20 immediately to the west of the south lawn.  
21 And again, you see the spacing that's  
22 proposed.

1                   And the same path that exists now  
2                   to have access just to the east of the bridge  
3                   would continue. And you see there would need  
4                   to be some bollards across it. But otherwise,  
5                   once you pass through, you have access to the  
6                   site.

7                   Barrier 2 is an informal landscape  
8                   -- a barrier through the site and the walls  
9                   just slip past each other. They're open at  
10                  places where there are paths. There would  
11                  need to be one or more bollards across those  
12                  paths to allow people to move through the  
13                  site. Because there's some discretion on how  
14                  these walls can be placed, this has been  
15                  designed to have no loss of historic trees.  
16                  A total caliper loss here is estimated to be  
17                  403 inches, but all of them from nonhistoric  
18                  trees. And again, you see that the path does  
19                  wind through the site.

20                  One of the considerations for this  
21                  alternative as well as alternative 3 is that  
22                  the barrier must meet the tidal basin as the

1 end point. Material precedents would include  
2 the informal park architecture for the 1930s  
3 and '40s, the era of memorial itself, although  
4 of course it is foreign to this particular  
5 site but is typical of the era.

6 This might be a way that the  
7 barrier wall would meet the tidal basin. It  
8 would need to come up to the edge of the tidal  
9 basin path itself, and we'd need to have  
10 bollards across the tidal basin path itself.

11 Again, from this prominent  
12 perspective from East Basin Drive, one idea  
13 might be to open up the wall to provide open  
14 views of the lawn, and again at the south  
15 lawn. And this would be an arrangement near  
16 the tidal basin -- or excuse me, just to the  
17 west of the south lawn.

18 The third alternative is the  
19 barrier as a formal feature. It's an arc  
20 around the memorial except at the south lawn  
21 itself.

22 Two historic trees would be

1 threatened or lost in this scheme including a  
2 fairly large one here. The least caliper loss  
3 in this alternative -- 229 inches and 50 of  
4 them from historic trees and 179 from  
5 nonhistoric.

6 Again, the barrier is cutting  
7 through the lawn. It's the least visible from  
8 the road itself. Again, the consideration is  
9 that you would need to meet the tidal basin  
10 itself in the path. Here's one way in which  
11 that might be achieved. Here's the view from  
12 the street. And again at the south lawn, a  
13 more formal appearance from the south lawn.  
14 So again, here are the three.

15 For our proposed site improvements  
16 common to all the alternatives and that  
17 includes the new food kiosk which has not been  
18 designed yet or dimensioned in a location  
19 moved closer to the tour buses and away from  
20 the main south view which is monumental, the  
21 Park Service proposes adding five parking  
22 spaces for handicapped visitors on the south

1 side of the road, and ten spaces for tour bus  
2 drop-off and pick-up along the north side.  
3 And that is the where the location is  
4 currently.

5 Visitors arriving by private cars  
6 are directed to park -- this is the George  
7 Mason Memorial here -- just south of the  
8 bridge in satellite parking lots. And it's a  
9 five to ten minute walk depending on the speed  
10 at which one walks to get to the site.

11 In addition, the Park Service  
12 proposes landscaping to screen views of the  
13 highway from the memorial. And it would be at  
14 this location just directly to the south of  
15 East Basin Drive.

16 CHAIRMAN BRYANT: Before we leave  
17 parking, let me ask. There's been some  
18 suggestion in the news that greater public  
19 parking in near proximity would be proposed.  
20 Can you, Mr. May, perhaps discuss how you've  
21 sort of worked through the parking issues and  
22 looked at all suggestion?

1 MS. WITHERELL: I think it has  
2 been raised particularly by the coalition to  
3 Save Our Mall in earlier meetings. Actually  
4 there's been a range of consultation on this  
5 project for some years now. And the space in  
6 the center area is very valuable, and there  
7 are quite a few tour buses that come up.

8 It's always been considered  
9 important by everybody that there be specific  
10 handicapped parking at this location. I know  
11 that the Park Service may be able to consider  
12 taxi drop-off or some kind of specific drop-  
13 off. But I'll defer to Mr. May.

14 CHAIRMAN BRYANT: It is a  
15 challenging site.

16 Mr. May?

17 MR. MAY: Yes. First of all, I  
18 would like to get some assistance I think from  
19 Steve Lorenzetti who's Deputy Superintendent  
20 of the Mall who has a great deal more  
21 experience with the history of this.

22 But I'll say generally the

1 evolution of this memorial and all of the  
2 memorials has been away from individual  
3 vehicle parking except for handicap spaces.  
4 And they've become much more of a pedestrian  
5 environment. And we actually think that's a  
6 very positive thing.

7 In this circumstance, the parking  
8 proximity is not as bad as it seems. The  
9 distance from the parking lot that's  
10 immediately south the freeway isn't that far.  
11 It is a walkable distance. It may not be  
12 walkable if you are not in good health, but we  
13 have the handicap parking spaces for people in  
14 that circumstance.

15 There's also parking along Ohio  
16 Drive which is just across inlet bridge. So  
17 that's where some of the parking also comes  
18 from. And a significant number of others  
19 actually park in the parking lot where the  
20 paddle boat concession is which is just across  
21 the tidal basin. And that makes a very lovely  
22 walk I think toward the memorial, and it takes

1 in some of the views that you just saw.

2 The other thing is that we are  
3 hopeful that as we move toward a different  
4 model for transportation within the mall and  
5 away from the current interpretation heavy  
6 model with tourmobile where visitors pay a  
7 higher price in order to get the sort of  
8 guided tour experience toward one that allows  
9 a more inexpensive hop-on, hop-off way of  
10 getting around. But we hope to see actually  
11 fewer and fewer private automobiles in the  
12 area. And that will become the preferred way  
13 to get around that people will come to the  
14 mall and then be transported from place to  
15 place in that sort of a vehicle.

16 Now I would ask Steve if there is  
17 anything I missed in sort of summarizing you?

18 MR. LORENZETTI: No, the longer  
19 you talked, the less you gave me to say which  
20 is fine with me.

21 Steve Lorenzetti, Deputy  
22 Superintendent for the Park.

1                   To reiterate what Nancy was  
2                   saying, we did have a lot of conversations on  
3                   this issue with the Coalition to Save Our Mall  
4                   and the Committee of 100.

5                   And what we're looking at is  
6                   additional handicapped spots essentially more  
7                   proposed here than we have in the old parking  
8                   lot. We're looking for an area where you can  
9                   also pick up and drop off, like Peter was  
10                  saying, some of our visitors who don't want to  
11                  make the walk. And it is only a three- to  
12                  four-minute walk to these parking lots. But  
13                  we understand some of our population is  
14                  getting a little older. They can do drop off  
15                  at the site and then the person driving the  
16                  car can then park it and come back. And we  
17                  are trying to have more tour buses so we'll  
18                  have more not for parking but for drop-off and  
19                  pick-up for the tour buses.

20                  The Mall Plan which talks greatly  
21                  about trying to get vehicles away from this  
22                  area, we're trying to deal with this plan. So

1 we're trying to encourage the tour buses to  
2 drop off people and we are trying to encourage  
3 bicycles, et cetera. And what Peter said, we  
4 have a large number of people who walk from  
5 the tidal basin and from the tidal basin down  
6 to this park.

7 Thank you.

8 MS. WITHERELL: I'll just conclude  
9 briefly by saying that staff's analysis of the  
10 project is primarily the best combination of  
11 barrier with preservation of the landscape.  
12 And even though alternative 1 does threaten  
13 the most trees and historic trees, it does  
14 offer the most opportunities for landscape  
15 preservation once one is inside the setting.

16 In addition, it minimizes impacts  
17 to pedestrians who can walk freely throughout  
18 the site and won't have the barriers or walls  
19 to contend with. It pulls the barrier farther  
20 away from the memorial, of course. And in  
21 addition, there's no impact on the tidal basin  
22 itself in the path. Also, the barrier is as

1 open to views as possible on East Basin Drive,  
2 especially through the use of a proposed cable  
3 system.

4 However, there were some appealing  
5 aspects of some of the other alternatives.

6 And as the design development continues, there  
7 may be ways that some of what has been

8 developed can be useful as the design

9 continues. In particular, some people have

10 commented on especially the Commission of Fine

11 Arts but also others that some of the formal

12 treatment here may be appropriate for the

13 south lawn as being a very monumental view.

14 And also, some of the comfortable seating here

15 and some of the informal qualities seems also

16 to be attractive features that might be

17 considered.

18 As I mentioned, Park Service is

19 preparing an environmental assessment. And

20 you've seen the three Build alternatives. And

21 the Historic Preservation Act, the Park

22 Service has initiated consultation with the

1 SHPO and with the Advisory Council and with  
2 the public consulting parties. The SHPO is  
3 also supporting alternative 1 because it  
4 avoids impacts through the setting. And the  
5 Commission of Fine Arts several weeks ago also  
6 strongly endorsed alternative 1. And their  
7 letter is part of your packet as well.

