

NATIONAL CAPITAL PLANNING COMMISSION

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OPEN SESSION

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THURSDAY,

DECEMBER 6, 2012

+ + + + +

The meeting convened in Room 5115,  
Suite 500, 401 9th Street, NW, Washington, DC,  
20004, at 1:00 p.m., Robert Miller, Vice  
Chairman, presiding.

NATIONAL CAPITAL PLANNING COMMISSION

MEMBERS PRESENT:

ROBERT E. MILLER, Vice Chairman, Mayoral  
Appointee

HOWARD A. DENIS, U.S. House of Representatives

ELYSE GREENWALD, U.S. Senate

JOHN M. HART, Presidential Appointee

PETER MAY, Department of the Interior

BRADLEY PROVANCHA, Department of Defense

HARRIET TREGONING, Office of the Mayor of the  
District of Columbia

TOMMY WELLS, Council of the District of  
Columbia

BETH WHITE, Presidential Appointee

MINA WRIGHT, General Services Administration

NCPC STAFF PRESENT:

MARCEL C. ACOSTA, Executive Director

ANNE SCHUYLER, General Counsel

DEBORAH B. YOUNG, Secretary to the Commission

EX-OFFICIO MEMBERS PRESENT:

KWAME R. BROWN, Chairman, Council of the  
District of Columbia

ROBERT M. GATES, Secretary of Defense

VINCENT C. GRAY, Mayor, District of  
Columbia

MARTHA JOHNSON, Administrator of General  
Services

DARRELL ISSA, U.S. House of Representatives

JOSEPH I. LIEBERMAN, U.S. Senate

KEN SALAZAR, Secretary of the Interior

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Adjourn

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

2 1:05 p.m.

3 OPENING REMARKS

4 VICE CHAIRMAN MILLER: Good  
5 afternoon. Welcome to the National Capital  
6 Planning Commission's December 6, 2012  
7 meeting.

8 I am Vice Chair Rob Miller sitting  
9 in for Preston Bryant today.

10 Would you all stand and join me  
11 first in the Pledge of Allegiance?

12 PLEDGE OF ALLEGIANCE

13 VICE CHAIRMAN MILLER: Thank you.  
14 For all in attendance, our meeting today is  
15 being live-streamed on NCPC's website. And  
16 noting the presence of a quorum, I would like  
17 to call the meeting to order.

18 If there is no objection, the Open  
19 Session Agenda is adopted as the order of  
20 business.

21 [INSERT - MEETING AGENDA]

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REPORT OF THE VICE CHAIRMAN

VICE CHAIRMAN MILLER: And Agenda Item No. 1 is the report of the Vice Chairman. And I do not have a report.

VICE CHAIRMAN MILLER: Agenda Item No. 2 is the report of the Executive Director, Mr. Acosta.

REPORT OF THE EXECUTIVE DIRECTOR

MR. ACOSTA: Thank you, Mr. Chair. I just have a few items that I would like to bring the Commission up-to-date on.

First of all, the Southwest Ecodistrict Task Force met yesterday to review the final plan, as well as to discuss follow-up steps. For your information, the final plan will be brought to the Commission for your review and acceptance at the January meeting. So we are very much looking forward to that.

Also, I would like to take this opportunity to introduce a few new faces. First of all, we have Angela Mar, if you would

1 stand? Angela has joined us as our newest  
2 community planner. She is a University of  
3 California, San Diego, alumnus and recently  
4 worked as a contractor for GSA as a NEPA  
5 specialist. She is assigned to our Police and  
6 Research Division.

7 Also, Diane Stolz. Diane is  
8 serving with us on a detail as a policy  
9 advisor from the General Services  
10 Administration, National Capital Region  
11 Office, GSA. She serves as a Chief of Capital  
12 Investment Branch. I'm very much happy to  
13 have her here at NCPC.

14 Finally, you will note at the  
15 table there is a Zoning Commission case that  
16 was a delegated action that I had signed off  
17 on. We had a request from a member of the  
18 public to speak on the delegated action. That  
19 delegated action is actually ZC 11-07, it's  
20 the Adams Morgan Church Hotel.

21 We found no significant or adverse  
22 federal impact with this case, but as is our

1 practice, we have -- usually, if there is a  
2 request by a member of the public to speak on  
3 this matter, we usually do it during my  
4 report.

5 [INSERT - REPORT OF THE EXECUTIVE DIRECTOR]

1 MR. ACOSTA: So with your  
2 permission, I would like to ask Chris Otten to  
3 come to the podium, if it's okay with you, to  
4 raise his comments.

5 VICE CHAIRMAN MILLER: Yes, that's  
6 fine.

7 Mr. Otten? As a member of an  
8 organization, you have five minutes to speak.

9 MR. OTTEN: Okay. I just want to  
10 make sure some handouts that I brought this  
11 morning are delivered to you, that's the --  
12 that's what we submitted last week, but I want  
13 to actually get some critical documents that  
14 have come in in the last year.

15 [INSERT - CHAMPLAIN STREET NEIGHBORS HANDOUTS]

1 VICE CHAIRMAN MILLER: Yes, sir.

2 Now, are you ready to proceed?

3 MR. OTTEN: Yes.

4 VICE CHAIRMAN MILLER: Please, do  
5 so.

6 MR. OTTEN: Okay. Thank you, Mr.  
7 Miller.

8 My name is Chris Otten. I am here  
9 representing the Champlain Street Neighbors.  
10 This is a group of neighbors that live on  
11 Champlain Street just adjacent and across from  
12 where this proposed Adams Morgan Hotel is  
13 planned to be sited.

14 These are residents who have lived  
15 in Adams Morgan for many years, some 30, 40  
16 years.

17 This project, while is being  
18 proposed to welcome visitors to this grand  
19 federal city, there are a lot of outstanding  
20 issues that were not contended with at the  
21 Zoning Commission. And I wanted to bring to  
22 light to the National -- we want to bring to

1 light to the National Capital Planning  
2 Commission some critical issues that remain  
3 open and that affect the federal interest of  
4 this federal city.

5 The handouts I gave to you here,  
6 there was a conversation with Congresswoman  
7 Norton's office for several months going back  
8 to the summer. We had to prove to her that  
9 the level of planning around this particular  
10 project was of such lack of merit that she  
11 sent in a Letter of Inquiry into the Office of  
12 Planning.

13 And I see Ms. Tregoning here. And  
14 we don't believe there has been a response to  
15 date to her office.

16 The location of the proposed site  
17 is at 1770 Euclid Street. This is noted  
18 throughout the documentation and the process  
19 of review. The applicant wants the National  
20 Capital Planning Commission and Zoning  
21 Commission to believe it's at Columbia Road,  
22 hence, they could build to a certain height

1 according to the Building Height Act.

2 This is on two residential  
3 streets, Euclid and Champlain Street. On page  
4 10 of the handouts, and I took some pages out,  
5 because I didn't want to laden you all with a  
6 bunch of papers this morning, but page 10.

7 On Champlain Street there is a  
8 main entrance to this hotel, which will have  
9 15 bays for taxis. This is the main entrance.  
10 The entrance at the front of the building,  
11 what they are claiming to be the front, only  
12 has three bays for vehicles. And requires  
13 people to go up a stairwell.

14 So the Champlain Street side will  
15 be the main access point for this hotel. This  
16 is where the residents live, right across the  
17 street and down Champlain Street. There are  
18 points along this building side on Champlain  
19 Street where it is taller than 85 feet, which  
20 contravenes the Building Height Act.

21 There is also the lack of poor  
22 planning. This should not be considered good

1 planning in the 21st Century in the nation's  
2 capital.

3 On page 12, the ANC only received,  
4 and actually did not receive before their  
5 final vote, but the Zoning Commission only  
6 received, three of this list of Government  
7 agencies reports before making their decision.

8 So you can imagine how much  
9 information has been left off the table. One  
10 critical thing that has been left off the  
11 table is affordability for federal workers.  
12 This hotel project is threatening  
13 affordability in Adams Morgan, not that there  
14 is much left there, but we want what exists to  
15 be protected.

16 This is a basic tenet of the  
17 American Institute of Certified Planners, on  
18 page 13. At No. 1, issuing their Code of  
19 Ethics, is making sure that housing,  
20 affordable housing is preserved and expanded.  
21 This is not happening in this case.

22 It also contravenes basic

1 Comprehensive Plan Code, which talks -- which  
2 is set by the Future Land Use Map of low-  
3 density commercial. This is a 72 foot story  
4 hotel project, entirely commercial. Yet, the  
5 area only calls for one to three story  
6 commercial projects. And that's all on those  
7 handouts.

8 Further, the Zoning Regulations  
9 say distinctly, no Planned Unit Development  
10 shall exceed the matter-of-right height, bulk  
11 and area requirements of the underlying  
12 District. The underlying District is the C-2-  
13 B. The max height is 65 feet. They are  
14 trying to go to 72 feet and that's at the  
15 highest point. So as you go down Champlain  
16 Street, it actually extends up to beyond 85  
17 feet tall.

18 Another critical issue is the  
19 transportation, which directly affects the  
20 federal interests of the city. There is no  
21 Tour Bus Management Plan, which I know is  
22 critical to even outerlying federal interests

1 outside of the core, the central core. That  
2 has not been studied at all in this project.

3 Furthermore, the traffic -- the  
4 Institute of Traffic Engineers Code that was  
5 used to predict future traffic rates is  
6 incorrect. They chose Traffic Code 311 when  
7 it should be 310.

8 311 deals with all suites hotels,  
9 not this type of hotel. And it reduces the  
10 predictable traffic rates by 60 percent. This  
11 is serious, because these are residential  
12 streets that are 30 feet wide that we are  
13 talking about traffic on.

14 Finally, in terms of accessibility  
15 to the planning process, many of the people  
16 that live on these streets are -- I'll just  
17 conclude on this.

18 Many of the people that live on  
19 these streets are first -- their first  
20 language is Spanish and hardly any outreach,  
21 hardly any interpretation translation services  
22 were provided to these folks during this

1 entire process. And that is certainly against  
2 the federal interest of participation in civic  
3 planning.

4 And we would ask that the National  
5 Capital Planning Committee re-review this and  
6 take a step to halt this where it is now to  
7 have a full exhaustive examination of these  
8 concerns. Thank you.

9 VICE CHAIRMAN MILLER: Thank you.  
10 Does anybody have --

11 MR. OTTEN: I'm open to questions  
12 and answers.

13 VICE CHAIRMAN MILLER: Any  
14 questions of Mr. Otten? Thank you, Mr. Otten.  
15 I would just reiterate the Executive  
16 Director's comments that the Executive  
17 Director has found the project to be in  
18 conformance with the Height Act and not  
19 inconsistent with the Comprehensive Plan and  
20 having no impact upon any federal interests.

21 MR. OTTEN: Did the Executive  
22 Director take a look at those points that I

1 raised? Well, we also have an outstanding  
2 issue, Director, if you're going, will you be  
3 responding to Eleanor Holmes Norton's inquiry  
4 letter?

5 VICE CHAIRMAN MILLER: Mr. Otten,  
6 please.

7 MR. OTTEN: This has --

8 VICE CHAIRMAN MILLER: This is --

9 MR. OTTEN: -- to do with federal  
10 interests.

11 VICE CHAIRMAN MILLER: Please, do  
12 not disrupt this proceeding.

13 MR. OTTEN: Congresswoman Norton--  
14 it's not that we wrote a letter. It's  
15 Congresswoman Norton.

16 VICE CHAIRMAN MILLER: Mr. --

17 MR. OTTEN: Okay. Will that be  
18 soon, because it has already been a month?  
19 Nearly a month. Is that a yes? I'm sorry,  
20 but we are waiting for an answer. We haven't  
21 seen the response to that yet.

22 COMMISSIONER TREGONING: Of course

1 we are responding to Congresswoman Norton.

2 MR. OTTEN: Okay. Because I know  
3 we had a discussion about the vision of the  
4 future of Adams Morgan and that's part of that  
5 response. Thank you.

6 VICE CHAIRMAN MILLER: Mr. Acosta,  
7 do you have further comments?

8 MR. ACOSTA: I stand by our  
9 analysis.

10 MR. OTTEN: And will you -- is  
11 that in writing, sir?

12 MR. ACOSTA: I think so. It is in  
13 writing. I'll do the delegated action.

14 MR. OTTEN: And what is the appeal  
15 process for that, for people who disagree with  
16 that?

17 VICE CHAIRMAN MILLER: I would  
18 encourage you to have this conversation off-  
19 line, please.

20 MR. OTTEN: Okay.

21 VICE CHAIRMAN MILLER: We are in  
22 the middle of a meeting.

1 MR. OTTEN: Because this is  
2 serious. This goes against federal interest.

3 LEGISLATIVE UPDATE

4 VICE CHAIRMAN MILLER: Agenda Item  
5 No. 3 is the legislative update.

6 Ms. Schuyler?

7 MS. SCHUYLER: I have nothing,  
8 sir.

9 VICE CHAIRMAN MILLER: Okay.

10 JAMES J. ROWELY TRAINING CENTER

11 VICE CHAIRMAN MILLER: Agenda Item  
12 No. 4A is the Master Plan for the James J.  
13 Rowley Training Center. I believe we have a  
14 presentation from Ms. Bush?

