

NATIONAL CAPITAL PLANNING COMMISSION

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COMMISSION MEETING

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OPEN SESSION

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THURSDAY,
JULY 7, 2011

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

NATIONAL CAPITAL PLANNING COMMISSION MEMBERS
PRESENT:

PRESTON BRYANT, JR., Chairman
Presidential Appointee

HOWARD A. DENIS, U.S. House of Representatives
ARRINGTON DIXON, Mayoral Appointee
JOHN M. HART, Presidential Appointee
PETER MAY, Department of the Interior
ROBERT E. MILLER, Mayoral Appointee
BRADLEY PROVANCHA, Department of Defense
HARRIET TREGONING, Office of the Mayor of

the District of Columbia
MINA WRIGHT, General Services Administration

NCPC STAFF PRESENT:

MARCEL C. ACOSTA, Executive Director

CHERYL KELLY

CHRISTINE SAUM

ANNE SCHUYLER, General Counsel

MICHAEL WEIL

DEBORAH B. YOUNG, Secretary to the Commission

DAVID ZAIDAIN

ALSO PRESENT:

ROBERT DYER

TIM FRYATT, Rogers Marvel Architects

CHRISTOPHER W. LANDGRAF, GIS Branch Chief,

U.S. Army Garrison Fort Belvoir

MICHAEL MA, Montgomery County Planning

Department

JONATHAN MARVEL, Rogers Marvel Architects

ROB ROGERS, Rogers Marvel Architects

AAKASH THAKKAR, The Neighborhoods of EYA

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

12:34 p.m.

CHAIRMAN BRYANT: Good afternoon.

Let's bring the meeting to order. Welcome to the National Capital Planning Commission's July 7th, 2011 meeting. Would you all please stand and join me in the Pledge of Allegiance?

(Pledge of Allegiance.)

CHAIRMAN BRYANT: Thank you. For everyone, I would note today that our proceedings are being live-streamed on the web. And we do have a quorum, and so the meeting is now called to order and we will proceed along the items per the agenda, as has been adopted. Item number one is the Report of the Chairman, and I do have a couple of items to report to you.

Report of the Chairman

First, we're going to create an NCPC Urban Design Task Force. As many of you know, the staff has been working on updates to the Federal Elements of the Comprehensive Plan

1 for the national capital, and that's on
2 today's agenda. The update focuses on
3 auditing the existing policies to ensure that
4 they are supportive of Executive Order 13514,
5 as well as other administration policies and
6 priorities.

7 Beyond this audit, the update
8 effort includes the creation of a new federal
9 element that will address urban design. To
10 date, the Federal Elements have not
11 specifically addressed the issue of urban
12 design beyond various policies that have been
13 scattered throughout the document and the
14 other policies set forward in the preservation
15 and historic features element.

16 This new urban design element that
17 we're going to establish will look to
18 establish policies that address how federal
19 facilities and campuses fit within the urban
20 context of Washington DC and the National
21 Capital Region but also look to better define
22 the degree of federal interest in the overall

1 character and design of Washington DC. The
2 element will look to build upon NCPC's past
3 work, such as the activating public spaces and
4 the Height of Buildings Act, the policy work
5 that we've done in those kinds of areas.

6 To ensure that the new urban
7 design element is fully coordinated and
8 developed by a consensus of stakeholders, I am
9 creating the NCPC Urban Design Task Force.

10 The goal of this task force will be to guide
11 NCPC staff and agency stakeholders in
12 addressing urban design issues related to the
13 federal interest in the National Capital
14 Region. The work of the task force will
15 ultimately inform staff and the Commission on
16 the policies of the new urban design element
17 in the comprehensive plan.

18 The task force will include
19 representatives from the following: General
20 Services Administration, the National Park
21 Service, the Department of Defense, the
22 District of Columbia Office of Planning, the

1 Commission of Fine Arts, the Architect of the
2 Capital, and also a regional representative.
3 And I'm going to ask Mina Wright of GSA, a
4 Commission member, to chair the task force.

5 NCPC staff will support the work
6 of the task force as it looks to address the
7 design of federal facilities at the urban and
8 suburban scale while also addressing broader
9 issues such as preservation and defining the
10 federal interest in the overall design and
11 character of the capital city. We initially
12 sketched out four meetings for our effort, but
13 additional meetings may be necessary as the
14 program advances. The first meeting of the
15 task force will be held in September 2011, and
16 the task force will last approximately seven
17 months. The outcome of the task force work
18 will be a set of recommended policies for the
19 staff to incorporate into the new Federal
20 Urban Design Element for the comprehensive
21 plan. That ends that item.

22 The second item I wanted to bring

1 before you as part of the Chairman's Report is
2 just to update you on the Southwest
3 Ecodistrict Task Force, which met yesterday.
4 We met yesterday to review and comment on the
5 sustainability strategies and development
6 scenarios for the Southwest Ecodistrict,
7 formally known as the 10th Street Corridor
8 Task Force between the mall and down to the
9 waterfront at that whole precinct back in that
10 area.

11 In addition to looking at
12 sustainability strategies and development
13 scenarios for certain properties, we also
14 talked yesterday about the DC Office of
15 Planning's findings and their draft
16 recommendations for Maryland Avenue,
17 Southwest, and the small area plan.
18 Yesterday, the project team briefed the task
19 force on the proposed Urban Design and
20 Sustainability Framework that includes a range
21 of revitalization scenarios and use mixes for
22 the Ecodistrict.

1 Again, we met for about two and a
2 half hours yesterday, and there were a number
3 of takeaways from the meeting. First, we will
4 continue to explore ways to improve the
5 efficiency of the cogeneration plan, the GSA-
6 owned cogeneration plan. We'll also look to
7 reduce overall demand for energy by improving
8 building efficiencies in the area and then to
9 capture, hold, and re-use rainwater but do so
10 at a District level.

11 Second takeaway, that we felt that
12 it was appropriate to study and analyze a
13 range of rehab, redevelopment, and repurposing
14 strategies, particularly along the 10th Street
15 Corridor from the mall to the waterfront.

16 Third, when developing the design framework
17 for the 10th Street, Southwest, area, we want
18 to see this as a place more so than a street.
19 Looking at it in that fashion will reorient
20 everyone's thinking. And then, last, we want
21 to continue exploring opportunities to get the
22 right type and the right amount of development

1 along a reconstructed Maryland Avenue, which,
2 again, the DC Office of Planning has been
3 very, very much involved with.

4 Going forward, NCPC and the DC
5 Office of Planning are preparing two upcoming
6 public meetings. Both will be held at the
7 Office of Planning in the southwest, and
8 that's located at 1100 4th Street, Southwest.
9 The Office of Planning is going to host a
10 meeting to review the findings and
11 recommendations of Maryland Avenue. This will
12 take place on July 14th. Also, NCPC will host
13 a meeting on July 26th to review the scenarios
14 and strategies for the entire Southwest
15 Ecodistrict, and we will post these on the web
16 site, the NCPC web site, one week prior to the
17 meeting. And then the next task force meeting
18 will be in October.

19 So that concludes the Chairman's
20 Report, just those two items. Are there any
21 questions or comments on what I've reported?
22 Hearing none, agenda item number two is Report

1 of Executive Director, Mr. Acosta.

2 Report of the Executive Director

3 MR. ACOSTA: Thank you, Mr.
4 Chairman, and good afternoon. In the interest
5 of time, I will refer you to my written
6 report, which is in your packet today.
7 However, I'd like to take this opportunity to
8 introduce four new summer interns to our
9 agency.

10 So first we have Deborah
11 Schrimmer, who is a rising senior at the
12 University of California at Davis. She's
13 majoring in community and regional
14 development. She's part of the University
15 Summer in Washington Program and has recently
16 returned from volunteer work in Honduras.

17 Second, we have Justin Chapman.
18 Justin is a mid-career student at Harvard
19 University's Graduate School of Design, where
20 he's obtaining a Master's of Design Studies,
21 focusing on real estate development and
22 investment.

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I'm also very pleased to let you
know that we're hosting two students from
Mayor Gray's Summer Youth Program. Brielle
Catalan is a rising junior at the University
of Maryland Baltimore County majoring in
biology. And finally we've got Johnwilliam
Carroll, and Johnwilliam joins the incoming
freshman class this year the University of
Oklahoma, and he's majoring in meteorology.
So we welcome all of you to NCPC.
[INSERT - EXECUTIVE DIRECTOR'S REPORT]

1 CHAIRMAN BRYANT: Welcome. We're
2 glad you're here.

3 (Applause.)

4 CHAIRMAN BRYANT: We welcome all
5 of our interns. Thank you, Mr. Acosta.
6 Agenda item number three is the legislative
7 update, and we have Ms. Schuyler.

8 Legislative Update

9 MS. SCHUYLER: Also in the
10 interest of time, I will refer you to page
11 four of the Executive Director's Report, where
12 you will find five pieces of legislation
13 listed pertaining to commemorative works.
14 These are the legislative items that I would
15 have reported on verbally, but you can read
16 about them in the report.

17 CHAIRMAN BRYANT: Thank you very
18 much. And agenda item number four is one of
19 particular pleasure, and it's our announcement
20 of the President's Park South Design
21 Competition winner. And for this, I'm going
22 to assume the podium up front.

1 President's Park South Design
2 Competition Winner

3 CHAIRMAN BRYANT: Last Tuesday,
4 NCPC's Interagency Security Task Force hosted
5 a public showcase of design solutions to
6 balance the need for security and openness in
7 President's Park South. On Wednesday, the
8 task force met to select a winning team. Let
9 me give you a little bit of background first
10 on the process.

11 In September 2001, E Street, just
12 south of the White House, just south of the
13 south lawn, September 2001 E Street was closed
14 to unauthorized traffic using temporary
15 security barriers. Those temporary barriers
16 are still in place today. They were erected
17 primarily because the security threat at that
18 time was significant, and that threat still
19 exists and it's very real today and it's
20 expected to remain in place for the
21 foreseeable future.

22 For the last few years, NCPC's

1 Interagency Security Task Force has been
2 working with the National Park Service and the
3 U.S. Secret Service to minimize the impacts
4 this street closure has had on the park. In
5 March of this year, the National Park Service
6 and the Secret Service initiated an
7 environmental assessment to evaluate
8 alternative approaches to redesign the
9 security elements and to preserve the
10 landscape within President's Park South.

11 To support this effort, the
12 National Capital Planning Commission conducted
13 a design competition. The purpose of the
14 design competition was to generate creative
15 and thoughtful design concepts that would do
16 two principal things. First, it would
17 integrate durable and more aesthetic security
18 elements into President's Park South and,
19 second, it would improve the visitor's
20 experience, the experience of the visitors who
21 come to the White House or pass through that
22 heavily used park.

1 In response to this design
2 competition, a call was issued and there were
3 23 very highly-qualified firms to express
4 interest in participating in the design
5 competition. Five were selected to
6 participate in the design competition itself.
7 The firms that participated in the design
8 competition and to then who went to
9 considerable efforts to develop proposals for
10 consideration were these: Hood Design Studio,
11 Michael Van Valkenburgh Associates, Reed
12 Hilderbrand Associates, Rogers Marvel
13 Architects, and Sasaki.

14 These five firms were asked to
15 develop their concepts for the competition
16 that really focused on five things. First, to
17 accomplish effective security for the White
18 House and its grounds. Security was
19 principal. Second, minimize conflicts between
20 the official traffic entering that closed
21 section of E Street on the south side of the
22 White House and the visitors who are

1 approaching and/or visiting or viewing the
2 White House, minimize those conflicts between
3 traffic vehicles, through traffic and people.
4 Third, create an attractive environment that
5 is not dominated by security elements for the
6 daily passersby and visitors approaching the
7 southern fence of the White House. Fourth,
8 maintain and preserve the historic integrity
9 of President's Park South. And, last, not
10 preclude the possibility of reintroducing
11 traffic along E Street Corridor should the
12 threat environment change and the government
13 elect to do so.

14 On June 21st, the five design
15 proposals were made available to the public on
16 the NCPD.gov web site. They also were
17 displayed at the White House Visitor Center.
18 We did this to get as much public input as we
19 possibly could and, happily, we had more than
20 130 comments from the public on the five
21 designs that were put out there for
22 consideration.

1 Before I go further, I would like
2 to recognize all five designers who submitted
3 their work for consideration. I can assure
4 you an extraordinary amount of work went into
5 each design proposal. And all of the
6 proposals will receive further consideration
7 or elements of those proposals will receive
8 further consideration and could be
9 incorporated to some extent into the final
10 design.

11 While the winning firm may have
12 the opportunity to enter into a contract with
13 the National Park Service and to refine and
14 execute their design, again, ideas from any of
15 the five design concepts could be incorporated
16 into a potential solution. The design
17 competition is not the end but it's, frankly,
18 the beginning of a process where other ideas
19 will be further tested and translated to the
20 design.

21 So with all of that, I don't have
22 a drum roll, but with all of that, I'm pleased

1 to announce that the Rogers Marvel Associates
2 from New York is the winning firm. In
3 selecting Rogers Marvel, the Security Task
4 Force noted that their design proposals extend
5 the security perimeter outward in a bold and
6 elegant way that allows for a larger
7 unobstructed interior public area, and it also
8 reinforces the ellipse through a seating wall
9 and grade changes into a very welcoming event
10 space.

11 And so I'm delighted to have with
12 us today three from the firm, Rob Rogers,
13 Jonathan Marvel, both principals, and then Tim
14 Fryatt who is a project manager for this
15 project. And I welcome you to the podium.

16 (Applause.)

17 MR. ROGERS: Chairman and
18 Commissioners, thank you very much.
19 Initially, we were incredibly honored to have
20 been chosen to participate in the competition,
21 especially amongst such esteemed peers as the
22 list of five and obviously delighted to be

1 here today to look forward to the opportunity
2 to produce and develop ideas with you further
3 in the future as we move forward.

4 I'm standing here at the podium,
5 but I'm representing actually a large complex
6 and collaborative team that has put this
7 project together, primarily my partner
8 Jonathan Marvel and also Tim Fryatt of our
9 office but also key consultant groups,
10 Quennell Rothschild and Partners, landscape
11 architects; Ducibella Venter and Santore,
12 security consultants; and Weidlinger
13 Associates, engineers.

14 The challenge to take on the
15 redesign of President's Park South and deal
16 with really the, it's not just the issues
17 since 2001 but really those that have
18 aggregated over time as the park has taken on
19 complex issues is driven initially by security
20 concerns and issues of the public realm. And
21 we come to this work with a background mostly
22 before working in New York City but in the

1 work in the public realm dealing with security
2 issues and wanted to bring forward what we
3 thought were two very fundamental principles
4 that were the guiding points for our design.

5 Number one is that the
6 concentration and combination of barriers is
7 fundamentally an issue and problem and that to
8 begin to solve that problem we needed to
9 separate those barriers. And by doing so, you
10 absolutely create better quality of public
11 space and you absolutely create better quality
12 of security. So that was our sort of first
13 principle. And that leads to a space that is
14 a protected realm, really a secured executive
15 realm, but that is also part, fundamentally,
16 of a public park that is the center of the
17 nation's capital.

18 The second guiding principle for
19 our competition scheme was that security tends
20 to be expensive. And when you put it in, even
21 though we talk a lot about whether it's
22 temporary or how long it's going to last or

1 how reversible it is, it is a major
2 investment. And we believe that, in the end,
3 if the only thing you did is security, then we
4 haven't adequately utilized the investment.
5 And so the goal is to create integrated
6 schemes that involve landscape, public
7 amenity, and opportunity, as well as security,
8 so that the investment is made for everybody's
9 benefit.

10 So to that end, we felt the
11 extension of the barrier out and around the
12 ellipse by developing it as a wall and bench
13 creates and actually heightens the quality and
14 the importance of the ellipse not just as a
15 public gathering space but also as the
16 recreational space for the residents and
17 workers here in Washington. It's really a
18 dual function space. So we wanted the ellipse
19 to be reconstructed with a robust structural
20 turf like we know in New York on the Great
21 Lawn or at the Sheep Meadow that can take the
22 kind of incredible activity that is both the

1 recreation but also the celebratory of the
2 events and those pieces.

3 And to create that ellipse, we're
4 actually going to erect a wall that solves the
5 broadest extent of the anti-ram measures that
6 is also a bench to the ellipse so that we
7 formalize the promenade around the ellipse up
8 to the White House and confront the kind of
9 20th and 21st century issue of surface parking
10 also being in the middle of this public park
11 and re-grade and rework the parking so that it
12 actually manages storm water into a vegetated
13 swell at a more informal ring just outside the
14 wall of the ellipse. So you can imagine that
15 there's sort of parallel route, the more
16 formal route proceeding around the ellipse and
17 a more informal route for those who park it or
18 daily users who are moving in the shade
19 through the vegetated swell.