8           So with that, Executive Director  
9 recommends that the Commission comment  
10 favorably on the prior location shown in  
11 alternative 1 which incorporates a vehicle  
12 barrier as a streetscape feature at the  
13 southern edge of the memorial site along East  
14 Basin Drive as well as on associated  
15 improvements for visitors to the Jefferson  
16 Memorial including the location of tour bus  
17 loading and unloading, parking for handicap  
18 visitors, new and re-located food kiosk and  
19 landscaping to screen views of the highway  
20 from the Memorial. Recommend that the Park  
21 Service continue to consider some of the  
22 design concepts developed for the walls and

1 benches in alternatives 2 and 3 which may be  
2 useful and appropriate in the further  
3 development of the alternative 1 barrier  
4 design. And also to commend the Park Service  
5 for developing three meaningful alternatives  
6 for the barrier location and design, all of  
7 which have merit and all of which will be  
8 useful in forming the environmental analysis  
9 and the future of design development.

10 [INSERT - Letter from Save Our Mall]

1 MR. DIXON: Mr. Chairman, I would  
2 move the Executive Director's recommendation  
3 for points of discussion.

4 PARTICIPANT: Second.

5 CHAIRMAN BRYANT: It's been moved  
6 and seconded that we adopt it as proposed.

7 Discussion?

8 MR. DIXON: Mr. Chairman, I would  
9 say thanks for the great tour today. I  
10 haven't made many recently but I enjoyed this  
11 one very much. The Park Service, et cetera,  
12 and for doing it with the staff.

13 The only thing I want to add,  
14 you're not big on furniture and those things  
15 to use for taxpaying tourists who pay for  
16 these things to have some comfort as a result  
17 of it. The area that's in front -- the last  
18 picture -- and I've been meaning to say this  
19 off record, but it'd be really nice if the  
20 flags had numbers on them even if they weren't  
21 sequential, then you could say go to number 5.

22 No, not that one, the next one,

1 the next one. Like with the one that showed  
2 the front where you had the -- that's fine.

3 That front view is very  
4 spectacular. And I can envision a family that  
5 might be parking who has better legs to walk  
6 back within five minutes dropping people at  
7 this point. It seems there's a way of  
8 putting something there that people can sit  
9 on. Is that wall designed for that?

10 MS. WITHERELL: Those are benches.

11 MR. DIXON: You've solved my  
12 problem. But that would be really nice. It  
13 would be a barrier that's functional and a  
14 place where you can drop your family off and  
15 any others. And that one right there is  
16 particularly nice because that's where you  
17 want to stop, take pictures and wait for your  
18 young one to run back from the car. So thank  
19 you.

20 CHAIRMAN BRYANT: Ms. Greenwald?

21 MS. GREENWALD: We were talking  
22 about parking, but while we were down there

1 today we also commented on the fact there were  
2 a lot of bikers. A lot of people went down  
3 there for recreational purposes. And I think  
4 as a D.C. resident, I'm wouldn't consider  
5 getting a car to drive down to the memorial.  
6 I'd probably walk.

7 Was there a discussion about any  
8 extra bike racks? I didn't happen to notice  
9 any. What the bike sharing program?

10 MS. WITHERELL: Not at this level  
11 of design today, but throughout the Mall Plan,  
12 there's proposed many more opportunities for  
13 bikes.

14 MR. LORENZETTI: Yes. The simple  
15 answer is yes. Bike sharing, we're working  
16 with D.C. and what we can't and can do on park  
17 lands. So that's part of a more broader  
18 question. We're trying to see what we can do  
19 because it's being encouraged. Now we have  
20 our own program ourselves where we have bike  
21 stations for our own problems. So we do want  
22 to try to explore that as far as our

1 regulations will let us.

2 With bike racks, we haven't gotten  
3 that far in the design but that's something  
4 we're certainly working on. We want to  
5 encourage more people to bicycle. Obviously  
6 a lot of the things we try to do with bike  
7 commuters and we have a sizeable number of  
8 visitors that use their bikes to go to all the  
9 memorials. And we want to encourage that as  
10 much as we can.

11 CHAIRMAN BRYANT: Mr. Hart?

12 MR. HART: I thought the site  
13 visit was very instructive. I thank the staff  
14 for offering us the opportunity to get down  
15 there.

16 And clearly, being able to see the  
17 site, see how the jersey barriers are really  
18 interrupting the landscaping and we need to  
19 set them back away from the street I thought  
20 was particularly helpful in trying to imagine  
21 what some of these other alternatives would be  
22 like.

1                   And as a statement about the three  
2 alternatives, sometimes this Commission is  
3 presented with alternatives that in my mind  
4 are really not alternatives but simply  
5 variants. In this case, I think the  
6 alternatives were clearly different ways of  
7 approaching and solving a problem. So I  
8 compliment the design team and the Park  
9 Service for really investigating some  
10 different ways of looking at the problem of  
11 skinning the cat. So thank you very much.

12                   CHAIRMAN BRYANT: Could you go  
13 back to the slide -- since it doesn't have a  
14 number, I don't know.

15                   (LAUGHTER.)

16                   CHAIRMAN BRYANT: Maybe if you go  
17 down a little bit more and show us in terms of  
18 the Olmsted plan how we're being a little  
19 unfaithful to it as some of the elements and  
20 getting back to the Olmsted plan.

21                   MS. WITHERELL: You could go to  
22 slide 7. That may be one to use. There may

1 be others to use as well.

2 Let's see. The next one? Yes.

3 Is this too complicated?

4 CHAIRMAN BRYANT: No, I think  
5 that's the best slide.

6 MS. WITHERELL: Now in the  
7 original Olmsted scheme there were not paths  
8 on this side except up here to come from the  
9 sidewalk from the bridge down to the edge of  
10 the tidal basin. These were proposed. These  
11 were part of the original plan.

12 CHAIRMAN BRYANT: The brown paths?

13 MS. WITHERELL: The chocolate  
14 brown color.

15 And you might be able to see from  
16 the beige -- the lighter color -- what is  
17 proposed now. So the Park Service is  
18 proposing paths that did not exist in the  
19 original scheme so that visitors can move  
20 through this part of the site. This is a  
21 little closer to what was originally  
22 envisioned.

1                   Part of the idea also would be to  
2                   restore the plantings as well. And  
3                   particularly in this informal era they were  
4                   clusters or masses of plantings -- a little  
5                   different than what we see at other memorials.  
6                   It's somewhat similar to what's around the  
7                   Lincoln which was also landscaped in this era.

8                   Olmsted's scheme in particular  
9                   stressed these particular vantage points which  
10                  are underscored or emphasized by the masses of  
11                  plantings.

12                  I don't know if the Park Service  
13                  wants to add any more. The sense I have is  
14                  that some of the proposed path scheme is still  
15                  in flux and that it's something that you might  
16                  still be working on.

17                  MR. LORENZETTI: The goal on this  
18                  side is to formally address the social tours  
19                  that have developed on this side. Right now  
20                  --

21                  MS. WITHERELL: There's this very  
22                  strong one through here now. It's very

1 dramatic because it's such a straight --

2 MR. LORENZETTI: Right. Some are  
3 being driven by our jogging visitors, some  
4 visitors by our visitors in and of itself.  
5 And our hope here is to come up with a little  
6 more of an appropriate path system. There is  
7 an opportunity to do that.

8 We have a more defined line which  
9 we're still working on with WRT very much on  
10 this. This is kind of a little bit of a  
11 bookmark to hold this until we find the best  
12 way of doing this.

13 CHAIRMAN BRYANT: Mr. Provancha?

14 MR. PROVANCHA: Several comments  
15 in support of alternative 1. And I appreciate  
16 the tour today. It really helped address some  
17 of the initial concerns that I think many of  
18 us had, particularly the impact of alternative  
19 1 on the trees -- the historic and the  
20 nonhistoric trees. It really helped to see  
21 that many of those trees are already in bad  
22 condition -- so replacing them -- the trauma

1 of those of us there to preserve the  
2 environment was diminished considerably.

3 It's unfortunate that the times we  
4 live in require us to protect our national  
5 monuments from threat. But I guess it's a  
6 sign of the times that we live in that we have  
7 to protect this 68-year-old memorial.

8 Several arguments I think support  
9 alternative 1. One is the positioning of the  
10 barriers farthest from the memorial. One of  
11 the things that we think about is that it  
12 promotes the experience of enjoying the  
13 memorial as opposed to focusing on the barrier  
14 by having that separation -- that stand off.  
15 By the time you get to the memorial, the  
16 barrier is a distant memory so that you can  
17 experience the grandeur of the memorial I  
18 think even better.

19 To echo the comments about the  
20 seating, I think there useful in a variety of  
21 ways. One is of course for the aging  
22 population, for the other growing obese

1 segment of the population, but also I think  
2 promotes the experience. Many times I think  
3 what we get from a national memorial is not  
4 only a personal experience but the experiences  
5 that are being enjoyed vicariously of the  
6 people around us as they relate to the  
7 memorial. And I think having the chance to  
8 sit, contemplate and observe the reactions of  
9 others I think also enhances the experience.

10 I was impressed with the overall  
11 layout of the barriers to include optimal  
12 seating and the ABBA scheme particularly also  
13 resonated with me. I'm sure the Swedish rock  
14 group had no idea that at some point they  
15 would influence design and architectural  
16 principles.

17 The one comment about the -- it's  
18 a somewhat stark and although the standoff is  
19 good, where I would have ignored you at the  
20 concept stage if you would consider as opposed  
21 to a squared-off, capped pier. The  
22 predominant architectural feature of the

1 memorial is a rounded column with a very  
2 elaborate and fluted type of a cap -- perhaps  
3 a domed cap on these piers again would be more  
4 architecturally compatible and respectful of  
5 the memorial.

