

NATIONAL CAPITAL PLANNING COMMISSION

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COMMISSION MEETING

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OPEN SESSION

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THURSDAY,  
APRIL 7, 2011

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The meeting convened in Room 5115, Suite 500, 401 9th Street, N.W., Washington, D.C. 20004, at 12:44 p.m., Preston Bryant, Chairman, presiding.

NATIONAL CAPITAL PLANNING COMMISSION MEMBERS

PRESENT:

- PRESTON BRYANT, JR., Chairman  
Presidential Appointee
- XAVIER BELTRAN, Office of the Chairman of  
the D.C. City Council
- HOWARD A. DENIS, U.S. House of Representatives
- ARRINGTON DIXON, Mayoral Appointee
- ELYSE GREENWALD, U.S. Senate
- PETER MAY, Department of the Interior
- ROBERT E. MILLER, Mayoral Appointee
- BRADLEY PROVANCHA, Department of Defense
- JENNIFER STEINGASSER, Office of the Mayor of  
the District of Columbia
- MINA WRIGHT, General Services Administration

NCPC STAFF PRESENT:

- MARCEL C. ACOSTA, Executive Director
- Anne Schuyler, General Counsel
- DEBORAH B. YOUNG, Secretary to the Commission

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

12:44 p.m.

CHAIRMAN BRYANT: Good afternoon,  
and welcome to the National Capital Planning  
Commission's April 7th, 2011 meeting.

Thank you for your patience while  
we got started a little bit late.

Would you now please stand and  
join in the Pledge of Allegiance.

(Whereupon, the Pledge of  
Allegiance).

CHAIRMAN BRYANT: We do have a  
quorum, and we will proceed with the agenda as  
advertised without objection.

[INSERT - AGENDA]

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**REPORT OF THE CHAIRMAN**

CHAIRMAN BRYANT: Agenda Item No. 1 is Report of Chairman, which I have just a couple of things to say.

First, I had the privilege of spending just about all day yesterday at the Department of Homeland Security's new headquarters at St. Elizabeth's in southeastern D.C. It is a major construction site underway right now, phase 1 being the new Coast Guard Headquarters. If you haven't seen it from afar, it's worth noting as you drive by. It's a major, major construction site. And they hope to have much of phase 1 under roof by middle of this summer. So they are moving very, very quickly.

And then toward the end of yesterday I met with the Deputy Under Secretary for Management just to go over the project. A lot of the neighborhood outreach issues. I was very impressed with the operations that they have and their commitment

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to Southeast and having an orderly, as orderly a project as you can have in something as major as that.

Second, I'll say that we are reconvening, if you will, the Interagency Security Task Force. We have about a year's worth of work on two projects, one project being E Street south of the White House. As you'll recall after 9/11 E Street was closed off and its rather unsightly. We were looking at how we can appropriately reopen at least to pedestrian traffic the E Street south of the White House, not unlike what we did with Pennsylvania Avenue in front of the White House.

So, that is a major security issue, as you might imagine. So task 1 of two tasks, the Interagency Security Task Force will be working on that project. Task 2 will be beginning a security planning study of the Federal Triangle basically from Department of Commerce up through the Federal Trade

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Commission.

On the Task Force, again, we will work over the next year. We have representatives, about a dozen or so representatives from National Park Service, GSA, the District of Columbia, Department of Justice, Department of Commerce, Secret Service, Commission on Fine Arts and others. So just FYI, that work will be underway in the Task Force. Our first meeting is on May 3rd.

We will meet a half dozen times pretty much over the course of the coming year.

That is all of the Chairman Report. Questions?

Hearing none, Item No. 2 of a report of the Executive Director, Mr. Acosta.

**REPORT OF THE EXECUTIVE DIRECTOR**

MR. ACOSTA: Thank you, Mr. Chairman, and good afternoon.

In the interest of time, I'll be very short today.

But I would like to announce that

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we are going to have one public event on Thursday, April 21st as part of NCPC's update of the Comprehensive Plan federal elements.

NCPC and the Urban Land Institute, Washington District Council will co-host Agent of Change integrating federal facilities into the local communities. Some of the pals include:

Jay Fisetta the Chairman of the Arlington County Board;

Bob Peck the Commissioner of Public Buildings at General Services Administration;

Lisa Swoboda, State of Maryland, and;

Also Cheryl Cort from the Coalition of Smarter Growth will be the moderator.

The panel discussion was for federal facilities and their impact on their host communities. This meeting will take place in the General Services Administration

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Headquarters' Auditorium at 1800 F Street NW,  
at 8:30 a.m. Again, on April 21st.

And with that, Mr. Chairman, there  
is a written report in your packets.

And that includes my presentation  
today.

[INSERT - REPORT OF THE EXECUTIVE DIRECTOR]

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CHAIRMAN BRYANT: Thank you.

**ELECTION OF VICE CHAIRMAN AND APPOINTMENT OF  
THIRD MEMBER TO THE EXECUTIVE COMMITTEE**

CHAIRMAN BRYANT: And before we proceed, there is one housekeeping item that under bylaws we have to do, it's the time of the year to renominate the Vice Chairman of the Commission. And is there a nomination?

COMMISSIONER DIXON: I would nominate Bob Miller.

CHAIRMAN BRYANT: Is there a second?

COMMISSIONER WRIGHT: Second.

CHAIRMAN BRYANT: It's been moved and are there other nominations? Hearing none, it's moved and seconded that Rob Miller continuing serving as Vice Chair of National Capital Planning Commission . All in favor say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: Opposed no.

And the bylaws also allow the

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Chairman the prerogative of appointing a third member of the Executive Committee. And I would like to continue having Mr. May serve in that slot, that is with your approval. Is there a motion that Mr. May continue serving on the Executive Committee?

COMMISSIONER PROVANCHA: So moved.

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

(Chorus of ayes.)

CHAIRMAN BRYANT: Opposed no.

Thank you very much.

#### **LEGISLATIVE UPDATE**

CHAIRMAN BRYANT: And then Item No. 3 is the Legislative Update, Ms. Schuyler?

MS. SCHUYLER: Nothing to report, sir.

#### **CONSENT CALENDAR**

CHAIRMAN BRYANT: Item No. 4 is moving straight to the Consent Calendar. We have two items.

Item 4A is The Shops at Dakota

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Crossing, Fort Lincoln Urban Renewal Area, New York And South Dakota Avenues, 33rd Place and Fort Lincoln Drive Northeast.

And Item 4B is a modification to the Washington Gateway Planned Unit Development in Square 3584.

The Consent Calendar has been moved and is there a second.

COMMISSIONER WRIGHT: Second.

CHAIRMAN BRYANT: It's been moved and seconded.

All in favor of adopting the Consent Calendar say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: Opposed no.

The Consent Calendar is adopted.

[INSERT - FT. LINCOLN URBAN RENEWAL]

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[INSERT - WASHINGTON GATEWAY]

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[INSRT - PUBLIC COMMENT OF CASEY TREES]

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**ACTION ITEMS****GSA BUILDING MODERNIZATION**

CHAIRMAN BRYANT: Agenda Item No. 5A is the building modernization ground floor retail of the GSA Headquarters at 1800 F Street Northwest. This is a marquee project, and we have Mr. Hinkle from staff.

Jeff?

MR. HINKLE: Yes. Thank you, Mr. Chairman.

As you mentioned, GSA has submitted preliminary final site and building plans for ground floor retail, a component of the building modernization program at their Headquarters at 1800 F Street Northwest.

And NCPC has long been an advocate for the inclusion of retail on the ground floors of federal office buildings. And GSA has done a lot of work with us, as well as the other federal partners and local partners to make this project happen.

The staff felt that it was

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important to show the Commission and the public this positive project.

The building is located in the northwest Federal Rectangle; F Street is on the north, E Street is on the south, 18th Street to the east and 19th Street to the west. Of course, it's just a block or two away from the White House.

And this project specifically just focuses on the street facade, and the facade of the existing conditions.

The Commission had viewed the building modernization program for 1800 F twice already. First as a concept in February of 2005 and second, they reviewed a preliminary and final plans for some base components of the building modernization program last July in 2010.

Components of this review included:

The full restoration of the historic interior and exterior of the

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building;

Replacement of the building's physical plants and other mechanical systems;

Changes to the building's access and egress;

Additions within the building's courtyards. These are to accommodate and increase the employees as well as include the building's circulation, and then;

Notably, a reduction in parking spaces. And this is from a 139 spaces to 54.

Part of that submission and that review in July 2010, GSA submitted two concept alternatives for how to handle the ground floor surrounding the building.

The first alternative was to include additional perimeter security components. And in this graphic you can see what was being proposed at the time; it was a combination low walls as well as bollards along all four sides of the structure.

And then there was a second

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alternative that did not include any of these security elements, but incorporated some ground floor retail as well as a ground floor entryway along the E Street northwest facade.

At the time the Commission actually commented favorably on both of these alternatives, but the Commission did express a preference for the second alternative, the retail option.

And based on further investigation for this, their security needs, GSA has now selected this second alternative and that's what's before you today.

Just to give you a brief overview on the details of the plan, what's specifically being proposed is four retail bays you can see in the orange here as well as, again, ground floor entry into the building. Currently the entry is about four feet higher than the street level.

To accomplish this GSA is proposing to lower the interior floor plate

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the four to six feet required in order for the retail, or I suppose the ground floor entrance to be at the same level as the street.

And then another component of this proposal is to expand the retail bays approximately eight feet past the property line and into public space. And GSA has been working with the District to accomplish this goal.

The only security elements that are being proposed at this time is a replacement of three bollards at each of the two vehicular driveways as well as some accompanying guard booths which are incorporated into the design.

So, this is just an illustration of the F Street facade and what's being proposed: Getting four retail bays as well as ground floor to entryway into the building itself.

Again, another illustration of the proposal, more details on the retail bays that

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you could view. And again, here's the ground floor entrance for the building.

The design of the retail bays has been refined and made a bit wider with more glass than what the Commission reviewed last July. And this allows the historic structure behind the glass to actually be seen from the street a little better. And this refinement actually reflects comments on the design from the Commission of Fine Arts as well as the D.C. Historic Preservation Office.

And then here's just a couple of more views from the street level.

And as I previously noted, NCPC has long been an advocate for the inclusion of retail in the ground floor of federal office buildings. This is really to improve the public ground and to add to the liveliness of the streetscapes. And this proposal not only is a great opportunity to improve and liven this particular part of the city, but it's also really a great model for other federal

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projects across the city and across the nation.

So with that, Mr. Chairman, it's the Executive Director's recommendation that the Commission approve the preliminary and final site and building plans for the ground floor retail at the GSA Headquarters Building and commend GSA for its efforts to include ground floor retail in lieu of permanent perimeter security, and note the potential this project has to be a model for improving accessibility to federal buildings and for how to incorporate ground floor retail into historic buildings.

That concludes my presentation.

[INSERT - GSA HEADQUARTERS]

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CHAIRMAN BRYANT: Thank you, Mr. Hinkle.

Are there questions or comments?

Mr. Provancha?

COMMISSIONER PROVANCHA: Yes, please.

I commend the staff for the thorough review of this project.

I would like to discuss offline. GSA has obviously been very successful in Section 106 compliance despite the major changes to the facade of the building and the infill construction, which is commendable to increase the footprint of the building by 20/25 percent. I think that's remarkable.

On the issue of the retail, Mr. Peck in his recent presentation to us at our retreat I thought was very helpful to justify the existence of the retail and reduction of the security which sets a wonderful precedent, particularly the retail to really promote the urban life as a stimulus in that area.

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The other issue was this is a 1921 building, I think, 90 years old. So there's some historic preservation elements. Again, we'd like to discuss those offline.

We're particularly impressed with the vision of this project, and again hope it sets a precedent for other projects throughout the national capital region.

Just one final note. I want to commend the Executive Director on the approval of some delegated projects; two at the Navy projects and one Army that accidentally complied with NCPC procedures. We'll try to make sure that doesn't happen again.

CHAIRMAN BRYANT: Thank you, Mr. Provancha.

MR. Miller?

VICE CHAIRMAN MILLER: Yes. I just want to echo the commendation of GSA on a model ground floor plan. And it minimizes the use of bollards and, hopefully, that will be a precedent as the Commission's Security Task

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Force looks at Federal Triangle area. Hopefully, all of the elements that are included in this project will be able to be incorporated in other projects as well.

So, congratulations.

COMMISSIONER WRIGHT: We're have a lovefest.

Let me thank the District for helping us with the public space. That was not easy, and NCPC, the staff. So it's good things all around. Maybe we should just vote.

COMMISSIONER DIXON: Second.

CHAIRMAN BRYANT: It's been moved and seconded that we approve the EDR as before you. All in favor say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: Opposed no?

It is unanimously approved.

Thank you, Mr. Hinkle.

**NATIONAL MUSEUM OF AFRICAN AMERICAN HISTORY  
AND CULTURE**

CHAIRMAN BRYANT: The next item

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before us, Item No. 5B is the revised concept the National Museum of African American History and Culture. And we have Mr. Walton from staff.

MR. WALTON: Good afternoon, Mr. Chairman and Members of the Commission.

So today the Smithsonian along with the design team for the National Museum of African American History and Culture, as the Chairman stated, is in for a revised concept submission.

CHAIRMAN BRYANT: You may have to pull the microphone a little closer to you.

MR. WALTON: We'll start with some background.

Some of you may recall that at last September's Commission meeting the Smithsonian submitted four concept design alternatives as part of the NEPA process: There was the plant alternative, the plaza alternative, the provisional alternative and the refined provisional alternative. Each

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alternative was designed to mitigate issues with the building and the site.

The site, as you know, is located along Constitution Avenue between 14th and 15 Street and Madison Drive here at the end of a row of existing museums or what is now the Washington Monument grounds.

At concept, the Smithsonian selected the refined provision alternative as their favorite alternative, and the Commission had several comments associated with different aspects of the museum's design. Those comments related to the museum's site massing on the north side of the site, service access, geotechnical conditions, perimeter security, nightlighting and landscape design.

I'm going to go over each of these design, response to each of those comments starting with site massing.

So just to give you a little description of the design process that led to the current site massing along the north side

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the site, staff had encouraged the Smithsonian to find ways of eliminating these clear storage which has been developed to bring light into the lower level public spaces along Constitution Avenue. The Smithsonian then covered those clear storage with earth creating large berms and knolls along the north side of the site. And so this is what was submitted at concept in September.

Return the knolls to a more general rolling landscape was thought to be more appropriate, and so the architect has defined alternative ways of bringing light into the low level spaces.

They responded by lowering the subsurface construction of the gallery spaces as well as the soil overlay and create a more general rolling landscape, as you can see here much more in line with the Washington Monument grounds.

On the service access. And so the site presents some challenges for service

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access because all sides face on a major streets: Constitution Avenue, 14th and 15th Streets and Madison Drive. To provide the concept, the Smithsonian carried out a truck ramp study that looked at bringing services in from 14th and existing onto 15th. And they looked at 15th Street and Constitution and Madison as well. They found that a service access off of 14th Street presented the least challenges. And so the District Department of Transportation and the District Department of Planning had some issues with that based on the Gateway comments of 14th Street and also because of the high amount of traffic volume at peak hours.

And so the Smithsonsian has worked with NCPD, with the District, with CFA and others to try to resolve those problems.

The first issue they looked at was the turning radius out of the service lane. So at concept trucks were forced to turn out into oncoming traffic, the larger trucks; 55

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foot and 73 foot trucks were forced to turn out into oncoming traffic along 14th Street. And so the Smithsonian increased the turn radius here at the top of the service drive. They also provided a sally port within the service drive so they can do security screening onsite. They increased the width of the landscape buffer here to make for a more pleasing pedestrian experience as well as vehicular experience on 14th Street. And they're in the process now of working with the District in order to come up with a covenant to allow the larger trucks, 72 foot trucks, to enter the site only between the hours of 11:00 p.m. and 6:30 a.m. So for the most part, these issues with service access have been resolved and they will continue working with the District throughout the remainder of the design process.

On the perimeter security. The Smithsonian had begun studying perimeter security before concept, but didn't submit a

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plan, a security plan at concept. However, the Commission asked them to, as best as possible, integrate security elements into the landscape. The Smithsonian responded by eliminating bollards except at pathways and entrances into the site; here and here, down Madison here and here as well as at the service access where there are some retractable bollards.

They integrated retaining walls into the design. They placed freestanding retaining walls along the service lane here. They imbedded some retaining walls within the landscape along Madison and along Constitution Avenue, and also imbedded some of the retaining walls into the land form along 15th and portions of 14th Street.

And so a combination of the bollards, the retaining walls as well as a hardening of the structure itself and some site furnishings have all come together to create a perimeter security design that

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resists a certain type of threat.

On the geotechnical conditions. So the Smithsonian was asked to do a geotechnical study of the impact of excavation of adjacent buildings and monuments around the museum site. The Smithsonian has carried out that study and they have continued to collect and consolidate the available data on the subsurface conditions for the museum site. As well, they found that a slurry wall foundation is the best method for the foundation in order to limit the watering of the site, which is a major contributor to those adjacent foundations. They'll carry out site monitoring throughout the construction process as well.

Onto nightlighting. So, the Smithsonian was asked to create visual depictions of the nightlights for the museum in order to get a better idea of what was the impacts would be in the surrounding environment. That request came because of

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some renderings that were created prior to the time of the design competition, mostly for marketing purposes they showed the building aglow.

And so the designs created this image. The model that was built here was built for design purposes. It was intentionally backlit to give the impression of the design intent that they really had for lighting on the museum site. You might want to view this to be a pilot and they will continue working on the nightlighting as the design proceeds.

On to the landscape design. Okay.

So the 2003 NCPC approved plan here shows planning and tree locations on the museum site, which is here. And so the Park Service has requested that the Smithsonian continue working with them on specific selection of species for the western edge of the site along here.

The Smithsonian was also asked to

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show specific plants under consideration for the museum site, so they created a plant pallet that the landscape architects thinks will integrate well with the plant pallet of the Washington Monument grounds.

The landscape designers has continued to advance the landscape design. Just as a reminder, there are two overarching ideas of concepts hat are driving the landscape design. One is the integration of the geometry of the Washington Monument grounds into the museum site. And the other is that whenever the visitor is passing each of the site of the building, they pass over water. This is a symbolic gesture to the Middle Passage, which is the movement of people from Africa to America during the slave trade.