20 This also will be the key to
21 managing most of the storm water issues. As
22 you may know, this site was originally a swamp

1 so, in fact, its drainage issues are complex.
2 And we look forward to resolving that with
3 this sort of peak of sustainability features
4 with the vegetated swell perimeter.

5 The raising of the ellipse to
6 create that barrier wall and those issues also
7 tips the plane up, really presenting the park
8 back to the White House a little bit and
9 presenting the people. We felt like it's a
10 better balance between the executive and the
11 people occupying the park in terms of this
12 view. It gives us the dimension for anti-ram
13 strength, and it also helps disguise that
14 surface parking from the views within the
15 ellipse and up on the E Street connection.

16 As the E Street Corridor and the
17 top of the ellipse exist today, it is highly
18 constrained. There's really minimal amount of
19 movement, minimal amount of choice. If any
20 large group is in place, it actually becomes
21 almost impossible to move around or manage
22 your group or even a family or a pair of

1 people relative to that experience, and it
2 tends to be pushed on and people want to move
3 through, a very uncomfortable and unforgiving
4 kind of experience to be at the White House
5 fence. And we felt by expanding that barrier,
6 not only are we creating the perimeter for
7 executive security, we're also increasing
8 pedestrian and public security from potential
9 events in this congregation space, as well,
10 and that it was fundamental that it be open
11 publically and open for choice and open for
12 group gathering at the south of the gardens.

13 What is there today, that
14 separation, is absolute, many, many layers of
15 barriers, both visual and physical, between
16 there. And our proposition is to remove all
17 of those by separating out the barriers,
18 leaving just the historic set of bollards and
19 the historic iron fence that surround the
20 White House, raising the road bed, creating a
21 pedestrianized space, and actually letting the
22 top of the ellipse create the foreground

1 itself for that view into the White House.

2 But creating this openness doesn't
3 mean that you have to eliminate or lose
4 control of the space. We see it as being
5 completely open to pedestrians but also having
6 natural boundaries so if we need to pull back
7 quickly for a First Family member who takes a
8 walk outside or if you have Marine One coming
9 in and you've got a midway perimeter or even
10 for those organized events where you actually
11 have made a more permanent boundary where you
12 can really control pedestrian and public
13 events within the space.

14 It's critical to us that E Street
15 remain as a fundamental visual and pedestrian
16 corridor. And so this is the entry from 15th.
17 It's clear. It's controlled. It's open. And
18 we feel it's important to be obvious to
19 everybody how to move through that space so
20 that the separation of traffic and pedestrians
21 is clearly delineated by landscape and
22 materials. And as we enter the site, we

1 really wanted to reconstruct and imagine how
2 these, we've called them the upper side panels
3 or the shoulders almost of the ellipse, that
4 they bear a lot of the burden now of the
5 changing program of the park, and that means
6 managing events, managing traffic, letting the
7 parking enter and exit, and developing those
8 pieces to take on those things that the park
9 must do now that it was not originally
10 designed to do.

11 And so we wanted to look back to
12 history, especially the AJ Downing Plan from
13 the 1850s where those upper panels were
14 subdivided and broken into smaller elements,
15 and re-utilize that strategy, incorporating
16 buildings for concessions, buildings for
17 maintenance facilities, landscape, seating,
18 places of respite. So just on the side of
19 that primary center experience wherein you're
20 in the view corridor to the White House, you
21 actually have a place to rest, take a break,
22 have an ice cream cone, get a water. But it

1 also lets us introduce the sally port as
2 simply one more piece of the programmatic
3 function that are a piece of the shoulders of
4 that park.

5 And although we've diagrammed
6 extensive operations, I won't go into here
7 about how to use these spaces for event
8 staging, how to manage motorcades, those
9 specific elements. The idea is really that
10 these are park spaces that are open and
11 inviting to pedestrian activity, that can
12 handle the extensive program of special events
13 but also operate simply on an open everyday
14 basis. And the anti-ram elements of this
15 portion of the park are actually incorporated
16 into the walls and benches that manage the
17 planting and the surrounds.

18 There's only one place where we've
19 kind of uninvited pedestrians, and that's in
20 the search and ID areas surrounding the sally
21 ports for vehicle entries. We're using very
22 low level plantings and curbs to gently and

1 modestly separate those security operations
2 from the pedestrian and tourist movement. So
3 we are proposing that there will be structures
4 erected in this portion of E Street to manage
5 those operations for the quality and control
6 of the personnel and even the canine
7 activities that need to take place in those
8 areas.

9 And we realize that this park is
10 not just a daytime place but it's also very
11 magic in the evening and at dusk, especially
12 for the local residents, and as a place on the
13 nighttime tours and that invitation needs to
14 be extended throughout the evening and that
15 the opportunity now to light the ellipse in a
16 more formal way from the seat wall, allowing
17 the traditional lighting still to engage the
18 parking and the informal routes of the park,
19 give us the opportunity to represent the
20 ellipse and the context of Washington DC
21 overall and make the fundamental connection
22 between the President and the people that is

1 at the core of President's Park South.

2 Thank you very much.

3 CHAIRMAN BRYANT: Mr. Rogers,
4 thank you very much. And we want to again
5 congratulate Rogers Marvel for preparing such
6 a thoughtful, beautiful proposal.
7 Congratulations for winning the competition.
8 And from this point, just so folks know,
9 Rogers Marvel will be more formally engaged
10 with the National Park Service to perhaps
11 carry the design to the next step.

12 And I also want to acknowledge
13 Bill Dowd and his team for more than a year
14 has been working to prepare for and then
15 execute this design competition. It's been a
16 lot of hours from Mr. Dowd and his staff, and
17 I want to acknowledge Bill and all of his
18 work. So thank you very much. Thank you, Mr.
19 Rogers.

20 MR. ROGERS: Thank you.

21 MR. DIXON: Mr. Chairman?

22 CHAIRMAN BRYANT: Yes.

1 MR. DIXON: I just want to, as a
2 local person, we've been hoping that E Street
3 would open at some point in time, but I don't
4 think that's going to happen and we understand
5 that and I think we've got to accept it. But
6 the kind of work they've done is so, so, so
7 fine. And to the staff of NCPC and to them,
8 thank you very much.

9 I had a couple of questions. One,
10 you mentioned historical bollards. Have they
11 been around so long now that they've become
12 historical or were there really historical
13 bollards? Are they just there because they
14 were there a long time, or are they really
15 historical?

16 MR. ROGERS: Well, that ring has
17 been there the longest period of time that's
18 at the first curb just outside the fence. And
19 then also we left them there because that
20 marks the historical line of where the road
21 bed and sidewalk had been, and we felt that
22 that is appropriate to leave as a marker of

1 that point in time. And it also does function
2 as a secondary boundary, which was part of the
3 competition brief.

4 MR. DIXON: I was just curious.
5 We had bollards now becoming historical, but
6 I can understand why they are. Thank you very
7 much again for what you've done. It seems to
8 be a space that we can now enjoy more and
9 more. Thank you.

10 CHAIRMAN BRYANT: Thank you very
11 much.

12 Consent Calendar

13 CHAIRMAN BRYANT: Item five on the
14 agenda, as scheduled, is the consent calendar.
15 Let me read them first, read them for the
16 public record. Item 5A is the west facade
17 modification at the National Museum of
18 American History. 5B is the Radnor Heights
19 Station at Joint Base Myer Henderson Hall. 5C
20 is the modification of an existing cellular
21 antenna installation on Building 92 at Joint
22 Base Anacostia-Bolling. 5D is the renewal of

1 six existing AT&T antennas and the addition of
2 three new antennas at the Henry A. Wallace
3 Beltsville Agriculture Research Center. And,
4 last, item 5E is the Federal Capital
5 Improvements Program for the National Capital
6 Region for fiscal years 2012 through 2017.

7 Are there any questions on any
8 item on the consent calendar? Hearing none,
9 is there a motion to approve items 5A through
10 5E? There is a motion, and I think there --

11 MR. HART: Second.

12 CHAIRMAN BRYANT: -- is a second.
13 All in favor of the consent calendar being
14 approved, say aye.

15 (Chorus of ayes.)

16 CHAIRMAN BRYANT: Opposed no?

17 (No response.)

18 CHAIRMAN BRYANT: The consent
19 calendar is approved.

20 [INSERT - NATIONAL MUSEUM OF AMERICAN HISTORY]

1 [INSERT - JOINT BASE MYER-HENDERSON HALL]

1 [INSERT - MODIFICATION OF EXISTING CELLULAR

2 ANTENNA INSTALLATION]

1 [INSERT - RENEWAL OF SIX EXISTING AT&T

2 COMMUNICATION ANTENNAS]

1 [INSERT - PROPOSED FEDERAL CAPITAL

2 IMPROVEMENTS PROGRAM]

1 Comprehensive Plan for the National Capital:
2 Federal Elements - Amendments to the Federal
3 Workplace and Transportation Elements

4 CHAIRMAN BRYANT: Agenda item 6A
5 is the amendments to the Federal Workplace and
6 Transportation Elements of the Comprehensive
7 Plan for the national capital. We have David
8 Zaidain from staff to present. Welcome,
9 David.

10 MR. ZAIDAIN: Thank you, Mr.
11 Chairman, and good afternoon, members of the
12 Commission. The next agenda item is the
13 Federal Elements of the Comprehensive Plan for
14 the National Capital. Staff has worked with
15 our stakeholders to develop a set of draft
16 updated policies to the transportation and
17 workplace elements, and we are currently
18 requesting authorization to release these
19 draft policy updates for public comment and
20 additional agency comment for a 60-day review
21 period. At the conclusion of that period, we
22 will revise the policies in accordance with

1 some of the comments and direction we've
2 received and bring them back to the Commission
3 for final adoption.

4 Just to give a little bit of
5 background on comprehensive planning in the
6 national capital, the Comprehensive Plan is
7 basically broke into two different elements:
8 the District and Federal Elements. The
9 District Elements deal with traditional
10 comprehensive planning issues, such as land
11 use and housing and transportation within the
12 District of Columbia. That set of elements is
13 developed by the District and then legislated
14 by City Council and then brought to NCPC for
15 review. And as the Commission may remember,
16 the most recent update from the District of
17 Columbia on their elements was brought here in
18 January for federal interest review where the
19 Commission concluded no negative impact to the
20 federal interest on those elements.

21 The Federal Elements are provided
22 by NCPC and they set policies and goals for

1 federal activities in the National Capital
2 Region for the federal government. These
3 elements were most recently adopted in 2004,
4 and we've initiated these policy updates to
5 begin updating those ideas.

6 So why update the policies?

7 First, there has been a tremendous amount of
8 attention and policy guidance to the federal
9 government related to its environmental
10 impacts, particularly sustainability. This is
11 most notably represented in the Executive
12 Order 13514, which is the Federal Leadership
13 and Environmental Energy and Economic
14 Performance Executive Order. This has set
15 some very progressive and strict goals for the
16 federal government, and the Comp Plan policies
17 should support those initiatives. Also, the
18 Comprehensive Plan should be a living
19 document, and the policies contained in should
20 be evaluated on a regular basis to ensure
21 their effectiveness, compatibility with the
22 District elements, as well as reflecting the

1 changing development patterns in the region.

2 And, finally, we want to add a new
3 urban design element, as the Chairman
4 mentioned in his report. The current Federal
5 Elements do not have a specific element that
6 focus on urban design. There are a sporadic
7 set of policies that address these types of
8 issues, but we think it's time to focus the
9 Federal Elements to deal with urban design in
10 the National Capital Region. And this was
11 something that was discussed in 2004, and we
12 feel it's a good time to pursue it now.

13 Just to talk briefly on our
14 coordination and outreach for this effort.
15 The draft policy updates have been vetted
16 through a working group. We've formed a
17 working group that consists of federal and
18 District stakeholders, as well as the
19 Metropolitan Washington Council of
20 Governments, and they've provided very good
21 feedback and ideas on these draft policies.

22 Two public meetings on these

1 issues were held in November 2010 and April
2 2011. An educational video has been released
3 which is available on the NCPC web site, which
4 gives the public some background on
5 comprehensive planning. A live online chat
6 has been held both with Greater Greater
7 Washington and DCMud, which has been part of
8 our agency outreach to engage the blogging
9 community. And during the 60-day public
10 comment period, we will be holding a public
11 meeting to help spur some further input from
12 the public on these issues, and that will be
13 held in August.

14 Okay. To talk about the
15 transportation element. The transportation
16 element was added in 2004, and it really
17 guides the federal government's policies on
18 not only federal employee commuting but also
19 how it supports and invests in the regional
20 transportation network in the National Capital
21 Region. It also creates standards and goals
22 for federal facilities, and many of the

1 federal facilities that are brought before you
2 for Commission review are assessed in
3 comparison to these standards and goals.

4 But, additionally, it also
5 provides data. The Comprehensive Plan tracks
6 data across a range of issues, which reflects
7 how the federal government is performing in
8 the National Capital Region. And in the realm
9 of transportation, we thought it was important
10 to do a check on how the federal government
11 was commuting in the National Capital Region,
12 given the impacts of those patterns.

13 So we thought the Metropolitan
14 Washington Council of Governments' Household
15 Commuter Survey was a good guide to give us
16 data on this. And their most recent survey
17 was conducted from 2007 to 2008, and that
18 reflects that the federal government commuting
19 has been improving since the last survey was
20 conducted, which was done in 1994. As the
21 data shows here, the federal employees are
22 using transit more and using other modes, as

1 well. Although the driving alone statistic
2 has decreased, still a little over 54 percent
3 of the federal employees are driving alone in
4 single-occupancy vehicles and we hope to see
5 this change in the coming years.

6 Another interesting statistic from
7 this survey was the comparison of federal
8 employees versus the region as a whole. And
9 in essence, the federal government is
10 performing better than the regional employees
11 in commuting patterns. Again, federal
12 employees are driving in single-occupancy
13 vehicles 54 percent of the time. However,
14 from a regional standpoint, 73 percent of the
15 region is driving in single-occupancy
16 vehicles. And then in the realms of transit,
17 the federal workforce is using transit, I'm
18 sorry, 33 percent of the employees are using
19 transit as a daily method of commuting
20 compared to 13 percent of the region. So
21 while we do see that there are some needs for
22 improvement in these areas, particularly

1 through the non-transit non-driving modes, the
2 federal government, as a whole, according to
3 the survey, is doing better.

4 So to talk about the draft policy
5 updates, there's a whole package of updates
6 that are available in your EDR and will also
7 be available to the public through our web
8 site. I'm just going to highlight some
9 certain areas that we concentrated on with our
10 working group and also internally.

11 The first area is the area of
12 transportation management plans, which is a
13 very critical piece of planning for federal
14 facilities, particularly larger federal
15 facilities over 100 employees or more. The
16 draft policy updates encourage TMPs to really
17 focus on active commuting and teleworking, as
18 well as flexible schedules, in establishing
19 their TMP goals. It also looks to incorporate
20 the goals from each agency's strategic
21 sustainability performance plan. Every agency
22 in the federal government under the Executive

1 Order of 13514 is required to develop this
2 plan to show how they're meeting the goals of
3 the Executive Order, and we think it's
4 important that these goals and how they plan
5 on meeting them should be incorporated into
6 TMPs.

7 Further, the TMPs should include
8 mitigation measures when a facility may cause
9 adjacent affected corridors to fail. This is
10 basically requiring an analysis of adjacent
11 transportation corridors that link to the site
12 that, because of the facility, may be causing
13 negative impacts, and the TMP should develop
14 mitigation measures that can then be assessed
15 by the Commission in the approval review
16 process. Also, the TMPs should include
17 implementation strategies with timetables, and
18 the update reiterates the need that TMPs
19 should be re-evaluated every two years for
20 their effectiveness and also to ensure that
21 these timetables and strategies are being met.

22 Another area of focus in the

1 transportation policy updates is that of
2 active commuting and bicycling. As part of
3 implementing Executive Order 13514, the
4 Council on Environmental Quality issued
5 guidelines for active commuting, which they
6 defined as a method of commuting that is
7 primarily conducted by one or more of a range
8 of physical methods, including bicycling,
9 walking, running, or other method. And
10 they've instructed federal agencies to start
11 encouraging this type of commuting, and we
12 think it's important that the Comprehensive
13 Plan reflect that.

14 So the draft policy updates
15 encourage federal facilities to meet the
16 standards of local jurisdictions and providing
17 bicycle and active commuting facilities. We
18 did some surveying of communities throughout
19 the region on their standards for bicycle
20 facilities and bicycle rack provision, and
21 they're all being upgraded to reflect new
22 networks in their communities, and it's

1 important that federal facilities meet these
2 standards when planning for their facilities.