6 In our experience, barriers can be  
7 very effective, but they should not compete,  
8 detract for or embellish the primary edifice  
9 that they are protecting. And I think many of  
10 the elements of alternative 1 are respectful  
11 of that.

12 We talked a little bit about the  
13 cost on our tour this morning. I think we're  
14 looking forward to getting some cost figures.

15 The food service, I think it's a  
16 commendable to relocate -- well, it's real  
17 important to have a food service operation so  
18 that folks can get some refreshment. The move  
19 of that small structure to the west out of the  
20 primary viewshed is also commendable.

21 Another commendable aspect, we  
22 appreciate the Park Service consideration of

1 other alternatives to achieve these barriers  
2 such as the collapsible concrete that we  
3 talked about on the tour, turntables and that  
4 type of thing.

5 So I think many of positive  
6 aspects are strongly supportive of alternative  
7 1.

8 Just one final question. It talks  
9 about in the EDR's recommendation to consider  
10 some of the aspects of alternative 2 and 3 as  
11 far as the walls and benches. But I'm still  
12 a bit unclear as to what specific features of  
13 the walls and benches in alternatives 2 and 3  
14 are being encouraged for further consideration  
15 as the development of the design proceeds.

16 MS. WITHERELL: If we can go back,  
17 it was one of the alternate slides. If you  
18 could go to slide 32. I guess it would be the  
19 next one. There.

20 There may be a range of features  
21 and some of this has been discussed at  
22 meetings. But I was commenting specifically

1 or illustrating the formal treatment of this  
2 at the south lawn. It's the monumental view,  
3 and just the comfortable seating.

4 MR. PROVANCHA: Okay. In response  
5 to that, I think the alternative 1 has  
6 frequent seating between each of the piers.

7 MS. WITHERELL: It does. You're  
8 sitting between piers.

9 MR. PROVANCHA: So I think it  
10 achieves that feature of alternative 2.

11 And the porosity, we talked  
12 between porosity. It's more porous. And  
13 therefore while it's more linear feet under  
14 alternative 1, the cost per linear feet, it's  
15 actually probably than some of the other  
16 designs which is a good thing.

17 I would strongly support  
18 alternative 1.

19 Oh, and last point, operational  
20 maintenance. From the perspective that I saw  
21 of an operator/maintainer, maintaining access  
22 for maintenance vehicles as currently designed

1 is an important feature, and I think  
2 alternative 1 also preserves that.

3 CHAIRMAN BRYANT: Thank you.

4 MR. DIXON: I don't want to  
5 micromanage but when you talk about the long  
6 barrier, I think a long barrier like that may  
7 be too heavy and maybe there's a way we can  
8 break it up and include the comment that maybe  
9 there can be something done that would be  
10 broken -- is it called porous? -- so you can  
11 get through it and also just like a little  
12 wall, another jersey barrier in shape and that  
13 maybe it can be flatter, so it's flat, so that  
14 you can sit and look both ways, not just be  
15 facing, there's a seat so you can look away  
16 from the monument.

17 I'm sure this is detailed. But --  
18 and maybe also take up some of the images of  
19 the monument itself that was mentioned already  
20 in terms of the columns versus squares. I'm  
21 sure you'll think that through as you go  
22 forward.

1 Thank you.

2 MR. LORENZETTI: Our goal here is  
3 showing different variants for 2 and 3 is they  
4 could all fit in one -- or the ideas in 1 in  
5 terms of the wall design could fit in 2 or 3.

6 That's why this plan we're mostly  
7 concentrating on the location of it. Then  
8 we'll almost go back to the drawing board and  
9 take all of these or all concepts back for the  
10 roughing out with WRT, our design partner with  
11 the public and then we'll come back with  
12 something that's the best for the site.

13 CHAIRMAN BRYANT: Sensing no  
14 additional discussion, it's been properly  
15 moved and seconded.

16 All in favor in the EDR as  
17 proposed say aye.

18 ALL: Aye.

19 CHAIRMAN BRYANT: Proposed no?

20 (No audible response.)

21 CHAIRMAN BRYANT: The ayes have  
22 it.

1 MS. WITHERELL: Thank you.

2 CHAIRMAN BRYANT: Thank you,  
3 Nancy.

4 INFORMATION PRESENTATIONS

5 CHAIRMAN BRYANT: Agenda item  
6 number 6 is information presentations on  
7 Washington's Commemoration Study. It's an  
8 update.

9 Ms. Lytle and Ms. Kempf, welcome.

10 MS. LYTLE: Good afternoon, Mr.  
11 Chairman, Members of the Commission.

12 As you may recall, Lucy Kempf  
13 presented information earlier this year about  
14 a joint study we're undertaking with the  
15 National Park Service related to Washington's  
16 Commemorative Landscape.

17 Working with senior staff from  
18 NCPC and our partners at the Park Service, I  
19 managed the interviews and research for this  
20 study. So I'm pleased to present some of our  
21 findings to you today.

22 David Hayes, our partner and

1 collaborator from NPS, could not be here  
2 today, but I want to thank him for all of his  
3 work with this project.

4           The goal of the study is to  
5 provide foundational research about the  
6 subjects and themes currently represented in  
7 Washington's commemorative landscape. The  
8 presentation of this type of information in a  
9 single mappable data set was not available to  
10 the public prior to this study.

11           There are several points in the  
12 commemorative works process where the  
13 consideration of subject matter plays a key  
14 role in the decision making. In addition to  
15 providing consultation on site selection and  
16 design, the National Capital Memorial Advisory  
17 Commission provides views to Congress on the  
18 subjects of new works. And later as a site  
19 approval process unfolds, agencies consider  
20 subject matter when siting new projects.

21           So we wanted to develop the  
22 research to support our obligations under the

1 Commemorative Works Act, but also to  
2 institutionalize this information in a way  
3 that would be useful to the agencies and the  
4 general public in the future.

5           Also, as our Commission knows,  
6 commemoration in Washington is a pretty  
7 complex topic. As in many capitol cities,  
8 commemoration takes on heightened significance  
9 because these are places that reflect  
10 relationship between nations of national  
11 remembrance and include important events and  
12 figures in American history. But although  
13 commemoration in Washington is a national  
14 public decision, it's also very personal to  
15 memorial sponsors.

16           Our Commission approves sites for  
17 new commemorations. And as we grapple with  
18 where a project is best located from a public  
19 and planning perspective, it's useful to  
20 acknowledge that we must make these decisions  
21 with heightened social and political  
22 sensitivity. And so for that reason too, it

1 is useful to have well developed research and  
2 practices at hand to support decision making.  
3 This study is intended to lay that groundwork.

4 There were several tasks in the  
5 study including the development of a subject  
6 matter catalog and identification of the  
7 prominent themes in our landscape. These  
8 items are currently posted on our website and  
9 were the subject of the previous presentation  
10 this year.

11 Today we plan to focus on our case  
12 study research of how other international and  
13 U.S. cities establish and site commemorations.  
14 Early next year, we hope to work with our  
15 partners at the Park Service, other agencies  
16 and the public to start a meaningful  
17 conversation about future steps we can take o  
18 support our work on this important aspect of  
19 commemoration planning.

20 So we wanted to understand how  
21 other cities establish and site commemorations  
22 and learn how they've addressed similar

1 challenges that we face in Washington. For  
2 this research we conducted interviews with  
3 planning officials and other city staff in  
4 seven international and state capitols that  
5 have considered policy questions related to  
6 commemoration.

7 We selected a variety of cities,  
8 young and old, large, small, spread out,  
9 compact, et cetera. And then just a note  
10 about London here. Decision making in greater  
11 London is highly decentralized. And so we  
12 focused on the city of Westminster which is  
13 the borough that occupies much of the central  
14 area and includes sites like Buckingham  
15 Palace, the House of Parliament, Hyde Park and  
16 Trafalgar Square.

17 So the next few slides present a  
18 summary of some of our key findings. Two  
19 cities have cataloged existing works based on  
20 subject matter or theme. This graph from  
21 Ottawa's Strategic Plan for Commemoration  
22 prepared by the National Capitol Commission

1 inspired some of the work with our catalog.

2 Their analysis shows that two  
3 thirds of works in the core area relate to  
4 themes of political life or peace and  
5 security. Based on this analysis, Ottawa then  
6 drafted a policy to actively encourage new  
7 commemorations with underrepresented themes.

8 Several cities locate new works  
9 near related institutions or commemorations  
10 with similar subjects. For example, this is  
11 Canberra, Australia, centered around Lake  
12 Burley Griffin. To the north of the lake is  
13 ANZAC Parade which is the city's most  
14 ceremonial avenue and terminates at the  
15 Australian War Monument.

16 So the National Capitol Authority  
17 created a policy to locate future works on a  
18 nonmilitary sacrifice service and valor on  
19 this side of the lake. To the south near  
20 Parliament House has been identified for  
21 future works honoring Australian and non-  
22 Australian achievement and endeavors.

1                   In Washington, we aren't this  
2                   specific about clustering our memorials near  
3                   works with related themes. But the  
4                   Commemorative Works Act states that  
5                   commemorations shall be located in  
6                   surroundings that are relevant to the subject  
7                   of the work.