And so the landscape design has continued to develop on all sides:

The rain garden has been reduced by 66 percent at the request of the Commission

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of Fine Arts;

The north landscape has been softened;

There's been the addition of a water element around the oculus which is a skylight element designed to bring light into the lower level contemplated area here;

There's been the addition of east and west pathways across the site and benches that create seating areas for storytelling or meditation;

On the east and the west these skylights and light wells have been added to the site;

And on the south the entry pathways and the water elements have been reworked.

So, as I just mentioned, on the east and west new skylights and light wells have been added. This is new since concept.

On the east side between the service lane here and the building here, a new

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egress courtyard has been created primarily just to bring visitors out from the lower level gallery and public spaces, but it also brings light into this lower level mezzanine space, which I think is the children's gallery here.

On the west side a new skylight has been added along 15th Street. A combination of that skylight and light through the oculus bring light into this lower level cafeteria space, natural light into the lower level cafeteria space. The skylight is about 100 feet long and 20 feet wide. The edge of the material is the same color and finish as the security wall to blend in with the landscape. It is surrounded by a terraced landscape element here to help it further blend in with the landscape.

The skylight is in the view of the Washington Monument grounds and considerably large. However, the architects have already started making some changes here. They're now

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showing it in the model as an opening or a light well, which is an improvement.

The porch. So the porch shows up here as an extension of the building into the landscape. You can see on the upper level of the porch there's a large landscaped area. Less than 50 percent of the porch is actually habitual here. A combination of the water element below and the shading from the porch creates a microclimate to make a more enjoyable experience for visitors in the summertime.

And this is a view from the porch.

You can see the inhabitable space here. The garden here is actually like an infinity garden; it goes off into the landscape of the Washington Monument grounds.

So the architects see the porch as an iconic element in the African American culture. They see it as a welcoming gathering space. They also looked at the shading potential of it, giving the building a linear

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directionality. They looked at the overall geometry and abstracted the geometry of the porch and of the building mass itself. And you can see all those precedents coming together here as a welcoming gathering space, the shady, the directionality of it and how the overall geometry of the porch enhances the geometry of the museum itself.

There is one issue that we have with the porch. Currently it steps into the setback. I mean, The normal planned setback, which is 445 feet from the center panel of the mall. The porch steps about 32 feet into that setback.

Now there's some precedence for that. The National History Museum's portico is about 27 feet into the setback. A portion of the Hirshhorn is 30 feet into the setback in the free earth 25 feet. Those were all built after the McMillan Plan. The Arts and Industries Building and the Smithsonian Castle are well into the setback, but they were built

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prior to McMillan.

On to the corona's development. And so the concept the architects have pretty much developed the form and color, and hadn't really developed the skin tone in great detail. Over the last six months they spent quite a bit of time developing the skin treatment and the museum's character has been pretty greatly enhanced by it.

The approach they have taken to the skin has been to strengthen the connection to The Mall as well as African American culture. They looked at the panel size and pattern of the Washington Monument to create the proportion of that, the corona panels. They looked to an African American ironworks grills from Charleston and Rawlings for the pattern. The pattern was then triangulated, abstracted and made to be a more modern screen, it was then arrayed across the surface of the corona. The openings within the corona skill modulate 78 percent and 94 percent

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solid, and this is for viewing and solar control.

They also looked at the three dimensional quality of those ironworks grills.

This is a view of a porch or a balcony in New Orleans. You can see basically through the elements there's a larger lens. The frame is framing the view out to distance, and then there's the skin, or as architects call it the veil. So the concept here is the lens framing the veil. They've taken that and applied it to the corona. This view you can see how the frame is framing the view out to the Jefferson in that the skin and the veil is there. So by strategically placing those openings or those windows within the corona itself begins to open up views to specific areas of historic elements within the landscape of the Washington Monument. So you can see the skin has definitely increased the character of the museum.

The skin has also increased the

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size of museum. So the concept when the designers came in, they had reduced the size of master from 230 feet down to 210 feet. At the time of this submission the corona width was 220. Now they've continued working on the corona and what we saw today if you went out to the site and what was staked is at 215 feet. And they're continuing to work on and trying to get it down as small as possible.

Just to give you an idea of the difference in size. So this is what was shown at concept at 210 feet. You can see the space between the Washington Monument and the corona at the museum itself. This is from a view from 14th and Constitution looking across the site.

Now if they increase, you can see how its pushed out a bit. There's still an opening here. You can see the entire shaft of the museum, but you can see that the museum has grown as well as the penthouse.

Just to give you an idea of how

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the structure is driving the size of the corona here, the museum itself is made up of five structural elements starting with the cores of the building, which are the main load bearing support or the roof or for the skin itself. The structural bridge you can see here that's carrying the roof has been tied to a truss, it's connected to a set of cable systems that are carrying the actual cladding system for the museum.

Just to give you an idea of how the extra size is working from a practical standpoint of view, if you look at this section here, this line represents the cable that we just saw. This surface out here is the surface of the bronze panels, and back here is the glazing. The space in between is used for maintenance. As the museum skin becomes more compressed, you can see how it increases the difficulty of getting the maintenance work, but it's still an interior maintenance space but as it becomes more

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compressed, maintenance is pushed to the exterior of the building.

And so just finally, just looking at the order of the building, the lower level great hall and entry hall. There's three levels of gallery spaces. At the penthouse there is public spaces and support spaces. And above that a new set of solar arrays.

We're looking at the same thing in sections, just get a vertical idea of what's going on there; there's gallery spaces and support spaces here in the basement are entry, and hallway here, three levels of gallery with support and service spaces in the upper level.

These elements here are the solar array.

And finally looking at just the relationship of the building to its context. This section is looking from The Mall back towards this is American History and Natural History, you see the corona. The top of the corona lines up with the top of the American History Building there. And here looking

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along Constitution Avenue, this is the Commerce Building. The museum is here. The cornice again lining up with the edge of the corona.

And so the Executive Director recommends that the Commission count it favorably on the revised concept for the National Museum of African History and Culture and commend the Smithsonian for the reductions in the knolls on the north side, service access improvements and sustainable efforts in the building and the landscape and recommends consider the following:

Ensure that the elements on the east side of the building fit within existing setback, and;

That no additional changes are needed to be made in the building's position in order to accommodate the service drive and egress;

Minimize the building's mass to the extent possible;

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Reduce the size of the west gallery, which it looks like they've already started, and;

Studying the nightlighting as you proceed, and;

Continue to analyze the geotechnical conditions of the site and surrounding Washington Monument grounds.

And with that, Mr. Chairman, that concludes my presentation unless you have questions for me. There's also representatives here from the Smithsonian and their design team.

[INSERT - THE SMITHSONIAN INSTITUTION]

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CHAIRMAN BRYANT: Thank you.

Are there questions or comments from the Commission Members?

Mr. May?

COMMISSIONER MAY: Thank you very much.

The Park Service still has a number of concerns about the project as it is right now. And I think your recommendations touch on some of those concerns.

Minimizing the building mass it certainly very important. We were distressed when it went from 210 to 220 or, you know what the growth was and we'd like to see it reduced it back to 210 and have that mass minimized overall.

You know, we also have taken the position that many did not share that the actual location of the pavilion was too far to the south and that was driving some of the problems that were having with the building overall.

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I understand why it is placed where it is and the difficulties of providing entry points at appropriate elevations and so on. So I understand more about why it is where it is, but that still doesn't make it anymore comfortable in terms of where it sits within the monument grounds, but I'm not going to insist that we try to push it further to the north at this stage.

We are also concerned about the skylight, which again you've mentioned as an item that needs significant further study, or at least you say that it needs study. We think it needs significant further study because it really is going to be a foreign element in the landscape the way it is and anything we can do to minimize its impact I think would be helpful.

I think it seems like my microphone is cutting out.

The other issue I think that we feel more strongly about is the relationship

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of the porch to the site overall, in part because the way it projects and past the McMillan line, but also I think perhaps more importantly where it is and its proximity; it's the point that's really closest to the Washington Monument and it really is a very significant element. And so having it protruding so far out is a major concern for us.

I'm not at this moment recommending that the EDR be modified because you're only making recommendations. In fact, you're not even really making recommendations.

You're recommending that they conserve these refinements. I think maybe we want to talk about that language.

But that still is a concern for us, and I know it's also a concern for others who have been consulting with the Smithsonian on this project including the State Historic Officer, although perhaps for some different reasons.

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We are also not big fans of the water feature at the north side of the site. And we understand its importance symbolically and its role, but it really is a very foreign element in that landscape. And I understand there are certain functional needs there, but I think that there may be other ways to meet those functional needs for stormwater management without introducing that particular element in that location. Because again, it feels very foreign.

I think what we've been trying to do over the course of consultations on this project is to really try to make this building fit as comfortably as possible within the landscape of the monument grounds. And I think that the Smithsonian has made great strides in that direction, but I still think that there is a ways to go, in particular in the areas that I've just mentioned. And we will continue to work with the Smithsonian directly on pressing on all of those points.

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But again, we appreciate what already has been done and, hopefully, we'll wind up with a result that everyone can be satisfied with.

COMMISSIONER DIXON: Mr. Chairman?

CHAIRMAN BRYANT: Mr. Dixon?

COMMISSIONER DIXON: I just wonder whether or not any of the representatives would like to step forward and make any comments at this point about the presentation that's been made. Anyone want to speak to this from the Smithsonian?

CHAIRMAN BRYANT: From the Smithsonian or design team or --

COMMISSIONER DIXON: Design team, Smithsonian, however. I'm opening the door for them to speak.

MS. TROWBRIDGE: I'm Associate Director for Planning.

And I'd like to introduce David Adjaye, our design architect Freelon Adjaye Bond/SmithGroup.

MR. ADJAYE: We've been working

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very hard to address a lot of concerns that have been discussed.

With regards to the porch that's been discussed, we have spent a considerable amount of time trying to refine and make the settlement something that will be not just a structure that is in moderately front but also will provide a really important welcome and comfort climate environment in front of the museum. This is south facing on The Mall, so it's the hottest part of The Mall and we didn't just want to make a porch that didn't actually work. So we studied the geometry and the proportion of it to allow us to get at least 50 percent of shade underneath it. And that's how the size of it has been determined.

The porch as we developed the scheme, as we've been told by the museum, is considered one of irreducible elements, it's one of the key signifiers of the kind of message of the museum. So the scale of it is appropriate to the amount of people that are

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going to be gathering underneath it at this last point. We sought to minimize its impact on the way it presents itself to be viewed. By tapering it to a point, the structure really becomes very fine at its end points. There are only two columns, it spans 210 feet.

Its very much an engineering piece of excellence that will on The Mall that will contribute to the quality of The Mall.

The skylights on the west side is an area that we are absolutely looking at. We are still not confirmed, and we are concerned about the glare issues from the west elevation. So we are looking at lowering that so that the glass is not seen and the light is not reflected back. So we share those concerns.

COMMISSIONER DIXON: Mr. Chairman, I'd be prepared to move the recommendation into the record at this time anticipating maybe more discussion, but at least putting it on the table.

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CHAIRMAN BRYANT: It's been moved  
and--

COMMISSIONER BELTRAN: Second.

CHAIRMAN BRYANT: It's been moved  
and seconded. Is there a continued  
discussion?

COMMISSIONER PROVANCHA: Yes, sir.

I'd like to reinforce the point that Mr. May  
made about the porch. Absolutely, the  
significance both historically and  
architecturally of the porch. Concerned about  
the intrusion into the setback. Would perhaps  
as opposed to reducing the size of the porch,  
would a reasonable accommodation be reducing  
the size of the Infinity Garden, perhaps by --  
throw out a number, five feet and that it  
would be consistent with the other precedents  
for intrusion into the setback? Would that  
irreparably damage the spirit and intent of  
the design?

MR. ADJAYE: Reducing the Infinity  
Garden? Sorry, I misunderstand?

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COMMISSIONER PROVANCHA: The garden pool.

MR. ADJAYE: It's not the garden, it's just to do with the height and the sun angle in the summer.

COMMISSIONER PROVANCHA: Right.

MR. ADJAYE: So it's really about the midday sun and the setting sun. And the midday sun is the most dramatic, and the setting sun is also extreme in the south. So on the south with that facade you'll got a lot of heat roll off.

COMMISSIONER PROVANCHA: Yes.

MR. ADJAYE: So what we try to do is to develop the water feature and the canopy to make a sort of microclimate. The water is evaporated by the heat and the canopy keeps that cool evaporated water making that space underneath extremely cool. So we spent a lot of energy --

COMMISSIONER PROVANCHA: Integration among the design elements. So

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it's two then?

MR. ADJAYE: It's landscape and architecture coming to make a kind of new environmental space which will feel significantly cooler than, you know just above it.

COMMISSIONER PROVANCHA: I was very impressed with Mr. Walton's presentation, particularly his careful selection of wording.

I've looked at every one of the eight or nine elements that were addressed today. What I consistently heard was the "Smithsonian has responded, the Smithsonian has responded." I think that's remarkable.

The whole facade, I think, is interesting. I don't quite understand the principle about modulation. For example, are these active panels that interface or they're the 72 percent panels on one side and the 85 percent panels on another face of the building, could you explain those?

MR. ADJAYE: That's another

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environmental study that we've been making. Because the building is in the grounds with no other shading apart from the trees, so to analyze where the mass and the greatest amounts of heat gain are on the facade, and what we're doing is saying that the 94 percent perforation works on the greatest amount of sunlight and heat gain. And the more transparent areas work where the least amount of heat gain is. But we're also using the 78 percent where we have escalators and circulation systems so that people get vignettes through the screen to the landscape at those moments. The idea is that the entire corona bath the interior space with baffled light all the time, but it sort of expands where you have a view but also it modulates where we have extreme heat gain from the sort of solar aspect.

COMMISSIONER PROVANCHA: Okay. So there's a mix of panels on each face of the building?

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MR. ADJAYE: Yes. There's about five or six panels that we're developing which we then --

COMMISSIONER PROVANCHA: Ask you about the origin of the design itself, the layered, almost like an upside down layered cake type of design. What was the design basis of that?

MR. ADJAYE: The inclined angle? The profile of the building? Oh, that is something that we --

COMMISSIONER PROVANCHA: Layered design? The sort of tiering. Strikingly different than, obviously, anything that's on The Mall. I think it's a really innovative design.

MR. ADJAYE: We looked very much at the tip of the monument and the angle of the pyramid of the tip of the monument. We talked about making a relationship to the monument because we're so close. So that 17 degrees is exactly what we're repeating.

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COMMISSIONER PROVANCHA: Okay.

MR. ADJAYE: So it relates to some sculpture, West African sculpture as well. Ironically it related to some West African sculpture. So we found a great synergy between the history of the African-wide people and the onsite, so we brought those two together to make the form of the building.

COMMISSIONER PROVANCHA: I think it's a remarkable design.

MR. ADJAYE: Thank you.

COMMISSIONER PROVANCHA: That's all the questions I had.

Mr. Kendall at the earlier meeting today, the Eastern Mega Projects Collaborative Round Table Session talked about the scope of this project. I think it's in the neighborhood of \$400 million plus another \$100 million or so for the exhibits. So, the open spaces on the levels clearly lend themselves to special events of various types. I think it's not only a very creative design, but a

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very functional design.

Thank you.

CHAIRMAN BRYANT: Further comments and questions?

COMMISSIONER DIXON: Mr. Chair, I would just add that I think that the cooperation of the designer and the Smithsonian, as has been stated, seems to be very consistent, and I'm sure they will continue that.

Also, I'm kind of impressed with this porch and the water. Because, you know shade is very important to some folk and coolness of the water. So I think it's very symbolic as well functional for the nation as a whole to have that kind of shade and that kind of thought going into the sun and how it hits, and how you can find shade and comfort.

CHAIRMAN BRYANT: Indeed.

COMMISSIONER WRIGHT: The first time I saw this design was only 18 months ago, but wow. A lot's happened, and all for the

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good, I think.

The only thing that troubles me are things about the site which can't really be helped, and I know you're working the best you can on it. But two things.

I do think there are problems with the southwest corner also. When you finally got the balloon up today, it really struck me how close it is. And I know there are a lot of reasons you've moved to the south end of the site. I gather it's not fully resolved, and the skylight issue along -- what is that road? 15th? I'm not totally clear on what that's going to look like yet, and I know you're still working on it so I'm not going to drill you. But I would really like to see how that relates to the sidewalk and the perimeter security and what it really looks like above the ground and from the Washington Monument mound.

And then the last thing is the water element on the Constitution Avenue side.

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I'm not troubled by that as a foreign element. I actually think foreign is good because as lovely as Federal Triangle is, it can be a little monotonous to some people. And I don't know that foreign is bad, but I don't know enough about what it is going to look like. So while I tend to agree with Mr. May on a lot of issues, I'm not sure I'm going with you on this one. And I'd like to see it a little bit. I guess the next step will be concept.

VICE CHAIRMAN MILLER: Mr. Provancha?

COMMISSIONER PROVANCHA: One more question, please, on the water feature. Is it adjacent to or outside the footprint of the occupied space? To me as an operator/maintainer it makes a big difference if it's adjacent as opposed directly above. I don't recall exactly where it's place.

MS. TROWBRIDGE: The water feature is adjacent, I'd say.

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COMMISSIONER PROVANCHA: Adjacent  
as opposed to directly over?

MS. TROWBRIDGE: Yes, it's not  
over.

COMMISSIONER PROVANCHA: Thank  
you.

COMMISSIONER WRIGHT: The other  
thing I forgot, I would also encourage you to  
look, and I know you have talked to the Getz  
Group who is designing the Aquarium entrance  
across the street, they're pretty far along by  
now. And I encourage you to be talking to  
them while you're developing the concept for  
the water, for the whole streetscape, but  
particularly the water element and the  
materials?

CHAIRMAN BRYANT: Mr. Miller?

VICE CHAIRMAN MILLER: I just had  
a question. When do we expect preliminary  
building --

MR. WALTON: Early fall, either  
September or October.

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VICE CHAIRMAN MILLER: And as long as I have the mike, I'll just commend the design team for a very iconic design.

COMMISSIONER PROVANCHA: One follow-up question, sir, about the Executive Director's recommendation. On page 2 it talks about minimizing massing. Would that also cover further refinement of the porch design?

MR. WALTON: Well, basically they're talking about the mass itself, but I guess it would cover both. I mean, minimizing the building mass.

COMMISSIONER PROVANCHA: Okay. Right. Thank you for that clarification.

CHAIRMAN BRYANT: Other questions. Ms. Wright?

COMMISSIONER WRIGHT: Can we go back to Peter's point about the language? These are really general recommendations, or I'm not sure what I would do with them if I were on the design team.