15 MS. BUSH: Good afternoon, Members  
16 of the Commission. The United States Secret  
17 Service has submitted a final master plan for  
18 approval for the James J. Rowley Training  
19 Center, which I'll be referring to as RTC.

20 The RTC Campus is located about  
21 two and a half miles outside of the Beltway in  
22 North Prince George's County. The campus

1       itself is bound to the west by the Baltimore/  
2       Washington Parkway and to the south by Powder  
3       Mill Road.

4               There are a couple of federal  
5       properties that are also adjacent to the  
6       campus, which include the Beltsville  
7       Agricultural Research Center and the Patuxent  
8       Wildlife Research Center. And there is also  
9       a 200 acre single-family residential  
10      neighborhood to the north called Snowden Pond.

11             The campus. The main entryway is  
12      accessed off of Powder Mill Road. There are  
13      two additional entry points that you will also  
14      see noted in yellow. The white perforated  
15      line notes the perimeter of campus and the  
16      highlighted red road is the primary ring road  
17      that allows for circulation throughout the  
18      site.

19             The RTC Campus serves as the  
20      primary location for the United States Secret  
21      Service Office of Training. And what we are  
22      looking at here is the existing land use plan

1 for the campus.

2 And the facilities on campus  
3 accommodate a wide-range of training that  
4 include firearm and tactical training, site-  
5 and event-specific training, emergency medical  
6 techniques and water survival.

7 There are also some other more  
8 classroom-oriented training programs that  
9 include financial crime detection and other  
10 technology-based training.

11 The 2012 Master Plan that was  
12 submitted to us upon approval would replace  
13 the 1996 RTC Master Plan. And the 2012 Master  
14 Plan establishes a planning framework for the  
15 next 10 to 15 years. In short, it includes 32  
16 building proposals and includes both new  
17 construction and renovations, foresight  
18 improvement projects, 350 new parking spaces  
19 and an approximate doubling of the existing  
20 population of 333 to 660.

21 The image you see at the bottom of  
22 the screen here is a rendering of the proposed

1 build-out.

2                   Additionally, in the 2012 Master  
3 Plan, within the framework they lay out four  
4 objectives, which I'll speak to over the next  
5 few slides.

6                   The first objective is to  
7 reinforce the RTC Campus identity. In an  
8 effort to promote efficient use of facilities,  
9 the Secret Service looks for ways to  
10 consolidate or share space throughout the  
11 campus and created this new land use program  
12 that, basically, consolidates uses into six  
13 distinct precincts, which I'll walk you  
14 through.

15                   Starting at the entrance to the  
16 south in green, we have the administrative  
17 precinct and this contains shared classroom  
18 facilities, student resource spaces and  
19 visitor facilities.

20                   Moving counter-clockwise to the  
21 right, in pink we have the shared campus  
22 facility precinct. And this area is basically

1 intended to support the other precincts.

2 In yellow we have the firearms  
3 training precinct and adjacent to that orange,  
4 we have the tactical training precinct. And  
5 the tactical training precinct includes  
6 specialized training facilities and simulating  
7 buildings for scenario training exercises.

8 And in brown we have the  
9 protective operations driving course. And  
10 last in purple is the existing facility's  
11 precinct. And the idea for the existing  
12 facility's precinct is to become dedicated to  
13 the in-service training program over time as  
14 the other precincts get built-out. They will  
15 separate the in-service and the basic training  
16 programs to alleviate some of the scheduling  
17 and operational conflicts they are currently  
18 experiencing.

19 The second objective is to update  
20 campus access security and circulation. And  
21 what you see here is the comprehensive diagram  
22 kind of showing what is existing and also what

1 is being proposed. And I would like to  
2 highlight for you there the stated priority  
3 projects under this objective.

4 The first is to relocate the  
5 entryway to campus. The image at the bottom  
6 shows the existing condition and also the  
7 proposed condition. And essentially what they  
8 are proposing is to shift the main entryway  
9 east, so that it aligns with the Springfield  
10 Road to the south of Powder Mill Road.

11 Additionally, they would be  
12 concentrating parking right by the entryway  
13 and also rebuilding the gatehouse, so that it  
14 meets DHS security standards.

15 A second priority project is to  
16 complete the eastern portion of the Loop Road  
17 that you see in the dotted blue line. This  
18 will just help with circulation throughout  
19 campus. Now, some of the internal roads in  
20 the eastern portion of the campus are shutdown  
21 for training exercises.

22 And the last priority project is

1 to upgrade the perimeter fence as well as the  
2 off-road trail that goes along the perimeter  
3 fence.

4 The third objective is to enhance  
5 infrastructure. Largely, the gas and water  
6 lines on campus are adequate for the existing  
7 condition as well as the proposed build-out.  
8 However, the sanitary system will require  
9 significant upgrades.

10 And what we are looking at here is  
11 a proposed two-phase planned development to  
12 bring the sanitary system up to speed.

13 The fourth objective is to promote  
14 a stewardship of resources. As you can see,  
15 the campus contains a lot of wetland areas.  
16 And what this diagram is illustrating is that  
17 the Secret Service has worked to eliminate new  
18 construction in those wetland areas or those  
19 wetland buffer areas.

20 A storm water management plan was  
21 also included in the master plan submission  
22 and it provides a comprehensive strategy for

1 controlling and treating storm water runoff  
2 across campus. It is also compliant with  
3 federal and state requirements, which I'll  
4 speak to in greater detail later in the  
5 presentation.

6 What we see here are the proposed  
7 type of mitigation tools up on the right and  
8 also where they are planning on locating  
9 those.

10 And last, a landscape plan was  
11 also submitted with the master plan. As you  
12 can see, this is a heavily wooded campus. And  
13 with a full build-out, they are proposing to  
14 remove 35 acres or roughly 8 percent of the  
15 total campus.

16 To follow is a staff analysis of  
17 the master plan and here I would like to  
18 highlight three elements which include  
19 transportation, storm water management and  
20 forest conservation.

21 At present, public transportation  
22 does not serve the campus directly nor is

1       there a station that is within walking  
2       distance. The table at the top of the screen  
3       shows the nearest Metrorail Stations. There  
4       are also three bus lines that service the  
5       general area, but again they don't service the  
6       campus directly nor do they have a stop that  
7       is in walking distance.

8                 Given the lack of transit stops in  
9       close proximity, staff found it appropriate to  
10      recommend a parking ratio of 1 space to every  
11      1.5 employees and trainees. We also found it  
12      appropriate to include trainees in the  
13      employee population as this is the primary  
14      function at RTC and this is consistent with  
15      similar staff determinations for other  
16      facilities where training is a primary  
17      function.

18                For example, the Marine Corps Base  
19      in Quantico, Virginia, we had a similar  
20      situation.

21                The master plan also includes a  
22      set of Transportation Management Guidelines

1 that were developed by the Secret Service in  
2 working with GSA, M-NCPPC and traffic  
3 consultants. And what you see here are --  
4 this highlights the general recommendations  
5 for the Transportation Management Guidelines.

6 The -- in working with those  
7 agencies, the Secret Service determined that  
8 at this time it was not appropriate to submit  
9 a full Transportation Management Plan for a  
10 couple of reasons.

11 The current trip generation to and  
12 from the RTC Campus was determined that it has  
13 little to no effect on the levels of service  
14 on existing roadways, so there isn't an  
15 immediate need to change and play commuting  
16 patterns.

17 Additionally, they proposed  
18 development in the master plan that would  
19 actually increase populations. At this time,  
20 there isn't a specific timetable or secured  
21 funding for those projects. And they may not  
22 happen for another 5 to 15 years, so

1 publishing a TMP today that would be based on  
2 today's traffic information may be out-moded  
3 by the time that those projects come to the  
4 table.

5 NCPC staff reviewed these and we  
6 agree with these comments. While our  
7 submission guidelines for master plans do  
8 require a full TMP for any facility that has  
9 100 or more employees, our submission  
10 guidelines also allow for subsequent  
11 submissions of TMPs in cases such as this  
12 where the -- when the population is unknown at  
13 the time of master plan submission.

14 The Storm Water Management Plan  
15 that was submitted with the master plan has  
16 complied with both federal requirements under  
17 ^U 438 of EISA, as well as requirements under  
18 the Maryland Department of the Environment,  
19 Environmental Site Design Standards or ESD  
20 Standards.

21 Both ^U 438 and ESD, basically,  
22 require the post-development runoff conditions

1 to mimic predevelopment runoff conditions, but  
2 they use different methodologies to get to  
3 that goal. So the table at the bottom of the  
4 screen shows the EISA requirement, the volume  
5 of runoff that must be retained and the MDE  
6 requirement shows the volume and then last is  
7 the RTC proposal.

8 Just to briefly describe the  
9 difference in these numbers, EISA has a  
10 quantity control. You must retain a certain  
11 amount of target rainfall event. And MDE has  
12 a quantity and a quality control. You must  
13 detain and treat a given volume of runoff.

14 And lastly, the landscape plan  
15 that was submitted within the master plan, the  
16 Secret Service does share the intent to phase  
17 tree removal and implement reforestation when  
18 it is feasible.

19 However, there is no specific  
20 commitment on how to mitigate tree loss.

21 And staff would just like to note  
22 that the Comprehensive Plan for the National

1 Capital does recommend no net loss of trees.  
2 And, additionally, developments on this site  
3 may be subject to a Forest Conservation Plan  
4 under Maryland's Forest Conservation Act.

5 And with that, it's the Executive  
6 Director's recommendation that:

7 The Commission approve the master  
8 plan for the James J. Rowley Training Center  
9 as a guide for future reviews of individual  
10 site and building projects at the  
11 installation.

12 Require the applicant to submit a  
13 Transportation Management Plan prior to any  
14 future project submission that would  
15 permanently increase the population or number  
16 of parking spaces and/or increase the total  
17 number of trips to the facility.

18 Note that the Transportation  
19 Management Plan must include all information  
20 required under NCPC's Master Plan Submission  
21 Guidelines.

22 And also include a set of

1       quantifiable goals intended to reduce SOV  
2       commuting and definitive strategies for  
3       retaining these goals and a regular process  
4       for measuring the effectiveness of TMP  
5       strategies and goals.

6                 Request the Secret Service include  
7       a detailed landscape plan for all future site  
8       and building plans and project plan  
9       submissions that details reforestation  
10      measures intended to mitigate any loss of  
11      existing tree canopy resulting from  
12      implementation of the RTC Master Plan.

13                Request the Secret Service include  
14      a detailed Storm Water Management Plan  
15      demonstrating compliance with all applicable  
16      storm water regulations, including ^U 438 of  
17      EISA, with all future site and building plan  
18      project submissions.

19                And this last recommendation I  
20      would just like to note I did not cover this  
21      in my presentation, but this was a request of  
22      M-NCPPC upon their review of the master plan.

1 And that is to request that prior to  
2 submitting any future site and building plan  
3 projects located on land that has not been  
4 previously graded or developed, the Secret  
5 Service coordinate with the Maryland Historic  
6 Trust to survey for archeological resources.

7 And that concludes my  
8 presentation. I'm open for questions. And I  
9 would also like to mention we have  
10 representatives from the Secret Service, GSA,  
11 M-NCPPC and HGA Mid-Atlantic here.  
12 [INSERT - JAMES J. ROWLEY TRAINING CENTER]

1 VICE CHAIRMAN MILLER: Thank you,  
2 Ms. Bush.

3 Any questions from the Members?

4 Mr. Hart?

5 COMMISSIONER HART: With the  
6 firearm training area, is there a range  
7 included in this? And if there is a range, is  
8 it interior or exterior?

9 MS. BUSH: I believe it looks like  
10 they are building three interior structures,  
11 but I think there is an exterior space as  
12 well. In the EA, they do express that they  
13 did a noise study and they are looking at  
14 limiting the times they will be firing to not,  
15 you know, create a nuisance with the  
16 surrounding neighborhoods and also looking at  
17 noise canceling barriers on their perimeter  
18 fence.

19 COMMISSIONER HART: If there is an  
20 exterior range and there is no overhead  
21 protection, is there a down-range protection  
22 zone?

1 MS. BUSH: Perhaps someone who is  
2 here might be able to better answer that  
3 question. I'm not sure of the answer.

4 VICE CHAIRMAN MILLER: Do we have  
5 a representative for the Secret Service who  
6 can come forward? Thank you. Please,  
7 identify yourself for the record.