8                   Berlin and London require a direct  
9                   historical connection between the subject and  
10                  the site. In Berlin, location is taken very  
11                  serious because the major memorials in the  
12                  last 20 years have been in reparation for  
13                  World War II. If at all possible, they  
14                  commemorate events in the exact location where  
15                  they occurred.

16                  So for example, Stumble Stones in  
17                  the sidewalk marked Jewish homes where the  
18                  occupants were forcibly removed. Or the  
19                  Bebelplatz Memorial which is located on the  
20                  exact plaza where books were burned in 1933 is  
21                  marked with a small, below-ground room with  
22                  empty bookshelves.

1                   Our interviewees stressed the  
2 differences between these types of site-  
3 specific markers and sites for national  
4 gathering and remembrance such as the Monument  
5 to the Murdered Jews of Europe which  
6 recognizes victims from across the continent.

7                   Two cities have placed moratoria  
8 on new works in the most prominent locations.  
9 In Westminster, this heat map shows the  
10 concentration of new works near some of  
11 London's most famous landmarks. The areas in  
12 red are now off limits to new memorials.  
13 Similarly, Boston prohibits new works on the  
14 Boston Common, Boston Public Garden and  
15 Commonwealth Avenue. Here's the Avenue.

16                   These examples reflect similar  
17 policies to Washington's reserve.

18                   Several other cities have  
19 developed policies to encourage works outside  
20 court areas which is one of the objectives of  
21 our Monumental Core Framework Plan and the  
22 Museums and Memorials Masterplan. Ottawa has

1 developed a study very similar to our 2M Plan  
2 but they use a three-tier hierarchy of sites  
3 as opposed to our two classifications with  
4 order 3 works projected to cost less than  
5 other memorials and they can be established  
6 more quickly.

7           Nearly all of the cities cited  
8 increasing pressure to commemorate a person or  
9 event immediately which is certainly that we  
10 have experienced in Washington. As one  
11 interviewee told us, commemoration has  
12 definitely become part of our grieving  
13 process. For example, despite the moratorium  
14 against new works, Boston's 9/11 Memorial on  
15 the Boston Public Garden was dedicated less  
16 than three years after September 11th. In  
17 Salt Lake City, a proposal to rename 300 South  
18 Street after the first fallen soldier of the  
19 Iraq War prompted the City's Naming  
20 Opportunities Policy to ensure that there was  
21 a clear and fair process to handle requests  
22 for this type of commemoration.

1                   We also found that like  
2                   Washington, other cities are offered gifts  
3                   from other nations or receive petitions to  
4                   establish memorials to leaders of other  
5                   countries. Both Ottawa and Canberra actually  
6                   turned down proposals for a statue of Gandhi  
7                   on federal land because he did not have a  
8                   direct historical tie to the host country. In  
9                   Canberra, the Gandhi Memorial was eventually  
10                  established on private land.

11                  In D.C., our Commemorative Works  
12                  Act requires the subject matter to relate to  
13                  American history, but a number of works have  
14                  been authorized as exceptions to this  
15                  provision to allow them to be placed on  
16                  federal land as was done with Washington's  
17                  Gandhi statue. If in the future we are to  
18                  think about siting memorials in Washington  
19                  with a greater emphasis on subject matter  
20                  relevance, international gifts pose a  
21                  particular challenge.

22                  While Ottawa, Canberra and St.

1 Paul prohibit the duplication of subject  
2 matter, Boston is at the opposite end of the  
3 spectrum because many of Boston's  
4 neighborhoods retain a strong ethnic identity.  
5 Memorial subjects are sometimes repeated. Our  
6 interviewee told us that there are at least  
7 four adjacent neighborhoods with Vietnam  
8 Memorials. These two located in South Boston  
9 and Dorchester are less than three miles  
10 apart.

11 So these are just some of our key  
12 findings. A complete summary can be found on  
13 NCPC's website and is available for public  
14 comment.

15 That concludes my presentation  
16 about the study, but I wanted to share a  
17 special announcement about an upcoming event  
18 related to commemorations.

19 Lucy?

20 MS. KEMPF: Thank you so much,  
21 Andrea. I never miss an opportunity to do a  
22 little promotion though I'll hope you'll humor

1 me.

2 I wanted to let you know about an  
3 event that NCPC is co-sponsoring this  
4 December. It's related to commemoration  
5 though not the study particularly. The focus  
6 of the discussion is the concept of temporary  
7 installations.

8 This is a follow-up to our  
9 speakers series event with Kirk Savage that  
10 took place earlier this year. If you attended  
11 the program or read his book Monument Wars,  
12 you know that he encourages planners in  
13 Washington to consider the idea of doing a  
14 series of temporary installations as a way of  
15 inviting new audiences to discussions about  
16 commemoration and to explore different  
17 materials and designs than perhaps we might  
18 find with some of our permanent works.

19 Since this is just an idea at this  
20 point, we organized a forum to learn more  
21 about these projects in other cities. So  
22 we're pleased to welcome Justine Simons who's

1 the Director of the Fourth Plinth Project in  
2 London's Trafalgar Square.

3 This is actually the same Plinth  
4 in Trafalgar Square with four different works  
5 of art placed on it. The Plinth is actually  
6 originally designed for an equestrian statue,  
7 but then the folks in London couldn't agree on  
8 an appropriate subject. And so it remained  
9 empty for about 150 years. And finally in  
10 1999, the City began to commission and display  
11 various works of art on the Plinth. And  
12 although these aren't commemorative, I think  
13 it presents kind of interesting opportunity to  
14 take a number of different design approaches  
15 to the same site so that if they were to  
16 decide to put something there permanently, I  
17 think they would have a lot of different ideas  
18 there to work from.

19 Second is Krzysztof Wodiczko who's  
20 an artist and professor at Harvard University.  
21 And this is a little bit a dark slide. On the  
22 left side you see a person -- a visitor --

1 looking at a flame that is a light display at  
2 Fort Jay in New York. And he interviewed a  
3 number of veterans, and the interviews are on  
4 recording. And so the veterans are giving  
5 voice to some of their experiences in Iraq and  
6 Afghanistan. So this is commemorative. It's  
7 just a different way of sort of giving voice  
8 to the honorees, if you will.

9           And then we're very pleased to  
10 welcome Julian LaVerdiere who is one of the  
11 designers of Tribute in Light at the World  
12 Trade Center Towers. And what's interesting  
13 about him is that he is an artist but did not  
14 start his work with commemoration. This is  
15 actually the first commemoration he designed  
16 and it's potentially one of the most  
17 recognizable in the U.S. today even though  
18 it's a temporary display.

19           So again the forum is on December  
20 8th. We're co-sponsoring it with the  
21 Smithsonian American Art Museum and the  
22 British Council as well as the Trust for the

1 National Mall. And we hope that you can join  
2 us to -- I think that there is going to be  
3 some interesting topics for our Commission.

4 So with that, that concludes our  
5 presentation. I'm please to answer any  
6 questions about the forum, or Andrea or I can  
7 talk about the study that we just presented.

8 CHAIRMAN BRYANT: You said it's  
9 December 8th, but where? Did you say where?

10 MS. KEMPF: I'm sorry. The  
11 Smithsonian McAvoy Auditorium where the Kirk  
12 Savage talk was given. 6:30. Thank you.

13 We'll be doing reminders as the  
14 day draws near.

15 CHAIRMAN BRYANT: Good. Thank you  
16 very much. Thank you, Ms. Kempf. Ms. Lytle,  
17 thank you.

18 Questions or comments from  
19 Commission Members?

20 Mr. Dixon?

21 MR. DIXON: Mr. Chairman, I want  
22 to mention that I don't know what kind of

1 catalog you're going to do of these  
2 commemorative works around the City. But if  
3 they were available, certainly a nomenclature  
4 that could be possibly put into some format  
5 where someone could go to a number in a system  
6 and get information about it -- get written  
7 information -- or even in some cases like they  
8 do around the parking for the White House.  
9 You can go on line with your cell phone and  
10 key in a number, call a number and key in a  
11 number and you can get a little short blurb.

12 I don't want to get into reading  
13 books or tourist guides, but just a little  
14 blurb could be available in a database where  
15 you can -- you could be inside and you could  
16 see something and it might tell you where the  
17 number was and you could punch it in and it  
18 would tell you this is such and such and such.  
19 At least it would be something for you.

20 MS. LYTLE: Okay.

21 MR. DIXON: But I think that's one  
22 way to get more appreciation -- and you can

1       either sort down by certain categories.  If  
2       it's just the war stuff, which I think it's  
3       too much.  But whatever, you can sort of go to  
4       locations and listen to it.

5                   CHAIRMAN BRYANT:  Any other  
6       comments or questions?

7                   Mr. Miles?

8                   MR. MILES:  You briefly mentioned  
9       inside and sort of outside the core area, and  
10      I wondered if you could just go over that --  
11      what that core area is again?

12                  MS. KEMPF:  I'm sorry.  Was that  
13      in my --

14                  MR. MILES:  No, it was in the  
15      previous presentation.  I'm sorry.

16                  MS. KEMPF:  I'm sorry.  Was it a  
17      map?

18                  MR. MILES:  It was a discussion on  
19      determining how the scope of where monuments  
20      would be commemorated and tracked.  And I'm  
21      wondering if someone could speak to --

22                  MS. KEMPF:  Well, the

1 Commemorative Works Act is the general law  
2 that guides the process for establishing  
3 commemorations on General Services  
4 Administration land or Park Service land in  
5 the District of Columbia and its environs.