MR. WALTON: Well, the designers

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were already working towards a smaller mass. And so we knew they were moving in that direction and so we're just trying to encourage them to continue moving that way. What we don't really want to do is give them advice. So we're trying to let them know moving in the south direction is better than moving in the north direction. And if the building moves to the west, then you start impacting these. If it gets much larger, it starting these. So the whole idea was to keep them moving in the direction they're going, not necessarily pick a specified size.

COMMISSIONER WRIGHT: Okay. And the same thing with -- you know continue to analyze, study the geotechnical studies? I mean, we presume that they're doing that, right, since they're not at concept yet? So we're just generally saying keep on keeping on?

MR. WALTON: Yes. Because the Commission mentioned I think at concept or

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prior to concept that there was some issue with the nightlighting.

COMMISSIONER WRIGHT: Right.

MR. WALTON: There were a lot of discussions about nightlighting. So we just tried to encourage them to keep moving in that direction.

COMMISSIONER WRIGHT: Okay.

MS. TROWBRIDGE: We in fact have a model here that can be plugged in to get a glimpse of the lighting, but the cord doesn't reach. If you would like to get a glimpse of it.

COMMISSIONER MAY: Can I just mention one item about the language. I think the idea of just sort of pushing in a few directions is fine. I just think that this is just about as soft as you could possibly be. Because it says, you know "recommends that the applicant consider." I mean, I think you could just say you recommend that the applicant do it. Because it's still just a

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recommendation.

I mean, you know if you're going to say "consider the following," you might say "consider the possibility of maybe doing these things." I mean, you know it just gets really, really soft.

CHAIRMAN BRYANT: Gotcha. Replace "consider" with "do?"

COMMISSIONER MAY: No. Just delete "consider the following." Recommend that the applicant refine the service access, minimize the building's mass, reduce the size, et cetera.

CHAIRMAN BRYANT: Is that a motion to strike those three words?

COMMISSIONER MAY: I would make a motion to strike those three words.

CHAIRMAN BRYANT: It's been moved that the words "consider the following" be struck. Is there a second?

COMMISSIONER STEINGASSER: Second.

CHAIRMAN BRYANT: Moved and

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seconded.

All in favor say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: Opposed no?

COMMISSIONER PROVANCHA: No.

CHAIRMAN BRYANT: One no.

Other questions or comments?

Hearing none, it's been properly moved and seconded. All in favor of the EDR as amended say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: All opposed no?

Unanimous.

Thank you very much.

Congratulations on very good progress.

MS. TROWBRIDGE: Thank you.

#### **INFORMATION PRESENTATION**

CHAIRMAN BRYANT: Item No. 6A on the agenda is we're going to have an information presentation first. We do have two Fort Belvoir projects up, but to set two of those projects up we're going to have an

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information presentation first on the master planning process at Fort Belvoir. We have Ms. Kelly with us, and from the Army we have Mr. Chris Landgraf.

Ms. Kelly?

MS. KELLY: Good afternoon.

The Army is here to present an Information Presentation on the Fort Belvoir Master Plan Update.

The Commission last approved the Fort Belvoir Master Plan in 1993 with a subarea in plan in 2002. At the time of the 2002 approval, the Commission requested that the Army immediately undertake a installation-wide master plan update. The Army was in this process of the update when the 2005 BRAC recommendations occurred significantly impacting Fort Belvoir and the surrounding area. BRAC will cause Fort Belvoir to almost double in population by September of this year.

The Army is currently in the

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process of updating the master plan to indicate BRAC as an existing condition, and it will also have a planning horizon of 2030.

Since the summer, staff, Fort Belvoir and Fairfax County have met multiple times regarding the master plan and associated documents. And staff sees this as a positive step forward, however the master plan is not anticipated to be submitted for final approval to the Commission until late 2012.

Please note, as the Chairman said, that there are two action items on the agenda that are at Fort Belvoir and have recommendations regarding the master plan.

Also, we have a representative from Fairfax County here to answer any questions the Commission may have regarding the County's concerns.

With that, I would like to introduce Chris Landgraf of the Army to present the presentation.

CHAIRMAN BRYANT: Excuse me, who

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is from the County?

PARTICIPANT: (Off microphone).

CHAIRMAN BRYANT: Right. Thank you very much.

MR. LANDGRAF: Mr. Chairman, Members of the Committee, I'd like to say thank you for allowing us this chance to give you a brief update on our master plan. And I'd like to thank the staff for continuing to work with us, as well as the County.

As Ms. Kelly said, we have an approved master plan, approved by the Commission in 1993 with a subsequent subarea master plan that was updating our community central location here in the core when we originally considered relocating Dewitt Army Hospital to the center of the installation to create more of synergy between the PX, Commissary and the hospital to reduce trip traffic on the working parts of the roads on the lower half of the south post.

Since then we did, as Ms. Kelly

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said, start an update of the master plan. And we had a draft submitted with a EIS at 95 percent in April of 2005 just prior to the BRAC recommendation that Belvoir will become a receiving facility. So the application was withdrawn and we will move to doing the BRAC EIS to accommodate the, as she said, almost doubling of our population at Fort Belvoir.

Since then we started an update of the master plan. We submitted that update to the staff again in April of 2010. Between the County and the NCPC staff we received 400 comments in July of 2010. We responded to comments in August of 2010, and I'll address more of that in a little bit.

With regards to the master plan, we actually have the update that we are currently working on reflects a change of 139 acreage moving from an industrial or community activity to more of a housing or professional or institutional activity, which is more in line with the mission that Belvoir has

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received after the BRAC.

We anticipate that we will have 39,248 personnel post-BRAC. Our numbers prior to that were tracking somewhat on line with the 1993 master plan. Our percentage of growth was slightly higher than what was projected in 1993, but not significantly to the point where we faced a double without the BRAC.

As Ms. Kelly said, we did do an EIS. And the minor discussion points on the BRAC EIS -- or the land uses with the BRAC, when we did the BRAC EIS, our current working with the County and looking hard at our station plans and future growth potentials shows an increase of potentially 3500 personnel for a total of approximately 43,000 people by the end of our short range component, which is set for fiscal year 2017.

And then beyond that with the anticipation or the potential for development of the Belvoir North area where Washington Headquarters

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Services was originally supposed to go, we show the potential for up to 12,000 additional personnel between now and 2030, giving us a total of approximately 55,000.

We're working hard to get these as realistic numbers in an attempt to make sure that when we start down the road of the EIS, which is actually the long pole in the tent of getting a completed master plan, that we actually have projections that are realistic and we're not going to find ourselves blowing our master plan within the first couple of years.

But if you'll note, that the original 1993 master plan had a total build out calculation for the year of 2045 of 74,000 personnel. So again, going back to our approved master plan tracking wise, we are still within that total build out scenario and still have the latitude to not exceed what was originally produced in 1993.

We are also looking at analyzing

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the housing and the visitor and transient residence of the installation as part of the update to the master plan, and to be inclusive in the EIS.

When we do planning at Belvoir currently under the approved master plan we take into account all the items that were updated and all the elements of the 2002 subarea master plan, and as well as the items of the BRAC EIS that include our development within our core of our transportation network including the fact that we have reserved in the 1993 master plan and have carried that forward in all of our subsequent updates and discussion point a transit corridor that would allow for rapid bus or light rail extension to the installation in the future. And based on the comments that we've received in the past from other projects and EISes, that you know we look at constrained areas, identify areas that are potentially developable and then look at that in relationship to our road

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infrastructure, our utility infrastructure and our land use before we site a building or any other activity on the installation.

We also as part of this update are developing a transportation management plan for the installation. And as part of the BRAC we have hired a transportation land management coordinator for the installation we are working closely with to update elements of our alternate work schedule and telework policies, as well as looking at ways to get carpools, vanpools and quick bus type of scenarios onto the installation using a new development called The Trusted Traveler Pass to see if we can get people in and out without having to create long backups at our gates and allowing them to come through more gates than just our teller date off of Route 1.

But with the development and the consideration and the discussion with the County and the NCPC staff we recognize that transportation is a huge element. And even

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though we had, I think, about a 148 page discussion in the BRAC EIS we have carried forward ideas that will try to get us through both the short range and the long range of our planning development between now and 2030. Again, to include our transportation corridor, identifying potential hubs for connectivity between on and off post transit. And as part of our BRAC and our expansion within the installation we've already established a MOA with Fairfax County and VDOT for the expansion of Route 1 through the installation to allow it to grow to a six lane road with a rapid busline through the center as well as the expansion and the dedication of the right-of-way to the Fairfax County Parkway through our Belvoir North area.

As Ms. Kelly said, we've been trying since we got those comments in July of 2010 to work aggressively and diligently with the County and the NCPC staff to get us updates, get their input and start to work on

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updated elements of our master plan that we could do with funding that we currently had available so that when we kickoff in doing the EIS and the actual master plan update, we actually have numbers that are relevant and, as Ms. Kelly said, we bring everybody up to where BRAC is an existing condition.

So, we have done that. We have met since August. We have updated our short range component as of January. And we submitted that to NCPC and the County for their review, and we haven't heard any comments that were unfavorable. They, I think, believe we're moving in the right direction.

And we have an upcoming meeting on the 21st April of NCPC and the County to go over the long range component that we are just now finishing up the update, which includes the BRAC as an existing condition. And then we'll move forward with transportation from there.

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With regards to the timing for our master plan update and our EIS, we have tried to pick and we've written our scopes of work to be as aggressive as we can. We've identified the funding and we're going through our chain right now to get it obligated at the end of this month for both the master plan and EIS. Again, the EIS being the long pole in this tent, with a long term expected completion before Christmas in 2012. But we hope because we have such a good starting point with the ORC, that we can shorten that as much as possible given the fact that an EIS has fixed deadlines and dates and public open period comments that we really can't change or modify too much.

And all of that is in preparation of trying to continue, since you have two on your agenda already, upcoming projects that we have at Fort Belvoir still that are planned within our short range component and have been submitted, in many cases, as either part of

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our capital improvement plan or the items mentioned in red here were actually part of the BRAC EIS as follow-on projects associated with non-BRAC but still in the queue for projects. And so they were evaluated under the EIS for their additional growth. And then we've had additional projects that have come forward timing changes. For instance, the museum and the shopping center that we'll be presenting here in a moment.

And that's the end of my presentation and my update. Are there any questions?

CHAIRMAN BRYANT: Questions among Commissioners?

COMMISSIONER DIXON: Sure. I have a very general question. Is this any of this going to effect the golf courses out there?

MR. LANDGRAF: Well the museum sure has a plan to reconfigure a portion of the golf course, the 36 holes in order to be able to take the area to develop the museum.

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But that's actually part of the museum overall development plan. But otherwise, we hope not. We'll still have 36 holes to play.

COMMISSIONER DIXON: Take it easy.

MR. LANDGRAF: Potentially.

CHAIRMAN BRYANT: Questions, comments?

COMMISSIONER PROVANCHA: Let me ask you a direct question about the importance that Belvoir puts on the master plan. While the National Capital Planning Act does not specifically require master plans, it talks in general about construction plans. But then the NCPC submission guidelines specifically call out master plans and the importance and the linkage of projects to the overall strategic master planning or land use planning effort.

Since you're the representative of Belvoir would you for the record state that you acknowledge the importance of the master plan? The predicament that it puts the

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Commission in is submitting projects that we saw 22 in the pipeline without an approved master plan

MR. LANDGRAF: Yes, sir. I lament the fact that there was no way to link up the BRAC EIS and update to the master plan given the fact that BRAC did change the landscape of the installation so greatly. But understanding the fact that given the BRAC deadline, there as no way that we could put those two together in case one got sidetracked and delayed the other because of the law for completion by September. And that's why we continued even during the BRAC process to try to get an updated land use or long-range and short-range component out to the Commission and the County with elements of BRAC, these projects, these 22 projects included in those lists even while we were still in the BRAC process so that we weren't completely delaying it. And except for the fact that in trying to respond to and update this process per the

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requests of both the County and NCPC, we have been trying to push the process through.

Our current Garrison Commander and our Director of Public Works have both recognized the need for this master plan and that's why we have, as you can see, tried to accelerate and include into our 2012 spend plan the necessary funds to get both the master plan post-BRAC and the EIS. One of the delaying reasons was because we upped it to an EIS, realizing that there were accumulative impact analysis and transportation issues that were bigger than just Fort Belvoir that had to be addressed in the process.

COMMISSIONER PROVANCHA: Right.

MR. LANDGRAF: And so with that, we have committed the funds and put them into our spend plan so that we can move this master plan forward.

COMMISSIONER PROVANCHA: Okay. Would elements of the draft master plan be sufficiently mature at the time you submit

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these projects sequentially into the system that you could say, it may be stretch, that the projects are consistent with the draft or the proposed master plan? Can you at least make that accommodation?

MR. LANDGRAF: Yes, sir. We have.

Again, because as you can see, the elements of the land use haven't changed significantly other than a reduction from 12 original categories down to 7 and a combination and a representation after 9/11 that the training areas that we had in the south area and that we has identified in the southwest areas as areas that we may change to medical or to industrial. So we've had a realization that the units that have been BRAC to us still have training elements that they need. So, we've actually maintained that training area instead of having it become an industrial area or a community area.

For instance, a part of that area was originally cited as a potential site for

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the hospital. And then in 2002 subarea master plan we realized that we couldn't have the hospital out on Route 1 because it represented a transportation problem that was ours and not the County's, and that's why we moved it in that subarea master plan into the installation but contiguous to enough gates that we wouldn't be creating a problem at any one location for people to come in and out.

COMMISSIONER PROVANCHA: Right. From our perspective, Belvoir's between a rock and hard space. The good news is you have a lot of BRAC facilities coming to the reservation, installation. The bad news is you have a lot of projects coming to the installation.

For the record, Belvoir has the number one and the number three as far as scope in dollars. The \$2 billion NGA project at Fort Belvoir North and the almost billion dollar hospital project. So that's a considerable volume of workload.

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It's been a very dynamic and challenging environment you've had to operate under. Our plea is that Belvoir would rapidly make every effort to finalize the master planning initiative and bring it to a conclusion.

MR. LANDGRAF: I mean, if there was a way to get around the deadlines for an EIS, we would try to expedite it as much as we could. And that's why again with the help of the County and the NCPC staff in these continuous meetings that we've had we're trying to bring forth the LRC and the SRC and kick-off our capital investment strategy and our master plan digest, and our IDG almost instantaneously upon execution of the contract.

So where we should start to be able to filter out elements of it and, hopefully, it will be enough to show that we are under this draft, although not to be trying to work under a draft all the time.

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But as we move this process forward and once we've committed the funds to show that we are actually making progress and adhering to the elements of the master plan that we are trying to push forward with.

COMMISSIONER PROVANCHA: I know this has attention of senior leadership at the Department, including Dr. Obinna, Assistant Secretary of Installations and Environment, as well as on the Army side Assistant Secretary Ms. Hammock, her Deputy Mr. Calcara, Lieutenant General Lynch the Commander of Installation Management Command as well as Colonel Stircola at the installation. So I think we're confident that the right people are focused on this and putting the right effort and priority on it.

Thank you.

MR. LANDGRAF: Thank you.

CHAIRMAN BRYANT: I guess one point to make is that even if BRAC had never come along, you still had an old master plan

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that there was likely little to no effort to update it. The fact that BRAC did come along happened to compound some of the challenges I think.

MR. LANDGRAF: Sir, in April of 2005, we did present a 95 percent updated master plan and EIS that we withdrew after the BRAC announcement.

COMMISSIONER PROVANCHA: Well last point is please continue to pencil in Washington Headquarters Services on the north area site adjacent NGA. We're still interested in joining you on the installation.

MR. LANDGRAF: Okay, sir.

CHAIRMAN BRYANT: Thank you very much, Chris.

**FORT BELVOIR POST EXCHANGE SHOPPING CENTER  
AND USO FAMILY CENTER**

CHAIRMAN BRYANT: Let's go on to Agenda 5C, which is the Post Exchange Shopping Center at Fort Belvoir and then we we'll have two, both projects we have presented in one

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presentation, 5C and 5D, The first project being the PX, the second project being the United Services Organization Family Center.

Mr. Weil?

MR. WEIL: Thank you, Mr. Chairman.

Good afternoon, Members of the Commission.

As you just said, both of these projects have been submitted by the United States Department of the Army located at Fort Belvoir, Virginia for preliminary and final sit and building plan approval. So I will be presenting two of these projects in one presentation due to staff's related recommendation regarding the Fort Belvoir master plan.

CHAIRMAN BRYANT: We will have separate votes, though?

MR. WEIL: Yes. Yes. And I will have a little reminder at the end of my presentation.

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To provide a little context for our staff recommendation, since the 2005 BRAC the Commission has approved over 24 BRAC-related projects, as we've just briefly discussed that were not in the 1993 master plan. And in addition to this, we've also approved several time sensitive projects that were funded through the American Recovery and Reinvestment Act, or ARRA. So, you know in addition to that periodically in its review of these projects the Commission has reminded the Army of the requirement to submit an updated master plan to reflect these numerous changes at Fort Belvoir, which has the Army has been unable to do.

So now with the ending of these congressionally mandated BRAC project and time sensitive ARRA projects, the two projects here before you today are the first of many projects that the Army intends to submit to the Commission for review which are not included in the current master plan as you

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just head.

So as such, although we are recommending approval of both of these projects which I'm now going to present, we are also recommending that the Commission not approval any additional Fort Belvoir projects until an updated master plan is submitted.

So this slide shows the location for both of the projects located in the Fort Belvoir. We have the PX shopping center, which I'll cover first, located on the North Post and the USO Family Center located on the South Post.

So this air photo shows the existing site. It's primarily undeveloped, approximately 27 acres in size located northwest of the existing PX and existing Commissary buildings.

To provide a little context for the project, this shopping center is phase 1 of a future planned North Post Town Center development which will be constructed in three

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phases. The second phase will construct a freestanding new Commissary building. And the third phase will construct several commercial retail freestanding buildings, and also provide some additional privatized military housing.

So this shows the project site plan. Here you can see the proposed 263,000 square foot single level shopping center building. As you will note from the plan, most of the space will be utilized for the Post Exchange. There's space reserved for a food court and approximately 20 smaller retail commissary uses as well. And interior circulation will be provided by two bisecting interior hallways.

The project will be supported by 985 total parking spaces. A 150 of the spaces will be reserved for employees. Approximately 30 spaces will be reserved for deliveries and a short-term pick up parking. And approximately 780 spaces will be reserved for

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the general customer parking.