8 MS. BRADSHAW: Lauren Bradshaw.  
9 I'm an architect with HGA Mid-Atlantic.

10 VICE CHAIRMAN MILLER: All right.

11 MS. BRADSHAW: We have prepared  
12 the master plan for the Secret Service and for  
13 GSA.

14 In addition to the existing  
15 facilities that are already out there, there  
16 is a long-range shooting range that is an  
17 indoor facility that is planned. And also,  
18 there are several -- there are some judgmental  
19 developments that are not intended for live  
20 fire that would be subject to the restrictions  
21 of time of day that were -- have previously  
22 been mentioned.

1                   COMMISSIONER HART: Is there an  
2 outdoor range?

3                   MS. BRADSHAW: Is there an outdoor  
4 range?

5                   COMMISSIONER HART: For live fire?

6                   MS. BRADSHAW: There -- not for  
7 live fire, I don't believe. There may be in  
8 the existing facilities campus, they use live  
9 fire, but that's way down about as remotely  
10 located from any neighbors as you could get,  
11 other than the BW Parkway and they obviously  
12 don't aim in that direction.

13                   COMMISSIONER HART: Yes. I would  
14 be interested in seeing a protective zone  
15 associated with any outdoor firing ranges that  
16 would show that, you know, property outside of  
17 the campus or areas within the campus are  
18 appropriately dealt with as far as safety.

19                   MS. BRADSHAW: You mean preparing  
20 an image that would --

21                   COMMISSIONER HART: Well, I don't  
22 sense that there was a study made of, you

1 know, what that safety zone was.

2 MS. BRADSHAW: In general, I don't  
3 believe that there is any new proposed  
4 facilities for live fire.

5 COMMISSIONER HART: Well, even for  
6 existing facilities, as part of the Campus  
7 Master Plan, I would hope that you would, you  
8 know, map out those safety zones in order to  
9 demonstrate that --

10 MS. BRADSHAW: It is correct --

11 COMMISSIONER HART: -- the  
12 development --

13 MS. BRADSHAW: -- that we did not  
14 perform that for the existing range.

15 COMMISSIONER HART: Okay. Because  
16 there is housing immediately to the north from  
17 what the --

18 MS. BRADSHAW: No.

19 COMMISSIONER HART: The campus --  
20 there is not that residential development of  
21 200 acres?

22 MS. BRADSHAW: Go ahead, Pete.

1 MR. RIZZO: Sure. My name is  
2 Peter Rizzo from the General Services  
3 Administration. I was the project manager on  
4 this project --

5 VICE CHAIRMAN MILLER: I'm sorry,  
6 I can't hear you.

7 MR. RIZZO: -- representing GSA.

8 VICE CHAIRMAN MILLER: Can you  
9 pull the microphone closer?

10 MR. RIZZO: My name is Peter  
11 Rizzo. Is this on? My name is Peter Rizzo.  
12 I'm from the General Services Administration.  
13 I was a project manager on this project.

14 In speaking to the existing  
15 conditions on-site, all safety considerations  
16 were taken into account in the 1996 Master  
17 Plan and incorporated into the existing  
18 infrastructure.

19 So although we did not note it in  
20 the plan that was created in terms of the 2012  
21 Master Plan, all of those issues that you  
22 brought up certainly have been addressed and

1 incorporated. And, of course, the surrounding  
2 community is of paramount concern in terms of  
3 their safety and noise levels and you name it  
4 for the Secret Service. And they can  
5 certainly speak to that, if you would like, to  
6 go into greater detail.

7 The community that is adjacent to  
8 the campus is the Snowden Pond Development.  
9 And we have Prince George's County here  
10 represented, if you have any questions  
11 directed to their adjacency and concerns that  
12 the community may have.

13 COMMISSIONER HART: Okay. I will  
14 just reiterate that I think the master plan  
15 should include addressing the safety issues  
16 related to live fire ranges that are open to  
17 the outside.

18 MR. RIZZO: Sure.

19 COMMISSIONER HART: Thank you.

20 VICE CHAIRMAN MILLER: Thank you.

21 Any other Commissioners have questions for  
22 staff or representatives of the project? Mr.

1 May?

2 COMMISSIONER MAY: Yes. I'm  
3 curious about the lack of a Reforestation  
4 Plan. And you said that they -- you mentioned  
5 the Maryland Forest Conservation Act.

6 So would this facility actually be  
7 subject to that act? I mean, isn't that a  
8 state law?

9 MS. BUSH: Yes. Any development  
10 that is over -- it's our understanding that  
11 any development over 40,000 square feet is --  
12 that goes into --

13 COMMISSIONER MAY: Even if it's a  
14 federal facility?

15 MS. BUSH: Yes.

16 COMMISSIONER MAY: Yes, okay. I  
17 just wanted to make that clear. So why are  
18 you letting them have a pass on that? I mean,  
19 why is the staff recommending the pass on  
20 that? I mean, usually you are pretty -- staff  
21 is pretty strict about forest conservation.

22 MS. BUSH: Well, in our

1 recommendations, we are asking that when they  
2 bring in those projects, when they actually do  
3 come to the table, that they submit a tree  
4 plan.

5 COMMISSIONER MAY: Okay. But does  
6 that mean that in the meantime that they can  
7 go out and start clearing trees, because they  
8 have the approved plan?

9 MS. BUSH: No. I wouldn't imagine  
10 so.

11 COMMISSIONER MAY: Well, I mean,  
12 if they are not doing it for any particular  
13 building plan that they have to get approved,  
14 would they feel empowered to go out and just  
15 start clearing it in advance and then not have  
16 to do the conservation? No?

17 MR. KNOBLOCH: I can answer. My  
18 name is John Knobloch. I'm the Special Agent  
19 in charge of Administrative Operations  
20 Division for the Secret Service.

21 And the reason I'm here today is  
22 that I was here for the '96 Master Plan as

1 well. So if you just bear with me, the last  
2 building I remember we had built out there was  
3 the Merletti and the Bowron buildings out  
4 there. There are two new buildings.

5 When we did clear property out  
6 there, we worked in cooperation hand-in-hand  
7 with Maryland Department of Environment. They  
8 counted the amount of trees that we cut down.  
9 Under their guidance, they showed us where on  
10 the property they wanted the new trees  
11 planted. And it was a hand-in-hand operation.  
12 It was not -- we just don't go and cut down  
13 trees.

14 We have a forestry plan. We  
15 actually have a contract in place right now  
16 that I believe we have \$400,000 on right now  
17 and it's to clear only down trees that could  
18 cause a fuel hazard on the property, because  
19 they don't want a forest fire especially with  
20 the primary concern we have is with our  
21 neighbors out there. And we wouldn't want the  
22 woods to catch on fire and have the houses

1 burn down.

2 So the only thing that we cut  
3 right now is trees that are already down and  
4 we have, you know, then removed in a proper  
5 manner, because you have those -- I can't  
6 remember the name of the bugs, but the beetle  
7 bug or something that is in the tree, so you  
8 don't want to remove the trees so they are  
9 ground up in place.

10 We use all the proper procedures.  
11 We have the forestry plan in place from our  
12 side. That's -- if that helps?

13 COMMISSIONER MAY: Okay. That  
14 helps a lot. Thank you very much. I would  
15 just say that for the future as the plans are  
16 developed for specific projects and the Forest  
17 Conservation Plan is developed, of course, we  
18 want to see that in sufficient detail.

19 But I have a particular concern  
20 about the proximity to the Baltimore/  
21 Washington Parkway and that the tree cover  
22 there be maintained and, in fact, improved,

1 because there are areas where it is along the  
2 entire parkway where it is thin. And wherever  
3 we can, we want to try to beef that up, so  
4 that the parkway remains a tree-lined parkway.

5 So thanks.

6 VICE CHAIRMAN MILLER: Further  
7 discussion from Commissioner?

8 COMMISSIONER PROVANCHA: Yes.

9 VICE CHAIRMAN MILLER: Mr.  
10 Provancha?

11 COMMISSIONER PROVANCHA: I think  
12 there are several positive aspects of the  
13 general planning, the land use, the  
14 architectural exterior compatibility,  
15 appreciate the very thorough comprehensive  
16 staff analysis, wetland preservation, storm  
17 water management, noise abatement.

18 A couple of the things that are of  
19 concern to us include some of the parking  
20 numbers. I know there is a lot of debate  
21 right now about numbers in the fiscal cliff.  
22 I have similar concerns about parking numbers,

1 acreage numbers, the assignment of buildings  
2 in the precincts and some that are not in the  
3 precincts, a little bit fuzzy math on some of  
4 the growth.

5 The report talks about a low-  
6 density plan and concur as presented, it  
7 appears to be low-density. I'm wondering if  
8 low-density though is the optimal use of the  
9 abatable acreage.

10 For example, at least two of the  
11 precincts lend themselves to putting the  
12 buildings in a little bit closer proximity and  
13 then you have less disruption and less storm  
14 water management and less deforestation and so  
15 forth, particularly the administrative zone  
16 and the shared campus zone.

17 It could be improved, I think, by  
18 locating the buildings a little bit closer  
19 together. It also improves, of course, the  
20 pedestrian access, the hiker, biker, the  
21 walkability of the campus, which appears to be  
22 a challenge right now.

1                   We struggle a little bit in the  
2                   plan to see clearly where the existing  
3                   sidewalks were and the new sidewalks were as  
4                   well as any bike trails. We did see a  
5                   reference that there had been a survey that  
6                   bike options were not thoroughly evaluated, at  
7                   this time, for a couple of reasons.

8                   Bicycle approaches to the campus  
9                   as well as the reportedly not very many folks  
10                  on the current staff interested in biking.

11                  How about things like access for  
12                  service vehicles? Would they all use the main  
13                  entrance? Is there a separate entrance for  
14                  service vehicles --

15                  MS. BUSH: There --

16                  COMMISSIONER PROVANCHA: -- and  
17                  the inspection?

18                  MS. BUSH: -- are two additional  
19                  entrances and I'm not sure of their specific  
20                  uses, but I am told that they are open for  
21                  specific functions.

22                  COMMISSIONER PROVANCHA: Okay.

1 I'm troubled a little bit, as Commissioner May  
2 and others have mentioned, about the lack of  
3 a Transportation Master Plan. Part of the  
4 rationale for that is there was a couple of  
5 unknowns, at this time. The general phasing  
6 of the projects, the funding, although at  
7 least some of -- there is at least four near-  
8 term projects that all seem to have  
9 transportation components.

10 We are surprised, too, that the --  
11 a little bit that the language in the report  
12 that the detailed landscape plan as well as  
13 Storm Water Management Plan are only requested  
14 as opposed to required, since by legislation  
15 they are required. We thought that was a  
16 little bit of a soft treatment, if you will,  
17 as opposed to the little bit more firm line  
18 that we have seen from the staff in the past.

19 Would there be a problem, for  
20 example, what would be the downside or the  
21 negative impacts on delaying approval of the  
22 master plan, at this time, until we see a

1 mature and well-developed Storm Water  
2 Management, Deforestation and Transportation  
3 Management Plan? Is there a downside? Are we  
4 up against some kind of internally or  
5 externally established deadline?

6 VICE CHAIRMAN MILLER: On today's  
7 agenda that would be a natural follow-up, I  
8 believe, to this master plan. Is that  
9 correct, Mr. --

10 MR. ACOSTA: There is something on  
11 the Consent Calendar that is related to that.

12 VICE CHAIRMAN MILLER: To that,  
13 yes.

14 MR. ACOSTA: The master plan.

15 COMMISSIONER PROVANCHA: Okay.

16 How about can someone address the issue?  
17 Good, yes. Any downside of delaying a bit  
18 until we see these other plans that we  
19 normally see right up front as hard  
20 requirements as opposed to being deferred?

21 While we appreciate that it says  
22 that you intend to, trust me in Washington-

1 type of approach, that is not very effective.

2 MR. KNOBLOCH: Well, sir, with all  
3 due respect, unlike the rest of Washington, if  
4 I give you my word, I'm going to give you my  
5 word. As far as the Storm Water Management  
6 Plan, in the past, even with the last two  
7 buildings that I was in charge of that we  
8 built, like I said, the Merletti building and  
9 the Bowron classroom building --

10 COMMISSIONER PROVANCHA: Right.

11 MR. KNOBLOCH: -- the Storm Water  
12 Management Plan was done hand-in-hand for that  
13 particular building, even after the master  
14 plan was done. They thought of some things  
15 that we hadn't thought about because you have  
16 to worry about antifreeze and oil and things  
17 like that leaving the parking lot.

18 They actually told me that they  
19 needed specific vegetation put in certain  
20 areas, which we complied with. So on the --  
21 working with the architects and everyone that  
22 worked on this project, to me, it seems to

1 make more sense to work on a case-by-case  
2 basis with the buildings.