3 Also, federal facilities should
4 start encouraging the use of bicycle sharing
5 programs. These types of sharing programs
6 provide a different mode of transportation for
7 federal employees in getting to meetings and
8 also commuting to work. Also, providing
9 connections and access to regional and
10 neighborhood trail networks is an important
11 part, as well, in ensuring that federal
12 facilities can be integrated into the regional
13 and local bicycle network.

14 Another area of focus in our
15 analysis was looking at the parking ratios.
16 As many of you know, the Comprehensive Plan
17 sets goals for parking for federal facilities
18 within the central employment area, within the
19 District of Columbia, and within the region.
20 And in comparing these ratios to the standards
21 of local communities, we think these ratios
22 are performing well. They're still

1 progressive compared to those standards.

2 However, we are adding a requirement, or at
3 least a goal, that federal facilities in the
4 region should account for the availability of
5 regional transit, such as MARC or VRE or even
6 other regional transit services of similar
7 capacity, when planning their facilities and
8 then providing parking. And this additional
9 language is reflected in the paragraph to the
10 left-hand corner of the screen.

11 So beyond the transportation
12 element, we also reviewed the federal
13 workplace element.

14 MS. TREGONING: Can you go back to
15 the previous page on transportation?

16 MR. ZAIDAIN: Which slide?

17 MS. TREGONING: The parking.

18 MR. ZAIDAIN: Okay.

19 MS. TREGONING: So the ratio of
20 parking is one thing. I know GSA recently
21 announced a policy maybe yesterday that they
22 are not going to be paying, they're not going

1 to be, something like that, not paying for
2 parking spaces. It's not just the amount of
3 parking, it's whether or not a market price is
4 being charged for that parking. And I know
5 that's a policy that's extremely variable
6 across the federal government, so I would just
7 suggest, beyond ratios, something about market
8 signals. Incentives or disincentives about
9 parking I think needs to be part of the
10 transportation element.

11 MR. ZAIDAIN: Okay. So moving on
12 to the federal workplace. The federal
13 workplace element provides several things. It
14 provides data on federal employment in the
15 National Capital Region. It also establishes
16 policy guidance on the location of federal
17 facilities. Location decisions for the
18 federal government are made through a variety
19 of different processes. Some include
20 consultation with NCPC and some do not.
21 However, it's still important that the
22 Comprehensive Plan establish a vision and

1 goals for location priorities within the
2 National Capital Region. The federal
3 workplace element also establishes policies
4 which guide how the federal government engages
5 neighboring communities as they go about their
6 work.

7 So some data on regional
8 employment and federal employment was
9 collected, and this was a product of a
10 parallel project, which was conducted by Julia
11 Koster and Kelly Anderson in our office. And
12 they used a different approach compared to
13 past comprehensive plans. The current
14 approach takes Bureau of Economic Analysis
15 numbers, which gives a much clearer picture of
16 federal employment in the region. And as an
17 example, in the past, comprehensive plans, the
18 federal employment reported in comprehensive
19 plans did not account for certain agencies
20 such as the Post Office. This new approach to
21 data collection does include that.

22 So some of the data that we

1 uncovered included how the federal employment
2 compares to regional employment. And the
3 interesting note here is that the share of
4 federal employment compared to regional
5 employment has been declining since 1990. In
6 1990, the federal employment accounted for
7 17.6 percent. And in 2009, it was, roughly,
8 at 12.8 percent.

9 In looking at the geographic share
10 or the proportion of federal employment in the
11 National Capital Region, it has been pretty
12 much steady with a little over 50 percent of
13 federal employment being located in the
14 District of Columbia; a little around 20
15 percent being located in Maryland; and then
16 the balance, around 30 percent, being located
17 in Virginia. And we think this is a
18 reflection not only of existing federal
19 location policies but also agency preference.

20 So to talk about federal location
21 decisions, which is in a very critical part of
22 the workplace element, there are current

1 policies that guide federal facility location,
2 and this is federal government-wide. First is
3 the Rural Development Act of 1972, which
4 directs federal agencies to locate in rural
5 town centers when locating in rural areas.
6 The second is Executive Order 12072, the
7 Federal Space Management Executive Order,
8 which directs federal agencies to locate in
9 central employment areas when locating in
10 urban areas. And that's an important point
11 for the Comprehensive Plan, and I'll discuss
12 more in just a second.

13 The Executive Order 13006 requires
14 federal agencies to focus on historic
15 properties when locating in the core of
16 central areas. So there's this layer of
17 location policies that affect the federal
18 government government-wide.

19 Also, the recommendations on
20 sustainable siting for federal facilities was
21 released by the Council on Environmental
22 Quality, and this has provided further

1 guidance for federal agencies in meeting their
2 sustainability goals. And it really focuses
3 them on locating close to transit and
4 affordable housing.

5 So in looking at the priorities of
6 the Comp Plan in these draft policy updates,
7 the policies established a central employment
8 area as the priority area. This is a defined
9 area, which is represented in this graphic,
10 that is defined by the District of Columbia
11 through City Council and incorporated into the
12 federal Comp Plan by NCPD. It's a priority
13 area given for federal office locations. GSA
14 will oftentimes give it preference in awarding
15 space in their prospectuses if a space is
16 located within the CEA. It is also the
17 greatest concentration of transit
18 infrastructure in the region.

19 The flaw of the current CEA is
20 that it has been dealt with on a piecemeal
21 basis, and there really needs to be a more
22 formal process in evaluating the CEA so that

1 it reflects current transit investments, as
2 well as development goals of the District.
3 Calling for that process is a part of this
4 Comprehensive Plan update. We've added a
5 policy saying that this should be reviewed on
6 a five-year basis with the Comp Plan, and we
7 look forward to working with the District and
8 GSA outside of the Comp Plan update to really
9 establish this process. But this is the first
10 step in doing that.

11 The second kind of layer of
12 priority is of transit accessibility. And in
13 analyzing this, we really reviewed on how you
14 define transit accessibility. And the
15 sustainable siting policies that I just
16 described provided definition that we think is
17 a good starting point for this, and those
18 policies define a well-served transit stop as
19 a transit service that provides at least ten-
20 minute headways during the peak hours and at
21 least 15-minute headways during the off-peak
22 hours with operations for at least 14 hours

1 daily. So we think this is a good starting
2 point for providing a location decision for
3 federal facilities in locating close to
4 transit.

5 And, finally, in looking at the
6 workplace element, we thought it was important
7 to really assess how these policies support
8 community development. And these policy
9 updates reflect some of the ongoing work
10 that's been happening not only in the District
11 but in the region.

12 First, when federal facilities are
13 located near existing or planned business
14 districts, competing uses or amenities should
15 not be provided within the campuses or in the
16 facility, so this encourages federal employees
17 to patronize adjacent business districts and
18 help establish community business districts in
19 the communities in which these facilities are
20 located. Also, the policy updates encourage
21 more public/private partnerships so that can
22 create job training opportunities to help meet

1 federal workforce needs and, again, help
2 assist in community development. And,
3 finally, the policy updates encourage the co-
4 location of federal laboratories with other
5 research institutions to create innovation
6 clusters, which is something that the federal
7 government has been working on with local
8 jurisdictions and it's similar to an effort
9 happening at St. Elizabeth's.

10 So that's just a summary of the
11 policy updates in the transportation and
12 workplace element. And, again, they're fully
13 detailed in the EDR and will be available on
14 the NCPC web site for the public.

15 So what's next? For the
16 transportation and workplace elements, the
17 comment period will run from July 11th to
18 September 12th, although we've already updated
19 the web site to have these available.
20 Materials and a comment portal are available
21 at NCPC.gov/compplan. Public comments can
22 also be emailed directly through an email

1 address we set up, which is compplan@ncpc.gov.

2 A public meeting will be held on Wednesday,
3 August 10th here at NCPC so that we can
4 formally present these updates to the public
5 and get additional feedback in that forum.

6 NCPC staff will revise policies
7 based on comments this fall, and this includes
8 comments not only from the public but
9 additional agency comments which we're hoping
10 to receive. And then we'll bring the final to
11 the Commission towards the year's end, and I
12 say towards the year's end because it really
13 depends on the breadth of comments that we
14 receive and the level of revision we need to
15 do.

16 Beyond the transportation and
17 workplace elements, we will be starting the
18 work on the urban design element. And, again,
19 as the Chairman mentioned, we will be forming
20 the Urban Design Task Force, which will be
21 kicking off in September.

22 So the Executive Director's

1 recommendation is that the Commission

2 authorizes the release of the draft policy

3 updates for these elements for a 60-day public

4 comment period. And I'll be happy to answer

5 any questions you have.

6 [INSERT - FEDERAL ELEMENTS OF THE

7 COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL]

1 CHAIRMAN BRYANT: Questions or
2 comments?

3 Mr. Hart?

4 MR. HART: Yes. As a point of
5 clarification, in your slides you used the
6 language "at least 10-minute headways, 15-
7 minute headways." Do I understand that that
8 means no more than 10- or 15-minute headways?

9 MR. ZAIDAIN: The way I understand
10 it from the policy is that's an average of 10-
11 minute headways. So as long as the transit,
12 from the way they're evaluated, as long as
13 they're averaging 10-minute headways that they
14 would qualify under that definition. Those
15 policies are still being reviewed. CEQ has
16 released them, and they're being reviewed by
17 OMB. But we're tracking them because we
18 though that, since that's guiding policies
19 from the federal government-wide, they should
20 also be incorporated into the Comp Plan.

21 MR. HART: Thank you.

22 CHAIRMAN BRYANT: Mr. Provanha?

1 MR. PROVANCHA: A couple of
2 questions. Thank you for the good
3 presentation and also for reaching out and
4 including our agency, for example, has served
5 on the transportation working group, which we
6 appreciate and value that opportunity.
7 Acknowledging that what is before us today is
8 just approval to issue the draft for 60-day
9 public review, we just had a couple of
10 preliminary comments both on the
11 transportation element, as well as the
12 workforce element.

13 I think there's many positive
14 things in here that would have prevented some
15 of the experiences we've had here coming
16 before the Commission, such as the mitigation
17 measures for adjacent affected corridors and
18 networks. I'm thinking about the St.
19 Elizabeth's versus the Joint Base Anacostia-
20 Bolling planning that's occurring side by
21 side.

22 There's a little bit of vagueness

1 in some of the language. There's some draft
2 language. For example, this point about
3 submitting updated TMPs with all master plans
4 for projects that employ more than 100
5 employees. It's not real clear what updated
6 means. There's a requirement to submit, I
7 think, TMPs every two years. We would think
8 that might be adequate. What I'm trying to do
9 is just give you previews on the comments that
10 you might expect --

11 MR. ZAIDAIN: Okay, that's good.

12 MR. PROVANCHA: -- from our agency
13 formally during the review period. A
14 clarification of what updated means I think
15 would be a good --

16 MR. ZAIDAIN: Okay.

17 MR. PROVANCHA: -- effort. While
18 we're absolutely supportive of biking for a
19 long time, we've had access along the west
20 side of the Pentagon along Highway 27 to
21 hiker/biker trails along the east side along
22 Boundary Channel. Recently, there was an

1 additional request for a third bike access
2 along the southeast corner from the GW
3 Parkway. We also have some competing security
4 interests. So sometimes when we say let's
5 require trails through agency properties, as
6 opposed to adjacent, alongside, in the
7 neighborhood, those types of things, I think
8 the language is a bit restricted.

9 MR. ZAIDAIN: Okay.

10 MR. PROVANCHA: On the issue of
11 biking, I also understand that there is an
12 intent to take out either the requirement or
13 the encouragement for agencies to provide
14 showers and locker rooms. If that is, in
15 fact, the case, then, clearly, that's a little
16 bit of a discouragement and a detriment to the
17 proliferation of the biking program, which
18 seems to be growing by leaps and bounds across
19 the NCR.

20 Location of facilities. While
21 locating facilities adjacent to other agencies
22 that they interact with I think, in principle,

1 is an excellent concept, it's tough sometimes
2 even to do within buildings to locate
3 functions adjacent so that you get the synergy
4 and the function. We find a lot of our
5 business is kind of assembly line. It passes
6 from one person to the other, difficult to do
7 within buildings and I think doubly difficult
8 to do when you try to locate campuses and
9 facilities adjacent. Good concept but I think
10 difficult to execute and possibly expensive.

11 In the transportation element, it
12 talks also about the central employment area
13 and acknowledge that, but I think, while it's
14 absolutely accurate, the language is
15 concentration of transit infrastructure was
16 the language in the presentation. That's
17 exactly true, but I think that's only part of
18 the equation. The other parts of the equation
19 is what are the capacities of the transit
20 infrastructure in the central area and what's
21 the utilization rates.

22 As I recall, there is some

1 analysis of the entire system. It looks at
2 capacity versus utilization and particularly
3 sites at the distal ends of the Metro system
4 are underutilized and there is excess
5 capacity. So perhaps some language that would
6 encourage facilities to go into those areas
7 also would be good.

8 MR. ZAIDAIN: Okay.

9 MR. PROVANCHA: It talks about
10 potentially deleting a requirement. There's
11 language in there about revitalizing
12 economically distressed areas. As we have
13 seen the growth kind of of our mission over
14 the years to also encourage economic
15 development and expansion, I think it would be
16 a step backward to remove those types of
17 languages. I think many times putting a
18 federal facility in a distressed area is a
19 good catalyst and an impetus to local
20 development. So we'd encourage that to be
21 retained.

22 There's also a proposal I think to

1 delete some language about reducing
2 consumption of non-renewable energy resources.
3 That might also be a little bit of a setback.
4 Clearly, energy management and reducing
5 consumption through alternate energy, through
6 energy efficiencies should be sustained and
7 supported by the elements of the plan. I
8 think that's about all I had.

9 MR. ZAIDAIN: Yes. I think you've
10 hit on kind of the tricky part of doing this
11 type of update is because some of that,
12 particularly the language about distressed
13 areas and energy, isn't something that, we're
14 not deleting that language because we don't
15 believe in that goal. It's because some of it
16 was redundant language, some of it we worked
17 into other areas. And the energy resources,
18 we definitely want to keep in there and we'll
19 clarify that. We also see that becoming a
20 major component of the environmental element
21 and even the urban design element to an
22 extent. But we'll clarify all that in the

1 updates.

2 MR. PROVANCHA: And reiterating
3 the security departments in the workplace
4 section, it talks about supporting local
5 development objectives. While that's clearly
6 important where security requirements would
7 permit that, there's also a section about in
8 the managing federal workplaces, as security
9 requirements permit is probably a good
10 standard terminology to repeat wherever it's
11 appropriate.

12 MR. ZAIDAIN: Okay.

13 MR. PROVANCHA: Some agencies
14 have, as we know, higher security requirements
15 than others, and we just need to be
16 respectful.

17 MR. ZAIDAIN: Absolutely.

18 MR. PROVANCHA: Thank you.

19 MR. MAY: Do you mind speaking to
20 the one point that was raised about the
21 changing requirements for shower facilities
22 and such for --

1 MR. ZAIDAIN: Yes. Basically,
2 that was just to concentrate them and call
3 them support facilities. If you look at the
4 active community and bicycle things, we
5 definitely were not discouraging the inclusion
6 of showers. That's also in one of the
7 standards or one of the policies where we're
8 saying that federal agencies should look at
9 the local jurisdiction requirements because
10 they often require that, as well. So we
11 thought that would be a second driver. But
12 that's definitely something that we're not
13 looking to get away from and I'll make sure
14 that that's reiterated.

15 MR. MAY: So when are you going to
16 put in the shower facilities here at NCPC? It
17 was very hot today.

18 MR. ZAIDAIN: We have them
19 downstairs.

20 MR. MAY: You have them here?
21 Anybody can use them?

22 MR. ZAIDAIN: I don't know the

1 building policy, but we can look into that.

2 MR. MAY: Okay.

3 MR. ZAIDAIN: You have a fob,
4 right?

5 MR. MAY: No, I don't.

6 MR. ZAIDAIN: Okay.

7 MR. MAY: Anyway, certainly, for a
8 building like this where it's a gym facility,
9 what do you have to do to be able to use it?

10 MR. ZAIDAIN: From my
11 understanding, if you're a tenant.

12 MR. MAY: As long as you're a
13 tenant, you can use it?

14 MR. ZAIDAIN: Yes, we all have
15 access to it.

16 MR. MAY: Okay.

17 MR. ZAIDAIN: And a lot of that is
18 a product of the District's regulations for
19 that, so we think the federal government
20 should meet those standards, as well.

21 MR. MAY: Right. But that would
22 really only apply if it's a leased building,

1 right?

2 MR. ZAIDAIN: Right. But what the
3 Comp Plan is doing is saying that the federal
4 government, as they develop their facilities,
5 they should develop the local jurisdiction's
6 standards because they're all appropriate to
7 the bicycle network in which is in that
8 community.