So the Commission first reviewed this project last summer in July. This slide summarizes the Commission comments. And during the next few slides what I'll do is I'll go comment-by-comment and speak to how the current design before you has evolved according to these comments.

So the first comment: New parking should be structured or provided in surface lots constructed with pervious paving materials. The original concept design did not have any sort of pervious pavement in the parking lot. The current design before you includes approximately 650 spaces designed with the pervious pavement which represents approximately 68 percent the total project parking.

In addition, the total parking has been reduced by approximately 100 spaces.

The second part of the first comment: That new surface parking should

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maximize landscaping and utilize low impact development stormwater practices. Since last July the project has evolved to add additional landscaping around the perimeter, and also along the traffic islands in the parking lot.

There have been four bioretention areas added on site to help accommodate storm water management, several vegetated swales and several reforestation areas have been identified as well. And the applicant proposes to plant approximately 460 new trees on site.

The result of this design is it will reduce total stormwater drainage by approximately 38 percent over the pre-development site conditions.

CHAIRMAN BRYANT: Say that again.

MR. WEIL: Yes, pre-development and post-development in response to EISA Section 438, the site design will result in a reduction of total stormwater drainage by approximately 38 percent. The project will

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seek to replicate the pre-development hydrologic conditions found on the site.

So the second Commission comment was to utilize the project's total parking for the entire North Post Town Center. And since this is a future development, the shopping center is really just phase 1 of this future North Post Town Center development. That's really a comment that, hopefully, the applicant will adhere to in the future. That really speaks to the future town center development which hasn't been planned in detail yet.

The third Commission comment: To provide the shopping center in a multi-level building rather than single building or if a single level building was selected, provide a green roof. The applicant stated in their submission that they did explore a green roof feature as part of the shopping center building. However, it wasn't cost effective. However, the shopping center building will be

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designed to adhere to LEED Silver standards and a cool roof design was added to the structure.

Some of the other features that are being added as part of the project:

Parking approximately for 80 secure bicycle spaces around the site;

Employee showing facility;

LED lighting;

Energy efficient building equipment, and;

Approximately 90 spaces will be reserved in the general parking area for low emission vehicles and vehicles utilized for vanpools and carpools.

In response to the Commission's fourth comment: To coordinate closely with the Commonwealth of Virginia and Fairfax County. Fairfax County and the Commonwealth of Virginia have had three opportunities at this point to review this project at concept design submission and NCPC referred the

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project out to Fairfax County in Virginia for their comments.

This project was also included in an Environmental Assessment for the entire North Post Town Center. And again, that Environmental Assessment was referred out to Virginia and Fairfax County and they had the opportunity to provide comment through the public comment period. And also this current design, which is for preliminary and final, has also been referred out to the Commonwealth of Virginia and Fairfax County for their comments as well.

Major challenge with this project is, is that it requires the removal of approximately 4,700 trees. And this was the major comment that the proposed project is not consistent with. So in order to mitigate the tree removal, the applicant has stated that local state erosion and sediment control measures will be provided during construction as well as protecting existing on-site and

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adjacent nearby trees during the construction phase.

And pursuant to the North Post Town Center Environmental Assessment FONSI, in a memorandum of agreement between Army and AAFES, the Post Exchange, all of the trees will be replanted both on-site and off-site for a one-to-one tree replacement ratio. The MOA specifies that approximately 60 percent of the trees will be 2. inch caliper trees. The remaining 40 percent of the trees will be replanted as seedlings. And this tree replacement is fully funded. Approximately 460 trees will be replanted on-site, and the balance of the trees will be planted off-site.

And while this information is promising, staff felt that due to all the BRAC and ARRA-related projects, the age of the master plan and the lack of detail as to where these off-site trees would be planted, staff will ultimately include or has included a recommendation for a tree reforestation plan

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component as part of the master plan update which will address in more detail the replacement of the trees lost due to construction projects on the post.

CHAIRMAN BRYANT: A question: As a one-to-one ratio replacement, but is there a rule of thumb as to how many of those trees will actually survive or how many may be lost, just not survive? So you ultimately end up with something, arguably, less than what you wanted.

MR. WEIL: You know, that's a good question. I do not know that, and maybe after the presentation --

CHAIRMAN BRYANT: Just curious.

MR. WEIL: -- the applicant can speak to that. I do think that would be important element of this tree reforestation plan component; How will these new trees survive? How will they be monitored? Will they be maintained and what happens if a certain amount of them don't survive? Will

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they be replanted? And these are the type of details that we were hoping that a tree reforestation component to the master plan update would address.

But, unfortunately, in answer to your question I do not know a rule of thing.

So moving onto the second project, the USO Family Center. The project site is approximately 4 acres in size located directly adjacent to the new community hospital, which the Commission approved in July of 2008 in the Warrior in Transition Campus which the Commission approved in June 2010.

Existing uses on site are tennis courts and a restaurant which will be demolished and relocated as part of the project.

This shows the site plan for the Warrior in Transition Campus which is primarily a residential and administration campus. And the intent of the USO project really is to provide complimentary uses;

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educational, recreational and relaxation space for these wounded veterans who are currently residing in the Warrior in Transition Campus.

So the project itself will include therapeutic gardens, several lawns, parking and a two level 27,000 square foot building.

And basically this project, staff found it to be consistent with the Comprehensive Plan.

Several highlights to the project is:

The building will be constructed with a green roof;

It'll be constructed on previously disturbed land, and;

The building will meet LEED Silver standards, and;

Also, the project will reduce existing on-site impervious surface by approximately 44 percent.

So while I presented these two projects as one presentation, the Commission

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will need to take two separate actions and, therefore, I will go through both of the Executive Director's recommendations in separate slide.

So the Executive Director's recommendation related to the Post Exchange Shopping Center is that the Commission approve the preliminary and final site and building plans for a new Post Exchange Shopping Center at Fort Belvoir.

To require the applicant to submit an updated master plan in accordance with the National Capital Planning Act that includes a reforestation plan addressing replacement of trees lost due to construction projects on the post.

Notes that the Fort Belvoir master plan was last approved in 1993, and that Commission has issued multiple unfilled requests for an updated master plan that reflects the current and future growth at Fort Belvoir. And therefore, due to a lack of

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sufficient information necessary to properly analyze projects, the Commission will not approve any future proposals until such time as an updated master plan is submitted.

Now I'd like to point out that this exact same note is also included in the Executive Director's recommendation for the USO Family Center as well. And I won't read that note, but it is the Executive Director's recommendation to the Commission to approve the preliminary and final site and building plans for a United Services Organization Family Center at Fort Belvoir and to require the applicant to submit an updated master plan as required by the National Capital Planning Act. And then we have the final note that I just referred to.

And with that, that concludes my presentation. I'm available for any questions.

And also we have representation from the Army, and I believe some other contractors as well to answer any questions that the

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Commission may have.

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CHAIRMAN BRYANT: Thank you very much.

Questions or comments from the Commission? Yes, Ms. Steingasser?

COMMISSIONER STEINGASSER: I'm curious to the phrase "town center." Can we go back to some kind of site plan for the post exchange?

CHAIRMAN BRYANT: And I guess just as organization, let's do the PX first in terms of discussion.

COMMISSIONER STEINGASSER: Okay. And then break it through. And my of my concerns are about the PX.

How exactly is this a town center? It seems a shame that the base -- or the post. Sorry, I'm an Air Force brat. That the post is treating itself as a big box developer when if we had a master plan, we could talk really about walkability and new town centers. And I was kind of stunned because maybe this has been discussed before I got here, but how

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would somebody walk to this from the residential that's being talked about to the east?

MR. WEIL: Well, I mean, I'm not going to defend this town center; that's what it's called, a town center. You know, it's an attempt to have a town center.

Yes, you're right that this is a big box retail, more suburban for a development. And it is being located adjacent to some other uses. However, you know this layout right here, and it's possible that it's still in the planning stages so this can change. And maybe Chris can speak to that.

COMMISSIONER STEINGASSER: I don't want to make you defend this, by any means. It just strikes me that it's just a lost opportunity here. I mean, there's examples of new town centers all over the region, Clarendon is a classic one right off the top of my head. And there's an opportunity, especially on a military base where there's

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already a town concept. And it just seems like, you know we're just leveling trees, big box, I wouldn't be surprised if this is a tilt-up type of warehouse structure. And knowing that there's residential going to be to the east, the idea of making a walkable community just seems like it's this big loss. And maybe that's --

MR. LANDGRAF: The 2002 subarea master plan actually identified this concept of development in this area as a town center when the hospital was going to take the footprint of the PX and the existing PX and Commissary would just be expanded in their configuration.

COMMISSIONER STEINGASSER: Yes.

MR. LANDGRAF: Both of which meet the big box description. The idea being that just to the east we have about a 300 house existing. Lewis Village is a residential community just to the east of this facility. And we've developed or started the development

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and future planning of the Town Center on South Post with regards to what you see there in the center core, which is the mixed use development of family housing and smaller retail on the ground floor of that family housing like we have on our 12th Street Town Center, and then the new community would be a residential community immediately adjacent to this. So the hope being that the North Post communities would, with the idea of 2,000 feet distance for walking from a residence or a housing community, or the quarter mile, that both of those would fit into that walking pattern for being able to access both the PX and the Commissary.

COMMISSIONER STEINGASSER: But it strikes me that it's a very, very suburban model in terms of neighborhood strip center, neighborhood strip center as opposed to being something that's a little bit more innovative.

I don't think it's pleasant to walk through the parking structure. And it

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seems like the front of the building only faces the parking lot. So if I live on either side, I've got to drive my car there so that I can walk from my parking space to the PX.

And the way all the retail and the kiosks are all internalized. I mean, it's very much the big box Walmart, K-Mart type format.

And it just seems like it's a lost opportunity that if we had access to the master plan, you might be able to actually create something a little bit more modern, more contextual to the way people want to live.

Honestly, I just think the soldiers and their families deserve something better.

MR. LANDGRAF: The access here, which sorry you can really see with the red, but the access along this frontage between both the PX and then the future Commissary and the retail access through here, and then the cross access that was proposed for the housing

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actually would be designed more like our 12th Street design, which is a walkable community design. And the alignment between the Commissary and the south entrance there of the PX would be such that they would actually be able to walk out and walk in front of the Commissary into the PX without having to go around towards the front edge of the parking.

And the parking is primarily for the transient population. We have a 120,000 visitors per day between the two activities. So the idea is not just -- we're trying to accommodate both; the retirees and the soldiers that live that off the installation as well as the on-site community population which is a static population of about 7,000 to 8,000 people.

COMMISSIONER STEINGASSER: When you say "walkable," what are the widths of the sidewalks? How pleasant an experience is that/

MR. LANDGRAF: The sidewalks are

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designed on the old town kind of setback scenario where there's about a 12 foot wide sidewalk out in front. In some cases the shops that are on the sidewalk actually have benches and tables out in front of them.

I don't know if you're Belvoir South Post Town Center, but it did win a Presidential Award for being a walkable community. And that's the concept and design that we're proposing for this location as well is to create, again trying to meet the return on investment strategy associated with both the AAFES and DeCA development and trying to create a community that future housing expansion when we replace one of our older communities, we could expand into this area and make a town center like we have created on the south side.

COMMISSIONER STEINGASSER: Okay.

Thank you.

MR. LANDGRAF: And again, it was part of the 2002 subarea plan that was

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approved in, I think it was of 2002 as a Town Center description.

COMMISSIONER MAY: Yes, I think I'd like to follow Ms. Steingasser's about this. You know, I think it's possible based on what you describe that it actually is going to be a better town center experience than is communicated by the diagrams that we've seen.

But my reaction when we get to the end of this presentation is wow, everything that's happening is totally automobile dependent. And, you know it's sort of opening the door for just I think a horrendous amount of internal traffic and you're going to wind up with three lanes of traffic in each direction so that people can move adequately from one place to another because everything has to be reached by car.

I'm a little more encouraged in hearing what you have to say in that the South Post Town Center has won awards for walkability. I think that's encouraging. But

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I think that maybe as we review future projects it would be helpful to get a better understanding of what the experience is going to be.

I still have an overall concern for the master plan and how that's developed and the fact that there is so much land available lends itself to people thinking expansively about using that land. And that may not be the smartest strategy, particularly since it would be nice to be able to walk and live and work within walking distance. I'm sorry, with work, shop all within walking distance particularly when you have the opportunity to create things from scratch and you have, to some extent, a population that is going to be living and working in the same place. They're not, you know necessarily going off base or coming from off base to get there.

So, anyway, we'll see how that pans out.

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I do want to make a couple of other comments. One is that on the tree replacement strategy, a one-for-one tree replacement is I think not a sufficient strategy. I'm not suggesting that this needs to change right now, but again thinking towards the master plan. Because, you know new trees versus existing trees, even if it's not a very mature forest, you're going to have trees of significant caliper that are going to be lost and transplanting with 2. inch caliper is not the right way to do it.

So, tree-for-tree isn't the right thing. Caliper inch-for-caliper inch is one way to do it. There are lots more, I think, progressive ways of doing it. And I think that there are good examples even in the District, it's either in the law or it's in some of the Zoning regulations, I can't remember where. But I think that there's better ways to calculate how you deal with tree loss. When you lose a tree that's this

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wide, you know one tree this wide isn't the same.

And in many, many ways in terms of how much, you know what it does for the land around it, but also in terms of how much carbon it can absorb and so on. And I think those are really important factors to consider.

The last question I have is just a minor sort of technical one, which is that seems like a very large expanse of pervious pavement, and I think that's good. I'm just curious about what type it is. Do you know anything about what type of pervious pavement that actually is?

MR. WEIL: I do not know the specific type of pervious pavement.

MR. LANDGRAF: It's going to be porous concrete.

COMMISSIONER MAY: Porous concrete?

MR. LANDGRAF: Yes. Because we're

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going for also the reduction in albedo or the higher albedo factor and reduction in heat island by going to the porous concrete and paved the drive aisles in an attempt to kind of keep maintenance down for the drive aisles and reduce heat in the parking stalls.

COMMISSIONER MAY: Okay. Very good. Thanks.

CHAIRMAN BRYANT: Mr. Provancha.

COMMISSIONER PROVANCHA: Well I commend the planners. I heard good accommodations on a variety of things:

Stormwater management;

The tree replacement it's a step in the right direction that can be refined;

Parking ratios, I think we're down to 1.7 well within the 1.5 to 2 ratio. I think that commendable;

Pervious parking lots was commendable.

I'm troubled a little bit by this final section of a single story structure with

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the footprint of 263,000 square feet. Just because we have available land, it's not necessarily good justification for using all of it at this time. It sure restricts the next generations with their planning.

Clearly, Belvoir is a really unique and a special and a dynamic environment. You got 7700 acres on the main post, 800 acres on the north area; 13. square miles. It's multiple cities, I guess, as opposed to a single drivable walkable eatable shoppable place that you can also get medical treatment.

The culture of the military is typically after a refreshing round of golf the three priorities are: Commissary, Base Exchange and Satellite Pharmacy so that you can get your medications so you can recover for the next round of golf. And that's one reason why we build those things in proximity to each other. And it looks to me like this plan achieves that.

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Given the current population of over 20,000 predicted to grow, I think a tangible symbol of the functionality of the existing layout even though it vehicle dependent, is the Commissary each year are \$102 million. That's the largest Commissary sales in the continental United States. The PX, the Post Exchange sales are \$114 million a year, also the largest in the continental United States. So I think that says a lot about Belvoir, the challenges they have and how well they have responded to serve the 7,000 rather than 20,000 plus folks that work there plus about 8,000 people a month are there on temporary duty. So I think it's a remarkable accomplishment.

Thank you.

CHAIRMAN BRYANT: I have just a question as well. There are numerous citations of inconsistencies, not the least of which is such a large project on a previously undisturbed piece of land and then the

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deforestation and the lack of a well designed, the forestation plan among others. Despite the numerous examples of inconsistencies, there is still a recommendation for approval.

There's still a recommendation for approval.

But might you help us understand why not withstanding all of those inconsistencies we're still recommending approval?

MR. WEIL: Well, you know I guess staff felt that it was a real balancing act. I mean, this was a tough development since it is single level, you know expansive, suburban in nature we felt that it was presented to us for concept comments. They responded to a lot of the comments: They added pervious pavement, they added a lot of landscaping and stormwater management, filtration, vegetated swales. And, you know they're restoring a lot of the tree loss, however I agree that replacing 40, 50, 60 year old trees with 2. caliper trees and seedlings isn't quite, you know an equal exchange there.

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You know, again all I can say is we felt it was a balancing act. We were able to work a lot with the applicant. You know they explored adding the green roof. And while that wasn't cost feasible, they did add a cool roof.

And although what you're seeing there with a lot of inconsistencies along with a lot of consistencies is that it's a tough form. Ideally, we'd like to see a dense perfectly green, perfectly sustainable development. But I guess the starting form of the development inherently with its single level and surface parking, you know we tried to change that and ultimately the applicant didn't change it into a multi-level building with structure parking. But again they did, you know, make some concessions. And I thought that this was just staff judgment that -- you know, this was worked with as much as possible.

MR. ACOSTA: Can I just add

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something? I think when Mr. Weil walked you through the analysis, he actually walked through each of the initial concept design concerns that was raised by the Commission last year when you had approved it. And for the most part, many of those things were addressed. There are some outstanding concerns, such as the trees, which we had looked at. We had asked for a reforestation plan as part of the final master plan approval.

I think the other fundamental issue is I think some Commission members have expressed concerned about the topology of this project. That's something that we did not deal with with respect this, and I think with respect to your vote on this I think you may have to consider that. But based on the previous action of the Commission we believe this was the appropriate recommendation because they have responded to many of the concerns that were listed early on last year.

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CHAIRMAN BRYANT: Yes. In fairness, I focused on the inconsistencies. There is a list of consistencies.

Yes, please?

COMMISSIONER WRIGHT: I don't understand. I think you said you had a 2005 master plan and EIS underway and you pulled it back because of BRAC? Can you just say more about that because I don't understand.

MR. LANDGRAF: Yes, ma'am.

COMMISSIONER WRIGHT: You had done all the thinking and planning and you were heads down, pencil on paper planning work had been done and then you just didn't bring it here, or how far did you get?

MR. LANDGRAF: We submitted it to staff for their review before going final.

COMMISSIONER WRIGHT: And this was '05?