3 And to be quite honest, right now,  
4 we have no funding now nor in the foreseeable  
5 future to do any of this.

6 COMMISSIONER PROVANCHA: Yes.

7 MR. KNOBLOCH: And that was the  
8 same thing with the management study for the  
9 traffic. We actually have people from PG  
10 County here that came to the meeting with us  
11 today also and they felt that in the economic  
12 climate that we are in right now, why would we  
13 pay for a traffic study when really:

14 (A) We don't have any money to  
15 build any buildings to bring any more vehicles  
16 onto the complex.

17 (B) And also by the time we do  
18 ever get money, if we do ever get money, that  
19 the traffic study wouldn't make any sense,  
20 because in 10 years from now, it might not  
21 even apply.

22 That's basically all I can say,

1 sir.

2 COMMISSIONER PROVANCHA: Well, I'm  
3 understanding that. And I'm somewhat  
4 sympathetic because many of us are in exactly  
5 the same situation. However, that doesn't  
6 obviate, if you will, or delay or defer the  
7 requirement to do some of that planning.

8 We have found that a lot of the  
9 foundational work in all of those areas,  
10 particularly transportation management, would  
11 only necessitate then an update and a refresh  
12 as opposed to scrap it and start over. So we  
13 have found that that's a good investment to do  
14 that planning early on, acknowledging that  
15 over an extended period of time you're going  
16 to have significant changes.

17 What about things like there is a  
18 Figure 4 on page 8 and it lists the six  
19 precincts, but then there are several other  
20 buildings that seem to, by their very nature,  
21 purpose and function, fall naturally into some  
22 of these precincts, but they are not

1 necessarily identified that way.

2           Could you help us with that? I'll  
3 give you a couple of examples. There is a  
4 building called Building 51, Tactical Village  
5 and Building 52, the Bell Raid House. They  
6 seem -- they are right now listed as  
7 additional facilities to remain. They seem to  
8 maybe perhaps align well with the Tactical  
9 Training Precinct.

10           And similar, there is a Building  
11 49, the Bowron Administrative Building, it is  
12 also listed as TBD, but it seems to fit well  
13 in the Administrative Precinct. Is there  
14 maybe some sensitive use of those buildings  
15 that they are not currently aligned within the  
16 six precincts that you envisioned? If they  
17 are sensitive in any way and not -- you are  
18 uncomfortable discussing them in this forum,  
19 just say they are special purpose buildings.

20           MS. BRADSHAW: Several of them are  
21 special purpose buildings. The Bowron  
22 Administrative Building falls within the

1 Administrative Precinct. The only distinction  
2 is that it is sort of the existing building  
3 along with Merletti that is identified as new,  
4 just because an early project, in fact, the  
5 first project to come on-line is that annex to  
6 that. That is an auditorium that is going to  
7 -- so we did that with new construction.

8 COMMISSIONER PROVANCHA: So you  
9 have got those aligned, it's just maybe this  
10 figure is --

11 MS. BRADSHAW: That is correct.

12 COMMISSIONER PROVANCHA: -- needs  
13 to be updated?

14 MS. BRADSHAW: That is correct.

15 COMMISSIONER PROVANCHA: Okay.  
16 All right. The quality of the staff study  
17 that we got was not near as nice as the very  
18 impressive Executive Director's report with  
19 the colored photos and so forth. A side  
20 comment.

21 MS. BRADSHAW: If I responded  
22 adequately, the others are somewhat remotely--

1 COMMISSIONER PROVANCHA: Yes.

2 MS. BRADSHAW: -- they are  
3 existing buildings, but they are somewhat  
4 remotely located from what we call the  
5 Existing Facilities Precinct.

6 COMMISSIONER PROVANCHA: Okay. A  
7 couple of things about the growth there.  
8 There is a -- part of the reason that some of  
9 these plans are deferred is there is a  
10 recurring theme that some of the growth and  
11 the future growth is unknown.

12 But my staff has done some  
13 research and there was a presentation, I  
14 think, on the 1st of November, it was at  
15 Prince George's County, and the growth was  
16 well-defined and laid out and phased and  
17 somewhat. There was some fairly solid  
18 numbers.

19 So it somewhat undermines the  
20 argument that the growth is not well-known or  
21 well-defined. So there seems to be a little  
22 bit of an inconsistency there.

1                   How about things like are there  
2 any species on the -- go ahead. Do you want  
3 to address that?

4                   MS. OSEI: Good afternoon. I'm  
5 Christine Osei. I'm with Prince George's  
6 County Planning Department.

7                   COMMISSIONER PROVANCHA: Okay.

8                   MS. OSEI: The project manager  
9 managing our mandatory referral process and  
10 this project was referred to us under the  
11 mandatory referral.

12                   We did a staff evaluation and  
13 presented to the Planning Board on November 1  
14 and a report was sent back to NCPC as well as  
15 a letter with some of the recommendations that  
16 were highlighted by your staff.

17                   The project in its nature, given  
18 what the site is for, the training of the RTC  
19 Center, we looked at the buildings that are  
20 laid out and did not have a lot of issues with  
21 them because they are tied to existing  
22 structures.

1 COMMISSIONER PROVANCHA: Yes.

2 MS. OSEI: And also the forest and  
3 as well as environment, they were tied to our  
4 MDE looking at --

5 COMMISSIONER PROVANCHA: Right.

6 MS. OSEI: -- every stage and  
7 where -- when they decide to build any one of  
8 the buildings.

9 COMMISSIONER PROVANCHA: Yes.

10 MS. OSEI: Transportation was not  
11 critical, but to you, based on your federal  
12 requirement, to us, we looked at looking at  
13 the side when development actually occurs.

14 COMMISSIONER PROVANCHA: Yes.

15 MS. OSEI: We will look at exactly  
16 how many trips will be generated and when the  
17 number of staff or trainees are increased  
18 within the center.

19 So that's how we moved forward  
20 without looking at any concrete development  
21 plans today to actually make those final  
22 definitions.

1 COMMISSIONER PROVANCHA: Okay.

2 MS. OSEI: There was not a lot of  
3 information to make those final decisions at  
4 this time.

5 COMMISSIONER PROVANCHA: Okay.

6 MS. OSEI: The only concern was  
7 the archeological survey that was recommended  
8 and highlighted by your staff that it needs to  
9 be done. If any of the undisturbed areas are  
10 moved into development, we will require to see  
11 that happen because the site may have  
12 specialties treasures that may be  
13 investigated.

14 That's all that we have got.

15 COMMISSIONER PROVANCHA: Okay.

16 Appreciate that explanation.

17 MS. OSEI: Thank you.

18 COMMISSIONER PROVANCHA: Just a  
19 couple more quick points.

20 On the acreage that is being  
21 developed, it talks about a 439 acre site and  
22 it talks about only, was it -- what was the

1 number 54 acres? What was the number of trees  
2 that were going to be -- 35. 35 acres.

3 I just can't get the math to work  
4 out. If there is going to be development, for  
5 example, on 274 acres versus 330 acres in the  
6 future, plus what is already there, our  
7 calculations are coming up with at least 50  
8 acres, maybe even more of deforestation.

9 So I just can't get the numbers to  
10 line up. Is there somebody that could help us  
11 trace the numbers a little bit better?  
12 Because it looks like well, 8 percent  
13 deforestation is not too bad. Our  
14 calculations just don't support that  
15 relatively small and conservative  
16 deforestation percentage.

17 VICE CHAIRMAN MILLER: Is there a  
18 representative of the project who can speak to  
19 that?

20 MS. BRADSHAW: I think about all I  
21 can say to that is that without site plans for  
22 the individual projects, it's -- you are

1 talking about a rough calculation.

2 COMMISSIONER PROVANCHA: Right.

3 MS. BRADSHAW: And you are talking  
4 about on a 439 acre site the difference  
5 between 38 acres, I think is what Dereth had  
6 calculated and 50 is what you are calculating.

7 COMMISSIONER PROVANCHA: Right.

8 MS. BRADSHAW: Until we have site  
9 plans --

10 COMMISSIONER PROVANCHA: 50 plus.

11 MS. BRADSHAW: -- we just don't  
12 know.

13 MS. BUSH: This is probably 35  
14 acres of the forested area within the 439 acre  
15 total site.

16 COMMISSIONER PROVANCHA: Yes.

17 MS. BUSH: The actual acreage of  
18 forest, I don't know, but I --

19 COMMISSIONER PROVANCHA: Part of  
20 it might be discrepancy. Some of the numbers  
21 that I'm citing were in the presentation to  
22 the Prince George's County Planning Board on

1 the 1st of November, which I don't know that  
2 they are exactly consistent with what was  
3 presented here.

4 MR. ACOSTA: You may want to share  
5 your calculations with the consultants --

6 COMMISSIONER PROVANCHA: We could  
7 do that.

8 MR. ACOSTA: -- to compare.

9 MS. BRADSHAW: I actually was not  
10 present for that presentation, so you better  
11 speak to that, Pete.

12 MR. RIZZO: Sure. Well, I can  
13 speak to your question.

14 COMMISSIONER PROVANCHA: Perhaps  
15 there have been some subsequent refinements  
16 since that public presentation.

17 MR. RIZZO: As a matter of fact,  
18 there were no changes made to the plan since  
19 the November 1st presentation of Prince  
20 George's County.

21 COMMISSIONER PROVANCHA: Yes.

22 MR. RIZZO: But with regard to the

1 8 percent versus 50 percent --

2 COMMISSIONER PROVANCHA: Right.

3 MR. RIZZO: -- that you had  
4 mentioned or 50 acres, 60 percent of the site  
5 is currently forested. And that accounts for  
6 about 275 acres of forested area.

7 COMMISSIONER PROVANCHA: Okay.

8 MR. RIZZO: So the 8 percent is  
9 subtracted from that 275.

10 COMMISSIONER PROVANCHA: 275.

11 MR. RIZZO: Not from the 439 --

12 COMMISSIONER PROVANCHA: Not from  
13 the 439.

14 MR. RIZZO: -- acres.

15 COMMISSIONER PROVANCHA: Okay.

16 That helps. Okay. The last point, too, is  
17 there are several references to EISA-7, some  
18 of the executive orders, but I don't see a  
19 reference to 13514, which requires agencies to  
20 have strategic sustainability performance  
21 plans and then there be supporting component  
22 plans, which I think the Secret Service would

1 be required to provide.

2 The reason I bring that up is it's  
3 important. It has Transportation Management  
4 Plan implications. It has Greenhouse Grass  
5 Reduction implications and so forth. But I  
6 just couldn't find any reference to that as a  
7 required document that this planning is  
8 consistent and in compliance with.

9 Is that executive order also being  
10 considered in shaping your master planning?

11 MR. RIZZO: The executive order  
12 actually was addressed in the master plan  
13 document. If you haven't received a CD of the  
14 entire master plan --

15 COMMISSIONER PROVANCHA: No.

16 MR. RIZZO: -- we can hopefully  
17 provide that for you. But it was addressed in  
18 the document itself. We will look for it  
19 right now and I'll get you a page number.

20 COMMISSIONER PROVANCHA: Okay.  
21 There is a reference on page 22, Appendix A,  
22 it says "Executive Master Plan, see foldout

1 page," but maybe it's just not in this report.

2 MS. BUSH: It should be.

3 COMMISSIONER PROVANCHA: Okay. I  
4 think that concludes -- oh, one last. Any  
5 protected species on the campus?

6 MR. RIZZO: No.

7 COMMISSIONER PROVANCHA: No?  
8 Okay. Good answer. Okay. I think that  
9 addresses it. Thank you for your patience  
10 with those --

11 MR. RIZZO: Thank you.

12 COMMISSIONER PROVANCHA: --  
13 questions. No further --

14 VICE CHAIRMAN MILLER: Can I  
15 entertain a motion from someone on the  
16 Commission to approve the Executive Director's  
17 report? Anyone? Do you just want to further  
18 discuss it? Further discussion from  
19 Commissioners?

20 COMMISSIONER HART: I would like  
21 to discuss.

22 VICE CHAIRMAN MILLER:

1 Commissioner?

2 COMMISSIONER WRIGHT: I mean, I am  
3 deferring.

4 VICE CHAIRMAN MILLER: Okay.  
5 Commissioner Hart?

6 COMMISSIONER WRIGHT: I'll move  
7 when he has --

8 VICE CHAIRMAN MILLER: Okay.  
9 Commissioner Hart?

10 COMMISSIONER WRIGHT: -- concluded  
11 his remarks.

12 COMMISSIONER HART: I applaud the  
13 Secret Service for developing a master plan  
14 for this training facility. It is always  
15 important to look forward. And while the  
16 future is never clear in a crystal ball, you  
17 have to make certain assumptions, make certain  
18 planning assumptions that then trigger other  
19 decisions and then as you move forward, come  
20 back and reassess the plan, that's understood.