6 And there are three boundaries  
7 that are delineated. One is the Reserve where  
8 Congress has prohibited new works. And then  
9 there's an area 1 boundary and an area 2  
10 boundary. So I believe what Andrea was  
11 referring to is that there are a number of  
12 capitol cities that have established no-build  
13 zones to protect the open space and cultural  
14 resources.

15 So the Reserve, I can get you a  
16 map of that if that would be of interest to  
17 you.

18 MR. MILES: I've seen the Reserve  
19 before.

20 MS. KEMPF: Okay. I didn't know  
21 if that was your --

22 CHAIRMAN BRYANT: All right.

1 Okay.

2 We were just having a sidebar  
3 conversation and maybe we need to share a  
4 little bit more about that.

5 Area 1 is in close proximity to  
6 the Reserve. Area 2 is basically the  
7 remainder of the City. And Commissioner Dixon  
8 was pointing out that they're actually  
9 District of Columbia commemorations that are  
10 not subject to this -- that are completely  
11 separate. And the D.C. government has its own  
12 commemoration process. And I can't remember  
13 too much about it, but there is a separate  
14 process for doing commemorations on District-  
15 owned land.

16 MR. MILES: So those will not be  
17 cataloged?

18 MR. MAY: I don't -- well --

19 MS. KEMPF: Well, we've offered a  
20 catalog of District sites in the addendum. We  
21 didn't want to sort of mix and match. But  
22 from a subject matter perspective, I think

1 that it was interesting to look at both,  
2 although as I said they are separate.

3 A good example is the District  
4 often permits statutory in front of embassies.  
5 So there was sort of strong international  
6 theme to these statues that the District  
7 permits. So if we wanted to, for example,  
8 think spatially about where a number of these  
9 types of works are built, it's useful on one  
10 level to look at everything together.

11 MR. DIXON: Mr. Chairman, I also  
12 want to mention the street names.

13 We have a problem I know in our  
14 City where people get excited up and sharing  
15 about someone or something they want to name  
16 a street after it. But the numbered streets  
17 as you illustrated in your example could also  
18 be attached to some person or some thing and  
19 not need the numerical number. But say 10th  
20 Street will be with a tag on it for that  
21 person or something you want to remember.  
22 There may be a lot of opportunities for folks

1 local to name things after folks they're  
2 concerned about rather than changing one  
3 that's historical to something else.

4 CHAIRMAN BRYANT: Arrington Dixon  
5 Boulevard.

6 (LAUGHTER.)

7 CHAIRMAN BRYANT: Other questions  
8 or comments?

9 (No audible response.)

10 CHAIRMAN BRYANT: Hearing none,  
11 thank you very much. And Ms. Lytle, thank you  
12 very much.

13 The last item on the agenda is a  
14 most noteworthy one. It is an information  
15 update on what's called WHATS -- the White  
16 House Area Transportation Study that has been  
17 going on for a few years. The purpose is to  
18 look at transportation management and security  
19 and to see what additional infrastructural  
20 improvements if any are needed to improve flow  
21 and preserve security and whether just good  
22 transportation management is needed. So it's

1       been a very collaborative effort. And we have  
2       Mr. Weil today to give us this informational  
3       update.

4                       MR. WEIL: Thank you. Thank you,  
5       Mr. Chairman and Members of the Commission.

6                       I would like to introduce the  
7       third and final White House Area  
8       Transportation Study information presentation  
9       to the Commission. The study was initiated to  
10      address traffic problems in the vicinity of  
11      the White House, to alleviate congestion  
12      resulting from the Pennsylvania Avenue and E  
13      Street closures and to report on the closure  
14      impacts.

15                      Today's presentation will be  
16      offered by three presenters. The first  
17      presenter is Chris Lawson who is the  
18      Administrator of the D.C. Division Office of  
19      the Federal Highway Administration. And he  
20      serves as the lead project manager for the  
21      study. Chris will introduce the presentation  
22      agenda and briefly highlight the key study

1 findings.

2 The second presenter will be Doug  
3 Laird from the Federal Highway Administration,  
4 National Headquarters Office who is the lead  
5 technical manager for the study. Doug will  
6 describe the study approach, provide some  
7 context for why the study was undertaken and  
8 describe the closure impacts.

9 And the third presenter will be  
10 David Roden from AECOM Consult who is the lead  
11 consultant manager for the study. David will  
12 describe the study analysis and its findings  
13 as well.

14 At the conclusion of the  
15 presentation, all three gentlemen will be  
16 available to answer any questions that you may  
17 have.

18 And with that, I would like to  
19 introduce Chris to start the presentation.

20 MR. LAWSON: Thank you, Mike.  
21 Excuse me. Fighting a little cold here, so my  
22 voice is a little choppy.

1                   But good afternoon, everyone. I  
2 am certainly pleased to be here today to  
3 report on the White House Area Transportation  
4 Study.

5                   I'd like to thank Mike along with  
6 Marcel Acosta, Chairman Preston Bryant and the  
7 rest of the National Capital Planning  
8 Commission who have partnered with us  
9 throughout this study.

10                  Please accept my apologies for the  
11 time it has taken to produce this final  
12 report. But I assure you that we have made  
13 every effort to produce a report that is both  
14 accurate and credible.

15                  Let me begin with a little  
16 background. You are aware that certain  
17 streets were closed and travel restricted  
18 around the White House, the Capitol and the  
19 State Department following the tragic Oklahoma  
20 City bombing of 1996. E Street was reopened  
21 to two-way traffic in December of 2000 only to  
22 be closed again nine months later following

1 the tragedies of September 11, 2001.

2 The closures of Pennsylvania Avenue and E  
3 Street, cross town arterials adjacent to the  
4 White House, increased congestion throughout  
5 downtown and made travel less reliable.

6 In September of 2002, Congress  
7 directed the Federal Highway Administration to  
8 address traffic problems and alleviate  
9 congestion in the immediate vicinity of the  
10 White House. Since that time, we have worked  
11 in close partnership with the NCPC, the  
12 District of Columbia Department of  
13 Transportation, the District's Office of  
14 Planning, the National Park Service, the  
15 Washington Area Metropolitan Transit Authority  
16 and the Metropolitan Washington Council of  
17 Governments as well as the Secret Service.

18 A working group of these agency  
19 representatives met monthly to coordinate and  
20 review the study's progress. Also a project  
21 steering committee of senior officials met  
22 periodically to review progress and guide the

1 study. Our study reflects their input on the  
2 scope, performance criteria and alternatives  
3 that we will present to you today.

4 The study proceeded in two phases.  
5 The first phase identified and evaluated ways  
6 of repairing the discontinuity and the street  
7 grade. The closures made the street system  
8 much more challenging. And by that I mean  
9 that it became less intuitive and more  
10 confusing for tourists and infrequent downtown  
11 visitors. It caused delays to hundreds of  
12 thousands of daily travelers including bus  
13 riders, delivery vehicles servicing downtown  
14 businesses, workers and other visitors.

15 We found that a tunnel under E  
16 Street would large mitigate the conditions  
17 created following the street closures. But  
18 such tunnels are extremely costly and  
19 challenging to construct in a 200-year-old  
20 city. So the second phase of the study looked  
21 at ways of making the transportation system  
22 work more efficiently with a particular focus

1 on bus operations.

2 So the study provides and  
3 independent and an analytically-based unbiased  
4 assessment of the advantages and disadvantages  
5 of constructing transportation improvements or  
6 implementing other mobility options.

7 We are here today to update you on  
8 the results of the study. I have with me  
9 today Mr. Doug Laird who is FHWA's project  
10 manager for the study. We are also joined by  
11 Mr. David Roden of AECOM who led the  
12 consulting team who was hired to perform the  
13 bulk of the study's modeling and analytical  
14 efforts.

15 I will now turn the floor over to  
16 Mr. Laird who will begin the presentation,  
17 followed by Mr. Roden who will provide  
18 detailed information regarding the White House  
19 Area Transportation Study.

20 At the end of our presentations,  
21 we will certainly and broadly answer any  
22 questions that you may have. But at this

1 time, I'd like to thank you for your  
2 attention, and I will turn the floor over to  
3 Mr. Laird for his presentation.

4 Thank you.

5 MR. LAIRD: Thank you, Chris.

6 It's nice to be back in front of you again  
7 today. Without further ado, I'd like to tell  
8 you a little bit about what we've been doing  
9 the last couple of years.

10 We conducted the study using a new  
11 model developed by USDOT called TRANSIMS. It  
12 stands for the transportation and analysis  
13 simulation system. We measure over 20 million  
14 regional trips that occur every day with a  
15 focus on the downtown core. We look at those  
16 20 million travelers, their experiences, their  
17 interactions with each other, and measure the  
18 amount of time it takes them to travel and  
19 what it costs them to travel, and compare  
20 those travel times and costs between different  
21 scenarios, whether the streets are open, the  
22 streets are closed, transit improvements are

1 in place or tunnels are built.