9 MR. MAY: Okay, good. Thanks.

10 CHAIRMAN BRYANT: Other questions
11 or comments for Mr. Zaidain? The EDR before
12 you, again, your vote today is to authorize
13 the release of this policy draft for a 60-day
14 public comment period. There is a motion. Is
15 there a second?

16 MR. HART: Second.

17 CHAIRMAN BRYANT: It's been moved
18 and seconded. Any further discussion?

19 (No response.)

20 CHAIRMAN BRYANT: Hearing none,
21 all in favor say aye.

22 (Chorus of ayes.)

1 CHAIRMAN BRYANT: Opposed no?

2 (No response.)

3 CHAIRMAN BRYANT: Motion carries.

4 Thank you, Mr. Zaidain. Item 6B is the
5 National Museum of the United States Army,
6 North Post, Fort Belvoir, and we have Ms.
7 Kelly. Welcome.

8 Fort Belvoir, North Post, Fairfax County
9 Parkway, Fairfax County, Virginia - National
10 Museum of the United States Army

11 MS. KELLY: Good afternoon. Today
12 I will be presenting two projects at Fort
13 Belvoir submitted by the Army. The first
14 project is the National Museum of the United
15 States Army, and it was submitted for
16 preliminary site and building plans. The Army
17 submitted the museum for concept design back
18 in July of 2010, for which the Commission
19 provided comments as part of the consent
20 calendar.

21 The museum will be located on the
22 North Post of Fort Belvoir close to the

1 northwest boundary of Fort Belvoir along
2 Fairfax County Parkway. The site is currently
3 improved as part of the North Post Golf
4 Course, and you can see the golf course
5 located here. On the west side of the site is
6 also a stream, as well as an access road which
7 you can kind of make out in the aerial here.
8 The Army is proposing to reuse the access road
9 to access the museum. The site slopes upward
10 from Fairfax County, as well as the stream and
11 the access road, to create a plateau. The
12 intent of the design for the museum is to keep
13 most of the design or the components for the
14 museum on this plateau.

15 The museum is surrounded by
16 residential on the western side, this is off-
17 post, as well as the remainder of the golf
18 course to the north. To the east is John K.
19 Kingman Road. In between the road and the
20 museum is a wildlife corridor that was
21 established at Fort Belvoir in the 1990s as
22 mitigation for BRAC during that time.

1 Here you can see the proposed site
2 design for the museum. The Army is proposing
3 to access the museum off of Fairfax County at
4 an at-grade intersection. While the museum is
5 on Fort Belvoir, the access off of Fairfax
6 County Parkway allows patrons to the museum to
7 access the museum without going through Fort
8 Belvoir security.

9 The museum will be situated in the
10 south side of the site. And then to the north
11 of that will be a parking lot that houses
12 approximately 530 vehicles. There will also
13 be a staff parking lot that meets the current
14 parking ratio requirement of the Comp Plan.
15 That will be 50 spaces. And then there's an
16 overflow lot that will be constructed of turf
17 for 120 spaces.

18 On the eastern side of the site,
19 there are informal pathways for patrons to
20 traverse the site, as well as there's a formal
21 pathway along the east side of the parking lot
22 that will lead to the entry of the museum.

1 Next to the entry plaza is a memorial garden,
2 as well as an amphitheater. Also proposed is
3 a parade field and a grandstand. Service to
4 the site will be access to the self.

5 I would note that along the access
6 road from this location are proposed
7 sculptural elements, and you'll see that on
8 the next image here. And they are proposed to
9 illustrate soldiers throughout the United
10 States history.

11 These renderings also show the
12 difference between the concept design massing
13 and the proposed preliminary massing design.
14 It has been refined. The building has gotten
15 lower in height. It was a six-level building,
16 and it is now a five-level building. And the
17 design concept for the museum is a collection
18 of pavilions, metal pavilions that will
19 connect to a glass entry pavilion. And you
20 can see that proposed elevation for the museum
21 at the entrance.

22 Staff analyzed the project against

1 the Commission's comments back at concept
2 design in July of 2010, as well as the
3 Commission's comment that they may find it
4 difficult to approve projects at Fort Belvoir
5 without an updated master plan. The
6 Commission made this comment back in April of
7 2010, at the time of the review for the PX and
8 the USO, as well as we received multiple
9 comments from Fairfax County which are
10 attached to your EDR and staff reviewed the
11 project against these comments. We also have
12 recommendations for the Army as they move
13 forward with the final design.

14 Here you can see the changes in
15 the site layout compared from concept design
16 to preliminary design. The Commission at
17 concept design made four comments. The first
18 comment was that they recommend that the Army
19 reevaluate the access road to the site. At
20 concept design, it traversed all the way to
21 the northern section of the site. And you can
22 see how the Army has shortened the length of

1 the access road, and now access is the site in
2 the middle of the site.

3 Also, at concept design the
4 Commission requested that the Army evaluate
5 the configuration of the parking lot in order
6 to minimize impervious surfaces. And you can
7 see how the Army has responded to that
8 comment.

9 One of the Commission's comments
10 at concept design was also that the Army
11 evaluate different access points to the
12 museum, specifically off of John J. Kingman
13 Road. The Army has provided information to
14 staff about how this access would be
15 unfeasible, and we have reviewed this
16 information and find it sufficient.

17 The remaining comment at concept
18 design was regarding alternative
19 transportation to the museum. And at that
20 time, the Commission encouraged the Army to
21 evaluate alternative modes of transportation.
22 And staff is continuing to encourage this, and

1 you'll see that in your EDR.

2 At the April 7th, 2011 meeting,
3 the Commission reviewed the PX and USO project
4 and, at that time, noted to Fort Belvoir that
5 it may find it difficult to approve projects
6 at Fort Belvoir due to the fact that the
7 existing master plan was last approved in 1993
8 and currently does not show the existing or
9 future conditions of Fort Belvoir and without
10 an updated master plan it may be difficult to
11 approve projects because of the lack of
12 sufficient information. Therefore, staff
13 analyzed the project to ensure that there was
14 sufficient information to analyze the project,
15 as well as that there was sufficient
16 coordination with the community and local
17 stakeholders.

18 For this project, the Army has
19 conducted two environmental assessments. The
20 first environmental assessment addressed
21 different sites at Fort Belvoir and,
22 ultimately, the Army chose to go with the site

1 you see today. The second environmental
2 assessment analyzed the design of the museum
3 at this site, as well as reconfiguration of
4 the golf course.

5 The project has been submitted for
6 concept design and now preliminary design.
7 And due to the lack of an updated master plan,
8 staff has referred the project twice to state
9 and local entities and we have received
10 comments at both stages, as well as the Army
11 has conducted multiple meetings regarding
12 concerns from Fairfax County and with staff
13 and in January met with Fairfax County and
14 staff to go over the changes from concept
15 design to preliminary design. Therefore,
16 staff believes that there is sufficient
17 information to fully analyze the project, and
18 we do not believe that the Commission should
19 disapprove the project due to the lack of a
20 master plan.

21 Fairfax County, as I mentioned,
22 has submitted comments, which are attached to

1 your EDR. And the main theme of the comments
2 are regarding environmental quality corridors,
3 storm water management, and alternative modes
4 of transportation.

5 An environmental quality corridor,
6 or an EQC, is a local policy from Fairfax
7 County in an attempt to protect their stream
8 valleys. And, essentially, an EQC is defined
9 by the stream, wetlands, flood plains, as well
10 as slopes. And here you can see the stream
11 Kernan Run on the western side of the property
12 and the delineation of an EQC as provided by
13 the Army.

14 Fairfax County notes that they
15 believe that the EQC is improperly delineated
16 by the Army. However, the Army has conducted
17 multiple site analysis and has determined that
18 this is the location for the EQC. And we
19 encouraged the Army to share this information
20 with Fairfax County as they move forward.

21 I will note that the access road
22 to the museum does traverse through the EQC.

1 However, this is allowed in the policy.

2 Here you can see the proposed
3 storm water management for the site. The Army
4 is proposing infiltration galleries and
5 bioswales on the eastern side of the parking
6 lot, as well as the eastern side of the
7 museum. Fairfax County noted and staff notes
8 that the storm water management calculations
9 were not available at the time of preliminary
10 review, and we are unable to determine if
11 these will meet storm water requirements.
12 Fairfax County also noted that the EPA has
13 determined total maximum daily loads for the
14 Accotink Creek area, and there is no
15 information at this time as to whether or not
16 the project will meet these requirements. And
17 Fairfax County encourages the Army to meet
18 with them so that they can discuss strategies
19 to meet storm water and TMDL requirements at
20 this site.

21 The last of the county's comments
22 pertain to alternative transportation options

1 to the site. They noted that the Route 1
2 widening project will include bus rapid
3 transit or a light-rail system and that the
4 Army should evaluate connections to this
5 system in the future. And we encourage the
6 Army to work with the county on this endeavor.

7 As I stated, staff has
8 recommendations for the Army as they move
9 forward with the design. The first
10 recommendation is the reforestation of Swank
11 Road, which is the access road the Army is
12 proposing to use for this site. With the
13 shortening in the length of the access road,
14 the remainder of Swank Road is unnecessary,
15 and we encourage the Army to evaluate
16 restoring this to a more natural state.

17 We are also encouraging the Army
18 to evaluate a focal point at the end of the
19 drive aisle. This could be a sculptural or
20 architectural element in this location.

21 Staff would like to note if a
22 patron parks in the upper parking lot and

1 traverses down to the museum, this is
2 approximately 1300 feet or a quarter of an
3 acre. And while the Army is proposing to
4 provide shuttles through the parking area, if
5 a patron does choose to walk to the museum we
6 are encouraging the Army to evaluate
7 pedestrian amenities along the walkway, such
8 as seating.

9 Here you can see the proposed tree
10 clearing for the site. And there is a two-
11 acre area in the south of the site that the
12 Army proposed to selectively clear in order to
13 provide an iconic view of the building from
14 the access road. And staff encourages the
15 Army to evaluate additional landscaping in
16 this area where they are concerned with the
17 loss of vegetation along the hillside and the
18 potential erosion of the hillside.

19 The last remaining comment is that
20 we encourage the Army to continue to reduce
21 impervious surfaces on the site. While the
22 design has reduced the impervious surface from

1 concept to preliminary design, we continue to
2 encourage the Army to evaluate reducing this.
3 Currently, the amount of impervious on site is
4 approximately 13 acres, and we encourage the
5 Army to reduce this as much as possible.

6 CHAIRMAN BRYANT: Ms. Kelly,
7 before you go off that slide, those
8 suggestions that you have there, have you had
9 sufficient or detailed enough conversations
10 with the Army that you can characterize their
11 receptiveness to some of these suggestions, or
12 is it premature?

13 MS. KELLY: The Army will continue
14 to evaluate any comments that the Commission
15 has. I don't see this as a site requirement.
16 These are evaluations, and we'll work with the
17 Army to come out to an outcome.

18 CHAIRMAN BRYANT: Okay.

19 MS. KELLY: And with that, that's
20 the Executive Director's recommendation. The
21 Commission approved the preliminary site and
22 building plans for the National Museum of the

1 Army at Fort Belvoir and recommends that the
2 Army incorporate the following in the final
3 project design: opportunities for restoration
4 of Swank Road that is not being used for
5 access to the project site; an architectural
6 or sculptural element at the end of the
7 entrance drive aisle to provide a focal point;
8 pedestrian amenities; additional landscaping
9 to minimize erosion of the hillside; and
10 reconfiguration or redesigning the parking lot
11 in order to minimize impervious surfaces;
12 recommends that prior to submitting the
13 project for final design; the Army coordinate
14 with Fairfax County and staff on the county's
15 comments, particularly determining the
16 project's effects on the EQC; providing and
17 coordinating on storm water management
18 techniques and TMDLs; and identifying
19 opportunities for alternative modes of
20 transportation, including bicycling and
21 pedestrian amenities and bus connections.

22 I'd be happy to answer any

1 questions.

2 [INSERT - FORT BELVOIR - NORTH POST]

1 CHAIRMAN BRYANT: Thank you, Ms.
2 Kelly.

3 Are there questions for Ms. Kelly
4 on this project?

5 MS. KELLY: As well as we also
6 have the Army here to answer any.

7 CHAIRMAN BRYANT: Terrific,
8 terrific. Mr. Provancha?

9 MR. PROVANCHA: Thank you, Ms.
10 Kelly, for that thorough report. I think
11 there's very many positive examples of
12 collaboration between the staff and the Army.
13 Just to delineate a few, reduction in the
14 building height from six to five levels,
15 reducing the footprint of the parking lot.
16 Like the Chairman, what's a success? Where
17 did we start? We're down to 13 acres. Is 12
18 and a half enough? Is 11 enough? Is 4
19 enough? That needs to be, I think,
20 solidified.

21 Reducing the length and the path
22 of the access road is another good gesture on

1 the part of the Army. It's a little bit
2 intuitive, though, when you drive in an access
3 road and you go by the structure and go to a
4 distant parking lot and think you may have
5 bypassed what you came to visit.

6 The past and ongoing coordination
7 with Fairfax County I think is also a good-
8 faith gesture by the Army. Looking at
9 alternative modes of transportation is just
10 one of several examples.

11 The corridor I think, while on the
12 slide looks an awful lot like a FEBA, which is
13 a term of art that's familiar to Army folks,
14 it is not actually a FEBA. FEBA is forward
15 edge of the battle area, so it's clearly not
16 a line of demarcation or confrontation with
17 the County of Fairfax but more of an area of
18 collaboration.

19 On the characterization of not
20 having the storm water calculations available
21 as the preliminary design developed, you see
22 that as a deficiency that was an expectation

1 that you had that the Army did not or has not
2 yet fulfilled, or is it at the design further
3 is developed you'll get those calculations at
4 the proper time?

5 MS. KELLY: We'll get those
6 calculations by final design. We just
7 encouraged the Army to meet with Fairfax
8 County prior to submission of final design.

9 MR. PROVANCHA: Okay. It looks
10 like the total site is 83 acres. Our only
11 caution to the Army is just because it's
12 available doesn't necessarily mean that we
13 should use every available acreage. I think
14 the accommodations with the parking lot are
15 good. The quarter mile walking distance, as
16 you said, even with the shuttle, might be
17 challenging sometimes. A wraparound parking
18 lot with the structure in the center.

19 Given that, there's an awful lot
20 on this site. There's the building. There's
21 the services. There's the parking. There's
22 the parade ground. There's the memorial

1 garden. There's an amphitheater and on and
2 on. So it's an awful lot of activity within
3 83 acres. Rarely, too, do we see, I think,
4 well thought out future expansion on both the
5 grounds and the buildings, and so I think that
6 also reflects very well on the state of the
7 planning. I think that was delineated on
8 slide seven, so I think the Army should be
9 commended for those types of things.

10 And last but not least, while it's
11 clearly not integral to the mission of the
12 facility or the military in general, the
13 preservation of the golf course and
14 restoration of the lost greens is important
15 for morale and recreation, as long as we don't
16 take the game of golf seriously. I think it
17 was Mark Twain that talked about how you spoil
18 a good walk in nature by playing golf in the
19 middle of the nature is to be discouraged.

20 Thank you.

21 CHAIRMAN BRYANT: Thank you, Mr.
22 Provancha. Mr. Hart, did you have --

1 MR. HART: I don't have any
2 questions, but I do have some comments. At
3 Fort Belvoir, we've seen a number of projects
4 come before us that have mission associations,
5 and we've approved those projects. In this
6 case, I don't see it affects our war fighting
7 ability or the mission out of Fort Belvoir.
8 And I am inclined to say that we really do
9 need the master plan to properly evaluate this
10 and any future projects that may come down the
11 pike before we start approving it.

12 CHAIRMAN BRYANT: Other comments?

13 MR. PROVANCHA: I think the Army
14 acknowledges that, and as we've seen in
15 previous meetings they have committed to
16 producing a master plan as quickly as they
17 possibly can and they've given us interim
18 updates. I think the language that we had
19 previously used about it being difficult the
20 Army as opposed to prohibiting and if you
21 submit we'll disapprove is clearly not
22 optimal, considering the mission of the Army,

1 the number of projects, more than 20, that
2 they have in the pipeline, and the direct
3 mission correlation.

4 I think the correlation here is,
5 clearly, the museum is not part of the mission
6 of the Army. But the co-location of the Army
7 museum on an Army installation, I clearly see
8 some strong linkage there.

9 CHAIRMAN BRYANT: The Army has
10 said that the master planning is underway and
11 that the earliest we will see it is mid 2012.
12 The Army is very well aware that we struggle
13 at times to place some of these projects in
14 proper context without a master plan. The
15 staff seemingly has had sufficient dialogue
16 with the Army and Fairfax County on these
17 projects that they felt comfortable enough to
18 bring this before you in this EDR. But action
19 on the EDR is obviously a Commission
20 prerogative. Other thoughts?