21 I'm disappointed, however, that  
22 the plan seems to be missing some important

1 components and, you know, Mr. May pointed out  
2 that the Forest Conservation Plan has not been  
3 submitted to MDE, not been reviewed and no  
4 comments because it hasn't been prepared.

5 The Storm Water management Plan  
6 does not apparently comply with MDE's Storm  
7 Water Management Plan particulars. I would  
8 like to see a Storm Water Management Plan  
9 based on the current master plan submitted to  
10 MDE for review and comment.

11 Granted, it is a federal agency.  
12 It will take these comments into advisement.  
13 It is not necessarily bound by all the  
14 comments, but if you read the regulation, you  
15 know, it talks about "To the extent possible,  
16 the agencies will comply with state, local  
17 regulations."

18 And so unless there is some  
19 overwhelming, you know, reason why the agency  
20 is -- should want to be exempt from local and  
21 state regulations, I think it is still  
22 incumbent on the agency to follow the

1 procedure.

2 So I would like to see a Forest  
3 Conservation Plan submitted. I would like to  
4 see a Storm Water Management Plan submitted.  
5 I don't see anything about the environmental  
6 issues covered in any significant way. I have  
7 already mentioned the live fire, which I see  
8 is a safety issue that needs to be addressed.

9 And I am really surprised that  
10 NCPC gives a pass on a master plan that is  
11 well over 100 people to, you know, simply say  
12 well, we will just wait until later and ask  
13 for that Transportation Management Plan.

14 In addition, M-NCPPC's  
15 transportation folks have submitted a letter  
16 identifying several transportation  
17 improvements that they have asked NCPC to  
18 respond to. The letter on page 29, the bottom  
19 paragraph, says "The Board would appreciate a  
20 written response from NCPC regarding the  
21 implementation of the above recommendations,  
22 each of which have to deal with transportation

1 improvements."

2           Granted, this is a long range  
3 plan. Every one of those transportation  
4 improvements is probably triggered by some  
5 level of development or some change on the  
6 master plan that would then precipitate a need  
7 for that. I would like to see those, you  
8 know, simply identified and responded to.

9           And then I think that given the  
10 fact that M-NCPPC doesn't seem to understand  
11 our TMC policies, that we are really looking  
12 for, you know, certain things to be embodied  
13 in the master plans and in the development of  
14 the future.

15           I think we need to talk to them a  
16 whole lot more about, you know, why we are  
17 asking for TMPs and what it means. And that,  
18 you know, it is something we need to have them  
19 help us to implement.

20           So in the executive  
21 recommendation, I think there needs to be some  
22 change that at least requires some of these

1 pieces to be implemented. I think the  
2 recommendations for the most part are fine.  
3 But I think there needs to be a little bit  
4 more specificity on some of these missing  
5 pieces.

6 VICE CHAIRMAN MILLER: Okay.  
7 Well, after we get a motion on the table or if  
8 you make the motion, you can have -- make --  
9 form an amendment. Ms. Saum?

10 MS. SAUM: It is activated.

11 PARTICIPANT: Now it is.

12 MS. SAUM: Okay. From staff's --  
13 my understanding is that when NCPC approves --  
14 that when NCPC takes an action on a master  
15 plan, it is not an official action. It is in  
16 terms of our Planning Act authorities. We  
17 are, basically, accepting this as a document  
18 that we will use for further evaluation.

19 And so, in a way, it's to make  
20 sure that when we are looking at individual  
21 actions that will come in the future, that we  
22 will be approving, that we are not just

1 looking at a series of small snapshots, that  
2 we have a larger picture of where it is going  
3 in the future.

4 And so what my understanding of  
5 this and of some -- of other master plans that  
6 we approve is that, if you will, this is not  
7 an action that is triggering -- they will be  
8 required to meet the MDE requirements when  
9 they are actually building things. They will  
10 be required to meet the Forest Conservation  
11 Plan when they are approving things.

12 They will be required to meet the  
13 transportation requirements when they start  
14 building things that will change their  
15 existing conditions.

16 What we thought when we looked at  
17 what they have now was that it was appropriate  
18 for the state of play as currently existing.  
19 We will require all those things when they  
20 actually start building something.

21 But we don't -- that could be 15  
22 years from now. So I mean am I --

1 MR. RIZZO: No, you are right on,  
2 Christine. I would like to address the issues  
3 that Commissioner Hart brought up.

4 In terms of storm water, there  
5 absolutely is a Storm Water Management Plan in  
6 this document. And again, if the  
7 Commissioners have not received a copy of this  
8 master plan, we are happy to provide it. I'm  
9 not sure where the absence of one is or has  
10 been or the genesis of that came from.

11 In terms of forestation, we do not  
12 have site plans for each individual building  
13 identified, at this time. We simply don't  
14 know the design that will come to be. We are  
15 not certain how -- we know the general  
16 footprint of it, of course, but we haven't  
17 gotten into such great detail that we can  
18 identify that X, Y, Z, these trees are going  
19 to come out and we are going to accommodate  
20 reforestation in this area or that area.

21 In terms of the live fire, once  
22 again, anything that happens on campus today

1 all safety considerations have been accounted  
2 for and addressed by the Secret Service in  
3 their design and implementation and  
4 construction and so forth.

5 The campus is completely safe and  
6 no one outside of the campus or inside is at  
7 any -- is facing any threat. They take  
8 tremendous precautions in their activities.

9 VICE CHAIRMAN MILLER: Mr.  
10 Executive Director?

11 MR. ACOSTA: Thank you. I just  
12 want to put a little more context to this  
13 discussion about master plans, because I do  
14 think it is an important topic and we have  
15 been going through this for the last couple of  
16 months.

17 I think there is a difference  
18 between this project or this master plan  
19 versus the other ones that we have seen  
20 recently, including the ICCB and the Fort  
21 Belvoir Projects.

22 The difference there is there was

1 imminent construction that was going to take  
2 place at the same time the master plan was  
3 going to be reviewed. For instance, with the  
4 ICCB Project, there was a significantly large  
5 parking garage that created massive disruption  
6 on the site where, in fact, they had the  
7 opportunity to, you know, do the specific site  
8 plan for that.

9           They had the opportunity to look  
10 at the actual tree impacts and we had the  
11 opportunity to look at the storm water issue  
12 kind of all simultaneously. The same thing  
13 with the PX and the Commissary Project that we  
14 have reviewed recently.

15           The projects here are somewhat  
16 different. The ones that we are looking at  
17 that is on the Consent Agenda is really a  
18 small auditorium. The population on this  
19 complex is not going to significantly change,  
20 you know, over the next 5 to 15 years. They  
21 may see an increase over time, that's when we  
22 would trigger the TMP.

1                   With these other projects, the PX,  
2                   the ICCB Campus, you would see a significant  
3                   amount of new traffic being introduced to the  
4                   neighborhood, which made sense to look at --  
5                   to request a TMP immediately, since we know  
6                   what the exact causes are and kind of what the  
7                   exact issues are.

8                   I think so then again, I think we  
9                   really have to look at this in context. This  
10                  is a project that has a little more lead time.  
11                  There is some more work that has to be done,  
12                  but I do think it is significantly different  
13                  in terms of its -- where they are at in the  
14                  process and also kind of their construction  
15                  schedule, which, I think, gives us a little  
16                  more latitude in terms of how we review this.

17                  So I just wanted to give that or  
18                  put that out there, because I know we have  
19                  been struggling through this, but I do think  
20                  these are different types of master plans and  
21                  they are in different schedules.

22                  With the BRAC Project in

1 particular, there was going to be an immediate  
2 influx of development and population to the  
3 sites that would significantly change the  
4 character and the environmental impacts on  
5 that, on the surrounding area.

6 So I think we just, you know, kind  
7 of keep that in mind as we are reviewing all  
8 these things.

9 VICE CHAIRMAN MILLER: Further  
10 discussion or a motion from the Commission?

11 COMMISSIONER TREGONING: I'll move  
12 the Executive Director's recommendations.

13 COMMISSIONER WRIGHT: Second.

14 VICE CHAIRMAN MILLER: We have a  
15 motion and two seconds. Is there further  
16 discussion from the Commission to approve the  
17 -- on the motion to approve the Executive  
18 Director's recommendations?

19 COMMISSIONER HART: You know, when  
20 we have these master plans before us, it would  
21 be helpful to have guidelines that the  
22 Commission could turn to to say, you know,

1 given the level of development specificity or  
2 timing, we would expect the following elements  
3 to be in the master plan.

4 I have done enough private sector  
5 and institutional master plans to know that,  
6 you know, there are various ways of looking at  
7 a development of a campus. And while you  
8 block them out knowing that you want to do  
9 something like this in the future, there are  
10 predictable impacts.

11 Ad you say well, it's going to be  
12 a building about this big. You know, there is  
13 going to be the impervious surface of about  
14 this big. And therefore, from a campus  
15 perspective, this is how I'm going to deal  
16 with it.

17 The Maryland Forest Conservation  
18 requirements are not simply if you cut one  
19 tree down, you plant another. If this is a  
20 cornfield, you require a forest space, which  
21 is planting of trees that were never there for  
22 100 years. You have to analyze the specific

1 campus or the specific site and develop a plan  
2 based on what is there, how you want to  
3 develop it and how you then do the mitigation.

4 I think that for a master plan,  
5 you can develop some of these things. And  
6 granted, when you go and do individual site  
7 development projects, you can then modify them  
8 as needed.

9 But I think for a campus-wide  
10 development, we should be seeing a Forest  
11 Conservation Plan, environmental assessment,  
12 transportation, you know, management issue,  
13 transportation improvements based on timing or  
14 whatever. And then periodic updates of those  
15 and the storm water management.

16 So I would propose that we include  
17 in the executive recommendations a requirement  
18 to submit both a Forest Conservation Plan, a  
19 Storm Water Management Plan in conformance  
20 with Maryland Regulations to DNR for review  
21 and comment.

22 In addition, I would like to see

1 the submission of an EA based on the master  
2 plan.

3 VICE CHAIRMAN MILLER: That is in  
4 the form of an amendment to the motion?

5 COMMISSIONER HART: It's an  
6 amendment, yes. It's an addition.

7 VICE CHAIRMAN MILLER: Is there a  
8 second to that?

9 COMMISSIONER WRIGHT: Can we  
10 discuss this?

11 VICE CHAIRMAN MILLER: Yes, yes.

12 MS. SAUM: We have received some  
13 of that information. It is just we don't  
14 normally provide it to the Commissioners, but  
15 if the -- in the future, if the Commissioners  
16 want to see the full submission package, we  
17 can do that.

18 VICE CHAIRMAN MILLER: So why  
19 doesn't the staff clarify of the items that  
20 were requested by Commissioner Hart, why --  
21 are all of them in the -- actually in the  
22 master plan documentation?

1 MS. BUSH: Yes. They submitted a  
2 full environmental assessment with the master  
3 plan.

4 MS. BRADSHAW: That is correct.

5 VICE CHAIRMAN MILLER: Okay.

6 MS. BRADSHAW: It's referenced by  
7 appendix. And when you all received the  
8 electronic copies, it actually was included  
9 electronically. There is also a Storm Water  
10 Management Plan that appears both in hard copy  
11 and on the disk as part of the appendix.

12 VICE CHAIRMAN MILLER: Is that  
13 sufficient for you to withdraw your amendment,  
14 Mr. Hart?

15 COMMISSIONER HART: Not entirely.  
16 Was it submitted to MDE for review and  
17 comment?

18 MS. BRADSHAW: Yes.

19 COMMISSIONER HART: In compliance  
20 with --

21 MS. BRADSHAW: Yes, it was.

22 COMMISSIONER HART: -- the MDE

1 laws?

2 MS. BRADSHAW: Yes, that is  
3 correct.

4 COMMISSIONER HART: Okay. That's  
5 helpful. What about a Forest Conservation  
6 Plan? It includes a Forest Delineation Plan.

7 MS. BRADSHAW: You can speak to  
8 that.

9 MR. RIZZO: So once again, the  
10 plan for development on campus has identified  
11 the general location of the buildings that are  
12 proposed, but we have not drilled down to the  
13 very specific nature of which trees would be  
14 removed and when and how. And that will take  
15 place during the design phase of the project  
16 when we begin to look at the environmental  
17 impacts and effects on the site that those  
18 projects will have.

19 COMMISSIONER HART: Is it  
20 submitted as a Forest Conservation Plan to  
21 MDE?

22 MR. RIZZO: It will. I'm not

1 quite sure I understand your question.

2 COMMISSIONER HART: So what I'm  
3 hearing is that you will submit on a site-by-  
4 site basis a Forest Conservation Plan for  
5 those projects. There is no Campus Forest  
6 Conservation Plan that has been submitted to  
7 MDE and reviewed and comment upon.