MR. LANDGRAF: Yes, ma'am. It was early '05 just before the BRAC decision. And when the BRAC decision was available, we'd

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actually be a receiving facilities, the numbers of potential growth were so high. And then the inclusion of, as was pointed out earlier, the relocation of a portion of Walter Reed Medical Center to the installation, which was just more than we had programmed for which was just a replacement of our existing hospital required that we kind of take that off the table. Because there would be too many inconsistencies, as the Chairman pointed out, with that master plan that BRAC would have just kind of abolished most of that right off the bat.

COMMISSIONER WRIGHT: So if you were doing all this in '05 -- I'm trying to understand this. So you're doing all this in '05 and BRAC comes along, renders that plan that sounds pretty advanced moot because the numbers changed the entire equation in terms of growth. So is it because you were inundated with BRAC work that another master plan wasn't --

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MR. LANDGRAF: No, ma'am. We started another master plan which was based on 2007 information, which did include a majority of the BRAC projects. But because some of the BRAC projects at that point hadn't been finalized, for instance even the Washington Headquarters Services location hadn't been finalized. It was still showing as being part of the Belvoir North area. We started that process in late '07. And we submitted another draft to both Fairfax County for their review and the NCPD staff. And that's when we received in July of 2010 the 400 comments about the fact that they wanted to see our projections based on BRAC as an existing condition, not as BRAC being an element of the master plan.

So all the transportation analysis, everything else including they wanted to have a TMP that was reflective of BRAC as an existing condition. And the master plan versions that we had submitted in April

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of 2010 didn't have that information. So that's why we've been meeting with the county and with NCPC staff to try to get to an understanding of what their long-term goals are for our part of the county, what Belvoir's projected and anticipated growth would be and then how we can interact those two. And hence, the slides I presented earlier about understanding the transportation needs and growth within our part of the county, what we think we're going to need to identify as growth requirements based on our projected growth for roads, and depending on what comes out of the future decision of DAR road funding, what we would have to request as far as DAR road projects and things like that in order to do our requirements for allowing this growth to continue at Belvoir based on the projections of our growth post-BRAC.

So, we have been working as fast as we can. Again, going to the idea that a long range component with some of the chips

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still not having fallen. I mean, up until even after we had the decision, the Commission approved two buildings that were late arrivals for BRAC, the USALSA and the OCAR facilities that had previously been identified as being going into relocatable facilities and then we decided to save the money for the taxpayers and build permanent. And that was a late decision process then even the BRAC process.

And again, one of the comments and discussion points that had gone out in the EIS, but the final locations didn't come until -- I think, you know they left us about 15 months to build two building and 180,000 to 200,000 square feet with structure parking.

Into BRAC Fort Belvoir as much -- you know it seems like with this project we had surface parking. I mean, Fort Belvoir will have I think four or five the largest parking structures in the Department of Defense. So we're trying to -- I mean, it would be our goal, believe me, because of the

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space constraints that we do have, to get everybody to do structured parking. It's just with two facilities like this, the AAFES and DeCA they have a return on investment that we're trying to work with as well in order to accommodate as was identified. The fact that these are the two largest PX and Commissaries on the east coast if not in the continental United States.

So, yes, I mean you haven't seen them, but the staff has seen the drafts of the master plans that we've worked on to try to get to having all of this laid out for future growth.

COMMISSIONER WRIGHT: You lost me for one second. In the '07 you said you started another one based on '07 information.

And then you had a draft that you submitted.

So it was the July 2010, that was the draft that was started in '07 and received the 400 comments, et cetera et cetera?

MR. LANDGRAF: Yes. In April of

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2010 is when we submitted to staff. In July is when we received their comments back. And in August is when we responded to those comments.

COMMISSIONER WRIGHT: Okay.

MR. LANDGRAF: And we started our updates to the short range and long range components.

COMMISSIONER WRIGHT: So in April of 2011 you're a year away from a final or where would you say your current master plan is in the process?

MR. LANDGRAF: The actual master plan itself we think because of the work we've done on the short range and long range with your staff and the County staff, we're not quite a year away. But it's the Environmental Impact Statement that is the longer part of this because of the required public comment periods.

So we have set a scope of work. I mean, our scope of work that we've put out

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for, you know for you in funding includes kind of an accelerated scope to do a 15 month. But it still, there is always the possibility for extensions by state agencies from a 30 day to a 45 day comment period. And that's what we've built in to accommodate the longer term that was shown on the slide previously.

COMMISSIONER WRIGHT: Okay. Thank you.

COMMISSIONER PROVANCHA: Before you leave the pulpit there, it's my understanding, let me paraphrase what I'm hearing you say. I'm taking this on and processing.

It sounds like before you submitted the updated master plan, BRAC came along. November '05 was the decision and the announcement. Then you started to incorporate the BRAC projects into the master plan. You submitted a revised master plan. You were told that when the new norm, the new steady state, the new baseline is accomplished, which would

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be the '11/'12 time frame, then bring your master plan back.

To me that begins to explain why there's been this extensive delay in updating the master plan. Is that in a kind of a succinct way of recapping where we are now?

MR. LANDGRAF: Yes, sir.

COMMISSIONER PROVANCHA: The new norm, the new stable state despite 22 projects in the pipeline will be pushed back. Many installations around the are experiencing the same situation. The Pentagon is exactly the same.

We completed the renovation of the Pentagon, and the move in is finalized this month. But we won't achieved steady state in our new baseline until the '11/'12 time frame.

So is that comparable to the Belvoir experience?

CHAIRMAN BRYANT: Ms. Kelly may have something to add.

MS. KELLY: The Army submitted the

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master plan last year, however those master plans that were submitted, they submitted it formally and we referred it out to Fairfax County as required by our guideline. That master plan was dated 2008. Within those two year periods, the Commission had already approved multiple BRAC projects that weren't in the master plan. So therefore, we told them that they needed to go back and have that as an existing condition since the Commission had already --

COMMISSIONER PROVANCHA: That makes sense. That sounds like a very reasonable requirement.

The only problem that I'm having with the EDR and perhaps when its moved and seconded we'll be address that, is the don't bring anymore projects back. So let e address that at the appropriate time.

CHAIRMAN BRYANT: Other comments or discussions on this?

Let me simply say that I'm

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sympathetic that there's a lot of push/pull going on broadly speaking for the ones at Belvoir especially. This particular project I personally find has a lot of challenges, too many challenges from a macro perspective as well as a micro perspective. I don't think I can support this particular project.

Are there other comments or questions on this one, and then we'll go forward and have a vote and discussion on the subsequent project.

COMMISSIONER WRIGHT: I do. I mean, I wanted to understand the plan. I mean, it's a complicated story.

I agree, though. I mean, with everything that Jennifer said it's just, you know the Walmarting of DoD now. I mean, there are just so many efficiencies that could have been made if not for design quality reasons, if for economy. And I'm not sure why you would -- what's the final number of parking spaces?

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MR. WEIL: Nine hundred and eighty-five.

COMMISSIONER WRIGHT: How many?

MR. WEIL: Nine hundred and eighty-five total spaces.

COMMISSIONER WRIGHT: And how many people are on the base?

MR. TURNER: I think I can speak to that.

I'm Dick Turner with the DPW.

The number of parking spaces was reduced, as has been identified in the presentation, to meet the county standards. In fact, it's just slightly below the county standards.

Just outside our base we have a new Wegmans coming that has 37 percent more parking for the Wegmans than we do for our --

COMMISSIONER WRIGHT: But I guess that's my point. I don't think anybody would point to Wegmans as a pinnacle of, you know, fine design.

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MR. TURNER: I understand. But Wegmans doesn't even meet the county standards. So we've actually worked with the County to try to bring the numbers we started with down below what we normally would do for the PX and both the Commissary that's going to be built there also.

CHAIRMAN BRYANT: They make a ratio on the -- yes.

COMMISSIONER WRIGHT: Yes. But I still come back, and I get that it's a huge store and the income proves that and it generates. But I don't really understand why.

MR. TURNER: Well one of the things that is happening with the new store is we're taking three functions from the main post: A clothing sales store, a Four Seasons store as well as the current PX and putting them into one store. So there is a consolidation there. That's part of the growth from the existing store size. So there are three stores going into one to help

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consolidate, again put it under a smaller combined footprint.

COMMISSIONER WRIGHT: I surrender.

MR. ACOSTA: Just a point of information for the Commission. If the Commission decides not to approve this project, this is up for a preliminary and final approval. Under the terms of the Planning Act this should be a preliminary approval. The applicant will have an opportunity to respond and then they will submit their comments back to the Commission. The Commission can take that information and take another vote at a later date.

So if you decide to disapprove this, then this will probably be the step, this will be for preliminary approval only.

CHAIRMAN BRYANT: Let's get a motion on the table. Because I think there may be an amendment coming.

Is there a motion on this project?  
Going once, going twice. This project fails

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for lack of a motion. Okay.

Let's move on to the next project,  
Mr. Weil.

MR. WEIL: Project No. 2 or vote  
No. 2 would be the USO Family Services Center.

Is there a discussion on that project?

COMMISSIONER WRIGHT: I have a  
question. Failed for lack of a motion, is  
that--

CHAIRMAN BRYANT: Perhaps that was  
unartfully from a parliamentary perspective --

COMMISSIONER WRIGHT: Sorry. I  
think maybe you have just broke the rules.

MS. SCHUYLER: The rules is  
essentially, now recall that your authority is  
advisory here. You have declined to take this  
matter under advisement. Therefore, the  
applicant because you're advisory, can respond  
to what you have done and then proceed in  
accordance with its own legal authorities.

CHAIRMAN BRYANT: We do have  
another project, the USO Family Center. Do we

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have a motion on that project?

COMMISSIONER PROVANCHA: A real quick question prior to it being put to a motion?

So where's the funding? Army funded project, USO privately funded project?

I wasn't clear on the --

MR. LANDGRAF: USO privately funded project.

COMMISSIONER PROVANCHA: Okay.

MR. LANDGRAF: It will build it and turn it over to us. They will operate and maintain it.

COMMISSIONER PROVANCHA: Gotcha. Okay. Thank you for that clarification.

CHAIRMAN BRYANT: Is there a motion on the USO project

COMMISSIONER STEINGASSER: I'm move the EDR.

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

COMMISSIONER MAY: Second.

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CHAIRMAN BRYANT: It's been moved and seconded. Any further discussion on the USO project?

COMMISSIONER MAY: Yes, Mr. Chairman. I wanted to see do you want to have some discussion about the note that the Commission not approve any future proposals until a master plan is submitted? Because it's basically saying that we're not going to talk about any of these stuff for more than a year and a half, and I'm not sure that that's the strategy that we want to take at this point.

You know, I think that we should take other projects under consideration. Whether or not we approve them I think should be based on our assessment of where they are in the master planning process at the time and whether, you know the particular project makes sense in that context. Because otherwise we're just saying we're not going to look at anything. I don't think that's going to stop

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them from going ahead and doing what they're going to do.

CHAIRMAN BRYANT: So, I guess we might ask the applicant would it have any adverse impact if we delayed all 22 of your projects 18 months? I suspect I know the answer.

MR. LANDGRAF: Yes, sir. It would considerably.

CHAIRMAN BRYANT: To be expected.

COMMISSIONER STEINGASSER: Maybe we could amend the note to say that the Commission would not approve any future projects without incredibly persuasive urgency kind of --

COMMISSIONER GREENWALD: Before we--

CHAIRMAN BRYANT: Define --

COMMISSIONER GREENWALD: -- can I ask for more information?

I'm sorry to interrupt. But I'm glad that this will impact if we don't -- if

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we accept the EDR as it is, but that was a lack of detail as to what would actually be the impacts. So if you could defend that statement a little bit further, that would be helpful?

MR. LANDGRAF: Many of the projects that were listed were projects that in previous times have been delayed due to funding that have now come about because funding has been requested and sought. And as a follow-on to the fact that the population at the installation will grow as a result of BRAC, some of the projects are part of our moral welfare and recreation facilities. And so they're in support of the troops and the soldiers who live off post but who use the facilities on the installation. So in that respect, it will be a decrease in the services that are provided to not only the current people serving in the military, but also to the retirees.

And then the other projects are a

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follow-on to this, which is part of the Town Center development, term inappropriate perhaps, but is the Commissary which is also, as was identified, one of the largest Commissaries in the continental United States.

Again, designed in conjunction with the PX project to create more of a synergy between the two and a sharing of parking so that we are not building beyond the allowed parking requirement in either case.

Also, the project planned to have porous pavement and other elements to help us get to the same consistencies that were identified in the PX. So learning the lesson that's already been taught to us by the PX project.

And then the other projects is the National Museum of the United States Army is one of the large projects that is still queue for discussion, which was a project that was briefly mentioned in the EIS, but is under its own Environmental Action right now and I think

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has been reviewed by the Commission.

The final set of projects, which I'll get my list out again is:

In conjunction with the moving of the Walter Reed Army Medical Center aspect of the hospital down to us, two elements that were a part of that at Walter Reed but were not considered a part of the original move are a Fisher House, which is a free house for families to come visit soldiers who are in care at the hospital facility and a recreational lodging facility, which is also a reduced rate lodging facility for people, family and friends who are visiting soldiers who are either in recovery or in transition barracks who are actually still in the hospital.

Finally, it's support activities that based on the growth we have a need to grow emergency services. Some of them are expansions of our fire stations and the fire training center that inclusive with that. So

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that the people who are working on the installation in order to fight fires or respond to emergency situations have the necessary training.

So in most cases it's -- and then we do have one project which is just a place holder because the Department of Education has told us that they would like to, is expanding the Fairfax County Public School that is part of our Belvoir Elementary School.

So, it's mostly projects that will have an impact either on the museum or the retirees and active duty soldiers who use Fort Belvoir and work there.

Any other questions?

COMMISSIONER DIXON: Mr. Chairman, point of procedure. How can the projects that we seem to have some issues with now be revived? Can they just be brought back to the next meeting? Is it possible that there can be some conversation to get rid of some of the concerns?

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CHAIRMAN BRYANT: As Mr. Acosta --

COMMISSIONER DIXON: Silent at this point on these issues.

CHAIRMAN BRYANT: As Mr. Acosta just said, the process now going forward is we don't approve the EDR, they have an opportunity to come back to us again for --

COMMISSIONER WRIGHT: We wouldn't act on it.

MR. ACOSTA: By not acting on it I think they would be able to just proceed on their own. But the last EDR, or the last case basically, they don't have to cut back.

If you had made a comment or a disapproval action and said for these reasons, they would have an opportunity to come back with their justification and we would have a final conversation with them and make a final report to them.

CHAIRMAN BRYANT: So on the PX project because there was no action taken whatsoever?

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MS. SCHUYLER: They are required to consult with you. They have endeavored to consult with you. You have declined to consult with them or to give them any guidance as required by your statutory authority.

I believe they're now free to proceed in accordance with their legal authorities. Translated: I think they can go and build a Commissary.

CHAIRMAN BRYANT: PX. So --

COMMISSIONER PROVANCHA: Proceed under a previous NCPC --

MS. SCHUYLER: Their own authority.

COMMISSIONER PROVANCHA: Which makes even NCPC previous guidance that they were prepared to respond to null and void, moot?

MS. SCHUYLER: You've offered no guidance.

COMMISSIONER PROVANCHA: Okay.

COMMISSIONER WRIGHT: Can I ask a

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question just to be practical for a second?

Even if I did, would it make any difference? I mean, it seems like you probably have a notice to proceed in the can, right?

MR. LANDGRAF: No, ma'am. We don't proceed until we've received the guidance. I mean, you know it's not our standard practice to buck the authority of this Commission.

I mean, our goal is to work with the Commission and act upon the guidance that is given to us as we have for the myriad of projects that we have brought to you outside of the sequence of having an approved master plan. But, you know, I would like to say that I can get the master plan here tomorrow, but I can't.

COMMISSIONER WRIGHT: Right. I understand.

MR. LANDGRAF: And so all we can do is request that you continue to work with

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us and, as was pointed out, we have responded to the guidance that is given to us for every project that comes forth. But as with any project, whether it's before this Commission or it's before a county commission, there's push back for the project itself for them to be able to do what that project has to do within the confines of the budget that they have to work with.

So, I mean that's all we've ever done is to try to -- you know, the installation kind of be the go between, between the representation on this body as well as the staff recommendations and dealing with our representatives and our parties at the installation level so that we can get the services in place for the soldiers who are actually working for us. Because that's what we do at the DPW is work for the soldiers who are working for us. So that's all we're trying to do.

And, no, we don't want to -- I

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mean I wasn't aware of that option. I wasn't aware.

COMMISSIONER WRIGHT: I think we have the same concerns, though. I mean, like Jennifer said it best when she said they deserve better than what you're giving them in terms of the quality of the environment that they interact with. And I feel your pain. I understand that you're betwixt and between, and we're making it a hell of an afternoon for you. However, I mean if you're promising to do better; is that what you're saying? You know, wait until we have the master plan and we're doing our best; is that what you're saying?

I'm trying to figure out what happens if the Commission gives you a big goose egg on this and says uh-uh, thumbs down, no, an active no. So what does that mean?

MR. LANDGRAF: I defer to your counsel. And we'd have to go back --

COMMISSIONER WRIGHT: I mean, I

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know what it means legally.

MR. LANDGRAF: We'd have to go back to my counsel.

COMMISSIONER WRIGHT: But what does it mean in real, in pragmatic terms? What does it mean for these projects? Does it change them materially or does it just give you a headache, give us -- you know, send us running for the Tums and then we see you next time?

MR. LANDGRAF: We would continue to bring these projects before because that is all that we've ever done in the attempts when we've tried to get a master plan through.

COMMISSIONER WRIGHT: Have you consider the Foreign Service?

MR. LANDGRAF: I should have taken the train south instead of north today.

COMMISSIONER WRIGHT: Okay.

COMMISSIONER PROVANCHA: I think Mr. Landgraf did commit earlier to when they do bring projects, that they would cite the

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most current version of the draft master plan.

I think that's a gesture in the right direction.

I suggest that the Chairman might admonish the GSA representative -- consider admonishing for trying to be practical.

CHAIRMAN BRYANT: Let me ask this--

COMMISSIONER WRIGHT: I consider myself admonished already.

CHAIRMAN BRYANT: -- technically our process was what is the material difference between taking no vote and if there had been a negative vote against the EDR as written unamended?

MS. SCHUYLER: If you take no vote, they're free to leave and go and proceed under their own legal authorities. If you take a vote --

CHAIRMAN BRYANT: Because voting it down did not --

MS. SCHUYLER: -- if you take a

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vote, they have to -- we go into the two step process. If they agree with that vote, fine.