21 MR. PROVANCHA: I think we should
22 acknowledge the good-faith efforts of the

1 Army, particularly on the master plan. The
2 Army was a big participant in a session that
3 we had here, which we appreciate Mr. Acosta
4 hosting for us. And the importance of the
5 master plan was reiterated by the staff, I
6 think, and taken on board by the Army.
7 Subsequent to that, there was a visit at
8 Belvoir with some senior leadership from the
9 Army. I'm thinking about Mr. Hall. Mr. Hall
10 is the commander of the IMCOM, the
11 Installations Management Command Southeast
12 Region, the region that Belvoir falls into.
13 I would call him the intermediate commander
14 between the Three-Star General Lynch,
15 Commander of the Installations Management
16 Command, and the Army Assistant for
17 Installations and Environment, Ms. Hammock.
18 So at some of the most senior levels in the
19 Army, I think they are well aware of this
20 requirement, the importance of this
21 requirement. I think there's efforts being
22 made to perhaps provide interim master plans

1 or something that would, again, be another
2 step toward accommodating the staff in meeting
3 the NCPC staff much more than halfway.

4 There is a follow-up session, I
5 think it's on the 20th of July, getting the
6 lawyers from the Army, as well as the
7 environmental experts, together with NCPC
8 legal and environmental staff to get a common
9 understanding of what's required, when it's
10 required, to what degree of definition it's
11 required so that we can proceed. So I think
12 there's a lot of collaborative efforts behind
13 the scenes that I just wanted to bring out and
14 get documented.

15 CHAIRMAN BRYANT: Thank you. The
16 Commission operates on a motion. Is there a
17 motion on the EDR that's before you?

18 MR. PROVANCHA: Motion to approve
19 as submitted.

20 CHAIRMAN BRYANT: It's been moved.
21 Is there a second? Motion --

22 MR. MAY: I'd second the motion

1 for the sake of getting a vote.

2 CHAIRMAN BRYANT: On that very
3 enthusiastic second, we now have the EDR
4 that's been properly moved and seconded.
5 Further discussion?

6 (No response.)

7 CHAIRMAN BRYANT: Hearing none,
8 all in favor of the EDR as before you say aye.
9 Opposed no? Others are not voting? If you're
10 voting aye, raise your hand. One, two, three,
11 four. If you're voting no, raise your hand.
12 Four to two. Motion passes and roars out of
13 here. Ms. Kelly, you have another project.
14 I'm sorry. I guess I should introduce it.
15 Item 6C is the Route 1 perimeter fence South
16 Post at Fort Belvoir, and Ms. Kelly continues.

17 Fort Belvoir, South Post, Fairfax County,
18 Virginia - Route 1 Perimeter Fence

19 MS. KELLY: This is the second
20 project at Fort Belvoir today, and it is a
21 proposed perimeter security fence along the
22 south side of Route 1. The Army has submitted

1 this for preliminary review. Staff had
2 recommended to the Army that they submit for
3 preliminary review to allow the project to be
4 referred and then for the Army to provide
5 responses to the referral comments at the
6 final stage. However, upon review of the
7 comments received, staff is recommending
8 preliminary and final approval of a segment of
9 the fence and deferral of action on a
10 different segment of the fence due to comments
11 received regarding the U.S. Route 1 widening
12 and the Potomac Heritage National Scenic
13 Trail.

14 Here you can see the extent of
15 Fort Belvoir, and here's Route 1 going through
16 Fort Belvoir. It separates Fort Belvoir into
17 a north and south post, and the red line is
18 generally where the fence location is.

19 Here you can see the existing
20 security that is out there today. It is a
21 cable barrier system, and this does not meet
22 DoD security requirements. The proposed

1 project today is to upgrade the security along
2 Route 1 to meet DoD security requirements.

3 This is the general location of
4 the fence. It will run from Gunston Road on
5 the south side of Route 1 to the eastern edge
6 of the Fort Belvoir property near the Woodlawn
7 Baptist Church. So the church is off post,
8 and the project will end near the ballfield
9 that is existing today.

10 The Commission has approved
11 multiple projects in the vicinity of the
12 fence, mainly to BRAC, as there's the
13 community hospital, as well as the dental
14 clinic and the Northern Regional Medical
15 Command, as well as the Commission recently
16 approved the United States Army Legal Services
17 Administration. And the Executive Director
18 has approved a child development center on the
19 eastern side of the site.

20 To accommodate BRAC at Fort
21 Belvoir, the Army has submitted and the
22 Commission has approved multiple roadway

1 improvements. This includes the widening of
2 Gunston Road and a new bridge for Gunston Road
3 across Route 1. And the security fence will
4 tie in to the improvements at Gunston Road.
5 The Commission has also approved the widening
6 of Belvoir Road and the improvements to Pence
7 Gate, and the project will also tie into those
8 improvements there.

9 The fence generally is located
10 along an existing utility easement, as well as
11 roadway alignments. And you can see when I
12 toggle back to the next site that, due to the
13 existing utilities and roadways, there's an
14 existing tree-cleared area. So the Army
15 proposes to put the fence here to minimize the
16 amount of tree loss due to the fence project.

17 The Army is proposing three
18 different types of fencing for the project,
19 depending on its locality and visibility. The
20 first type I will describe is type C, and it
21 will be located adjacent to Gunston Road. And
22 due to its visibility, the Army is proposing

1 an ornamental fence. It will be a black
2 ornamental picket fence that is eight feet
3 tall, as well as there will be a bollard
4 approximately eight feet on center that will
5 support a rated K-4 cable barrier.

6 The second type is called type D
7 fencing. And as we move away from Gunston
8 Road and into the more wooded area, this fence
9 is proposed. It is a black vinyl chainlink
10 fence that will be eight feet tall as well and
11 will have the same bollard and cable barrier
12 configuration. The Army is also proposing to
13 use type D fencing in the eastern side of the
14 site near the existing ballfield.

15 The last type of fencing proposed
16 is type B fencing. It is similar to type C,
17 that is an ornamental picket fence that is
18 eight feet tall. What is different is that
19 there will be brick columns approximately
20 every 66 feet, as well as the cable barrier
21 here is a rated K-12. The Army proposes this
22 to use the more decorative fence in this B

1 location outlined in red due to its visibility
2 from Route 1, as well as this is one of the
3 major gates to the facility as it will access
4 a community hospital.

5 As I mentioned, staff had
6 recommended to the applicant that it submit
7 the project for preliminary review to allow
8 for comments from the National Park Service
9 and state and local agencies. Upon review of
10 these comments, staff is recommending approval
11 of the section for preliminary and final
12 approval from Gunston Road to Belvoir Road due
13 to no concerns were raised during the review
14 process or staff's review of the project.
15 However, we are recommending deferral action
16 on the part of the fence from Belvoir Road to
17 the eastern edge of the property due to the
18 relationship of the fence project to the U.S.
19 Route 1 widening and the Potomac Heritage
20 National Scenic Trail.

21 Here you can see an image that was
22 submitted to staff from Fairfax County that

1 outlines the potential location for the
2 widening of Route 1 in red. And then you can
3 see the proposed fence location in this dotted
4 burgundy color. The Army and VDOT have
5 entered into a memorandum of agreement that
6 will provide approximately 148 feet easement
7 area for the widening of Route 1 through Fort
8 Belvoir. The MOA also states that additional
9 land area may be needed and used for turning
10 lanes, storm water management, utilities, and
11 things of that nature.

12 Upon referral to VDOT and Fairfax
13 County, they submitted comments stating that
14 the location of the fence around Belvoir Road
15 may be in conflict with the widening of Route
16 1 and may need to be relocated in the future.
17 And you can see here that the area, this is
18 Belvoir Road and Pence Gate and the area
19 between the eastern boundary is the closest to
20 the widening of Route 1. And we encouraged
21 the Army to work with Fairfax County and VDOT
22 on the potential location in this area to see

1 if it could be moved to allow an additional
2 buffer area between the fence and a widening
3 for utility and storm water management uses.

4 The Potomac Heritage National
5 Scenic Trail is a national trail established
6 by Congress in the 1970s. And since the
7 1970s, it has been proposed to traverse
8 through Fort Belvoir. And you can see here
9 the orange line is a line that was established
10 originally for the trail, and it was evaluated
11 in a 1997 environmental assessment conducted
12 by the Army for the creation of the trail.
13 However, due to the fence location, the trail
14 can no longer traverse in this location. DoD
15 requires all non-checked citizens to be
16 outside the secure perimeter and, therefore,
17 the fence location will inform the location of
18 the trail in the future. And you can see the
19 fence location outlined in blue. And after it
20 was determined where the fence would go, the
21 Army proposed a location for the trail
22 outlined in yellow. After sharing this with

1 the Potomac Heritage Trail Association, they
2 responded with the proposed red line.

3 For the area the staff is
4 recommending preliminary and final approval,
5 from Gunston Road to Belvoir Road there is
6 adequate space in between the widening of
7 Route 1, which you see in green, and the
8 proposed fence location. There are two, in a
9 sense, pinch points, one at Gunston Road, as
10 well as one located here, and that is due to
11 existing site conditions. And you can see how
12 even the original trail had proposed to go in
13 this location.

14 We'd like to note that the area
15 between Belvoir Road and the eastern edge of
16 the property is the least amount of space
17 available between the widening of Route 1 and
18 the fence location. And we encourage the Army
19 to continue to work with NCPD staff and NPS on
20 the possibility to relocate the fence south to
21 allow additional flexibility in the location
22 of the trail in this location.

1 Therefore, for the area that staff
2 is recommending deferral action, we have
3 multiple recommendations, the first being that
4 the Army evaluate the moving of the fence down
5 below Casey Road. You can see the existing
6 proposed fence in black, and we recommend a
7 point south of the red line.

8 For pedestrian access, we
9 recommend that the Army evaluate pedestrian
10 access at this point. While there aren't
11 currently not many pedestrian amenities
12 outside the fence, with the widening of Route
13 1 there will be sidewalks, as well as bike
14 lanes, as well as the future trail. There
15 will be many pedestrian amenities for
16 employees of Fort Belvoir to use. As well as
17 we encouraged the Army to evaluate using type
18 C, the more ornamental fencing, in the area
19 near the ballfield. As you can see, it is
20 visible from Route 1, and we encouraged them
21 to use the more ornamental fence in this
22 location. As well as we requested additional

1 information from Fort Belvoir regarding
2 additional perimeter fences that they see in
3 the future, as well as we encouraged the Army
4 to evaluate this in the upcoming master plan
5 update.

6 With that, it's the Executive
7 Director's recommendation that the Commission
8 approve the preliminary and final site
9 development plans for the portion of the Fort
10 Belvoir perimeter fence located between
11 Gunston Road and Belvoir Road and defer action
12 on the portion of the fence that runs from the
13 installation boundary to Belvoir Road until
14 further coordination takes place between NCPC,
15 the National Park Service, Fairfax County, and
16 VDOT regarding the location of the fence with
17 U.S. Route 1 widening and the Potomac Heritage
18 National Scenic Trail and notes that the
19 Department of the Army and VDOT have entered
20 into an MOA regarding the widening of U.S.
21 Route 1 and that Fairfax County and VDOT have
22 submitted comments saying that the fence

1 location near Belvoir Road may be in conflict
2 with the widening project; supports the
3 extension of the Potomac Heritage National
4 Scenic Trail through Fort Belvoir as an
5 important national and regional trail amenity;
6 and requests that prior to submitting the
7 portion of the fence that the Commission is
8 deferring action on that the Army evaluate
9 aligning the fence to south of Casey Road,
10 evaluate using type C fencing instead of type
11 D fencing near the ballfield, evaluate
12 opportunities for pedestrian access through
13 the fence line, and provide information and
14 time lines for any future plans for additional
15 perimeter fences at Fort Belvoir.

16 That concludes my presentation.

17 [INSERT - FORT BELVOIR - SOUTH POST]

1 CHAIRMAN BRYANT: Thank you, Ms.
2 Kelly.

3 Are there comments or questions on
4 this project? Mr. May?

5 MR. MAY: Yes, just a few. You
6 said at the end a recommendation with regard
7 to future coordination on other fence. It's
8 interesting just seeing this little segment of
9 it. Is there a fence that this connects to at
10 all at the other ends already that's not being
11 upgraded, or is there a fence and then is it
12 not being upgraded?

13 MS. KELLY: Well, there's the
14 cable barrier that's on --

15 MR. MAY: And so the cable barrier
16 continues beyond, and that will stay?

17 MS. KELLY: Correct.

18 MR. MAY: For the rest of the -- I
19 mean, how does a cable barrier work? If you
20 can get one of the graphics up there. Yes,
21 all the way to the end of it at the right. So
22 where does a cable barrier --

1 MS. KELLY: It goes towards the
2 woods.

3 MR. MAY: Okay. And then the
4 cable barrier continues to run through the
5 woods?

6 MS. KELLY: I don't believe so,
7 but I can -- it does?

8 MR. LANDGRAF: The cable barrier
9 was originally installed after 9/11 as a
10 measure to kind of demark the perimeter of the
11 boundary and to prevent any vehicle traffic
12 that may come from other areas on adjacent
13 access roads to private property from
14 penetrating the perimeter of the installation.
15 So currently we have the cable barrier around
16 the majority of the installation, except in
17 areas where terrain would prevent a vehicle
18 from going through. As Ms. Kelly pointed out,
19 that has never actually met the DoD
20 requirement for limiting pedestrian traffic,
21 which is what the fence would do, especially
22 with the new guards to the main gate and the

1 hospital area, to try to reduce the amount of
2 pedestrian traffic that would just be walking
3 off of Route 1 and in across, which they do
4 now through this open field and into the area.
5 Now that we have a CDC proximal to the
6 hospital, as well as the hospital itself, this
7 is a request from our security folks to
8 upgrade our security finally with regards to
9 having one of the largest hospitals in the
10 national capital area for Army purposes.

11 It will not, I mean, in the
12 future, as Ms. Kelly pointed out, our security
13 folks would prefer to fence the entire
14 installation. Recognizing that that would
15 probably be an EIS and many years of
16 discussion, this was an element of the
17 original BRAC project for security adjacent to
18 the hospital, and it was deferred because of
19 funding questions with the overall BRAC
20 dollars and is now being brought forward
21 because, as we near the end of BRAC and we
22 have the money to do the project, the design

1 has been done but the actual funding for the
2 project itself was left to determine until
3 towards the end of the project as all things
4 were awarded.

5 So as we said, this will actually
6 tie into existing cable barriers that prevent
7 vehicular traffic but not eliminating the
8 pedestrian element of it. Ultimately, it
9 would be to try to reduce the pedestrian
10 element from adjacent Route 1 corridor to the
11 installation.

12 MR. MAY: So in other words,
13 pedestrians, if a pedestrian wants to enter,
14 all they have to go do is go around the fence
15 that you're installing here?

16 MR. LANDGRAF: That is true.

17 MR. MAY: And is it going to be, I
18 mean, would that be a difficult trek? I mean,
19 is there vegetation or topography that would
20 make that an unlikely route for people to walk
21 in?

22 MR. LANDGRAF: It would because it

1 would actually force people to walk. There's
2 currently a bus stop right at the intersection
3 of Woodlawn Road, and there's another bus stop
4 the old Constitution Road that comes in at
5 Route 1.

6 MS. TREGONING: Can you use the
7 pointer?

8 MR. MAY: Cheryl just pointed to
9 it.

10 MR. LANDGRAF: Yes. So it would,
11 in essence, deter people in the sense that
12 they wouldn't have a direct connection anymore
13 and they would have to walk to seek out that
14 path. Would it ultimately do it? No, it
15 would actually give our security folks,
16 though, a point of surveillance and monitoring
17 for them to look at and then come forward to
18 us to request an extension of the fence. And
19 the reason that we originally proposed D
20 around the ballfield is because the ultimate
21 Route 1 widening, as you can see it shows, at
22 the intersection of Woodlawn it proposes a new

1 entry to the Woodlawn Baptist Church. So the
2 reason we went with the chainlink at that
3 section and not the ornamental all the way
4 down the D fencing or the A fencing or B
5 fencing, rather, I'm sorry, the B fencing all
6 the way down was because we were trying to
7 accommodate the expansion of Route 1 to a
8 four-way intersection at the Baptist Church
9 and so minimizing the expense of installing
10 the higher-end fence.

11 MR. MAY: Because you'll have to
12 relocate it anyway.

13 MR. LANDGRAF: Correct. And we
14 recognized that fact. And we're going to have
15 to reconfigure ballfields and everything in
16 that corner once that happens, and that's why
17 we put it in the section that we thought was
18 the least bit of conflict because, as Kelly
19 said, we have 148-foot MOA with the County and
20 VDOT that accomplishes everything and actually
21 allows expansion up to 176 feet at the
22 intersection of Belvoir Road and Route 1 to

1 accommodate bus rapid transit through the
2 center of Route 1 alignment. All of that can
3 be done with the alignment that we're
4 proposing.