8 MR. RIZZO: Sure. Just a moment.

9 MS. BRADSHAW: In the meantime,  
10 was it your question as well about Executive  
11 Order 13514?

12 COMMISSIONER HART: I didn't make  
13 that comment.

14 MS. BRADSHAW: Someone had a  
15 question about that. Yes, we do reference it  
16 in the master plan. In ^U 5.13 for the  
17 purposes of the master plan, the DHS Strategic  
18 Sustainability Performance Plan, which has  
19 been prepared, and the guiding principles for  
20 federal leadership and high performance and  
21 sustainable buildings MOU is the framework for  
22 the evaluation of potential building projects.

1 And it goes on to reference leads.

2 COMMISSIONER PROVANCHA: Very  
3 good. Thank you for --

4 MS. BRADSHAW: And some other  
5 things.

6 COMMISSIONER PROVANCHA: --  
7 confirming that.

8 MS. BRADSHAW: You took --

9 COMMISSIONER PROVANCHA: One  
10 comment. Even while it is laudatory that  
11 those plans have been submitted, I would feel  
12 much more comfortable if the language was  
13 amended as you had previously proposed. And  
14 it's a simple matter of changing request to  
15 required, just like the previous paragraph  
16 about the TMP. Relative, simple and  
17 straightforward.

18 VICE CHAIRMAN MILLER: Yes,  
19 Commissioner Wright?

20 COMMISSIONER WRIGHT: I would just  
21 like to point out that we are being wildly  
22 inconsistent here as a Commission. We have

1 given a hall pass to people who come to us at  
2 the last minute, the shovel is in the ground,  
3 they are digging holes, if the building is not  
4 already built. And we say oh, well, you know,  
5 so be it, but for, you know, a couple of sassy  
6 Commissioners.

7 This is early planning. This is  
8 what we are trying to encourage to hold people  
9 to the absolute letter of every single -- have  
10 every T crossed and every I dotted, at this  
11 point, when there is not impending  
12 construction seems to me to be  
13 counterproductive, with all due respect to my  
14 colleagues.

15 COMMISSIONER HART: And that goes  
16 back to my comment about the Commission  
17 outlining what they expect for different types  
18 of submissions.

19 COMMISSIONER WRIGHT: Okay.

20 COMMISSIONER HART: That would  
21 help the applicants. It would help us.

22 COMMISSIONER WRIGHT: Yes, but I--

1                   COMMISSIONER HART:   And I think we  
2                   could be equitable --

3                   COMMISSIONER WRIGHT:   -- what --  
4                   I'm simply --

5                   COMMISSIONER HART:   -- about the  
6                   level of detail in place.

7                   COMMISSIONER WRIGHT:   -- asking us  
8                   to sort of have a little checkup from the neck  
9                   up here about how -- our record as a  
10                  Commission.  I mean, we sort of look the other  
11                  way and say oh, well, if you must, because  
12                  people have ignored the -- you know, we are  
13                  like kids, you know, in the car saying we're  
14                  going to turn the car around if you keep doing  
15                  that and then we never turn the car around and  
16                  they keep doing that.

17                  So my point is okay, so if we are  
18                  not going to turn the car around on people who  
19                  have proceeded without a master plan and are  
20                  building, does it seem quite legit to do -- to  
21                  now require thinking to have been done that  
22                  isn't even imminent?

1 I mean, the need for which is not  
2 even imminent. I'm not saying that in  
3 principle you are not 100 percent correct,  
4 but, in practice, it's just not how we roll  
5 lately. And it doesn't seem consistent to me.

6 VICE CHAIRMAN MILLER: Thank you,  
7 Commissioner for pointing out that  
8 inconsistency. I'll also note that our  
9 authority here is advisory. Do we have an  
10 amendment on the table?

11 COMMISSIONER HART: Alleged  
12 inconsistency.

13 VICE CHAIRMAN MILLER: Do we have  
14 a --

15 COMMISSIONER PROVANCHA: Let's  
16 just continue the discussion.

17 COMMISSIONER MAY: Can I make a  
18 comment?

19 VICE CHAIRMAN MILLER: Mr. May?

20 COMMISSIONER MAY: Yes. I wanted  
21 to, in much less colorful language, agree with  
22 Commissioner Wright. I don't have any really

1 snappy phrases to include in my endorsement of  
2 that, but I am not -- I am, frankly, less  
3 worried about inconsistency, because I think,  
4 frankly, the Commission has been fairly  
5 consistent.

6 But for us to go far afield on  
7 this one, I think would be inconsistent. You  
8 know, we do drill in the details in many  
9 circumstances and sometimes it is well worth  
10 it and a number of times I believe we actually  
11 have stopped the car and forced revisiting of  
12 the number of major components in some of the  
13 master plans we have seen recently.

14 So what I see is a record of  
15 consistency up to this point. But I would say  
16 that the Executive Director's recommendation  
17 as it is is acceptable. And I would prefer to  
18 be building in favor of that.

19 And I'm also not in favor of  
20 having a lot more information submitted to us  
21 as in a full submission that comes from the  
22 applicants, because that's just a lot more

1 information than we have the ability to digest  
2 and react to intelligently.

3 VICE CHAIRMAN MILLER: Thank you.  
4 Further discussion on the amendment?  
5 Commissioner Tregoning?

6 COMMISSIONER TREGONING: I was  
7 going to make a suggestion. I have no  
8 objection to Commissioner Hart's proposal that  
9 we change the request to require. I don't  
10 object to that. But I would like to otherwise  
11 go ahead with the Executive Director's  
12 recommendation.

13 But we do have an urban design  
14 element of the Federal Comprehensive Plan that  
15 is being put together and I think Mr. Hart's  
16 comments might be an appropriate amendment, an  
17 appropriate editorial change to the urban  
18 design element of the Comprehensive Plan to  
19 talk about the role of the master plan in the  
20 review.

21 And I think that would help bring  
22 clarity both to the expectations of the

1 federal applicants, but also make sure that we  
2 are all on the same page. And I would suggest  
3 that we spend a little time, ask the staff to  
4 spend a little time to help develop that  
5 language and not have this -- not be in this  
6 place where there is maybe a disparity and  
7 expectations in future deliberations.

8 COMMISSIONER PROVANCHA: One final  
9 comment in support of the amendment, if I  
10 could? On the issue of imminent projects, it  
11 looks like their plan covers 36 proposed  
12 projects and I thought that there was at least  
13 four that are imminent. One was referred to  
14 already, the 10,000 square foot Merletti  
15 Auditorium. There is a Loop Road and  
16 perimeter fencing and so forth.

17 So there are some imminent  
18 projects coming through the pipeline according  
19 to the report.

20 MS. BRADSHAW: Imminent is  
21 probably the wrong word. Desired.

22 COMMISSIONER PROVANCHA: This is--

1 MS. BRADSHAW: I don't think there  
2 is any -- currently any money or any time  
3 table or limitation.

4 COMMISSIONER PROVANCHA: Well,  
5 this one says preliminary and final approval  
6 of site of building plans, so that --

7 MS. BRADSHAW: The Merletti, yes.

8 COMMISSIONER PROVANCHA: For the  
9 auditorium, right. So there is an example --

10 MS. BRADSHAW: That's right.

11 COMMISSIONER PROVANCHA: -- of a  
12 quoted -- what we would consider a relatively  
13 imminent project.

14 MS. BRADSHAW: Yes. Now that one  
15 is able. No? You say not even that one?

16 MR. RIZZO: Well, the Merletti  
17 Project is in design currently. It is not --  
18 no construction funding has been allotted for  
19 that project nor any other project.

20 MS. BRADSHAW: If you want to get  
21 back in the weeds again after the general  
22 discussion, regarding vegetation, I'll refer

1 you all to 3.7 of the environmental assessment  
2 that was submitted with the master plan.

3 VICE CHAIRMAN MILLER:  
4 Commissioner Wright?

5 COMMISSIONER WRIGHT: I would just  
6 like to thank you even though you have  
7 survived the grilling, because the early  
8 planning is commendable that you are even  
9 here. Thank you.

10 That's the only point I'm trying  
11 to make. I'll even vote for the amendment,  
12 because I think substantively it's correct.  
13 I just would, you know, not like to send a  
14 message to the exact same audience that -- of  
15 discouragement for coming in early and often  
16 and talking to us about plans that actually  
17 are not yet actionable, which is a refreshing  
18 change.

19 VICE CHAIRMAN MILLER: So we have  
20 the amendment.

21 Commissioner Hart, could you  
22 repeat what the amendment is, at this point?

1                   COMMISSIONER HART: I think that  
2                   the amendment would be to make the request to  
3                   require to better deal with the canopy, which  
4                   would be the Forest Conservation Plan. And  
5                   then with the Storm Water Management Plan. So  
6                   instead of requesting, requiring. And the way  
7                   it is worded, I think it has to do with each  
8                   specific site development.

9                   My preference would be to, you  
10                  know, look at the entire campus, but, at this  
11                  point, I'm willing to go ahead and simply let  
12                  this language apply to each specific  
13                  development.

14                  VICE CHAIRMAN MILLER: And that's  
15                  acceptable to the seconder of the motion, Mr.  
16                  Provancha?

17                  COMMISSIONER PROVANCHA:  
18                  Absolutely.

19                  VICE CHAIRMAN MILLER: Does  
20                  everybody understand the amendment that we are  
21                  about to vote on?

22                  COMMISSIONER HART: We are

1 changing request to require. We are changing  
2 the detailed landscape plan to Forest  
3 Conservation Plan.

4 VICE CHAIRMAN MILLER: Right.  
5 Everybody ready to vote on the amendment?

6 All in favor say aye.

7 ALL: Aye.

8 VICE CHAIRMAN MILLER: All  
9 opposed? Motion passes unanimously. We are  
10 back to the main motion as amended made by Ms.  
11 Tregoning, I believe, and seconded by Ms.  
12 Wright.

13 COMMISSIONER WRIGHT: Right.

14 VICE CHAIRMAN MILLER: All in  
15 favor of the amended motion say aye.

16 ALL: Aye.

17 VICE CHAIRMAN MILLER: All  
18 opposed? The motion carries unanimously.  
19 Thank you all for that thorough discussion.

20 CONSENT CALENDAR

21 VICE CHAIRMAN MILLER: Next on the  
22 agenda is Item No. 5, which is the Consent

1 Calendar. We have four items on the Consent

2 Calendar:

3 5A is the Lewis C. Merletti

4 Auditorium Annex Project at the infamous James

5 J. Rowley Training Center.

6 5B is the Phase 1 Antenna Project

7 at St. Elizabeth's West Campus.

8 5C is Phase 1 of the Second Stage

9 Planned Unit Development at the Southwest

10 Waterfront, also known as The Wharf.

11 And 5D is a modification of a

12 Planned Unit Development in Square 708,

13 Florida Rock Properties.

14 [INSERT - LEWIS C. MERLETTI AUDITORIUM]

1 [INSERT - PHASE 1 ANTENNA INSTALLATION]

1 [INSERT - PHASE 1 SECOND STAGE DEVELOPMENT]

1 [INSERT - FLORIDA ROCK]

1 VICE CHAIRMAN MILLER: Are there  
2 any questions regarding any of the items on  
3 the Consent Calendar?

4 If none, do I have a motion to --

5 PARTICIPANT: So moved.

6 VICE CHAIRMAN MILLER: Second?

7 PARTICIPANT: Second.

8 VICE CHAIRMAN MILLER: It has been  
9 moved and seconded.

10 All those in favor signify by  
11 saying aye.

12 ALL: Aye.

13 VICE CHAIRMAN MILLER: All  
14 opposed? The motion was -- thank you. The  
15 motion passes unanimously.

16 INFORMATION PRESENTATIONS

17 REGION FORWARD

18 VICE CHAIRMAN MILLER: Agenda Item  
19 6A is an information presentation on Region  
20 Forward.

21 Ms. Koster, you're on.

22 MS. KOSTER: Thank you.

1                   Good afternoon, Chairman Miller  
2                   and Members of the Commission.

3                   Today we have actually a regional  
4                   double-header, so we have info presentations  
5                   from both Metropolitan Washington Council of  
6                   Governments and from WMATA. They are intended  
7                   to bring you up to speed on two very important  
8                   regional initiatives.

9                   At the staff level, we have been  
10                  coordinating closely with both of these  
11                  agencies on Region Forward at COG and with the  
12                  Momentum Initiative at WMATA.

13                  This coordination helps shape our  
14                  planning work, including our plan review, our  
15                  comp plan updates and our special initiatives  
16                  and we work very closely with these  
17                  organizations to ensure that we are providing  
18                  federal perspectives and bringing other  
19                  federal stakeholders into the discussion.