If they disagree with that vote, they have to at least come back next month or whenever and respond to that vote as to which aspects they agree or disagree. At the closure of that, you issue a final opinion. Then they can either proceed in accordance with the opinion or not.

CHAIRMAN BRYANT: Probably in our best interest to take a vote?

MS. SCHUYLER: It would give them guidance, whether they follow it or --

CHAIRMAN BRYANT: In everyone's best interest, actually, even if -- yes?

COMMISSIONER STEINGASSER: Can I offer a third option? What if we made a motion to defer until the master plan is updated?

MS. SCHUYLER: It has the same effect as option one.

COMMISSIONER DIXON: I must

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challenge. It seems to me that -- I'm sorry, I didn't mean to cut you off.

MS. SCHUYLER: Go ahead.

COMMISSIONER DIXON: It seems that -- well, yes. It seems to me that as an institution and there's been a lot of interest in things said here today, those don't go anywhere if we don't vote. They just disappear. And if we want to give some insight or feelings, expressions et cetera, we got to vote so they will listen to them, at least give them some consideration.

So I would think we ought to resurrect the one we voted nothing on and make a motion to move it for either adoption or for rejection. So, I would so move.

I yield to the Defense Department here. I mean, as a retired Colonel I'm a little reluctant to step into the shoes of the DoD.

COMMISSIONER PROVANCHA: We would absolutely support.

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COMMISSIONER DIXON: I'm one of those guys that use the golf course and also some of the other facilities on a rare occasion. So I would make the motion.

COMMISSIONER MAY: I would second.

COMMISSIONER PROVANCHA: We would definitely support Mr. Dixon for a do-over.

CHAIRMAN BRYANT: All right. Understood.

All in favor of moving the EDR say aye. Of adopting the EDR say aye.

COMMISSIONER DIXON: Discussion. Discussion. We didn't consider it, did we?

CHAIRMAN BRYANT: Is there a motion to reconsider?

COMMISSIONER PROVANCHA: So moved.

CHAIRMAN BRYANT: It's been moved and second to reconsider. All in favor say--

COMMISSIONER PROVANCHA: Discussion, please, sir. Discussion.

CHAIRMAN BRYANT: For reconsideration?

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COMMISSIONER PROVANCHA: No, sir.

COMMISSIONER DIXON: I bring the motion back to the floor.

CHAIRMAN BRYANT: All in favor of the motion to reconsider the PX say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: No? It's now back before us. Is there a motion on the EDR? It's been moved. Is there a second?

COMMISSIONER PROVANCHA: Motion to amend the EDR. Right time?

COMMISSIONER DIXON: It's the table, now you can offer an amendment.

CHAIRMAN BRYANT: Is there a second? Is there a second to the motion to put it on the table?

COMMISSIONER PROVANCHA: Yes, sir. Second.

CHAIRMAN BRYANT: Now it's before us properly. Do we want to want the extraordinary argument amendment? Do you want to make that one?

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COMMISSIONER STEINGASSER: I can't  
in good conscience vote to approve --

CHAIRMAN BRYANT: Okay.

COMMISSIONER STEINGASSER: --  
which is what the EDR calls for.

CHAIRMAN BRYANT: Okay.

COMMISSIONER MAY: My suggestion  
of an amendment is in the notes page, or in  
the notes paragraph at the end of the sentence  
where it says "Growth at Fort Belvoir" dot and  
then delete the rest and starting where it  
says "and therefore." It addresses the issue  
if you don't have a master plan. It's on the  
first page, at the bottom of the first page.

So, it would read: "Current and  
future growth at Fort Belvoir" dot and then  
eliminate "and therefore" on to the top of  
page 2 about not looking at --

CHAIRMAN BRYANT: May I suggest an  
alternative?

COMMISSIONER MAY: Absolutely,  
sir.

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CHAIRMAN BRYANT: At the top of page 2 where it continues and says "the Commission will not approve any future proposals," possibly strike "will not" and say "the Commission may find it difficult to approve any future proposals." Any discussion on that now?

I didn't mean to step on yours.

COMMISSIONER MAY: I think that would have the same effect.

CHAIRMAN BRYANT: I think the second clause serves a purpose.

COMMISSIONER MAY: Yes, but it would soften the ultimatum that's currently in the current language.

CHAIRMAN BRYANT: Any response to Mr. May's well articulated thoughts, but then at?

COMMISSIONER PROVANCHA: Yes, I think that addresses it. We're putting them on notice about it.

CHAIRMAN BRYANT: All right. So I

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think it's been moved and seconded to strike "will not" and insert "may find it difficult to." It reads: "The Commission may find it difficult to approve any future proposals."

All in favor of that amendment say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: Opposed no?

COMMISSIONER WRIGHT: Yes, but we're still voting to approve with that change in language?

CHAIRMAN BRYANT: Yes. Well, not necessarily.

COMMISSIONER WRIGHT: Oh, we're just voting for the change in language? Okay.

CHAIRMAN BRYANT: An amendment to the EDR.

COMMISSIONER WRIGHT: All right. Sorry.

CHAIRMAN BRYANT: All in favor say aye on the amendment?

(Chorus of ayes.)

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CHAIRMAN BRYANT: Opposed no? Now the EDR as amendment is before us.

COMMISSIONER MAY: Move to accept the EDR as amended.

CHAIRMAN BRYANT: It's been moved and seconded to approve the EDR as amended. All in favor say aye.

COMMISSIONER MAY: Discussion? I mean, do we want to have discussion about it?

I mean, I got the sense that several people did not want to vote to approve this.

CHAIRMAN BRYANT: I thought I'd go for it, but --

COMMISSIONER MAY: Well, I mean is it better to consider modifying the EDR to say "disapproves the plan"? I don't know if functionally it makes a different.

COMMISSIONER PROVANCHA: The vote I think will accomplish that, would it not?

COMMISSIONER MAY: The vote it's really not adopting the EDR.

COMMISSIONER PROVANCHA: Right.

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COMMISSIONER GREENWALD: And then we'd lose also the language about the future.

COMMISSIONER MAY: Exactly.

CHAIRMAN BRYANT: But that language can be adopted for the USO project, the same note is in there.

COMMISSIONER MAY: I guess I'm just asking the basic question: Are we better off taking an affirmative vote to disapprove or simply not adopting the EDR which says approved?

COMMISSIONER PROVANCHA: I think that's a good point.

CHAIRMAN BRYANT: Counsel, in your opinion is there a legal difference?

COMMISSIONER WRIGHT: The choices are deny or disapprove the EDR.

CHAIRMAN BRYANT: Okay.

COMMISSIONER WRIGHT: Deny with the amendment language which says -- oh, okay. In other words you would find it difficult going forward or approve, in which case the

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amended language goes out the window.

CHAIRMAN BRYANT: But --

COMMISSIONER WRIGHT: I say don't -- the EDR doesn't pass at all.

MS. SCHUYLER: Your current status is you've amended the EDR language. You've done that.

Now the question is do you approve the EDR with the amended language or do you deny the EDR including the amended language.

COMMISSIONER STEINGASSER: Well, I think the question is is it better to affirmatively vote as a Commission action to disapprove as opposed to letting an approval go to a negative vote?

MR. ACOSTA: Let me make a suggestion. If the sense of the Commission is that this a project that you want to disapprove--

COMMISSIONER STEINGASSER: Deny.

MR. ACOSTA: -- or deny, I think your action should be you deny the preliminary

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site and building plans. They count final. That would be a very clear message to the applicant and then the process is triggered.

And if you wanted to add any other stipulations based on your conversations about your preference in terms of fine or whatever, you may add those statements in here. That's up to you as a Commission. But I think it will be clearer to the applicant if you're in fact being clear in terms of just something you don't find acceptable.

COMMISSIONER PROVANCHA: Are you saying then we need to actually divide this into two recommendations; one on the preliminary, one on the final and then vote on each? No?

MR. ACOSTA: No. Because you're taking an action as a Commission. This is just a recommendation to you. And so what we're hearing through your deliberations is that there is a difference of opinion between the EDR and what the Commission as a whole is

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thinking. And my advice is this is your action. And based on the application that was submitted to you if you do not find that acceptable, then say so. You should deny it or disapprove it and for whatever reason. But you are denying the preliminary application, not a preliminary and final so you could trigger the due process.

CHAIRMAN BRYANT: We could have an amendment to strike and final?

MR. ACOSTA: Yes.

MS. SCHUYLER: Yes.

CHAIRMAN BRYANT: And change "approves" to "disapproves."

It's been moved to change "approves," the first word, to "disapproves" and strike "and final." So the EDR would be: "The Commission disapproves the preliminary site and building plans."

I think that's been moved. Is there a second?

COMMISSIONER PROVANCHA: Okay. So

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if you vote against the disapproval, it means you are voting for approval?

CHAIRMAN BRYANT: That's right.

COMMISSIONER PROVANCHA: Okay.

MS. SCHUYLER: Yes, you supported the project.

COMMISSIONER MAY: I'll second that amendment.

CHAIRMAN BRYANT: So it's been moved and seconded that we change it to read: "The Commission disapproves the preliminary site and building plans," and to be effective that would require an affirmative vote.

Any further discussion?

Is there a motion on the EDR as amended?

COMMISSIONER MAY: Well, do we have to vote first on the amendment?

MS. SCHUYLER: Yes, because you've re-amended it, you have "disapproves."

CHAIRMAN BRYANT: Thought we did that.

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It's been moved and seconded the amendments. All in favor say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: Opposed no?

COMMISSIONERS: No.

CHAIRMAN BRYANT: Okay. Now we'd have the EDR before us as amended.

COMMISSIONER WRIGHT: One no?

MS. SCHUYLER: One no.

CHAIRMAN BRYANT: Two.

MS. SCHUYLER: Two. Oh, okay.

CHAIRMAN BRYANT: Now it's before us. Is there a motion on the EDR as amended?

Is there a motion on the EDR as amended?

COMMISSIONER STEINGASSER: So moved.

COMMISSIONER GREENWALD: Second.

CHAIRMAN BRYANT: Seconded.

All in favor of the EDR as amended say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: No?

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COMMISSIONER: No.

CHAIRMAN BRYANT: Good.

Now for the USO project do we want to go ahead and make the same amendments to the note section there?

MS. SCHUYLER: Correct, but leave in "approves"?

CHAIRMAN BRYANT: Well, yes.

Is there a motion on the note section?

COMMISSIONER STEINGASSER: I'll move to amend the EDR to include "may find it difficult."

CHAIRMAN BRYANT: Yes.

COMMISSIONER STEINGASSER: Replacing the "will not" in the last sentence of the notes.

COMMISSIONER MAY: Second.

CHAIRMAN BRYANT: Been moved and seconded to make that amendment. All in favor say aye.

(Chorus of ayes.)

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CHAIRMAN BRYANT: Opposed no?

Now the EDR as amended is before us. Is there a motion on the EDR as amended?

COMMISSIONER DIXON: Motion to approve as amended.

CHAIRMAN BRYANT: Is there a second?

COMMISSIONER MAY: Second.

CHAIRMAN BRYANT: Discussion. Hearing none, all in favor of the EDR as amended on the USO project say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: Opposed no? It's unanimous.

Get the hang of this one day.

COMMISSIONER WRIGHT: You're doing great.

**USMC, QUANTICO, CHILD DEVELOPMENT CENTER**

CHAIRMAN BRYANT: Moving on to Agenda Item 5E, the Child Development Center at Quantico, we have Mr. Dettman.

MR. DETTMAN: Good afternoon, Mr.

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Chairman, Members of the Commission.

I will be presenting to you final recommendation for a new child development center at Marine Corps Base Quantico.

As you recall, the Commission did review this project at its last meeting in March and voted to grant preliminary approval of the child development center with no more than 42 parking spaces. Along with its review of the child development center the Commission also was reviewing concurrently proposed realignment of Purvis Road that's associated with the construction of the CDC, and the Commission voted to grant the preliminary and final approval for the road realignment. So what we have before us today is just the final site and building plans for the CDC.

Upon review, the Commission's preliminary report the applicant ultimately disagreed with the Commission's preliminary report. And so therefore, as required by the Planning Act, the applicant did respond and

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staff considered its response in putting together its final recommendation.

I will say that the applicant's response to the Commission's preliminary report is attached to our EDR.

Just as a little bit of background and reminder, the project's located at the Marine Corps Base Quantico, which is located approximately 30 miles south of Washington, D.C. The image on the right is just a closer up look at the main side portion of the base, which is south of I-95. And outlined in red here is the proposed location of the facility.

This is an aerial photo showing in yellow outline of the project site. It's a previously disturbed site that once accommodated housing and has been demolished.

In close proximity to the project site is the Lyman Park residential area to the northeast. To the southwest is the existing Commissary and Post Exchange with its associated parking lot. I believe the parking

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can accommodate up to around 600 vehicles. There's some smaller retail or commercial uses along Russell Road.

This is the site plan of the child development center. You can see the realigned Purvis Road. As I mentioned, that's already been given preliminary and final approval by the Commission. Here's the outline of the child development center oriented towards the housing development with an emergency egress access road in this area, and access road to the parking to the east of the facility.

Here's a rendering of the facility. It's a one story approximately 30,000 square foot building that will accommodate up to 300 children and 62 employees.

This is the parking area, again, showing a total of 87 parking spaces with 62 reserved for employees.

As I noted, the Commission did take a preliminary action on this project back

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at its March 3rd, 2011 meeting. Just to summarize the Commission action:

The Commission did vote to approve the preliminary site and building plans for the CDC with no more than 42 employee parking spaces, and;

Advised the applicant that the manner in which the applicant prepared the construction plans for the CDC, that it was not in accordance with the National Capital Planning Act and that they were drawn to a 100 percent completion prior to seeking review by the Commission;

The Commission noted that the applicant was required to submit the project for final approval, which is before us today, and;

Then finally, as I mentioned, the Commission approved for preliminary and final the plans for the realignment of Purvis Road.

Following the Commission's action, it's March action, staff worked with the

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applicant to provide a little bit of guidance on the type of information that we would need in order to further justify the additional 20 employee parking spaces. Here's a list before you summarizing the information that we were looking for.

We were looking for information to process:

That went into siting the facility;

We were looking at whether or not opportunities for shared parking, particularly at the PX Commissary across the street were explored;

We wanted to see how existing traffic management services were incorporated into the decision to site the facility, such as the VRE, the availability of an existing free taxi service and an on-base shuttle service, and;

Finally, we wanted to get information on the timeline for the update to

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the Quantico Master Plan and the TMP.

As I've already mentioned, the applicant's response is attached to staff's recommendation. The applicant responded to the preliminary report on March 28th. Staff took the applicant's response into consideration while preparing its final recommendation, but ultimately determined that we still lacked the basic transportation information that would be necessary to provide the context for our understanding of the transportation picture at Quantico.

And as it's shown on the slide here, in its response the applicant did say that Marine Corps Base Quantico considered and ultimately disagreed with the Commission's recommendation to reduce the parking and intends to proceed with the project as planned upon consideration of the Commission's final report.

Some of the information they did include their response was largely information

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that we already had at the preliminary stage.

They mentioned that the CDC parking complies with the DoD's Unified Facilities Code, which calls for one parking space for every staff that would be on site at any given time, which is 62.

We had advised the Commission in March that the UFC is designed guidance, is not a requirement, an absolute requirement for the DoD.

They mentioned that public transportation is not available at the site.

That the Post Exchange/Commissary parking lot was at capacity, however we did not receive any kind of information in terms of the daily utilization at the site.

They mentioned that a main site core area site would ultimately increase traffic as 42 percent of the parents who will patronize the CDC actually live in that residential development nearby.

And then finally, alternatives to

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providing 62 staff parking spaces would ultimately have negative impacts on the operation of the child development center.

And as I noted, while we do acknowledge the applicant's response, it still did not give us the necessary information for us to provide that larger context in terms of the transportation picture at Quantico as well as site-specific information that we needed to justify the 20 parking spaces.

And so a little bit about the site-specific information that we needed.

We didn't receive any information regarding CDC employee commuting patterns. We wanted to find out how many of the CDC employees live on base and that potentially could walk or take a shuttle to the location.

We wanted information on the daily utilization at the PX or Commissary.

Taking a look at the base-wide picture, we still do not have an approved TMP that would provide us with the broader

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transportation picture at Quantico, such as total employee parking supply and utilization and consistency and NCPC's Comp Plan transportation policies.

And then finally, when considered within the context of the Commission's responsibility to plan comprehensibly for the region, while the proposal does call for only 20 parking spaces above the Comp Plan ratio, it's part of a much larger issue related to impacts that the lack of approved master plans and TMPs at DoD facilities is having on the region, such as:

Impacts on traffic and transportation;

Impacts on the Commission's ability to carry out its mandate to provide for and guide federal planning, and;

Development in the nation's capital, and;

Then finally, impacts on NCPC's ability to fulfill its responsibility to

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coordinate with regional jurisdictions in a reliable way.

And so therefore, it's the Executive Director's recommendation that the Commission acknowledge receipt of the Navy's March 28th response to the Commission's March 3rd preliminary action as required by the Planning Act to maintain its March action to approve the final site and building plans for the new child development center with no more than 42 employee parking spaces in order to maintain consistency with the Comprehensive Plan Parking Ratio. And then finally to note that while the proposal exceeds the Comp Plan Parking Ratio by only 20 parking spaces, we feel the traffic generated by DoD facilities is a major contributor to the regional traffic congestion. And the lack of approved master plans impairs the Commission's ability to ensure comprehensive planning and orderly development of the national capital.

And with that, Mr. Chairman, that

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concluded my presentation.

[INSERT - US MARINE CORPS BASE QUANTICO]

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CHAIRMAN BRYANT: Thank you.

Questions for Mr. Dettman, or comments among Commission members?

I will note that I appreciate the acknowledgements in Captain Hemstreet's letter.

COMMISSIONER PROVANCHA: A couple of comments. I think the decision, while somewhat unprecedented at the March 3rd meeting to admonish the Quantico folks for two violations of the National Capital Planning Act sends a strong and very appropriate message, also comment the folks at Quantico for continuing to keep the dialogue open and the collaboration continuing.

It's somewhat interesting Mr. Dettman's choice of words about the Unified Facility criteria not being only design guidance while we call the NCPC submission guidelines directive in nature. It's interesting the characterization of other people's regulations.

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I think is there somebody here from -- Commander Adams, are you going to respond to this? Isn't the UFC, is that a mil standard, would it be a directive? I'm trying to remember how it's characterized. I think within DoD we treat it as a directive.