5 MR. MAY: Okay. Just so I
6 understand, where does the fence stop and the
7 cable barrier pick up? Right at that point.
8 It doesn't look like it's very unaccessible
9 from there. I mean, the reason I'm asking
10 these questions is because you're introducing
11 essentially a new fence element and saying
12 that trail users can't go through the park
13 through the original trail alignment and, yet,
14 it's going to be a very porous barrier. I
15 mean, just to walk around the edge of it and
16 you can walk through that same area. So I'm
17 not sure I understand the logic of it.

18 The need for the fence is driven
19 by the proximity of the hospital, is that what
20 you're saying?

21 MR. LANDGRAF: It's the fact that
22 the hospital is there and the increased

1 security around Pence Gate we have as part of
2 the BRAC process. We've reconfigured the
3 gates to eliminate pedestrian traffic through
4 the gates and force them to actually, you
5 know, anybody who gets dropped off by a bus in
6 front of our gates to actually walk through
7 the gates, per DoD regulation for security.

8 MR. MAY: Okay. Back to the Route
9 1 alignment itself, the alignment or that
10 swath there, how does their plan accommodate
11 for pedestrians and bicyclists on Route 1?
12 Are those all included in that right-of-way
13 swath?

14 MS. KELLY: The 148 feet?

15 MR. MAY: Yes.

16 MS. KELLY: Yes.

17 MR. MAY: Okay. You cited the one
18 pinch point and the existing conditions there
19 prevent a different location for the fence and
20 the trail. Can you describe what the
21 conditions are that prevent that? Is it just
22 a severe grade change or something like that?

1 What's causing that pinch point? Because it
2 looks like it overlaps Route 1 there.

3 MS. KELLY: Well, there's
4 topography issues here, as well as there's an
5 existing bridge alignment there.

6 MR. LANDGRAF: So isolated
7 wetland, actually, that we currently have a
8 footpath boardwalk built across that was
9 permitted and accepted a long time ago, and
10 that's what the alignment of the trail was to
11 maintain so that we didn't have to redo the
12 boardwalk and we could actually accommodate
13 the walkers. It is the closest point. There
14 is still a point of separation between the
15 road alignment because that side of the road
16 at that point with the turn lanes, the
17 alignment actually represents, inclusive in
18 that is a pedestrian sidewalk --

19 MR. MAY: Which is not the same as
20 the trail.

21 MR. LANDGRAF: It is not. The
22 trail I've shown is a requested natural

1 surface trail --

2 MR. MAY: Right.

3 MR. LANDGRAF: -- which is not the
4 same as the trail on the DW Parkway, which is
5 a paved surface trail. There will be a 10-
6 foot wide paved surface in the Route 1
7 alignment on the north side or west side,
8 depending on how you view Route 1, of this new
9 alignment in the 148-foot wide section. So in
10 both cases pedestrian traffic will be
11 accommodated via a sidewalk on one side and a
12 multi-purpose trail on the other.

13 MR. MAY: Right. Last question
14 for Ms. Kelly was I know that you've been
15 speaking directly with the superintendent Don
16 Briggs, the superintendent of the trail. And
17 I've had very limited conversation about this,
18 but my question is that with the portion
19 that's not being deferred, the supporters of
20 the trail the superintendent have all
21 indicated they're okay that there's enough
22 room there, that there's no issues with that;

1 is that right?

2 MS. KELLY: Correct.

3 MR. MAY: Okay, thanks.

4 CHAIRMAN BRYANT: Other questions
5 or comments? Mr. Provancha?

6 MR. PROVANCHA: On the issue of
7 the fence, I think the drivers are not only
8 the hospital but also the child development
9 center, correct? It's somewhat exposed
10 because it's not currently protected by any
11 kind of a fencing structure.

12 MR. LANDGRAF: It is a secondary
13 element of it. The primary driver was the
14 hospital and then the dental clinic
15 immediately out front of the hospital. Again,
16 the funding was the limit of not continuing
17 the fence on. As I said, that, plus an EIS,
18 the fact that a portion of this was covered by
19 the BRAC EIS but it wasn't actually fully
20 vetted to go all the way down and around to
21 get farther around that corner. Otherwise, we
22 would have evaluated that.

1 MR. PROVANCHA: What I'm hearing
2 is that this is all we could get. This as
3 much fencing as we could get for the money
4 that's available.

5 MR. LANDGRAF: Yes.

6 MR. PROVANCHA: And since it's
7 BRAC money, it has to be obligated in the next
8 60 days? Is that also correct? So you're
9 under some pressure to get this project
10 approved and awarded.

11 MR. LANDGRAF: Preferably, it has
12 to be obligated in the next 30 days so that it
13 can be executed.

14 MR. PROVANCHA: Exactly. And the
15 issue of being able to go around the fence,
16 your plan, as I understand it, is to extend
17 that fence. There will be an additional
18 follow-on project so that, sooner or later,
19 you have almost a continuous --

20 MR. LANDGRAF: Well, as Ms. Kelly
21 said, we would evaluate that under the master
22 plan and then potentially discuss it in the

1 master plan, the impacts, very minimally
2 because we feel that a full fencing of the
3 perimeter in the way the DES security folks
4 would prefer would be a stand-alone EIS all to
5 itself. I think comments that were received
6 back is limiting, you know, large mammal
7 migration and small mammal migration, things
8 like that. And that is a concern for us, as
9 well. And how you overcome those and still
10 maintain the security elements would be all
11 part of that. Because this is meeting the
12 requirements of a security fence and,
13 therefore, has nine-inch separation, most of
14 the small mammal issues are not even an
15 element. But the large mammal concerns are
16 still there.

17 MR. PROVANCHA: Okay. I think the
18 point that you made also about there's a
19 variety of surfaces that people could transit,
20 pedestrians I'm thinking about, particularly
21 on either the north or the south sides of
22 Route 1, either paved or naturally-occurring

1 surfaces that would seem to meet the spirit of
2 intent of the trail and the access and the
3 easement, it looks like there's a reference
4 to, I think it notes that there's a memorandum
5 of agreement. What you're saying is going
6 farther. You're in compliance with all of the
7 terms of the memorandums of agreement?

8 MR. LANDGRAF: Yes, yes, we
9 actually are. I mean, the agreement was that
10 we could build the bridge to accommodate the
11 148. The 148-foot widened Route 1 actually
12 accommodated three lanes of traffic in each
13 direction, plus rapid transit through the
14 center. It accommodated a ten-foot wide trail
15 on the north side, and it accommodated a five-
16 foot wide trail on our pedestrian sidewalk on
17 the south side, including the required offsets
18 between those trails and the curb of the road.

19 MR. PROVANCHA: That's a lot of
20 accommodation. Do you have any problem with
21 any of the requests that the staff has
22 identified here about the types of fencing and

1 that type of thing?

2 MR. LANDGRAF: We're going to have
3 to discuss this as far as the BRAC dollars and
4 the continuation of the fence and how that's
5 going to affect the funding issue. But, I
6 mean, no, right off the bat we don't. I think
7 we've actually even prepared a draft response
8 to this already.

9 MR. PROVANCHA: All right. Very
10 good. Thank you.

11 CHAIRMAN BRYANT: Further
12 comments? Hearing none, the EDR before you
13 is, again, to approve preliminary and final
14 site plan for part of the fence, defer action
15 on part of the fence, and to make certain
16 requests for further evaluation over that
17 portion we are deferring.

18 MR. PROVANCHA: I'm sorry. One
19 other follow-up question on the deferral.
20 What's the Belvoir position on the deferral?
21 Does that then jeopardize your project if we
22 break this into a couple of different pieces?

1 MR. LANDGRAF: Again, we'd have to
2 go back and talk to the Corps with regards to
3 how we would do that in the sense of whether
4 or not we could award the money because the
5 design is done, defer it until we get, you
6 know, additional concurrence or discussion
7 with the NCPC staff. And we may be able to do
8 that.

9 CHAIRMAN BRYANT: Is there a
10 motion?

11 MR. HART: Motion to adopt the
12 EDR.

13 CHAIRMAN BRYANT: It's been moved
14 and seconded to approve the EDR as before you.
15 Further discussion?

16 (No response.)

17 CHAIRMAN BRYANT: Hearing none,
18 all in favor say aye.

19 (Chorus of ayes.)

20 CHAIRMAN BRYANT: Opposed no?

21 (No response.)

22 CHAIRMAN BRYANT: The EDR is

1 adopted. The last item on the agenda, item
2 6D, is the modification to the General
3 Development Plan to allow for an easement
4 under Little Falls Stream Valley Park. We
5 have Mr. Weil before us to present the
6 project, and we also will have three folks who
7 have signed up to speak following the
8 presentation.

9 Little Falls Stream Valley Park,
10 Montgomery County, Maryland - Modification
11 to the General Development Plan to
12 Allow for an Easement

13 MR. WEIL: Thank you. Good
14 afternoon, Mr. Chairman, members of the
15 Commission. This is a proposed modification
16 to the Little Falls Stream Valley Park General
17 Development Plan to allow an access easement
18 between a private property and Little Falls
19 Parkway. Little Falls Stream Valley Park is
20 located in Montgomery County, Maryland. The
21 proposed project is being submitted by the
22 Maryland National Capital Park and Planning

1 Commission, and the action before you here
2 today is approval of the modification pursuant
3 to the Capper-Cramton Act.

4 So a little background on the
5 Capper-Cramton Act, an act passed in 1930 for
6 the intent of acquiring land for the GW
7 Memorial Parkway and also to acquire stream
8 valley lands throughout the District,
9 Maryland, and Virginia in order to create a
10 regional parkland system for the region. The
11 authority, Section 1B. Basically, what the
12 Capper-Cramton Act did is it provided federal
13 funding for the acquisition of these lands,
14 and then it turned the lands over to the local
15 jurisdictions.

16 So in this case, the Maryland
17 National Capital Park and Planning Commission
18 owns the land in this parkland. However, it
19 preserved the approval authority for NCPC over
20 any sort of modifications to, essentially, the
21 master plan for these parklands. In
22 particular, the original master plan for this

1 parkland is entitled the General Development
2 Plan for Little Falls Branch Park from 1957,
3 and that plan has been modified six times over
4 the last 50 years. So this would be an
5 additional modification to that plan.

6 So Little Fall Stream Valley Park
7 is located in very southern Montgomery County
8 close to the District line. Again, the action
9 before you is the proposed modifications of
10 the plan to allow this access easement.

11 However, that action is directly related to
12 the proposed redevelopment of this property
13 right here, which is currently being utilized
14 as a center block distribution plant known as
15 the Hoyt Property. And a developer, EYA, is
16 proposing to redevelop the property as a
17 residential townhouse development. So staff
18 evaluated the impacts from the proposed access
19 easement, as well as the development in its
20 analysis.

21 So you will note that the subject
22 property is located directly adjacent to

1 Little Falls Parkway in Capital Crescent Trail
2 between River Road and Massachusetts Avenue.
3 Currently, the only site access is provided by
4 Butler Road and an access easement through the
5 parking lot of an adjacent property owner,
6 which borders the Hoyt Property. Here you can
7 see the termination of Butler Road and the
8 access easement which runs across this
9 adjacent owner's parking lot. One other thing
10 of note, there's a perennial stream known as
11 Willett Branch, which runs in between the
12 Little Falls Parkway and the Hoyt Property.

13 So here's the proposed site plan
14 for the development. You will note the
15 location of the proposed access easement.

16 This shows a rendering of the
17 access driveway, which would bridge over the
18 Willett Branch Stream. Here's a current
19 photograph of the condition of the stream.
20 It's in a concrete channel. And I included
21 this photograph, which is taken just to the
22 south of the site. This is actually the

1 bridge for the Capital Crescent Trail over
2 Massachusetts Avenue, and this has a grayish
3 stone facade similar to the facade that would
4 be utilized for the access drive bridge to
5 help it fit into the parkland setting.

6 So a few things of note for this
7 development. The development would result in
8 a total reduction in impervious surface of
9 approximately 35 percent both on site and
10 adjacent to the site. The existing industrial
11 use has encroached upon county parkland
12 bordering on the east side of the site, and
13 the developer would, if the development should
14 go forward, would remove the impervious
15 surface from the existing use and rededicate
16 that to the county as a more natural pervious
17 surface.

18 The developers worked with the
19 county to develop a formalized agreement, a
20 number of conditions for agreeing to the
21 proposed development. And that agreement has
22 been hammered out with some members of the

1 community, and I will go over some of the
2 highlights of that agreement. That agreement,
3 by the way, is included with your EDRs.

4 So one of the conditions is direct
5 access to the Little Falls Parkway provided by
6 the direct access, excuse me, by the
7 development's access roadway would be provided
8 for non-commercial vehicles only. Commercial
9 traffic, assuming the development is built,
10 would utilize the existing Butler Road access
11 easement, which connects to the very northern
12 part of the property. Basically, the
13 requested easement area is approximately 4300
14 square feet, and that same area would be
15 provided back to the county related to the
16 development through two different easements.
17 Number one would be a public access easement
18 that would connect Little Falls Parkway and
19 the Capital Crescent Trail, and another
20 easement would be a green landscaped buffer
21 easement that would run around the
22 development. So the total area of those two

1 easements together would be equal in area to
2 the requested access easement area.

3 And, lastly, the developers
4 pledged \$500,000, dedicated it to community-
5 serving programs if the development should
6 move forward. And one of the more significant
7 potential improvements would be re-
8 naturalizing Willett Branch from its current
9 channelized condition.

10 So staff analyzed both the access
11 easement and development related to four
12 different items. Here's the general
13 development plan under the Capper-Cramton Act
14 that shows the Little Falls Parkway, and this
15 is where the Hoyt Property is located. And
16 I've noted the access easement with the green
17 circle.

18 In order to satisfy the NEPA
19 requirement to the requested access easement,
20 the Maryland National Capital Park and
21 Planning Commission prepared an environmental
22 assessment in which it assessed the impacts

1 both to the easement area and the development
2 in three separate build alternatives. Each of
3 the build alternatives assumed the same
4 townhouse development but with access provided
5 in three different locations. The EA did
6 consider servicing the redevelopment using the
7 existing access today, which is provided
8 through Butler Road and the access easement.
9 However, the EA dismisses that alternative due
10 to its infeasibility. Basically, the EA shows
11 that all the build alternatives would not
12 result in any significant impacts.

13 And one last thing to note, the EA
14 recognizes access alternative A, shown here,
15 as the preferred alternative. And as I
16 previously mentioned, this development has
17 basically just gone through the county process
18 to approve just the easement at this point.
19 And that approval is contingent upon NCPC's
20 approval. However, this development still has
21 a remaining planning process which is
22 estimated, it's estimated it will take

1 approximately a year. And through this
2 continuing process, that requested access
3 easement related to the site plan is now shown
4 as Access Alternative C. And that relates to
5 one of the recommendations to the Commission
6 I'll note in the last slide.

7 So the EA looked at several
8 different, 12 different impact categories. As
9 you can see, the no action has several adverse
10 impacts. Most of the impacts are shown to be
11 short-term minor adverse impacts. However,
12 the proposed redevelopment of the property as
13 a residential development has a number of
14 long-term beneficial impacts, and I'll briefly
15 summarize some of the most noteworthy impacts.

16 In terms of water resources, the
17 current site has approximately 95 percent
18 impervious surface, and it also does not have
19 any storm water management capacity at this
20 point. So rainwater runs right off of the
21 site into the Willett Branch stream. And the
22 proposed redevelopment would not only remove

1 a lot of impervious surface but it would also
2 utilize a lot of low-impact development
3 measures and it would adhere to the current
4 county and state standards in terms of storm
5 water management requirements.

6 In terms of visual resources, the
7 residential redevelopment would be a
8 significant improvement over the current
9 industrial use. In addition, the landscape
10 buffer would also help minimize any sort of
11 visual impacts to adjacent parkland. The one
12 long-term minor adverse impact you see up here
13 is reflected by the conversion of the access
14 drive across parkland because, again, the EA
15 considers the impacts from both the access
16 easement, the access roadway, and the
17 development.

18 In terms of traffic and
19 transportation, the EA is supported by a
20 traffic impact study which the county reviewed
21 and made a determination that any additional
22 traffic generated by the residential

1 development would be minimal. And it also
2 certified that the local roadway network would
3 be able to more than accommodate any sort of
4 additional traffic. In terms of noise, the
5 noise levels from the proposed residential
6 development would be somewhat reduced over the
7 current industrial use.