20                  First up is David Robertson,  
21                  Executive Director of COG. I am sad to say  
22                  that Dave is leaving COG and heading out to

1 Portland, Oregon and we wish him the very best  
2 in his future endeavors.

3 Dave has really been a leader in  
4 this community and we have worked very closely  
5 with him and his staff on a number of joint  
6 initiatives. So he is going to give you an  
7 update on Region Forward, as well as a new  
8 report issued by the COG Board called Economy  
9 Forward.

10 And then Shyam Kannan, WMATA's new  
11 Director of Planning, will tell you about  
12 Momentum. Momentum is a continuation of  
13 WMATA's Governance Reform and Strategic  
14 Planning efforts that started several years  
15 ago.

16 There is, I think, several very  
17 important links between these initiatives.  
18 Region Forward has recognized that current and  
19 future growth around transit is really going  
20 to be a critical objective for how we plan for  
21 our future in this region.

22 And I know that as WMATA has

1 looked at its strategic plan, it very much  
2 considered and included Region Forward's goals  
3 as a framework in how they would think about  
4 their own growth.

5 So with that, I'm going to turn it  
6 over to Dave. He will do a presentation,  
7 answer your questions and then he will turn  
8 the mike over to Mr. Kannan.

9 COG PRESENTATION

10 MR. ROBERTSON: Thank you very  
11 much. And thank you, Mr. Chairman and Members  
12 of the Commission for the opportunity to join  
13 you again this afternoon.

14 I think you can take great comfort  
15 and pride in knowing that the Council of  
16 Governments, WMATA, National Capital Planning  
17 Commission work very well together to work on  
18 a wide range of issues that affect the quality  
19 of life in the development patterns and  
20 transit capacity in our national capital  
21 region. So I'm very proud of our  
22 relationship.

1                   When the Council of Governments  
2                   adopted Region Forward a few years ago, it did  
3                   so for a variety of reasons. We certainly  
4                   understand and respect that each jurisdiction  
5                   has its authority or autonomy around land use  
6                   and transportation and other issues.

7                   But there really was a hunger and  
8                   desire for something that was sort of at a  
9                   higher level that gave a glimpse as to how  
10                  this region could be better knit together  
11                  through a good examination of planning  
12                  principles and applications.

13                  And so a number of officials,  
14                  public officials, stakeholders and others came  
15                  together through COG. Long story short is in  
16                  early 2010, this document was released. It  
17                  lays out broad goals, a number of targets and  
18                  performance measures because, you know, it's  
19                  great to say we want to be here by a certain  
20                  particular time, that that's our aspiration.

21                  But how will we know that we are  
22                  going to get there if we don't take the time

1 to measure our performance? And really the  
2 title of the document, the subtitle  
3 "Comprehensive Guide for Regional Planning and  
4 Measuring Progress" really tells what it is.

5 It is comprehensive because it's  
6 not just land use and transportation and the  
7 environment, although those are very important  
8 things of the Council of Governments, but it  
9 addresses quality of life, equity issues, a  
10 number of other important considerations.

11 It is a guide. Like the -- like  
12 NCPC a little bit, COG has some things that we  
13 can make happen and other things that are  
14 advisory. And so it is in many ways a guide  
15 to our member governments and other partners  
16 and stakeholders, but it tries to measure  
17 progress.

18 How will we know if we are getting  
19 there? Are we measuring the things that are  
20 really important?

21 So the good news is all 21 of  
22 COG's Member Governments adopted this, again,

1 as part of a Region Forward compact to say  
2 that we will be willing to use this as a lens  
3 to focus our attention on what local actions  
4 we take and what will be the regional  
5 consequences for that.

6 We often sometimes say common  
7 message, many voices. We want to, obviously,  
8 know that each jurisdiction is going to do  
9 what they need to do and certainly this  
10 Commission will do what it needs to do. But  
11 I'm a big believer if public officials, such  
12 as yourself, understand the regional  
13 consequences of the actions you take, whether  
14 it is the project that you just discussed or  
15 other projects that you will discuss in the  
16 future that that will inform your decision.

17 We have -- a part from this  
18 particular document, we have completed our  
19 first baseline report, because if you are  
20 setting targets for the future, you've got to  
21 know where you are starting today.

22 And so we have examined everything

1 from transit-oriented development to  
2 agricultural preservation, where are we today,  
3 so we can begin to sort of measure every few  
4 years our progress going forward.

5 We are also about to release an  
6 update to our Regional Activity Center's Map.  
7 It has been really the heart of what we do at  
8 the Council of Governments in partnership with  
9 WMATA and NCPC where the places that  
10 regionally we have got consensus that that's  
11 where we want to channel our growth and  
12 development, future growth and development,  
13 and how we want to connect those through  
14 transit investments and other transportation  
15 investments.

16 If you have spent one moment at  
17 the Transportation Planning Board at COG, you  
18 will know that it has to be multi-modal. We  
19 need roads. We need transit. We need bike.  
20 We need all of those and probably more money  
21 to pay for them, which is another challenge.  
22 But how can we sort of identify the places we

1 want to grow?

2 How can we connect those through  
3 transportation investments? And how can those  
4 really enhance our choices? Because we don't  
5 have enough money to do everything we want, so  
6 where will we get the greatest bang for the  
7 buck?

8 And I suspect this Commission will  
9 have a lot of those opportunities to raise  
10 those issues whether you consider the issues,  
11 which I suspect will be quickly on your plate,  
12 which is the FBI decisions or issues around  
13 streetcar issues and all of the things that  
14 you've talked about. How do you get most bang  
15 for your buck?

16 But then we have actually taken it  
17 one step further and Harriet Tregoning has  
18 given a lot of guidance to this. We are  
19 talking about investment plans. How can we  
20 take a couple of these places, and several of  
21 them actually, and then start to look at what  
22 do they have that is working for them? What

1 are the things that they are missing?

2 For some places, they may have a  
3 really great street grid, they lack  
4 transportation or in some places they have the  
5 transportation, but they may lack other  
6 community amenities.

7 And so we will be drilling down  
8 very aggressively on these investment plans at  
9 the tactical level, because while it's great  
10 to tell people, public officials and others,  
11 that we are dealing with this at the high  
12 level, at the end of the day, where it really  
13 starts to get interesting is what happens at  
14 the neighborhood or community level?

15 How can we make these places even  
16 more effective and impactful than what they  
17 are?

18 So a lot of great work over the  
19 past couple of years. I'm very proud of that.  
20 But one thing came about this year that really  
21 focused our vision a little more carefully on  
22 the economic impact of this is this report

1 that we just released "Economy Forward."

2 And it is really to take the same  
3 concepts and principles around vision -- or  
4 Region Forward effort and really look at it  
5 from a perspective of, you know, we do a lot  
6 of things at COG to reduce transportation  
7 congestion and improve mobility and address  
8 air quality issues.

9 But looking at our transportation  
10 investments, how does it enhance our region's  
11 economic competitiveness? I don't think we have  
12 done quite as much in that area. And at a  
13 time when all of us seem to be discussing  
14 sequestration and the fiscal cliff, we listen  
15 to great experts like Stephen Fuller and even  
16 if only half of what Stephen Fuller thinks  
17 might be happening happens, we know that the  
18 federal presence in this region will change.  
19 It may change better. It may change  
20 differently, but it will certainly change.

21 And so how do we anticipate those  
22 types of changes and use that -- use Region

1 Forward as a tool to focus that in a more  
2 meaningful way? And there are five areas that  
3 are identified in this report. All of them  
4 were really doubling down on.

5 One is Federal Region of  
6 Partnerships. We, of course, have an  
7 excellent partnership with NCPC, but the  
8 Federal Government has a lot of implementation  
9 and action authority. How can we really  
10 mobilize that to think about through both the  
11 senior level administration folks or agencies?

12 And NCPC was a partner with us in  
13 an effort to bring together White House and  
14 Cabinet Agency officials, but really how can  
15 we really refocus that?

16 The notion of strong activity  
17 centers, that's really where we need to  
18 concentrate a lot of our investments and  
19 particularly around the mix of housing. We  
20 have talked a lot about our housing deficit in  
21 this region, but we're making sure we get the  
22 right housing at the right place at the right

1 price point. And making sure that that is  
2 going to enhance our development as well as  
3 access to transit.

4 Work force development. We built  
5 an economy with a lot of assumptions about a  
6 very strong robust federal employment, but  
7 also the tremendous network of consultants and  
8 private sector folks that support that Federal  
9 Government. How can we diversify our economy  
10 in this region to really be a bit more  
11 resilient?

12 The fourth area is a new image.  
13 We, again, are very proud of Uncle Sam in this  
14 region, proud of certainly the work of this  
15 Federal Commission, but how can we make sure  
16 that we show that this region is open for a  
17 wide range of businesses, not just supporting  
18 a great Federal Government.

19 And the last point is  
20 transportation investment. I said that we pay  
21 attention a lot to transportation investments  
22 as it relates to reducing congestion,

1 improving mobility and enhancing air quality.

2 The Federal Government says we  
3 have to do those things. But then how do we  
4 look at are we making good transportation  
5 investments that also enhance our economic  
6 competitiveness?

7 I'm a big believer in regional  
8 planning, that's why I have been at the  
9 Council of Governments for a number of years.  
10 I believe there are regions around the country  
11 and across the globe that are investing more  
12 in transportation. And those communities,  
13 those regions that are able to invest are  
14 going to be able to move goods and people and  
15 services faster, more cheaply and more  
16 efficiently.

17 And that reduces, I think, our  
18 opportunity in the future for economic  
19 competitiveness.

20 So again, what we are trying to  
21 do, COG can -- sometimes can overreach a bit.  
22 What we are trying to do is take sort of the

1 one common framework around Region Forward,  
2 apply it to our practical activities, the work  
3 of our Transportation Planning Board, the work  
4 of our planning directors knowing that we are  
5 a coalition of the willing, on a good day  
6 sometimes.

7 And how can we really mobilize  
8 those folks to take good local actions in a  
9 regional context? I believe the record shows  
10 that when folks have that information, when  
11 they have those tools and that resource, that  
12 they make those types of wise decisions.

13 So I'm happy to give this quick  
14 update. I'll be happy to take questions now  
15 or at the end of my colleague from WMATA's  
16 presentation, because the WMATA Strategic Plan  
17 has been very much infused with the work of  
18 Region Forward and we are really singing  
19 mostly off the same song sheet, which is  
20 always good.

21 So thank you, Mr. Chairman.

22 [INSERT - ECONOMY FORWARD]

1                   VICE CHAIRMAN MILLER: Is staff  
2 recommending that we hear the other  
3 presentation first before we go to questions  
4 and discussion or have separate discussion?

5                   PARTICIPANT: We can go ahead.

6                   COMMISSIONER PROVANCHA: I have  
7 one quick comment, if you don't mind? It's  
8 not a question. I think we would be remiss if  
9 we did not acknowledge Mr. Robertson. This  
10 may be his last --

11                  VICE CHAIRMAN MILLER: Absolutely.

12                  MR. ROBERTSON: Yes, it might well  
13 be. Well, thank you, sir. As I said, it has  
14 been a pleasure and I have had great  
15 opportunities to work with NCPC staff, Julia  
16 and Marcel and really the whole team and a  
17 number of you off-line. Certainly, some of  
18 you are my members and some of you are my  
19 former members and that's all to the good.

20                               And if I had to leave one  
21 wonderful place, the national capital region,  
22 Harriet desperately tried to talk me out of

1 going, but I'm going off to Portland, which is  
2 an equally great place, I think, on a lot of  
3 levels. It certainly doesn't have all the  
4 fond memories and relationships that I have  
5 built over the years, but I have enjoyed  
6 working with all of you and your staff.

7 And I wish you all the best and I  
8 suspect I'll be back from time-to-time. And  
9 if anybody wants to study at Portland, you can  
10 come visit. Thank you.

11 (Applause)

12 MR. ROBERTSON: I think you have  
13 established outstanding legacy of leadership,  
14 vision, coalition building just to name a few  
15 areas. Thank you, sir.

16 VICE CHAIRMAN MILLER: Absolutely.  
17 We will hear from the -- don't go anywhere  
18 yet, because we're going to come back to  
19 questions after we hear from --

20 WASHINGTON METROPOLITAN AREA TRANSIT  
21 AUTHORITY STRATEGIC PLAN

22 MR. KANNAN: Thank you very much,

1 Dave. We're going to miss you. You left the  
2 place better than when you found it and you're  
3 leaving us in good hands, but we certainly  
4 will miss you.

5 My name is Shyam Kannan. I'm the  
6 Director of Planning over at WMATA. And what  
7 that means is that we are actually taking a  
8 look not only at where the vehicles go, but  
9 actually how the organization is built.