COMMANDER ADAMS: Sir, we do treat it as a directive. And we went back and took a look at the wording for parking spaces, and as noted on the slide, it's more of a "shall" then a "should" in terms of the number of parking spaces for employees there.

COMMISSIONER PROVANCHA: Okay. One of the alternate proposals, too -- and I appreciate also the careful selection of language, there were only 20 over as opposed to egregious gross violations in putting this in percentages. Perhaps some other language that would say "require" the Quantico folks as they go forward to provide a 20 parking space offset would help to address the issues of NCPC for consideration.

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Would Quantico be receptive to offsetting 20 parking spaces in a future project as well as in the master plan and TMP?

Would that be a reasonable accommodation?

COMMANDER ADAMS: As we discussed at the March meeting, sir, we look at the parking available in the area and make sure that we considered that we were going for more than what NCPC requested in the area. And we would strive to make sure that the parking including the adjacent Commissary Exchange Complex tried to meet the NCPC code as best we can.

COMMISSIONER PROVANCHA: Very good. I think in his letter Captain Hemstreet provided the rationale to support the current parking ratio thing. So thank you for that. We didn't necessarily agree with it, but we appreciate having the rationale.

CHAIRMAN BRYANT: Further discussion or comments Hearing none, is there a motion?

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COMMISSIONER PROVANCHA: Motion to accept the EDR.

COMMISSIONER MAY: Second.

CHAIRMAN BRYANT: It's been moved and seconded that the EDR that is before us be approved. All in favor say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: Opposed no?  
Passed.

**TEXT AND MAP AMENDMENT NORTH BURNHAM PLACE**

CHAIRMAN BRYANT: The last item on the agenda today is Agenda Item No. 5F, it is a Text and Map Amendment to the Zoning Regulations at Union Station at North Burnham Place. And we have Mr. Zaidain.

MR. ZAIDAIN: Thank you, Mr. Chairman.

Your final agenda item today is a text and map amendment to the Zoning regulations of the District of Columbia.

The Zoning Commission has taken a proposed action to approve the new Union

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Station North in the District which will create a new zoning classification in the Zoning regulations and apply them to the map.

And to orient the Commission on to where this will be located, the zoning classification will be applied to an area behind Union Station, the air-rights above the railroad infrastructure directly behind the station.

This is Union Station here. The area straddles the H Street Northeast overpass, so you have air-rights to the north and to the south. Here you have Union Station to the south. Columbus Plaza and fountain directly in front of that, as well as Louisiana, Delaware Avenue 1st Street, which are some of the more prominent views to Union Station.

And this zoning action is for a new project called Burnham Place, which will be a mixed use development to be constructed in the air-rights above the railroad

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infrastructure on the north and south side of H Street.

Just orient the Commission some more. Here's Union Station, which I'm sure you're all familiar with, the fountain in front.

This is the H Street overpass extending over the railroad infrastructure. This is looking to the west up the bridge, the H Street Bridge. This is the Union Station garage, which is on the south side of the bridge.

The Burnham Place project and the zoning pertains to two different platforms that will be constructed in the air-rights. One will be on the north side of the H Street Bridge, and this is the area where the north platform will be constructed. And that platform will basically adjoin the bridge on both sides. So here you have the north side, and then here is the south side. This is looking down into where the south platform

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area will be from the Union Station garage. This is looking back towards Union Station. Here's where the rail cars dock.

And then this is Station Place, which is the location of the Securities Exchange Commission, which is adjacent to the project to the east.

To provide a little bit of background on this overall effort.

In 1997 the United States Congress directed GSA to sell these air-rights behind Union Station for development purposes. GSA proceeded in doing so. And in 2002 Akridge Development won the public auction for the development of those air-rights.

In 2006 the real estate transaction was closed and essentially lots were created in the air-rights which needed to have zoning applied to them.

And on March 14th the Zoning Commission took a proposed action to approve this new zoning classification brought forward

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from the D.C. Office of Planning.

Okay. To talk about the mechanics of the zoning. The zoning permits from a use standpoint, permits any use that is a matter of right in the C-3-C commercial zone, which is essentially mid to high density commercial and residential development allowing for mix of uses.

Another requirement is that 100 percent of the ground floor uses along H Street shall be retail service or art pieces to help provide an active pedestrian environment along H Street.

From a floor to area ratio standpoint, the maximum FAR allowed for individual buildings is 6.5. A 5.5 maximum FAR for nonresidential uses. And incremental requirements for the inclusion of residential uses as the project is built out. So as the project is build out in phases there must be residential uses included in it.

Also within the zoning there is a

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design review process that is created. As this project is developed and the design details come forward, the project must go through two stages of review.

The first stage of review will require a master plan, which will depict general building sites, open spaces and the overall transportation network. And that must go to the Zoning Commission for review.

And then there will be a stag 2 review which will include the more detailed appearance of buildings, landscape design and additional details on the transportation network.

So this is all included within the zoning. It's somewhat of a PUD type process for this specific project as it moves forward.

Some other important points of the zoning include how the height of buildings is measured and controlled. The zoning establishes a measuring point for building heights that will be taken from the elevated

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overpass, the H Street overpass, which is about 82 feet sea level, which in our analysis is about 53 feet above grade. And, again, all buildings will be measured from this point.

Another aspect of the zoning is the single building definition. The zoning proposes to consider each platform and all improvements constructed thereon to be a single building for zoning purposes. So what does that mean?

This is a sketch diagram for the project and these arrows represent potential areas for streets, the bubbles represent potential areas for buildings.

And what this regulations effectually does is creates all of these buildings on the north platform to be one building and all buildings on the south platform to be one building, which would then leave them all to be measured from that elevated measuring point that I just

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described.

In terms of heights themselves, on the north platform buildings cannot exceed 130 feet, maximum building height on the north platform. On the south platform it's a little different. In this general area buildings can be 130 feet, however the zoning requires that buildings step down in height towards Union Station, and that's reflected in this area here on the diagram.

In the pink area as a matter-of-right buildings cannot exceed 90 feet. In the yellow area building cannot exceed 110 feet matter-of-right. However, the zoning allows for bonus height to be achieved if the Zoning Commission deems the design to be exemplary through the design process. Then that bonus height is a total of 20 feet.

So what that means is buildings under this bonus height scenario could achieve a 110 feet in this pink area and then 130 feet in this yellow area.

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And to look at that in a different manner, this is the step down scenario towards Union Station. This is a sight line study from a viewpoint just south of Columbus Circle. Essentially in the blue area you have 130 feet matter-of-right and then the step down towards the building. Now what we've done is scaled this to show how the bonus height would compare to the matter-of-right building envelopes. And you have that in your shaded areas here with the sight line study.

In analyzing the project, staff believes that Union Station rezoning and the Burnham Place project represents a good solution to activating areas of the city that have been disconnected or scarred by transportation infrastructure. This solution is also contemplated in our Monumental Core Framework Plan for areas in southwest, such as Maryland Avenue and the Southwest/Southeast Freeway.

Staff is supportive of the Union

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Station rezoning district and the concept of these unique location districts as the appropriate regulatory approach to areas of the city that have these physical challenges such as railroad infrastructure. However, staff has concerns related to the impact that the zoning's height provisions will have on Union Station and the horizontal character of the skyline.

Because of the design review process and because this is just the general zoning for the project, it's really hard to determine the detailed effects of the project because this just creates the zoning envelop.

And many of the more specific effects can be determined through the design review process that the Zoning Commission has set up.

Our first level of concern is of Union Station. Union Station described in the McMillan Plan as the grand gateway to the Capital, the style of which should be equally as dignified as that of the public buildings

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themselves. Union Station, Columbus Plaza and the fountain in front of it, and the views to them are all listed in the National Register of Historic Places.

This sensitive area is reflected in policies both in the District elements of the Comprehensive Plan as well as the federal elements.

As you may recall the District elements to the Comprehensive Plan were amended this past January. Those amendments were brought to the Commission. And one of those amendments related to this project and this part of the city, and this is it here, I won't read it verbatim. But essentially what this policy establishes is that the allowable height of any buildings in the Burnham Place project should be constructed consistent with the Height Act and special attention should be made to Union Station, the historic buildings around it and the historic neighborhoods around it including the use to it as this

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project develops.

Some of the federal elements provide policies that are important to this project as well. The federal elements of the Comprehensive Plan provide that the views and vistas both normal and designed that are an integral part of the nation's national capital image should be protected and enhanced. We believe the view sheds in this area are an important part of the national capital's image.

The reciprocal views along the rights-of-way of the Historic Plan of Washington, D.C. as well as to and from squares, circles and reservations should be protected as well. We think this policy applies to this project.

And also, protecting the settings of historic properties including views to and from sites were significant as integral parts of the historical character of that property is important as well.

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So some important policies in both elements of the Comprehensive Plan pertain to the preservation of Union Station.

A secondary area relates to the horizontal character of the national capital.

This is reflected in the Federal Elements of the Comprehensive Plan which call for the preservation of the horizontal character of the national capital through enforcement of the 1910 Height Act, as well as the District Elements of the Comprehensive Plan which contemplate in protecting the civic and historical character of the city, particularly the horizontal urban quality of central Washington by limiting building heights in accordance with the Height Act of 1910.

So, staff has really kind of wrestled with the best way to analyze this project because this is just creating the overall zoning envelop. And as I said, the design details will really determine the impact this project will have, particularly

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with this building height scenario which effects the step down approach towards Union Station.

But one way to look at the impacts of the building envelopes is to look at sea level elevation which really creates an apples-to-apples comparison of height in the area. So this is a sea level diagram of the project and the buildings around it.

We used 29 feet as natural grade, because that is where H Street essentially lands at North Capital before it becomes elevated. And the measuring point is at 82 feet sea level. So that gives an approximate sea level of 212 feet for buildings that will be 130 feet in height, which is the maximum height allowed. So the question is: How does that relate to the buildings around it?

The Station Place project, which is where the Securities and Exchange Commission, is about 157 feet at sea level to its roof line. This does not include any

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penthouses in any case. So about 55 feet below the maximum height for this project.

And I won't read all of these, but I think this will show the analysis.

This is the Seaman Building at 149 feet, which is a pretty recognizable building there.

And then looking at the step down scenario, this is the range of heights, again sea level, that could be achieved in these two areas. The 172 and 192 being the matter-of-right, which the heights to the right being the bonus scenario heights.

And then you have 128 feet for the east wing of Union Station and 179 for the -- so we think this is a good starting point to understand how this project will relate to the buildings around it and to Union Station in particular. However, the bigger point is that it's really hard to understand the design details, particularly with this bonus type scenario not yet determined to really

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understand the impacts that this will have to these important federal interests.

So with that being said, this is the Executive Director's recommendation. That the Commission support the District efforts to develop the air-rights over a large portion of the Union Station rail yard into an active mixed use development and the urban design approach of stepping down building heights towards Union Station.

Accept the federal elements of the Comprehensive include policies that protect the character of historically significant buildings, such as Union Station as well as the horizontal character of the national capital. However, finds that the bonus height permitted for exemplary architecture could negatively impact the integrity and character of Union Station and the historically significant views towards the station from surrounding streets in that the overall building heights allowed by the zoning envelop

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could negatively impact the horizontal character of the national capital.

The Commission further requests that NCPC be afforded an opportunity to review and provide comments to the Union Station area zoning stage 1 and master plan review processes so as to further advise the Zoning Commission on the potential impacts to the federal interest in this case, including the historic character and setting of Union Station and the character of the Washington skyline.

I'll leave it there. And that's the end of my presentation. I'll be happy to answer any questions you may have.

[INSERT - TEXT AND MAP AMENDMENTS]

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CHAIRMAN BRYANT: Thank you, Mr. Zaidain.

Questions, discussion? Yes, sir.

COMMISSIONER PROVANCHA: Thank you for providing the height of the Union Station garage, 152 feet. What's the height of Union Station itself? I'm just trying to get a sense of if these buildings that surround it that are built over the 14 acre air-rights site, how much above the barrel vault --

MR. ZAIDAIN: One seventy-nine, so that's the barrel vault, and the wings are about 128. So really the best way to understand how this all relates is from sea level elevations as giving the nature of the topography.

COMMISSIONER PROVANCHA: One seventy-nine. So, let's see, the first level step down is 172 to 192; so that's the equivalent. So if you get a second step down at 192 and 212, so the potential there is it would be above -- it would be this one and

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then this height, is that correct?

If you're standing in front of, say, Columbus Circle, you would look across Union Station, you would not see this. You potentially could see this, even without the bonus height. And you would definitely see that roof line, is that accurate?

MR. ZAIDAIN: I mean, I think it depends on where you're standing and I think this kind of raises our point about how these design details need to be understood. Because we haven't really seen a full analysis of the view sheds given this bonus height scenario. But I mean, I think that's a point.

COMMISSIONER PROVANCHA: On the view sheds, which are the ones that we primarily trying to protect? Isn't it the ones from the Columbus Circle side as opposed to the ones from the north looking south?

MR. ZAIDAIN: The view sheds along Louisiana Avenue, Delaware and 1st are all part of the Registration for Federal Register.

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COMMISSIONER PROVANCHA: Right.  
But not these view sheds? Not the view sheds  
coming this direction?

MR. ZAIDAIN: On the Federal  
Register, and that would certainly be where  
our concerns lies, yes.

COMMISSIONER PROVANCHA: Thank  
you.

The language as written, does that  
give the NCPC the authority, if you will, once  
we see further development of the design to  
potentially disapprove buildings that meet or  
exceed the bonus height for exemplary  
architecture?

MR. ZAIDAIN: Given the nature of  
this project we're advisory, so we would  
continue to advise the Zoning Commission.

COMMISSIONER PROVANCHA: Advisory?  
Okay. Thank you.

Why are we advisory as opposed  
to--

MR. ZAIDAIN: It's a Zoning

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Commission action and we're advisor to the Zoning Commission.

COMMISSIONER WRIGHT: So above H Street, the parcel to the north of H Street, what's the breakdown within that parcel?

MR. ZAIDAIN: In terms of height?

COMMISSIONER WRIGHT: Yes.

MR. ZAIDAIN: The zoning doesn't break it down. It allows it to achieve 212 feet that whole way --

COMMISSIONER WRIGHT: So it could--

COMMISSIONER STEINGASSER: There is a breakdown in the northeast corner to step the project down as it addresses the rowhouse character.

COMMISSIONER WRIGHT: But, say, along the south elevation. No, I guess that would be the north elevation of A Street at what would be the sidewalk could be uniformly 212?

COMMISSIONER STEINGASSER: No.

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Realistically no. Not at all.

The reason we proposed 130 feet, we kept the FAR the same. And the idea is to create a porous building and not have massive structures. And that's why we wrote in the Zoning Commission's design review so they could weigh in on that and make sure that there is a varied skyline and not be any kind of massive 212.

We also emphasized that there be open spaces and that there be circulation through the site.

COMMISSIONER WRIGHT: Could you show the slide that has the sight line study through the station?

MR. ZAIDAIN: This?

COMMISSIONER WRIGHT: Yes. So, Jennifer, I have a question for you, really. Am I allowed to do that?

COMMISSIONER STEINGASSER: You're allowed to ask.

COMMISSIONER WRIGHT: Because it

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seems that the measuring is kind of -- may be an area that everybody may not agree on. Do you think this is a fair way to look at it? I mean, does DC OP think that the sea level measurement is apples-to-apples and that it's a good way to --

COMMISSIONER STEINGASSER: Not really. It assumes the city is flat, that all the city is flat. And there is natural topography in the city. You know, Columbia Heights towers above the rest of the city. There are areas of natural topography; K Street, L Street, things go up and down.

So to say that there needs to be horizontality in an absolute I think is not a practical type of position.

That said, I completely understand NCPC staff's concern about being able to view the impacts in the south of H Street because of the Federal Precinct, Union Station and the different federal interests that are down here.

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So, we have no problem with what's being proposed south of H Street. I would request that we consider that there not be an NCPC referral north of H Street where there are no federal buildings, no federal interests and it's really just covering over the tracks.

COMMISSIONER WRIGHT: That's why I wanted to see this slide. Where does H Street -- am I just not reading this right. Where does H Street happen in the pink to yellow to blue trajectory? At the blue/yellow line?

COMMISSIONER STEINGASSER: No. It would be --

MR. ZAIDAIN: Generally a -- I mean, it's not --

COMMISSIONER WRIGHT: Oh, so this is just the south --

MR. ZAIDAIN: Yes. This is just the south platform area.

COMMISSIONER WRIGHT: Okay. That's what I didn't get. All right.

COMMISSIONER PROVANCHA: A similar

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question in a different way. What's the change in elevation -- I don't know the slope. What's the change, if we were to ask the change in elevation, say, from Columbus Circle all the way to K Street.

MR. ZAIDAIN: Columbus Circle is about 50 to K Street. I don't know the elevation of K Street, but this is about, I believe, 55 here at sea level.

COMMISSIONER PROVANCHA: Right.

MR. ZAIDAIN: So it kind of slopes down towards this area. And then even to this area, this is about 20 feet higher. So elevations definitely change and the sea level has taken into account the change in topography.

COMMISSIONER PROVANCHA: Mr. May points out, it looks like is it 55 and it slopes down to 33?

MR. ZAIDAIN: And this is 29 here. This is about 42 here.

COMMISSIONER STEINGASSER: All

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this area, none of this has its original grade. Even Columbus Circle and the station are on fill. So there is no original grade to work with here.

And then the H Street goes over the tracks as opposed to the tracks going under.

So, it's a difficult thing to say that there is an absolute right measured height.

COMMISSIONER WRIGHT: Do you do a study that shows -- can you go back to the elevation slide?

MR. ZAIDAIN: Sure.

COMMISSIONER WRIGHT: So if you extended the sight line to the north parcel at 212 max, then that would be a significant height increase, right, or am I not reading this right?

MR. ZAIDAIN: I mean, it would seem that way especially since this is a 55 elevation and then it slopes down towards H

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Street. But I think that's why we're asking for more information because at this point those types of studies haven't been done yet.

COMMISSIONER WRIGHT: But when you extended, did you all look at this? I mean did you expand your study to look at the north parcel?

MR. ZAIDAIN: No. Just to kind of keep in bounds of our federal interests, which we really felt was Union Station, we focused on the south platform.

COMMISSIONER STEINGASSER: These are studies that the Office of Planning had done for the Zoning techs.

COMMISSIONER WRIGHT: Okay. Sight lines extend beyond. I mean, they don't just stop.