8 So as part of NCPC's NEPA
9 requirement, we did display the environmental
10 assessment for 30 days on our web site. We
11 received three sets of comments, and the
12 comments basically are summarized by these
13 bullet points right now. There was a lot of
14 feeling that the community was left out of the
15 county's planning process up to this point.
16 There were some traffic and site access
17 concerns. Basically, there were several
18 opinions expressed that the environmental
19 assessment associated with the proposed
20 development and access easement were not
21 detailed enough and did not consider some of
22 the impacts. And there was also several

1 opinions expressed that the proposed
2 development was inconsistent with the current
3 county redevelopment plan for the area, which
4 is the 1982 Westbard Sector Plan. However,
5 upon staff review of both the impacts for the
6 easement and the development, a lot of the
7 public issues, a lot of the public concerns
8 that were expressed were more detailed site
9 planning issues that both the developer and
10 the county have pledged to resolve as the
11 development moves forward, should the access
12 easement be granted. As such, the Executive
13 Director issued a finding of no significant
14 impact to conclude our NEPA responsibility.

15 In terms of the public
16 coordination, the developer has been meeting
17 with the community over the last year. There
18 have been three separate public county
19 meetings that dealt with this access easement
20 specifically. And as I previously mentioned,
21 this development will continue to go through
22 the county planning process to finalize the

1 site plan and also to re-zone the property
2 from its current industrial zoning to
3 residential zoning.

4 Related to the National Historic
5 Preservation Act, the EA made a determination
6 that no architectural or archaeological
7 resources were located on the property or
8 Little Falls Stream Valley Park. Two
9 architectural properties were noted located
10 within a half mile of the site. One was
11 Westbrook Elementary School, which cannot be
12 seen by the site. And the second was the
13 Milton House, which is located right across
14 Little Falls Parkway from the Hoyt Property.
15 However, the vegetative buffer is really,
16 really thick at that point, and so any sort of
17 visual impacts from a property redevelopment
18 would be minimal. And, thirdly, the EA showed
19 that the Hoyt Property has been significantly
20 altered by the existing industrial use, so any
21 sort of architectural relics have since been
22 removed and disturbed. Based on these

1 findings, the Maryland Historic Trust has made
2 a determination that this undertaking will
3 have no adverse effect on historic properties.

4 Lastly, related to the 1982
5 Maryland National Capital Park and Planning
6 Westbard Sector Plan, which, again, is the
7 local county plan for the area, I've put up
8 here three quotes that basically summarizes
9 this proposed redevelopment and access
10 easement's conformity with this plan. Number
11 one, that the existing concrete block plant
12 intrudes upon the Willett Branch Stream and
13 presents an unsightly appearance along Little
14 Falls Parkway. The existing Butler Road
15 access is inconvenient and is substandard for
16 the existing commercial properties located
17 along the roadway, and this includes the Hoyt
18 Property, as well. And, basically, the 1982
19 Sector Plan recommends the redevelopment of
20 the Hoyt Property as a residential townhouse
21 community as long as a separate direct access
22 can be provided between the property and the

1 Little Falls Parkway.

2 So based on all of that and
3 staff's analysis, it is the Executive
4 Director's recommendation to the Commission to
5 approve the modification to the Little Falls
6 Stream Valley Park General Development Plan to
7 allow an access easement between Little Falls
8 Parkway and the Hoyt Property identified as
9 Alternative C in the environmental assessment
10 prepared for the project, to request that the
11 applicant and the developer continue to
12 coordinate with the community throughout the
13 remainder of the local planning and zoning
14 approval process, and to note that any changes
15 to the size or location of the easement
16 following the local planning and zoning
17 process may require further Commission review
18 in accordance with Section 3D of NCPC's
19 submission guidelines. And, therefore, the
20 Commission requires the applicant, prior to
21 construction, to submit any changes to NCPC
22 staff to determine whether additional review

1 is necessary. And that concludes my

2 presentation.

3 [INSERT - LITTLE FALLS STREAM VALLEY]

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CHAIRMAN BRYANT: Thank you, Mr.

Weil, very much. Unless there are any quick
clarifying questions, I would like to proceed
to the public comment period.

Are there any immediate clarifying

questions? Hearing none, let's go to the
public participation section.

[INSERT - LIST OF REGISTERED SPEAKERS]

1 CHAIRMAN BRYANT: We have three
2 people who have signed up to speak. First,
3 there's Mr. Robert Dyer representing himself.
4 Mr. Dyer, you'll be afforded three minutes.
5 Second, Mr. Aakash Thakkar of the
6 Neighborhoods of EYA representing a group.
7 You will be afforded five minutes. And third
8 and last, Mr. Michael Ma of the Montgomery
9 County Planning Department, who also will be
10 given five minutes.

11 Mr. Dyer, welcome. There's a
12 clock on the wall to help you keep time, as
13 well.

14 MR. DYER: That one up there?

15 CHAIRMAN BRYANT: Yes. Welcome.

16 MR. DYER: Thank you, Mr. Chairman
17 and Commissioners. I'm Robert Dyer, a
18 lifelong resident of the Westbard area. This
19 may seem like one small item on the agenda.
20 I submit this may be the most significant vote
21 you cast on the Commission. It may determine
22 the future of parkland throughout the region.

1 Approval of this will set a precedent for the
2 sale of public parkland to a for-profit
3 developer. You can be sure developers and
4 cash-strapped local governments are awaiting
5 your decision.

6 What's proposed here is
7 unprecedented and an ugly intrusion in the
8 Little Falls Park. The applicant has access
9 on Butler Road. The real reason we're here is
10 the developer will market these homes as
11 living in the park. Should a developer be
12 able to come into your public park as a
13 marketing tool? The ad nauseam referral to
14 the ossified 1982 Westbard Sector Plan is
15 weak. Would you treat a brain tumor today
16 with the treatments of 1982? Then why would
17 you make this decision based on environmental
18 standards of 1982?

19 I have a degree in history, so I'm
20 concerned the county and the EA ignore the
21 documented historical and archaeological
22 significance of the site. The Milton House is

1 mentioned but not the fact that this stream
2 was a regular stop for travelers along River
3 Road. A New York Union regiment stomped all
4 over this site during the Civil War. There's
5 no mention of the extensive Native American
6 presence in the stream valley, nor the black
7 community which resided on the Westbard
8 industrial zone after Maryland emancipation or
9 that one of their structures remains on River
10 Road overlooking the factory site. To allow
11 this to go forward without historical
12 evaluation and no provision for discovery of
13 artifacts is insensitive to the heritage of
14 these significant groups.

15 Your staff has been told the
16 developer spent a year talking with the
17 community. That's not true. Ninety-nine
18 percent of us didn't know our parkland was
19 being sold until after the ward rammed it
20 through. I trust the county and applicant can
21 list for you today the dates, times, and
22 locations of these meetings and furnish hard

1 copies of the announcements. If not, I
2 suggest you table this matter.

3 Giving the county and the
4 developer everything they want today will only
5 encourage them to thumb their nose at citizens
6 in the future. Please save our park and deny
7 this easement. Thank you. And I'll be glad
8 to answer any questions.

9 CHAIRMAN BRYANT: Thank you, Mr.
10 Dyer, very much. Next on the agenda is Mr.
11 Aakash Thakkar representing the Neighborhoods
12 of EYA. Welcome.

13 MR. THAKKAR: Good afternoon,
14 Commission. My name is Aakash Thakkar. I'm
15 a Senior Vice President with the developer
16 EYA. I'm here, first and foremost, to answer
17 any questions the Commission may have with
18 regard to this proposal. I do want to give
19 some very brief background about the project.
20 We've been working with Montgomery County and
21 the community for well over a year on this
22 project now. The reason we got involved with

1 the project is the Westbard Sector Plan as --
2 is it Weil?

3 MR. WEIL: Weil.

4 MR. THAKKAR: As Mr. Weil showed
5 on the PowerPoint, the reason we got involved
6 is because the Westbard Sector Plan of 1982
7 does, in fact, designate this particular
8 property for townhomes if, and only if, access
9 is available via Little Falls Parkway. The
10 reason we need the access is Butler Road is a
11 very commercial corridor today and will likely
12 stay that way for quite a while. The Sector
13 Plan recognized that in 1982 and, hence,
14 suggested the idea of access to Little Falls
15 Parkway.

16 And so the project is at a very
17 early stage right now. We still have to go
18 through a re-zoning process with the county,
19 site plan process with the county, and it will
20 probably take at least a year to do that. But
21 what was most important to the county and the
22 developer is to ensure that sort of the

1 baseline needs of the project were met, vis a
2 vis this ability to have an easement off of
3 Little Falls Parkway to the property. So that
4 is why we are here today because we can only
5 move forward if we are able to have that
6 easement.

7 With regard to meeting with the
8 community, there's a group called the Citizens
9 Coordinating Committee of Friendship Heights.
10 We've been working with them for well over a
11 year on this project. They represent an
12 umbrella organization of 17 key citizens and
13 civic associations in the surrounding
14 community. I personally have been working
15 with them and, in fact, we do have dates. We
16 met with them on June 30th, 2010, October
17 20th, 2010, and September 15th, 2010. As a
18 result of those meetings, the agreement that
19 you have as an appendix to your packet details
20 a very long list of items that the community
21 requested in order for them not to support
22 this but not to oppose this. So the

1 community's position is we won't oppose this,
2 but the \$500,000 commitment that we made to
3 direct improvements to the community, in
4 addition to the like-kind easement.

5 What came up in discussions with
6 the community was with regard to precedent,
7 even though these types of things have been
8 done in the past, the community wanted to
9 ensure that it would get back an easement of
10 a similar size or an identical size to the
11 easement that was being granted to us. So we
12 agreed and the county agreed, as well, and
13 Michael Ma is here from the county, to provide
14 a like-size easement in the way of access from
15 Little Falls Parkway to the Capital Crescent
16 Trail and a green landscape buffer around the
17 property in the way of an easement to ensure
18 that, in addition to the financial
19 contribution to the county, that there would
20 be a like-kind easement proposed.

21 So in conclusion, we have worked
22 with the county and the community over the

1 past year and a half. Just so the Commission
2 is aware, next Thursday there's a hearing on
3 the re-zoning of this case and the county
4 staff has put forth a positive recommendation
5 with regard to the re-zoning, which is the
6 first step in the entitlement process. A
7 couple of weeks ago, the county planning board
8 voted to approve the easement agreement, which
9 is part of your documentation, as well.

10 So with that, I thank you for your
11 time. And please let me know if you do have
12 any questions on the matter. Thank you.

13 CHAIRMAN BRYANT: Thank you, Mr.
14 Thakkar.

15 MR. MAY: Mr. Chairman, I have a
16 question for --

17 MS. TREGONING: So do I.

18 MR. MAY: What is the current
19 zoning of the site, and what would that allow?

20 MR. THAKKAR: The current zoning
21 is I-1, and it allows commercial. The highest
22 density within that zone would be more than

1 what we are providing today --

2 MR. MAY: So what would it be?

3 MR. THAKKAR: I believe it's a 1-
4 5, but I'll have to get back to you on the
5 exact.

6 MR. MAY: And commercial or
7 industrial? Because it's industrial now.

8 MR. THAKKAR: Either/or. Yes, the
9 zoning is I-1, so I guess it's Industrial-1,
10 but it allows for --

11 MR. MAY: Commercial use, as well
12 as --

13 MR. THAKKAR: Correct.

14 MR. MAY: -- manufacturing or PDR,
15 as they call it.

16 MR. THAKKAR: Correct. And the
17 re-zoning request, just so you know, is to a
18 zone called the RT-15, which is a floating
19 townhouse zone consistent with Sector Plan
20 recommendation.

21 MR. MAY: Okay. And is that
22 consistent with the density of units that

1 you're proposing?

2 MR. THAKKAR: Correct. It is.

3 MR. MAY: Okay. Is it possible
4 that, in the process of zoning it, that the
5 overall density or number of units might be
6 reduced?

7 MR. THAKKAR: Sure.

8 MR. MAY: Okay. And if that
9 happens, I mean, at a certain point obviously,
10 the cost of undertaking the project, you know,
11 if you don't get a certain number of units you
12 don't get a certain number of sales and so on.
13 I mean, is there a --

14 MR. THAKKAR: A break point?

15 MR. MAY: Have you calculated a
16 break point? I mean, I understand some of the
17 concern about the site because it looks like
18 it's really packing in the townhouses.

19 MR. THAKKAR: Right. So let me
20 say this. The couple of plans you saw before
21 you, there was an earlier plan that we went to
22 the county with. The county didn't

1 particularly support that site plan. We then
2 went back to them with a second plan, which
3 they are much more supportive of. So just so
4 you know where the county is, the county has
5 recommended approval of the RT-15 zone subject
6 to the concept site plan which you see on the
7 right side of your screen.

8 MR. MAY: So they're generally in
9 favor of that?

10 MR. THAKKAR: They're generally in
11 favor. But by granting us the zoning, that is
12 only stage one. Different in different
13 jurisdictions. We then go back through a
14 formal site plan process, and, you know, my
15 gut tells me that there will be some tweaking
16 of this plan to ensure that, whether it's
17 density or other community concerns, we're
18 going to have to get a plan that works well
19 for the county and staff, etcetera.

20 MR. MAY: Okay. One last
21 question.

22 MR. THAKKAR: Sure.

1 MR. MAY: What's the depth of the
2 rear yards and how much of that is going to be
3 part of the easement that you're giving up?

4 MR. THAKKAR: So the easement
5 actually is only around three feet around the
6 entire property because if you take three
7 times the full circumference of the property
8 it equals, roughly, the 4,000 square feet that
9 we're requesting from you today. So the
10 backyards will be anywhere between 10 and 22
11 feet call it.

12 MR. MAY: But there's no reason
13 why it has to be square-foot for square-foot,
14 right? You could give them an easement that's
15 greater than the easement that you have and
16 give them protection. I mean, a three-foot
17 easement is meaningless.

18 MR. THAKKAR: Well, if I may, it's
19 not as much from the community standpoint, not
20 suggesting the Commission feels this way.
21 It's really more this issue of if you're
22 getting a 4500 square-foot easement, they're

1 going to want a 4500 square-foot easement back
2 because when we started the discussion with
3 the parks, \$500,000, which is way above market
4 for something like this, was no small number
5 in our book. And Park said, look, what we
6 really want to do is invest back in this
7 community vis a vis investments to the Capital
8 Crescent Trail, potentially naturalizing the
9 stream adjacent to the property, mitigating
10 invasive species around the property. So that
11 was the Parks Department's and the county's
12 view on why they would consider granting this
13 because, ultimately, I think the county felt
14 that it did want to allow what it proposed in
15 the Sector Plan in 1982 to move forward. So
16 the county felt that this was a good idea
17 because it was realizing what the Sector Plan
18 suggested.

19 We then got into discussions with
20 the community, and they said this is all well
21 and good, we'd certainly accept the \$500,000
22 of improvements in our community, but in

1 addition to that we would like this square-
2 foot for square-foot easement in order so that
3 we can go back to our constituents and
4 essentially say that there was no net loss of
5 parkland. So that's the way the structure of
6 the discussions unfolded.

7 MR. MAY: But in theory, there
8 could be a net gain of parkland if you were to
9 give a bigger easement.

10 MR. THAKKAR: There certainly
11 could be, but I think that we feel that, given
12 what we've offered thus far, it seems like all
13 parties up to this point have been in
14 agreement. We certainly could. We would like
15 to provide backyards for our homeowners, as
16 well.

17 MR. MAY: And backyards I
18 understand. But maintaining in the backyards
19 as opposed to what might happen, and one of
20 the reasons I'm sensitive to this is that, in
21 the Park Service, we're continuing dealing
22 with issues of encroachment when their

1 backyard butts up against the park. And
2 understanding that there are restrictions on
3 what you can do, I mean, and not just that
4 last three feet, it's a difficult thing to
5 police. You know, it's like each neighbor has
6 to be policing each other about what happens.
7 When it's a three-foot easement, not only is
8 it not going to mean a lot more green, it's
9 also going to be a lot harder thing to
10 enforce. If there were restrictions that were
11 more substantial, I think it would be a bit
12 more manageable and it would also bring
13 greater benefit.

14 I don't know what the topography
15 is here, but with easements or with yards like
16 this, if you have, you know, if the land is
17 falling off, people want to build up retaining
18 walls so they have flat green lawns there and
19 things like that, I mean, if that's going to
20 be allowed in these backyards. All of those
21 things have an impact on the parkland around
22 it. I mean, I would just want to, if it were

1 our project, I think we would be pushing for
2 a little bit more in those protections. But
3 that's why I'm kind of pressing the issue.

4 MR. THAKKAR: Right. So we're
5 happy to, in our continued discussions with
6 the Parks Department of Montgomery County, set
7 up some restrictions because we don't allow
8 our homeowners to make any modifications to
9 the backyards in terms of grades.