2 The study area itself is outlined  
3 in purple here, has about 400,000 workers and  
4 40,000 residents in the year 2020. Over a  
5 million trips a day are attracted into the  
6 core. About 40 percent of those are by  
7 District residents, and transit plays an  
8 extremely important role in getting people to  
9 and from the District and moving people within  
10 the District, carrying 40 to 50 percent of the  
11 trips into the District and almost two thirds  
12 of the trip across this screenline which we've  
13 drawn here to help us understand a little bit  
14 better the impacts of those two street  
15 closures because the street closures  
16 themselves affected primarily people moving  
17 east and west across the core of the City.

18 The closures reduced the number of  
19 people traveling downtown. You can see up  
20 here in the upper box. But it increased the  
21 amount of delay that they have by about 14,000  
22 hours. And from a transportation perspective,

1 that's a very poor condition which is one of  
2 our primary findings.

3 We also looked at a number of  
4 alternatives designed to reconnect the street  
5 grid and reverse those losses. We found as  
6 Chris mentioned they can be effective, but  
7 they're expensive to build and difficult to  
8 integrate in a 200-year-old city in sensitive  
9 historic areas. So it took a long and hard  
10 work through phase 2 and really phase 3  
11 because we did two separate phases of  
12 transportation analysis towards transit  
13 options to see whether or not some transit  
14 operational improvements could help.

15 We found that improving transit  
16 has the potential to reduce travel times and  
17 costs downtown, but there are certain  
18 operational challenges associated with them.  
19 First and foremost, there's a pervasive amount  
20 of congestion downtown, and people who ride  
21 the buses get caught in the congestion and  
22 lose as much time as everyone else. So that

1 background congestion reduces the amount of  
2 benefit available to making some transit  
3 improvements.

4 A transitway on K Street was a  
5 central point from which we examined  
6 improvements. And we found that operations  
7 within the transitway itself are somewhat  
8 difficult due to the long signal timings  
9 necessary to move people across the street.  
10 So there are some challenges which reduced the  
11 potential amount of benefits.

12 We found that the closures really  
13 didn't measurably or disbenefit Metrorail  
14 riders. And we were asked consistently  
15 throughout the study whether or not the  
16 alternatives would forestall the day when  
17 Metrorail gets to be so crowded that you have  
18 to wait for multiple trains in order to get on  
19 the train. That's happening to me right now  
20 in my commute, so I'm sure it's going to be  
21 more pervasive in the future.

22 These are lines that show whether

1 we expect that to be occurring regularly in  
2 the year 2020. Blue is in the morning coming  
3 into town, purple in the afternoon leaving  
4 town. You can see that none of the  
5 alternatives really help alleviate that  
6 condition. So our conclusion is that the  
7 alternatives themselves don't do enough to  
8 forestall some of the problems that are  
9 expected to occur on Metrorail.

10 Finally, we found that a  
11 combination of traffic operations and transit  
12 operations improvements do have the potential  
13 to provide measurable benefits and travel  
14 improvements to all travelers downtown and are  
15 worthy of consideration.

16 Now when we started this study, we  
17 centered on two streets. Just two streets had  
18 such an obvious impact on a range of travelers  
19 throughout Washington, D.C. Now it was a bit  
20 of a surprise to us, and it was a bit of a  
21 surprise to an expert panel that we brought  
22 together to review our work throughout the

1 study.

2 So we started looking at the  
3 health and the robustness of the  
4 transportation system itself much the way you  
5 might look at the condition of a piece of a  
6 cloth. We were looking at the warp and the  
7 weft.

8 We realized that L'Enfant's grand  
9 avenues were underpinned by a strong grid  
10 system. What we were a little bit surprised  
11 to find was that some of those streets ran  
12 continuously across the City. In other words,  
13 there were no interruptions as you moved  
14 across the City. And what you see on the left  
15 is the map -- actually the Andrew Ellicott map  
16 that President Adams signed into law. On the  
17 right is what we have today. And you can see  
18 that there's a big gap across the central  
19 core. Their south streets are about the same.  
20 But those were what the problem is. And we  
21 think that that's part of the reason why when  
22 you close two streets, you begin to see ripple

1 effects that are a little bit broader than  
2 what we expected.

3 And maybe it doesn't stand as two,  
4 we thought well, it's not just the through  
5 streets. It's really all the streets. And so  
6 we did an overlay view of all the streets  
7 across the City. And if you take those maps  
8 away, you can see that what we have now is a  
9 much more fragmented and fractured system.  
10 And that's the system that we're loading our  
11 vehicle trips onto. And so in fact, we do  
12 have a pretty strong reason why some of these  
13 trips are taking so much longer.

14 So to help guide you through some  
15 of the background and list some of those  
16 specific findings, I'll introduce David Roden  
17 from AECOM Consult.

18 MR. ROBEN: Thank you. We'll  
19 start by looking at what happened as a result  
20 of the closures to both the transit and the  
21 auto travelers and truck travelers in  
22 downtown. What we've identified is about

1 75,000 people a day used to use Pennsylvania  
2 Avenue and E Street and about half of those  
3 diverted into the neighboring streets --  
4 Constitution, H, I and K. The other half  
5 however dispersed onto other streets leaving  
6 the downtown area and into the neighborhoods  
7 and are traveling in different places or not  
8 traveling at all at this point.

9 We did see that there are major  
10 impacts on travel time and the routes into  
11 downtown. This particular example is a trip  
12 that used to take 14th Street and they now  
13 take Memorial Bridge to get into downtown.

14 The major travel time impacts  
15 however are for short trips across downtown  
16 going east and west. In this case, a trip  
17 that originally used Pennsylvania Avenue took  
18 about eight minutes. Now taking Constitution  
19 and up and it's taking 19 -- a fairly  
20 significant increase in travel time.

21 It also affects transit users.  
22 Transit routes were re-routed, but travel time

1 on the transit system is also slower because  
2 the traffic is slower. And this is an example  
3 of a transit user who increased their travel  
4 time.

5 In addition to travel time, we're  
6 looking at congestion. One of the ways we  
7 measure congestion is what we call cycle  
8 failures which is the number of times you have  
9 to sit through a green light in order to get  
10 through the intersection. So the red dots are  
11 areas where the cycle failures increased. The  
12 number of times you had to wait increased and  
13 the green dots really decreased. Obviously  
14 approaches to Pennsylvania Avenue and E Street  
15 got better. Most spaces got a lot worse.

16 In addition to the instances of  
17 congestion, there's also the duration of  
18 congestion -- how many hours of the day is the  
19 system congested throughout the system. And  
20 we see a lot of increase in hours of  
21 congestion throughout the day.

22 As we mentioned earlier, bus

1 routes were re-routed. Many of the bus routes  
2 on Pennsylvania and E Street were diverted up  
3 to H and I and K Streets providing better  
4 service for transit users up here -- shorter  
5 walks. And if you're going to that area, it's  
6 a pretty good thing.

7 And what we see in these maps are  
8 the various impacts on the transit users for  
9 travel time. So the blue areas are where  
10 transit travel times decreased, and the red  
11 areas are where transit travel time increased  
12 to those locations. And what we see in the  
13 overall study, all the people coming downtown,  
14 there's a predominant red or at this benefit,  
15 longer travel times. If you're going  
16 east/west, there's also longer travel times.  
17 But if you happen to be a D.C. resident or  
18 you're going along K Street, you actually  
19 benefit from the system. So the closure has  
20 helped those travel conditions.

21 So phase 1 of the study, we were  
22 looking at alternatives designed to repair or

1 reinforce the grid. These are primarily  
2 infrastructure alternatives. We have several  
3 tunnel alternatives, as well as consideration  
4 of changing one-way streets to two-way streets  
5 and see if that would help. What we found in  
6 this study is that all of these alternatives  
7 did not help us get back to the original level  
8 of throughput from east/west and on the 16th  
9 Street screenline that we had originally.  
10 Only the long tunnel was able to recapture  
11 that person movement across the corridor.

12 We also looked at this from a  
13 nontransportation perspective. We looked at  
14 the environmental, the social and cultural  
15 aspects of it, how the tunnels portals would  
16 fit into the landscape and what they would  
17 like if we did that. And then also doing  
18 construction would be impacts during  
19 construction and after construction.

20 The phase 1 summary is shown like  
21 this. We have various alternatives here. And  
22 the red dots are basically situations where it

1 got worse, green dots better. We don't really  
2 have any scenarios that agree all the way  
3 across from the point of view of mitigating  
4 the traffic. The long tunnel was the best,  
5 but it was also very bad from a construction  
6 point of view and cost point of view. So  
7 there's balancing problems that were designed  
8 there.

9           What we end up saying is though  
10 that the infrastructure alternatives can  
11 repair the street grid. It can provide  
12 mitigation for the closures. The long tunnel  
13 does the best at that. The shorter tunnels  
14 are much less effective. But the costs are  
15 very high. We have \$85 million to \$1.3  
16 billion for some of these tunnels. And the  
17 non-capital costs -- the environmental costs  
18 -- are also significantly high.

19           So the steering committee  
20 suggested we look at a phase 2 of the study  
21 where we looked at transit and traffic  
22 operations alternatives to see if these could

1 help mitigate some of the impacts of the  
2 closures. And the alternatives we looked at  
3 in that case include expanded circulators,  
4 busways on K Street, free fare zones, traffic  
5 management and traffic operations scenarios.  
6 We put these in various combinations, looked  
7 at a lot of combinations together to see what  
8 we could achieve.