COMMISSIONER STEINGASSER: They don't, but there's always a realistic experience if you're on the east side of Columbus Circle, the idea that you would actually see four blocks to your west it's not

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really a practical experience. You're going to see Union Station. And the idea was to stop you from seeing anything hovering over Union Station or interfering with the -- which I think we all agree is one of our most beautiful landmarks.

It's not to say that I can't stand somewhere and see Pennsylvania Avenue, you know and it towers over different buildings. I can see around the Capitol.

So this idea of a horizontal view shed as being pristine somehow is just not realistic in an urban environment. But again, we have no problem with the review on the south side because that does have a lot of federal impact. The SEC is there, the -- what is it, the Reagan Center? Thurgood Marshall. You know, there's a huge federal precinct that's got a lot of interest in here with the Architect of the Capitol, security; all of that is very much in play on the south side.

The north side, there's nothing

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there but tracks and private development. So we're less -- my amendment would be, and I can count, to take the north part and leave it at as the south NCPC review.

COMMISSIONER WRIGHT: One more time, just for posterity. Can you go back to the other slide? What's the height of the garage?

MR. ZAIDAIN: The elevation slide?

COMMISSIONER WRIGHT: No -- yes, this one. What was the height of the garage one?

MR. ZAIDAIN: The Union Station garage?

COMMISSIONER WRIGHT: Yes.

MR. ZAIDAIN: It's 152 feet.

COMMISSIONER STEINGASSER: That's 152 feet a measured from the corner of North Capitol and H Street?

MR. ZAIDAIN: No. That's the sea level elevation.

COMMISSIONER STEINGASSER: Sea

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level height? Okay.

MR. ZAIDAIN: We used this to understand the height of these new buildings as they're from the measuring of 82. feet. These are just the pure sea level elevations.

CHAIRMAN BRYANT: So how would you classify or how would you describe the federal interests of the north side, getting to Ms. Steingasser's --

MR. ZAIDAIN: I think it's our secondary issue, which is the horizontal character of the city which there hasn't been a project like this proposed in a long time. So it's hard to understand the impacts of what that would be. I mean, obviously the skyline does vary in areas. But there are clearly policies in the Federal Elements of the Comp Plan and the District Elements that maintain that as somewhat of an issue, as we would want to see the impacts of that.

Again, that was a secondary issue.

I mean, our main concern was Union Station

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from the south platform.

COMMISSIONER STEINGASSER: And I guess that's where I have a problem is what does it mean the horizontal character of the city? The city is not flat so it's a vague standard to refer over to. You know, I think we've all agreed that things need to be consistent with the Height Act, the Zoning respects that, the Comp Plan, both federal and local respect that. So I just don't see the delay in having the north side come in as opposed to the south side, which is very clear that there's a federal interest on the south side.

And I don't know how we would evaluate something that came to the Planning Commission on horizontality. The CNN Plaza on one side is, what? 146 and then on the other side it's 99. Which is the horizontal we would go for? And why is the expectation that the city would be level on H Street? Even at its previously undisturbed grades was it 20

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one end at 47 on the other?

It just seems like it's an argument more than a solution.

COMMISSIONER DIXON: Then would it be appropriate for us to have a motion to move this forward and exact a reference to the north side, is that what you would like?

COMMISSIONER STEINGASSER: That's what I would request.

COMMISSIONER PROVANCHA: So you wan to make --

COMMISSIONER STEINGASSER: So moved.

VICE CHAIRMAN MILLER: And I'll second it.

COMMISSIONER DIXON: Well, let's get it on the table, I guess.

CHAIRMAN BRYANT: It's been moved and seconded. Further discussion?

COMMISSIONER GREENWALD: I'm sorry. Can you say specifically the language that you're striking from the current EDR?

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COMMISSIONER DIXON: With removing reference to the north section --

COMMISSIONER GREENWALD: I mean which paragraph is that? Because I'm not finding it my quick scan.

COMMISSIONER DIXON: I understand. And I'm assuming the city has been looking at this and ready to go.

MR. ZAIDAIN: Just to help. The zoning as its written now is not geographically divided between north and south platforms. Right now it just refers to stage 1 and master plans.

COMMISSIONER DIXON: So in other words, it doesn't make reference the north or the south?

COMMISSIONER STEINGASSER: After the word "master plan" we would put "on the south side of H Street." In the last paragraph "requests."

COMMISSIONER PROVANCHA: And that's because stage 1 extends north to K, is

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that the reason why we need to narrow then, if you will, in focus?

COMMISSIONER STEINGASSER: There are two different stages of design; the master plan and then --

MR. ACOSTA: Have you broken up the zoning into subareas where these two are going to be treated separately? I'm just trying to figure out kind of how mechanically how you're -- I mean I understand there are two stages of review, and then there is like a subarea A and subarea B that the Zoning Commission is going to consider together or at separate points of time, similar to a PUD?

COMMISSIONER STEINGASSER: Well, no. The staging has to do with how the projects are brought forward. The geographic boundary is north and south of H Street.

MR. ACOSTA: And is treated as one project?

COMMISSIONER PROVANCHA: Is the entry here on the EDR, is it Square 720 in

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these two lots, is that south of H and Square 717 Lot 7001 and 2, is that north of H? Is that a good way to establish the meets and bounds of what we're talking about.

COMMISSIONER STEINGASSER: I mean, we could provide the legal -- it would be Square 720. It's both Lots 7001 and 7000. But I hate to see further subdivision exclude the Commission from anything south of H, so I think it's safer to say "south of H Street" because there could be additional subdivisions made within these squares.

COMMISSIONER MAY: Yes. I don't think that the issue that is being addressed by Ms. Steingasser's suggestion is one of how you describe the area that would come before for review. It's more of a mechanical question. It's how is it that the master plan is going to be reviewed. Will it be reviewed in one step south of H and then in one step north of H? I mean, is it easily separated or are you going to wind up looking at

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something where you've redacted the north portion of it? That's sort of the mechanical question. So it is going to be the first. It's going to be --

COMMISSIONER STEINGASSER: North will be one and south will be the other.

COMMISSIONER MAY: Right. So they'll just do separate submissions to the Zoning Commission and separate submissions here.

COMMISSIONER STEINGASSER: And if the master plan comes through as a whole, they will gladly refer it as a whole so the Commission has some context.

COMMISSIONER PROVANCHA: I think on the issue too of the horizontality character of the city, I think that's where I'll sustain, and I think the Height Act removed some of the vagueness to that. You just have to go to Rosslyn to see what the difference is.

And we've heard previous testimony

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that the Height Act is an impediment to economic development in the city and to which we respond, could be but we're going to continue to support the Height Act.

COMMISSIONER STEINGASSER: There's nothing in here that disrespects the Height Act. Absolutely nothing. The Office of Planning was very clear. We worked with the NCPC staff when we made the Comp Plan amendments that specifically call out the Comp Plan and give it the respect that it does deserve.

COMMISSIONER PROVANCHA: I think the staff noted the concerns about the height and captured that in the language as currently drafted.

COMMISSIONER STEINGASSER: Yes.

COMMISSIONER WRIGHT: I have a question. So if the EDR is approved and the Commission gets the second look that its asking for, what is the authority? I mean, what happens after that? So we get a second--

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MR. ACOSTA: The Zoning Commission makes the final decision.

COMMISSIONER WRIGHT: Right.

MR. ACOSTA: This is a federal interest review that goes to the Zoning Commission. They take that under consideration when they're making their final decisions. So this is potentially how that is --

COMMISSIONER WRIGHT: So it's another step in the review?

COMMISSIONER STEINGASSER: And there's a time impact to a developer to submit to NCPC for review.

COMMISSIONER WRIGHT: Is it a critical one?

COMMISSIONER STEINGASSER: And the bank, please write my check.

COMMISSIONER MAY: Can I ask a question? I mean is it any more complicated than a PUD where it's like a 30 day turnaround? I mean, you're anticipating a process that's more complicated than that?

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Because I thought it would just be a master plan approval and then it would be immediately referred the next day, and then it would be considered at the next NCPC meeting. I mean, those typically happen in 30 days.

COMMISSIONER STEINGASSER: I mean, I --

MR. ACOSTA: I think for a project this complex there is -- let me speak again as a person who has done this in other places, in Chicago particularly. I think there's an expectation that there is going to be a process. And, you know, I understand that time is money issue, but given the sensitivities of this particular site and the fact that they still have to amass and provide different site plan for these specific sites, I don't think this is an unreasonable expectation to bring it to the Commission for review with respect to these specific federal interest issues especially where these heights could be significantly taller or higher than

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the adjacent neighbors up to about 60 feet from some of the buildings there.

COMMISSIONER STEINGASSER: But with all due respect, the relationship of height and its appropriateness to its neighbors is a city issue. That really is a home rule issue on how the Comp Plan and the Zoning implement that.

That's why we're willing -- I think we all acknowledge --

MR. ACOSTA: Partially. The Height Act is a federal law.

COMMISSIONER STEINGASSER: Yes.

MR. ACOSTA: And it's a shared issue here.

COMMISSIONER STEINGASSER: And I appreciate that. But there should not a presumption that the Zoning Commission would violate the federal law. As a matter of fact, it's bound by the Comp Plan, which was approved by NCPC and that includes a reference to the Height Act which I think we've been

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very clear that we respect the Height Act.

So, I don't have any problem, like I said, bringing things south of H Street because there's a very clear and defined federal interest. North of H Street it just seems very vague.

The idea of horizontality could extend to any matter-of-right project in the city, any project that could be claimed be as a horizontality. And that seems like it's an overreach north of H.

VICE CHAIRMAN MILLER: I just want to say, you know I agree that it is a little soft. I mean, this is not an issue where we're really concerned that somebody's going to violate the Height Act in this circumstance. I mean, if there was a concern about that, the concern I think would have shown up in a different way in the EDR and made reference to you know measuring point and how that might be contradictory.

But I think that the overall

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horizontality of the city is something that really is quite apparent when you are -- I mean, it's not apparent to everybody walking down the street, but certain parts of the city it's quite obvious, particularly in the central area of the city. And the topographic bowl of Washington, you're right. There are places where it is taller. But the main portion of the city it is generally speaking pretty flat and the horizontal nature of that I think it is such an important character defining trait of the city, that I think there is a federal interest there. So I just think that the EDR as recommended is fine. And ultimately, as you said, it's up to the Zoning Commission to make a decision about it. And they will consider that.

COMMISSIONER STEINGASSER: I have to agree to disagree on that.

COMMISSIONER PROVANCHA: I recommend or sustain the observations of Commissioner May.

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On the issue of where the federal interests are, clearly I think we've established by the plan that they lie south of H Street. That being said, there was an acknowledgement that even the folks that are north of H that live in residential and/or operate commercial properties are entitled, if you will, to a view. We were reinforced of that principle by the folks from the Watergate when their views were impinged upon by the trees.

That being said, we had talked about -- somebody mentioned that views don't stop. And I take a small exception off. If I take my glasses off, my view shed stops at about 50 feet. And I think that's true of most of the members of the Commission. It depends on your corrective lens.

VICE CHAIRMAN MILLER: Yes. I just wanted to point out a couple of things that you all are aware of. But the local Zoning Commission is comprised of five members, three

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of which are appointed by the Mayor and two of which are federal members. So 40 percent of our local Zoning Commission already is the Federal Government; the Architect of the Capitol represented very well, and the Interior Park Service, represented very well by Peter May.

So the federal interest is protected in our local Zoning Commission very well.

There's nothing that would preclude the NCPC from commenting on the planning and the proposals that come forward. It's just whether a formal referral would occur after some kind of proposed action is taken? Is that the difference ?

COMMISSIONER STEINGASSER: Yes. And I think it's not clear how it would be afforded.

VICE CHAIRMAN MILLER: And so NCPC it seems to me has the --

COMMISSIONER STEINGASSER: The

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staff could certainly weigh in, yes.

VICE CHAIRMAN MILLER: When it sees a design proposal that raises concerns to comment and make it part of the record of the Zoning Commission.

COMMISSIONER STEINGASSER: It saves it from coming to the Commission.

MR. ACOSTA: But not the Commission. I mean, the preference would be the Commission making a statement as opposed to the staff, you know when it comes to --

VICE CHAIRMAN MILLER: You bring it to us. I mean on a formal referral after some kind of proposed action, so later in the process.

COMMISSIONER STEINGASSER: And the Zoning regs, this particular zone --

VICE CHAIRMAN MILLER: Perhaps a little bit earlier if you count it earlier in some of these. Maybe have more of an impact.

COMMISSIONER MAY: NCPC staff does occasionally submit input prior to

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consideration of certain cases. Not generally on a PUD or something like that, or something that involves a real project. It usually has to do with regulations.

MR. ZAIDAIN: And just to put this recommendation in some context, there have been some other zoning categories like this that were created where we have asked for similar referrals, the Southeast Federal Center being one of them. So, as you guys probably know, any projects along that Waterfront Park, which we said was a very strong federal interest, have to be brought here. The Capitol Gateway is another one. The Naval Observatory, I believe, any projects that come through there through the regular zoning process must come here.

So that was some of the context where we thought we should request some additional review given the height and level of federal interest.

COMMISSIONER STEINGASSER: And

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with the Capitol Gateway, though, you are geographically bound. It's not all Capitol Gateway. It's those properties that run along South Capitol, I think. Yes, the interest is defined and it's referred for review, not just the full overlay.

COMMISSIONER WRIGHT: I beg to differ, I'm sorry, about the view shed thing, Bradley. Because at the Watergate we're talking about private property owners. And this is about preserving view sheds for everybody who lives and visits Washington. So that's a really different thing. Have to go on record with that. And had I been here, I would have voted against it.

Again, this is different. I'm really torn, I admit. I mean is this the kind of extra layer of review really that would preclude development? I mean, I would think that there would be a lot of interest in this area by private developers and a lot of money to be made. So another look-see that takes, I

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don't know, a couple of months, what are we talking about?

That's why I'm trying to get a grip on what we're asking for in this review, this second review. How long would it take? Does anybody know?

COMMISSIONER STEINGASSER: Nobody does know, and I think that's part of the uncertainty is we're trying to write a zone that allows for responsive movement by a developer. I mean, a developer owns these development rights already.

COMMISSIONER WRIGHT: Right.

COMMISSIONER STEINGASSER: They're not up for sale like street blocks. They're already owned. So we tried to write a project that was not a PUD, you know a planned unit development, that wouldn't require the same level of duration but would require public planning exposure.

So to require it to come yet from a Zoning Commission that's already got a 40

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percent federal interest over here for even more federal interest when it's all this advisory, it does add on. And even two months, that's a lot of carrying costs.

MR. ZAIDAIN: Can I speak to this, too? I think this relates to the intent of our recommendation.

This zone, like a lot of zones, is written where there's referral agencies. So when an application comes in it goes through the Office of the Environment, I believe DDOT.

And there's other cases that I cited, like Southeast Federal Center and Capitol Gateway, we were included as one of those referrals. So when the application came in, we would get the referral. The Commission would act, then it would go to the Zoning Commission usually at the front end of the process so that they could consider our comments just like they would other agencies. And that was the intent of this recommendation, which like I said is similar to those other zoning classifications

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that I cited.

COMMISSIONER STEINGASSER: I will say the other agencies are city agencies in the context of home rule, exercising our rights.

So it's just, you know being north of H Street is really where we're just a little -- the whole site's under developed. Yes. We just don't see the federal interests north of H.

CHAIRMAN BRYANT: There's a motion on the floor. Further discussion? Hearing none, Mr. May it looks like you're poised. Did you have --

COMMISSIONER MAY: I have no further comment. I'm just kind of waiting for our vote. We're voting on the proposal to --

CHAIRMAN BRYANT: It's not amended.

COMMISSIONER DIXON: No. We voted on the Executive recommendation with the words--

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COMMISSIONER STEINGASSER: South of H Street.

COMMISSIONER DIXON: Well, we moved it as one.

COMMISSIONER STEINGASSER: After the word "master plan," so "south of H Street." What am I moving? Notes and finds, and that request that NCPC be afforded an opportunity to review and provide comments on the Union Station North stage 1 and master plan south of H Street so as to further advise the Zoning Commission on the potential impacts of the federal interests in this case, including the historic character and setting of Union Station in character with the Washington skyline.

CHAIRMAN BRYANT: Is there a second?

VICE CHAIRMAN MILLER: Second.

CHAIRMAN BRYANT: Remind me. Did we vote on that amendment at some point.

MS. SCHUYLER: That was the

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original motion. No, we did not.

CHAIRMAN BRYANT: It's been moved and seconded.

VICE CHAIRMAN MILLER: But she's moving an amended version of the EDR. It's not a separate amendment.

MS. SCHUYLER: The EDR with an amendment.

CHAIRMAN BRYANT: We haven't taken a vote on the amendment.

MS. YOUNG: I have a clarification. On the south side -- after "master plan on the south side of H Street," do you mean to say "after review process." "Before an option is reviewed and provide comments in the Union Station North stage 1 and master plan." Well, do you want to comment on the review process? We're commenting on the review process right now. What you want to comment on is the stage 1 in the master plan.

MS. SCHUYLER: Submissions. I get

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it.

MS. YOUNG: Yes, submissions south of H Street.

MS. SCHUYLER: Okay. Yes, include the word "submission."

CHAIRMAN BRYANT: When you get it, why don't you read what the amendment is?

VICE CHAIRMAN MILLER: Mr. Chairman, if I could try to be helpful here. I think "review process" is stricken and "south of H Street submission" is replacing it.

MS. YOUNG: I'll just read it. "Request that NCPC be afforded an opportunity to review and provide comments on the Union Station North stage 1 and master plan submissions."

COMMISSIONER STEINGASSER: On the south side.

MS. YOUNG: Yes. "On the south side of H Street." And then the rest of the paragraph as written.

CHAIRMAN BRYANT: That's been

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moved and seconded. All in favor of that amendment say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: Opposed no.

COMMISSIONER: No.

CHAIRMAN BRYANT: Chair votes no.

There's two no. Two. So the amendment passes.

Now we have the amended EDR before us. Is there a motion on the amended EDR?

VICE CHAIRMAN MILLER: So moved.

COMMISSIONER STEINGASSER: Second.

CHAIRMAN BRYANT: Seconded. Any further discussion? All in favor of approving the amended EDR say aye.

(Chorus of ayes.)

CHAIRMAN BRYANT: Opposed no?

Unanimous.

Good Lord.

That is all the items on our agenda today. Is there anything else that needs to be said? Hearing none, we are

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adjourned.

(Whereupon, at 4:08 p.m. the Open  
Session of the Commission Meeting was  
adjourned.)

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