10 MR. MAY: Good.

11 MR. THAKKAR: But an idea could
12 be, for instance, to just go ahead and fence
13 the backyards prior to the easement to ensure
14 that you couldn't do anything beyond that
15 easement, for example.

16 MR. MAY: And is that a
17 restriction that would be on their title?

18 MR. THAKKAR: We could put it in
19 the easement. We could say, for example, the
20 easement agreement with --

21 MR. MAY: Okay.

22 MR. THAKKAR: -- the ground that

1 we're giving back to the county, we could say
2 we could put a fence around the easement to
3 create the distinction between the public and
4 private space, for example.

5 MR. MAY: Yes, I'm not sure a
6 fence is a good thing either, but as long as
7 it's something that you can still negotiate.
8 And, hopefully, the county is listening to
9 this discussion.

10 MR. THAKKAR: The county is here,
11 and Michael, as he will tell you and I'll tell
12 you, a tough negotiator. Happy to work with
13 him. Thank you.

14 MR. MAY: Thank you.

15 MR. THAKKAR: Any other questions?

16 CHAIRMAN BRYANT: Ms. Tregoning?

17 MS. TREGONING: I have a couple of
18 questions. So is this basically sort of a
19 cul-de-sac? Is there any other kind of access
20 in or out of this development except directly
21 onto Little Falls Parkway?

22 MR. THAKKAR: Right. So is there

1 a pointer? Thank you. Okay. So this is the
2 site today. We can certainly start here. So
3 this is the site as it sits today. There is
4 access via an easement from Butler Road. So
5 you can see the top of Butler Road right here,
6 and then there's an easement through an
7 adjacent property that currently provides
8 access to the property. So the trucks from
9 the block plant go in and out of this
10 easement.

11 In discussions with the neighbors
12 and the county, as you may know, commercial
13 vehicles are not allowed on Little Falls
14 Parkway. They actually are allowed, if
15 they're going to service properties off of the
16 Parkway. But that said, given the community's
17 reluctance to allow commercial vehicles on
18 Little Falls Parkway to serve this
19 development, one of the agreements that we
20 worked out in the easement agreement with the
21 county and the community was that commercial
22 vehicles would continue to use this easement

1 across the adjacent piece of ground from
2 Butler Road, to whether it be picking up
3 trash, FedEx, mail, what have you. That would
4 be an access point that commercial vehicles
5 would use solely. The non-commercial vehicles
6 would use the access off of Little Falls
7 Parkway.

8 So to answer the question, there
9 is a secondary access out of Butler Road that
10 the site currently has today via an easement
11 across an adjacent property. Does that answer
12 the question?

13 MS. TREGONING: Sort of. So
14 that's all vehicular. If you are a pedestrian
15 or you're trying to access the Capital
16 Crescent Trail, how are you getting to it?

17 MR. THAKKAR: Good question.
18 Okay. So today you can't access the Capital
19 Crescent Trail via Butler Road or Little Falls
20 Parkway because there's no access from Little
21 Falls and there's no access from Butler. One
22 of our proposals to the county, and we're in

1 full agreement on this issue, is so you'll now
2 be, if we were to move forward, you would be
3 able to enter the property via Little Falls
4 Parkway and there would be an access easement
5 across the site and actually steps and/or
6 ramp, it's still in design, up to the Capital
7 Crescent Trail. So now pedestrians on Little
8 Falls Parkway, as opposed to going down to
9 Mass Avenue or up to River over to the bridge
10 that Mr. Weil discussed, that's the current
11 way to get on the Capital Crescent Trail,
12 you'd be able to walk into the site via a
13 five- or six-foot wide trail through the site,
14 and there's about a 15-foot to 20-foot grade
15 differential here, and you'd go up to the
16 Capital Crescent Trail this way. And if
17 you've been on the trail, there are other
18 access points like the one we're proposing up
19 and down the trail. So if you're a
20 pedestrian, biker, what have you, you'd now be
21 able to go through the site up to the Capital
22 Crescent Trail or down Butler, and it's not

1 the safest or prettiest walk right now, but
2 you can certainly ride or walk down Butler and
3 get up to Capital Crescent when the product is
4 finished, as opposed to now there not being
5 any access.

6 MS. TREGONING: Are there bike and
7 pedestrian facilities currently on Little
8 Falls Parkway?

9 MR. THAKKAR: There's shoulder up
10 and down Little Falls Parkway, and so there
11 aren't sidewalks. I don't think that park
12 roads can have sidewalks. That said, it's
13 fairly commonly used, you know, what we heard
14 a lot from this neighborhood, Green Acres,
15 that the reality is, you know, we usually jump
16 over to Little Falls, walk down, cut across
17 Mass, and jump onto the trail. So for these
18 neighbors, for instance, it would be
19 beneficial for them to be able to access --

20 MS. TREGONING: To dash across --

21 MR. THAKKAR: If they so chose,
22 yes.

1 MS. TREGONING: Is that a
2 signalized intersection?

3 MR. THAKKAR: It is not a
4 signalized intersection. There's a signal at
5 Little Falls Parkway and River Road up here
6 and Little Falls Parkway and Mass Avenue down
7 below.

8 MS. TREGONING: Okay. What's the
9 distance between your proposed easement and
10 access and River Road, do you know?

11 MR. THAKKAR: So I don't know the
12 exact. If you give me a second, I can
13 certainly give you, I think, a decent --

14 MS. TREGONING: Is it less than a
15 mile?

16 MR. THAKKAR: It's less than a
17 mile.

18 MS. TREGONING: Less than half a
19 mile?

20 MR. THAKKAR: Less than half a
21 mile, yes.

22 MS. TREGONING: Okay.

1 MR. THAKKAR: Again, it's sort of
2 early to do this, but we've worked with county
3 traffic with regard to site distance and such,
4 and so far county, Montgomery County DOT is
5 supportive of the access. We've done traffic
6 counts. We've done site distances coming from
7 the west, which is Mass Avenue, and coming
8 from the east, which is River Road, as well.

9 MS. TREGONING: Butler is a county
10 road, public road?

11 MR. THAKKAR: Butler is a public
12 road. The public part of the road doesn't
13 come to our site. It comes to the site
14 adjacent to us, and then we have an easement
15 or the owner of the property today has an
16 easement to get from Butler to the Hoyt
17 Property.

18 MS. TREGONING: Have you looked at
19 improving Butler Road and using that easement
20 from Butler Road to create an access, to
21 create a more charming entrance to your
22 development?

1 MR. THAKKAR: We looked at it in
2 detail, and we came to the conclusion that we
3 couldn't move forward with the Butler Road
4 access because Butler Road is an
5 extraordinarily commercial road leading all
6 the way up to River, so you'd have to do a
7 tremendous amount of improvement. And,
8 frankly, the uses aren't very consistent with
9 adjacent residential and, hence, both the
10 developer but the county on its own had this
11 notion in the Sector Plan and today still that
12 the appropriate access is off of Little Falls
13 Parkway. But we did study it. We just felt
14 that we couldn't move forward with the project
15 with Butler Road access.

16 MS. TREGONING: Okay. I guess
17 that's all I have. You don't happen to know
18 the walk score for the site, do you?

19 MR. THAKKAR: I actually do. It
20 is in the high 60s. And what you can walk to
21 off of Capital Crescent Trail, and I actually
22 do this run three or four times a week, is

1 downtown Bethesda is about a mile and a half.
2 So it's not close, but there are tons of folks
3 who use the trail for more than that distance,
4 so that's one sort of calmer center, if you
5 will. And part of the reason why residential
6 is probably supported even more now than in
7 1982 is because downtown Bethesda is about a
8 mile and a half. There's also a Whole Foods
9 and related shopping right here, so that's a
10 quarter of mile from the site. You have a
11 Whole Foods and other community-serving
12 amenities --

13 MS. TREGONING: Also on the trail?

14 MR. THAKKAR: Also on the trail.

15 So it's actually, you know, it could work very
16 well for pedestrians, whether you're walking
17 through our site or from our site to the Whole
18 Foods and liquor store and hair salon and
19 other such things adjacent to the site.

20 MS. TREGONING: So this could be
21 maybe even more trail-oriented development in
22 terms of an orientation, than you've given it

1 so far?

2 MR. THAKKAR: I do believe so,
3 yes. That's a totally fair statement. We
4 think a number of folks will be attracted to
5 it because of the walkability and bikeability
6 to various places.

7 MS. TREGONING: Thank you.

8 MR. THAKKAR: You're welcome.

9 CHAIRMAN BRYANT: Other questions?
10 Mr. Thakkar, thank you very much.

11 MR. THAKKAR: Thank you.

12 CHAIRMAN BRYANT: The final
13 speaker is Mr. Michael Ma with the Montgomery
14 County Planning Department. Welcome.

15 MR. MA: Good afternoon, Mr.
16 Chairman and members of the Commission. For
17 the record, my name is Michael Ma with the
18 Montgomery County Department of Parks of
19 Maryland National Capital Park and Planning
20 Commission. I'm here mainly to answer your
21 questions. I do want to take a few minutes to
22 address a couple of issues.

1 First one, let me just say this.
2 We don't come to you very often, so I really
3 appreciate your staff's help with us and
4 giving us advice on your requirements and to
5 bring this to you today. So I appreciate
6 that.

7 The second one, I want to
8 emphasize the procedure and the process about
9 the Planning Board's decision on this
10 easement, granting this easement. The
11 Planning Board granted this easement back in
12 February. Both the Planning Board and the
13 full Park and Planning Commission granted the
14 easement back in February. Their approval are
15 subject to your approval today for this item.

16 But the Planning Board took action
17 on this easement issue as a property owner,
18 not as a regulatory body. And so their
19 decision purely on granting this easement has
20 nothing to do with future regulatory approval.
21 And even the Planning Board approved the
22 access easement as of today, the development

1 is subject to a long regulatory process and
2 three major steps: the re-zoning case which is
3 on their way now and then, later, if the re-
4 zoning request is approved by the County
5 Council, then they still have to go through
6 subdivision process and they still have to go
7 through site plan process. So there's long
8 regulatory process down the road.

9 And so the reason I bring this up
10 is there will be plenty of opportunity for any
11 concerned citizen to address their issues
12 through those process, and that the first step
13 is re-zoning, which is underway. There will
14 be three public hearings before the County
15 Council would approve this re-zoning, so there
16 will be multiple opportunities for the
17 citizens to address their concerns.

18 And since the Planning Board
19 approved this easement as a property owner,
20 all the issues, like access, like
21 environmental impact, will be fully addressed
22 through the later regulatory processes. So

1 this is very important to the Planning Board,
2 and I just want to bring that to your
3 attention.

4 A couple of things that you had
5 mentioned earlier, a couple of questions
6 between the distance between the site and
7 River Road. This is about 1000 feet, 1000 or
8 1100 feet. And the question about
9 encroachment. That was a very relevant
10 comment, and we do have concern about
11 encroachment. There is many, many
12 encroachments through our park system, and
13 anything that we can do to avoid that future
14 problem we definitely will do.

15 And this green space easement was
16 not part of the Planning Board's idea. It's
17 really, it's a proposal raised by the
18 community group. They want to have this equal
19 square footage exchange. And I fully agree
20 with the early comments on the encroachment,
21 and we need to do something to avoid that
22 happening.

1 That concludes my presentation.

2 If you have any questions, I'm here to answer.

3 CHAIRMAN BRYANT: Thank you, Mr.

4 Ma.

5 Any questions? Mr. May?

6 MR. MAY: Yes. What length of
7 Willetts Branch is channelized?

8 MR. MA: I think along, almost
9 along the entire, along the entire frontage.
10 So I'd say probably four or five hundred feet.

11 MR. MAY: But it's only in that
12 vicinity? It doesn't go all the way up to
13 River Road or --

14 MR. MA: Right. And it doesn't go
15 down to --

16 MR. MAY: Yes, okay. And do you
17 know how much removal of that channelization
18 could be accomplished with the money that may
19 be available within that \$500,000?

20 MR. MA: Right now we don't have a
21 clear estimate because that work has not been
22 designed. We are working with the EYA. If

1 the County Council approves the re-zoning, we
2 will work with them to design this. We have
3 done many restoration projects, so we have a
4 good idea of what needs to be accomplished.
5 But in terms of cost, we don't have a clear
6 estimate. We believe it should be enough to
7 do this.

8 MR. MAY: Really? Okay.

9 MR. MA: Yes.

10 MR. MAY: Because I think that, of
11 all the things that you could possibly do to
12 mitigate the impacts of having this
13 development within, you know, that's flanked
14 by the park sitting there is to get rid of the
15 channelization. It will give so much benefit
16 to the rest of the watershed.

17 MR. MA: Yes. And we are
18 currently doing another project in Silver
19 Spring. It's the exact same thing. We move
20 the existing concrete channel to re-naturalize
21 it.

22 MR. MAY: Right. Thank you.

1 CHAIRMAN BRYANT: Mr. Denis?

2 MR. DENIS: Thank you. In the
3 interest of full disclosure, I'd just like to
4 let it be known that, in a former life, I had
5 the great honor of representing these and
6 other communities in that part of Montgomery
7 County for around 25 years in local and state
8 government. And by sheer coincidence, I had
9 occasion just yesterday and the day before to
10 walk from Friendship Heights Metro Station
11 down River Road to Dick Spicer's Sunoco
12 Station where my car was being repaired. I
13 don't know if that makes me part of the walk
14 score or not. But when I saw flashed up there
15 a concern expressed about inadequate community
16 input during the county's planning process,
17 that sounded very familiar. So moving
18 forward, I would just encourage you, Michael
19 and the developer and all those involved in
20 the process, to keep on meeting with the
21 Friendship Heights Citizens Coordinating
22 Committee and Mr. Dyer's group in Green Acres

1 and all of the other affected homeowners.

2 And I do have a specific question
3 because I'm a little bit vague on the access
4 from the Hoyt Property to Little Falls
5 Parkway. There's no flashing light being
6 contemplated, or is there, or traffic light?
7 What kind of access? How would you turn left?
8 Could you address that? Could someone address
9 that?

10 MR. MA: Are you talking about
11 this?

12 MR. DENIS: Yes, yes.

13 MR. MA: As I mentioned earlier,
14 those issues will be fully addressed and
15 reviewed later when they review site plans
16 subdivision. That's the right time to review
17 that. And so right now it's a very early
18 stage, very conceptual, even at a time the re-
19 zoning applications.

20 MR. DENIS: Yes. Well, I would
21 suggest that's a very important --

22 MR. MA: Yes, yes.

1 MR. DENIS: -- point. Just by way
2 of a walk down memory lane, do you remember
3 the Maloney Concrete Company? Ever hear of
4 that?

5 MR. MA: No, I don't.

6 MR. DENIS: Okay. On Arlington
7 Road, roughly where the CVS is now, there used
8 to be the Maloney Concrete Company, which the
9 cement mixer would constantly be rotating and
10 so on. And, obviously, before any development
11 of any appreciable nature could proceed in
12 Bethesda, that location had to be cleared and
13 was a family-owned property and they were
14 there first, so arrangements were made. So
15 when I saw a reference to the concrete company
16 here and the Westbard Sector Plan of 1982 and
17 so on, it just made me think about the history
18 of the development in that particular part of
19 the county.

20 MR. MA: Yes. And just one more
21 thing, in terms of community outreach, it
22 definitely is a very important issue for the

1 Planning Board. The Board make it very clear
2 to us in the past and we need to do every
3 effort to reach the community to address their
4 concerns.

5 MR. DENIS: Thank you.

6 CHAIRMAN BRYANT: Thank you, Mr.
7 Denis. Other questions or comments on this
8 matter? Hearing none, that concludes our
9 public comment period. Thank you. We'll now
10 return it to Commission discussion. Any
11 additional discussion?

12 (No response.)

13 CHAIRMAN BRYANT: Hearing none, is
14 there a motion?

15 MS. TREGONING: So moved.

16 CHAIRMAN BRYANT: It's been moved

17 --

18 MR. HART: Second.

19 CHAIRMAN BRYANT: -- and seconded
20 that the EDR, as presented, be approved. All
21 in favor say aye.

22 (Chorus of ayes.)

1 CHAIRMAN BRYANT: Opposed no?

2 (No response.)

3 CHAIRMAN BRYANT: It's approved.

4 Mr. Weil, thank you very much. And that ends

5 our agenda today. Is there anything else to

6 come before us? Hearing none, we are

7 adjourned.

8 (Whereupon, the foregoing matter

9 was concluded at 3:16 p.m.)

10 [INSERT - SUMMARY OF OPEN SESSION ITEMS]

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In the matter of: Open Session

Before: National Capital Planning Commission

Date: 07-07-11

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