9           The expanded circulator route  
10 alternatives included the four that are out  
11 there today plus a new route -- a new street  
12 down to Washington Circle -- and routes coming  
13 in from Virginia to serve this part of  
14 downtown the K Street corridor area. There's  
15 also the new circulator routes around the  
16 Mall, particularly like you heard earlier, the  
17 one that would serve the Jefferson Memorial,  
18 and other areas like that. So that's included  
19 in many of our alternatives and looked at  
20 separately as well.

21           We also have the K Street  
22 transitway which is basically an exclusive

1 guideway down the middle of K Street from  
2 Mount Vernon Square to Washington Circle. It  
3 extends, however, Massachusetts Avenue to  
4 Union Station and up Pennsylvania into the  
5 Georgetown area for providing those kinds of  
6 connections throughout the City.

7           What we found from the transitway  
8 alternative is that it does travelers on the  
9 K Street system by from 9,000 to 16,000  
10 travelers a day which is a significant  
11 increase -- a 40 to 74 percent increase over  
12 what's out there today. Most of those  
13 travelers however did come from existing  
14 transit routes. They'd been moved on o the K  
15 Street corridor as the routes are moved onto  
16 the K Street corridor.

17           And when we took the transitway --  
18 the right-of-way in K Street, we reduced about  
19 55 percent of the auto travelers on K Street  
20 itself. About half of those were diverted to  
21 the adjacent streets. And the other half of  
22 those automobile travelers and truck travelers

1 used other corridors.

2 We did find operational concerns  
3 from the stations and intersections on K  
4 Street from the transitway operations. The  
5 two-lane version of the transitway had some  
6 significant problems. If we add a passing  
7 lane on the transitway, there are some  
8 benefits to that, but that increased the  
9 congestion on the adjacent streets.

10 So from a total-person point of  
11 view from a transit solution point of view,  
12 east/west travelers did improve. But more  
13 south bus travelers and basically all auto and  
14 truck travelers in the downtown have slower  
15 and less reliable travel times. And that is  
16 kind of indicated in these maps where we can  
17 see on the top the auto travelers for two of  
18 the alternatives very significantly affected  
19 throughout all the downtown. There are  
20 pockets where transit travelers do have  
21 significant improvements. But the congestion  
22 around the K Street and the Federal Triangle

1 areas are significant for transit travelers as  
2 well.

3 So we looked at other  
4 alternatives, in this case, traffic management  
5 and traffic operations alternatives. And this  
6 is one idea that came to us through our expert  
7 panel who suggested in many major cities  
8 around the country there are what we call  
9 favored travel paths for auto travelers to  
10 make it through downtown in an effective and  
11 efficient way through signing and other kinds  
12 of mechanisms. This case came up as a design  
13 that uses L and M Street, in the north to New  
14 York Avenue to get across the north part of  
15 downtown, Virginia Avenue and Constitution to  
16 come from the south of downtown, and then some  
17 key more south corridors that would be  
18 identified to help move travel in and out of  
19 the core.

20 In this particular case, we also  
21 included in traffic management a scenario  
22 where we would dampen the east/west movements

1 of autos in the core of downtown. In  
2 particular north of the White House, this  
3 particular scenario reverted H and I Streets  
4 to two-way streets with one lane in each  
5 direction, only serving kind of local access  
6 to those facilities, making them much more  
7 transit-friendly, pedestrian-friendly, bike-  
8 friendly to help this whole area be much more  
9 calm from a traffic calming point of view.

10 This alternative also includes  
11 major considerations for key intersections  
12 which provide bottlenecks in and out of  
13 downtown. The New York Avenue/Mount Vernon  
14 Square intersection would need some  
15 improvements, Scott Circle, the  
16 Whitehurst/Virginia Avenue area and Virginia  
17 and Constitution, critical to this alternative  
18 being effective.

19 The other way we looked at it was  
20 recalling traffic operations where we're not  
21 changing H and I and K Streets but trying to  
22 make them work more efficiently with parking

1 enforcement and other kinds of activities that  
2 would progress the signals and allow people to  
3 move more effectively east and west. And  
4 that's all summarized on this kind of slide  
5 for the traffic management operations. We  
6 have preferred travel routes, we have key  
7 intersections, strict parking enforcement, et  
8 cetera, management strategies that take care  
9 of H, I and K and other streets in the area.

10 And then the transit operation  
11 strategies are also included here where we  
12 coordinate transit with traffic, and we  
13 consolidate some of the routes and we have  
14 reduced the delays in collecting fares. These  
15 alternatives did well in restoring the  
16 east/west movements across the corridor.  
17 We're able to capture, recapture much of the  
18 person volumes in the area, and also  
19 rebalanced the streets so that all the streets  
20 kind of got their fair share of traffic  
21 through the area. Not one street was  
22 overburdened over the other.

1                   The traffic management scenario  
2           also worked fairly well. It did improve  
3           north/south travel. East/west travel was a  
4           little more difficult. But in general, we  
5           were able to reduce the congestion in downtown  
6           by about -- the hours of congestion anyway --  
7           by about 20 percent. And that is shown on  
8           this graphic where we see the highway system  
9           that all of downtown area is benefiting from  
10          traffic operations improvements and the bus  
11          service in downtown is also improving from the  
12          traffic operation service. So buses are able  
13          to go faster, people are able to get to their  
14          destinations more quickly.

15                   So we said what about a  
16          combination of these. What if we combine  
17          these operational strategies with the busway  
18          and the transitway options? And what we found  
19          is if we put the traffic operations and a  
20          busway together, we were able to see  
21          significant benefits. However, the traffic  
22          management strategy and a busway was kind of

1       operated less effectively. The congestion was  
2       significantly increased because we're taking  
3       both capacity at H, I, K and the transitway  
4       was just too much for the system to bear.

5               And that's shown in these  
6       graphics. The traffic operations with a  
7       busway still provides benefits to most highway  
8       users and does provide some areas where  
9       transit are benefiting. But the operations  
10      the combination of a traffic management  
11      strategy and transit shows significant  
12      problems on the transit system in this area  
13      and less benefits to the auto users.

14             So in conclusion, in comparing  
15      these alternatives what we see is as far as  
16      achieving the objectives of our study which is  
17      to try to mitigate the impacts of the closure  
18      of E Street and Pennsylvania Avenue, we see  
19      that most of the Metrorail -- all of these  
20      alternatives really don't change the Metrorail  
21      ridership all that much. There's some  
22      increase in bus service -- bus users as a

1 result of some of these alternatives, and  
2 there's some increase in auto travelers  
3 through the area as well.

4 The alternatives that get us  
5 closest to our objective are the traffic  
6 operations and the busway with traffic  
7 operations. And we can see that difference  
8 here where from the 16th Street screenline  
9 point of view, the transit alternatives on K  
10 Street don't do a lot to mitigate the impacts  
11 of the closures. Traffic operations does  
12 better.

13 But for the overall downtown, the  
14 overall study area, there is some benefits  
15 from the transit alternatives, and even  
16 greater benefits from the operational  
17 perspectives.

18 And what we've done is we've  
19 provided a series of graphics like this to  
20 present this. Three concepts are one graph.  
21 We're not going to go through all these in  
22 detail. But the picture up here is basically

1 the mode share -- the percentage of trips that  
2 are made by bus, Metrorail, truck and auto.  
3 And down here we're showing the increase or  
4 the new person trips that are captured as a  
5 result of that alternative on the 16th Street  
6 screenline. And again, on the 16th Street,  
7 the number of hours of benefit or disbenefit  
8 for auto are in blue and the transit users in  
9 orange there.

10 So if we just clip through these,  
11 we can see how those shares change and how the  
12 various alternatives increase, the various  
13 combinations of those analyses.

14 So findings? When we compare  
15 these alternatives to the do-nothing situation  
16 which is what we have today -- do nothing from  
17 what we have today -- we see some of these  
18 alternatives do provide benefits across the  
19 board for both highway and transit users. The  
20 ones that perform the best are the traffic  
21 operations and the traffic management  
22 alternatives and traffic operations with a

1 busway.

2 Most of the transitway  
3 alternatives do have very negative impacts on  
4 auto users in downtown and certainly can  
5 affect the net person movement effects.

6 If we do however look at it from  
7 the point of view of what it was like before  
8 these streets were closed -- we call it the  
9 all-open scenario; it's just a hypothetical  
10 scenario saying what if all the streets were  
11 open -- with these would we have mitigated the  
12 impact? What we find is the transit  
13 alternatives do not mitigate the impact at all  
14 even for the transit users. The traffic  
15 operations strategies and the combined ones  
16 still help the auto users a good bit. But  
17 they don't really fully compensate for the  
18 loss of the transit users in downtown.

19 And in conclusion, the  
20 infrastructure alternatives do mitigate a good  
21 bit of the impacts -- the high costs from  
22 capital and non-capital point of view. The

1 transitways do benefit bus users but they have  
2 congestion issues. They affect auto users and  
3 have operational complexity that causes some  
4 problems.

5 the operation strategies do more  
6 to mitigate the impacts of the closures. They  
7 benefit both auto and transit users, but they  
8 have some significant intersection  
9 reconstruction considerations and re-  
10 orientation to traffic to downtown which will  
11 be difficult to resolve and agree to.

12 The combination alternatives --  
13 traffic operations and transitways do well to  
14 improve the overall performance of the transit  
15 systems. But again, all these alternatives  
16 pose some real challenges to implementation in  
17 this area.

18 We do have a final report that's  
19 been drafted and presented, and I'm going to  
20 refine in the next few months. It has an  
21 Executive Summary and then about a 50-page  
22 description of the analysis and then several

1 appendices that will be presented for more

2 detail.

3 That's our presentation. Thank

4 you. Any questions?

5 [INSERT - WHITE HOUSE AREA TRANSPORTATION

6 STUDY]

1                   CHAIRMAN BRYANT: Thank you very  
2 much. Questions or comments?

3                   It's been a long time initiative.

4                   Mr. Dixon?

5                   MR. DIXON: Mr. Chairman, this is  
6 amazing. I mean, these charts -- this is like  
7 -- they say a picture is worth 1,000 words.  
8 I have some feeling what you're talked about.  
9 But my God. It doesn't sound good quite  
10 frankly.

11                   I just don't know yet whether it's  
12 above all of our pay levels to figure out  
13 whether or not there's still that E Street may  
14 be re-opened. But from your charts, it  
15 doesn't sound like even E Street will re-open.  
16 It might make a big difference in all these  
17 traffic problems. Is that -- I mean, let's  
18 just assume we could open E Street -- not  
19 Pennsylvania Avenue which some of us still  
20 think could happen.

21                   MR. ROBEN: Correct.

22                   MR. DIXON: I don't know why we

1 have the offset on E Street. I mean, some of  
2 us have some experience in security and we've  
3 listened to all of this stuff. But I think  
4 it's a huge offset on E Street. Why we need  
5 to close it still is not clear to me.

6 If E Street were opened -- and I'm  
7 not sure it can be -- if it were opened, would  
8 that really help us a lot or like your chart  
9 says maybe it wouldn't make that big a  
10 difference anyhow.

11 MR. LAIRD: If E Street were re-  
12 opened, there would be some benefit to  
13 vehicular traffic in off-peak periods.

14 MR. DIXON: Off-peak?

15 MR. LAIRD: In off-peak periods.  
16 Okay?

17 But in the peak periods, there  
18 would be relatively no benefit.

19 MR. ROBEN: And we did look at  
20 that at the first phase. There were some  
21 security issues there.

22 MR. DIXON: Well, I know that

1 because we hear that all the time. Double.

2 Thank you. Amazing.

3 MR. MAY: I'm just confused about  
4 the difference between the management  
5 improvements and the operations improvements.  
6 Can you sort of draw a clear line between what  
7 those are?

8 MR. ROBEN: Okay. Basically it's  
9 how we handle H, I and K Street. Are we going  
10 to keep them as they are today and make them  
11 run as efficiently as possible and have  
12 parking enforcement and everything else to  
13 make them move smoothly? Or are we going to  
14 change that area into a  
15 transit/pedestrian/bicycle-friendly  
16 neighborhood. That's the strategy.

17 If we can get the traffic out of  
18 downtown, maybe we can restore that to a very  
19 nice one-lane each direction on the roadways  
20 for example just to provide access to the  
21 parking lots or the businesses, but no real  
22 auto throughput east/west in that area. Now

1 north/south movements, but not east/west.

2 That's a big change. If we can  
3 take all that capacity out for auto travel, we  
4 need to be able to have another route for that  
5 auto travel to go.

6 But the management alternative  
7 offers that as an option. The operations does  
8 not. It continues to emphasize what we have  
9 today.

10 MR. MAY: Okay. I'll have to look  
11 at the charts again and study this a little  
12 more. Can't wait for the full report.

13 (LAUGHTER.)

14 MR. MAY: I actually have a  
15 question for anyone on the District side who  
16 can answer it. But how does this -- I mean,  
17 I thought the District was pressing ahead with  
18 the K Street transitway no matter what and  
19 that this is a project that's in your planning  
20 regardless of the study. And is that correct?

21 And secondly, does this give you  
22 ground to reconsider? And maybe you don't

1 want to answer.

2 MS. STEINGASSER: Yes. I'm not  
3 prepared to answer.

4 MR. MAY: Okay. Rob, do you know?  
5 Okay.

6 Well, maybe we need to make sure  
7 this is shared -- well, I know DDOT's been  
8 involved in this all the way through. So I'm  
9 just kind of surprised by actually the  
10 transitway is of no significant benefit and  
11 actually is significantly detrimental.

12 MR. ROBEN: Well, I think our  
13 point is by itself it can be detrimental. But  
14 you need to consider other operational  
15 improvements in the auto system to compensate  
16 for the loss in capacity.

17 MR. MAY: Okay. So it could --  
18 it'd be yet another thing in essence to be  
19 mitigating once you've -- but what you're  
20 mitigating is the vehicle traffic as opposed  
21 to transit because it would bring the transit  
22 benefits. Yes. Okay.

1 MR. HART: What exactly is a  
2 transitway on K Street? How did you model  
3 that?

4 MR. ROBEN: We have three  
5 variations. Basically there's a two-lane  
6 version which is right down the middle of K  
7 Street. And you have three lanes on either  
8 side for autos. And there's stations in the  
9 middle of K Street. Okay? Do you understand  
10 that?

11 But there was also what we call a  
12 three-lane or a passing lane option where  
13 there would be a second lane for the busway to  
14 get around stations so that all the buses  
15 wouldn't have to back up at each station and  
16 wait for the other buses. They could bypass  
17 that and go through the intersections. And  
18 that was what we called the three-lane or the  
19 two-lane with passing lanes option.

20 And then we also looked at options  
21 where we had free fare zones along K Street  
22 between Washington Circle and Mount Vernon

1 Square where you didn't have to pay fare, you  
2 could jump on and off, more like a streetcar  
3 arrangement. And we did look at a streetcar  
4 on K Street as well as another option --  
5 streetcar with buses in addition. So those  
6 are all in the median of K Street.

7 MR. HART: So they'd all  
8 have physical barriers that would restrict the  
9 vehicles in the middle?

10 MR. ROBEN: Correct. Physical  
11 barriers and station platforms and shelters,  
12 et cetera, in the median.

13 MR. PROVANCHA: A couple of  
14 comments. Echo previous comments about the  
15 very, very impressive analysis. This assumes  
16 of course that the benchmark data -- at least  
17 back to the '95 about the cycle failures and  
18 the increases in congestion -- that data was  
19 available and it's valid data upon which you  
20 based these?

21 MR. ROBEN: We did have some data  
22 from that time. Most of this is done with

1 simulation models however of traffic  
2 conditions.

3 We basically did our analysis in  
4 the year 2020. So we're comparing what if the  
5 streets were open in 2020 to the various  
6 scenarios we were looking at.

7 MR. PROVANCHA: Got you. Okay.

8 We've seen the very powerful  
9 simulation models from the folks at Old  
10 Dominion at the modeling center there for the  
11 evacuation of the Norfolk Base as an example.  
12 So we have confidence in those models.

13 Also found very helpful the  
14 historical context. It clearly demonstrated  
15 the expertise of Mr. L'Enfant. I think he  
16 would probably be disappointed and perhaps  
17 rolling over in his grave as to what we have  
18 done with the best of intentions to his plan.

19 Last comment had to do with costs.  
20 It looks like we've done a good job of  
21 identifying rough order magnitude costs for  
22 the infrastructure improvement with the

1 various tunnels. While \$85 million seems like  
2 a lot, it's on the low end. For some of these  
3 tunnel options, \$85 million is not a lot in  
4 Washington, D.C. dollars.

5 Last comment about costs is I  
6 didn't see any quantification of the traffic  
7 management/traffic operations costs. If we  
8 could have a rough estimate of what that might  
9 be. Clearly it's signaling and signage and  
10 those types of things. Do you have even a  
11 ballpark?

12 MR. LAIRD: There are some  
13 questions about those.

14 The management operations requires  
15 substantial reconstruction of a number of  
16 intersections. And we asked if we should take  
17 time out to come up with cost estimates for  
18 making those types of improvements.

19 Making those types of improvements  
20 is not necessarily consistent with the  
21 direction the District of Columbia is moving  
22 in with respect to accommodating automobiles.

1 And they made it loud and clear that they  
2 didn't really want us to be taking a stab at  
3 estimating costs for something they really  
4 didn't want to do. So we didn't develop cost  
5 estimates for those improvements based on  
6 their direction.

7 MR. PROVANCHA: I'm disappointed  
8 at that response. There may be others of us  
9 that would encourage the City to make some of  
10 these changes that they don't want to do due  
11 to costs or other factors.

12 But I appreciate the candid  
13 feedback. Thank you.

14 CHAIRMAN BRYANT: Other comments  
15 or questions?

16 (No audible response.)

17 CHAIRMAN BRYANT: Hearing none,  
18 thank you very much.

19 And thank you, Bill Dowd, and your  
20 team for all you've done to work on this  
21 project collaboratively.

22 ADJOURNMENT

1

CHAIRMAN BRYANT: If there are no

2

more items to come before the Commission, and

3

hearing none, we will rise.

4

(Whereupon, at 2:42 p.m., the

5

hearing was adjourned.)

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