10 I'm here today to share with you  
11 information about our strategic planning  
12 effort, which is now in its building phase.  
13 We are in the beginning phases of putting  
14 together a strategic plan for the  
15 organization. The last time we did one was 10  
16 years ago and it's about time that we ask the  
17 questions that need to be asked of WMATA.

18 How does this region work? How  
19 does this region move about? How can the  
20 regional transit system ensure that we  
21 continue to be the competitive place, a place  
22 that has a high standard of living, a place

1 that is more sustainable tomorrow than it is  
2 today and fun, that's just to make sure that  
3 we can continue to make the circulatory system  
4 of the Washington, D.C. Region grow.

5 You know, 35 years ago, we faced a  
6 decision. We could either build a region  
7 around roads only or around roads and  
8 alternative transit, including rail, including  
9 buses, including paratransit.

10 And we chose the latter. And I  
11 think it is very difficult today to imagine a  
12 national capital region without the transit  
13 system that is not just Metro, but also over  
14 15 other transit systems that continue to  
15 function in the region.

16 And, you know, good news is when  
17 we built the system it was holding about  
18 100,000 passengers per day. We have actually  
19 now tracked towards over 1.2 million  
20 passengers today, not only on our rails, but  
21 also on our bus network and paratransit.

22 The bad news is that chronic

1 under-funding under investment over time has  
2 taken what was the gold standard in transit,  
3 we had the best cars, we had the best buses,  
4 we had the best track signaling. We had the  
5 best announcement systems. We had the best  
6 railroad ties and track functionality in the  
7 world.

8 And it has left us with a system  
9 that is significantly degraded and we all  
10 understand the impact of that on a personal  
11 basis. We see more levels of systems of  
12 vehicle failure, of system failures, minor or  
13 major. We certainly are experiencing greater  
14 amounts of delays, all while adding additional  
15 bodies to the national capital region, so  
16 additional congestion.

17 So we are right now about halfway  
18 through a 5-year, \$6 billion rebuilding  
19 program that we call Metro Forward. And the  
20 purpose of this program was to make sure that  
21 we are delivering the system as it should have  
22 been.

1                   In the past couple of years, we  
2                   have put either rehabilitated a new 200 buses  
3                   back into the system. We have put 21 miles of  
4                   new running rail. We have increased escalator  
5                   availability by 5 percent over last year. We  
6                   have improved inspection and repairs. We are  
7                   rehabilitating and replacing 45 escalators.  
8                   Remember we had more escalators than any  
9                   system in the nation.

10                   We have put together 10  
11                   rehabilitated station platforms, 36 new  
12                   guarded gates, 461 new Metro access vehicles  
13                   are in service. We are 60 percent through  
14                   completing all of the NTSB recommendations  
15                   that were made for us and with the Board's  
16                   leadership, we have also put together new  
17                   governance structure and instituted  
18                   accountability transparency and governance  
19                   reforms at WMATA.

20                   So our message to you is that we  
21                   are halfway through a massive process of  
22                   bringing the system back to where it should be

1 and certainly the system that the national  
2 capital region deserves.

3 Now, why do we do this? Well, on  
4 one hand this is about moving people and goods  
5 back and forth. But really what we are  
6 realizing is that the system that we call our  
7 transit system actually keeps the region  
8 working. Despite the fact that the Metro  
9 system rail area is half a mile between the --  
10 half a mile from the rail stations comprise  
11 about .5 percent of the land area in the MSN.  
12 .5 percent.

13 They accounted for 14 percent of  
14 the job growth over the last 10 years. 13.8  
15 percent of the office job growth. And these  
16 jobs are private sector jobs. So there is a  
17 distinct relationship that we are seeing  
18 between public transit and private jobs.

19 Metro keeps this region working.  
20 54 percent of the region's 2 million jobs are  
21 actually within a half mile of Metro. And we  
22 also see a property value increase that

1 accrues to land that's adjacent to Metro.

2 What does that mean? That means that of the  
3 \$3.1 billion of property taxes that are  
4 derived from land adjacent to Metro, \$230  
5 million is extra. It's free.

6 Well, we paid for it, but it means  
7 that we're paying for local services. 2,600  
8 teachers; 3,500 firefighters; 6.5 schools per  
9 year that are being driven by values that are  
10 transit premium.

11 So there is a lot of economic  
12 benefit that we are seeing from the system  
13 that we want to make sure we don't lose and  
14 hopefully continue to generate.

15 So why are we asking this  
16 strategic question now? Well, the region is  
17 poised right now as forecast to add 1.6  
18 million additional people, 1.5 million  
19 additional jobs by 2040, that's the equivalent  
20 of dropping the city of Houston right in the  
21 middle of the national capital region and  
22 expecting a system that went into, on the rail

1 side, operation in '76 to keep pace. The math  
2 doesn't add up.

3 So the core of our system you can  
4 see, you have probably been stuck in one of  
5 those situations, the upper right hand corner.  
6 I believe that's Gallery Place. The core is  
7 beyond capacity. Any person that gets on the  
8 rail system, 75 to 80 percent of those trips  
9 have to transfer or will terminate in the  
10 core. It is a safety consideration. It's a  
11 speed consideration. It adds to congestion.  
12 And it's one thing to add all these additional  
13 lines, LRT, BRT, streetcar, even bike ped, but  
14 those passengers all end up going through the  
15 core.

16 We see the standing room only on  
17 our buses. We see standing room only on our  
18 trains. We certainly don't want to look like  
19 Tokyo or I don't want us to look like Tokyo,  
20 if you have been out there, but people  
21 pushers.

22 And in the midst of all that, not

1 every MSA has a luxury of core jurisdictions  
2 that are growing. We know that in the United  
3 States there has been over the past 30 years  
4 a hollowing out of central jurisdictions.  
5 That's not the case here.

6 So in a system that is already  
7 beyond peak capacity, we are seeing  
8 unprecedented growth heading our way.

9 So that's the reason for the  
10 strategy.

11 MR. KANNAN: So we have launched  
12 the Metro Forward Campaign, which is really  
13 about rebuilding the existing system to get it  
14 back to where it should be. Well, that's  
15 fine, but that's just taking us back to where  
16 it should be and where it was, you know,  
17 several years ago, maybe a decade ago, but  
18 then you have to look going forward.

19 We are only a two track system.  
20 There is no other capacity and when you build  
21 a two track system at the cost of say \$12  
22 billion, you can't easily go in and put a new

1 lane in like you can on a highway.

2 People can talk about extensions.  
3 They can talk about new stations and  
4 everything else, but that all feeds into the  
5 core. All of those trains, no matter where  
6 extending, goes through the core.

7 MR. KANNAN: Activity centers are  
8 connected to high speed, high frequency  
9 transit. Do those activity centers at the  
10 regional level emerge if we don't implement  
11 the transit? The jury might be out, but it's  
12 questionable.

13 The second major take away that  
14 everyone needs to internalize is that of the  
15 25 largest transit systems in the nation, we  
16 have the second busiest and only three of  
17 those transit systems do not have a reliable  
18 source of sustained funding.

19 Metro, PATH and Baltimore Light  
20 Rail and without that source of sustained  
21 reliable funding, it makes it extraordinarily  
22 difficult for us to make any capital decisions

1 or to actually reinvest in the system on a  
2 long-term basis.

3 And we all do talk about  
4 sequestration. Much of the -- there is a  
5 significant amount of funding that we are  
6 getting through funds that are at risk if  
7 sequestration does take place pre-up and the  
8 match that we are getting from the local  
9 governments will go away significantly harming  
10 the limited funds we do have for capital  
11 expansion.

12 So if there were no Metro, we  
13 would have more cars. You could have 1,000  
14 more lane miles of traffic, 2,000 additional  
15 parking spaces. I'm sorry, 200,000 additional  
16 parking spaces in the core. You would need  
17 about \$6.4 billion to rebuild the road network  
18 and households would spend anywhere between  
19 \$500 and \$800 additional per month, not  
20 including the cost of the vehicle, just to be  
21 able to get to and from.

22 So we understand there is an

1 economic argument and we know that the system  
2 is old. That's why what we are doing is we  
3 are making sure that the strategic plan that  
4 we are putting together honors the following  
5 four goals, which the Board endorsed just  
6 recently.

7 First, to build and maintain a  
8 premiere safety culture and system.

9 Second, to meet or exceed customer  
10 service expectations.

11 Third, to connect new communities  
12 and maybe that's in town, maybe that's out of  
13 town, maybe that's a new connection in the  
14 existing network, maybe that's extensions of  
15 the system.

16 And finally, to ensure financial  
17 stability so that we can keep the system  
18 running, funded and reinvested and don't end  
19 up in the same place 10 years from now that we  
20 are today.

21 Some of the ideas that we are  
22 testing and we are asking and these, these are

1 physical planning ideas, include squeezing all  
2 the capacity out of the system. Why can't we  
3 get to a place where we can run eight cars on  
4 every single train as opposed to six cars.  
5 Six car and eight car sequences, you have seen  
6 that before.

7 Adding station capacity, perhaps  
8 adding underground pedestrian links, so you  
9 can get to one line from the other without  
10 having to transfer lines without having to  
11 leave the system.

12 A bus priority corridor, which I  
13 know that BRT is a big topic of discussion  
14 right now using our existing road network, but  
15 giving priority to vehicles that are carrying  
16 more than one person. Really vehicles are  
17 carrying up to 80 people with priority  
18 signalizations, left turns and lanes that  
19 allow them to bypass traffic.

20 In addition to considering new  
21 lines or line connections that may alleviate  
22 core congestion. Certainly transit priority

1 on congested roadways is a big deal. Having  
2 one trip planning software, having one car,  
3 one payment system, one payment structure to  
4 get around the region is certainly a goal that  
5 we can achieve.

6 And to make sure that the system  
7 expansions that are being considered are done  
8 so in a coordinated fashion so that you don't  
9 have a streetcar that can take you from here  
10 to there, but can't get you across the river  
11 and oh, by the way, can't be replaced to put  
12 into spare capacity for the other streetcar  
13 system, which is done with a different  
14 procurement with different loading heights and  
15 a different fare payment technology.

16 So we are making sure to keep  
17 those front and center in our strategy and we  
18 are asking the public and you to weigh in on  
19 these questions.

20 How are we doing that? Through a  
21 series of public meetings, through a series of  
22 forms with our elected leaders, their agency

1 appointees, with business leaders and also  
2 using the Internet to gather information from  
3 the public. You can come in and weigh in on  
4 these questions over at [wmata.com/momentum](http://wmata.com/momentum) as  
5 well as a fun tool, it's a crowd-sourced tool  
6 called Mind Mixer we are using.

7 If you go to [wmata.mindmixer.com](http://wmata.mindmixer.com)  
8 also that comes off of this momentum site, you  
9 can tell us what you need the system to look  
10 like and we will evaluate those suggestions.

11 So with that, thank you.

12 VICE CHAIRMAN MILLER: Thank you  
13 for that presentation. That was excellent.  
14 Are there any comments or questions from the  
15 Commission about either -- on either the Metro  
16 Strategic Plan or on COG's Region Forward and  
17 Economy Forward Plans? Yes?

18 COMMISSIONER DENIS: All right.  
19 1H, David, I also want to join in thanking you  
20 for your outstanding service to COG and to the  
21 region. I know there is a Major League  
22 pitcher named David Robertson and you have

1       been a Major League pitcher for us here.

2                   MR. ROBERTSON:  You obviously  
3       never saw me play baseball.

4                   COMMISSIONER DENIS:  Much  
5       appreciated.  But I'm just wondering if  
6       everyone has paid their dues as of now?

7                   MR. ROBERTSON:  Yes, yes, the  
8       short version is yes, COG gets about 13  
9       percent of its budget from dues from our  
10      member Governments based on population.  And  
11      I'm proud to say that I'm leaving the place  
12      with everybody paid up.

13                  COMMISSIONER DENIS:  Great.

14                  MR. ROBERTSON:  So thank you.

15                  COMMISSIONER DENIS:  I know it's  
16      difficult to get the region pulling together  
17      with so many countervailing pressures and  
18      it's, like I say, the coalition of the  
19      willing.  That's an apt phrase because you can  
20      opt out if you want to --

21                  MR. ROBERTSON:  That's true.

22                  COMMISSIONER DENIS:  -- and makes

1 it very difficult to function as we need to.

2 I think before there was WMATA  
3 before there was WASA there was NCPC and there  
4 was COG --

5 MR. ROBERTSON: That's true.

6 COMMISSIONER DENIS: -- and the  
7 City Council and I think we have those other  
8 entities because of the regional leadership  
9 that was exercised by the existing entities  
10 over a long period of time. Much appreciated.

11 For WMATA, I actually have a  
12 picture somewhere of the opening of the  
13 Friendship Heights Station and most of those  
14 stations up the Red Line and I think I took  
15 the train the first time the Red Line was  
16 operated and as recently as this morning. So  
17 I've been a consistent user of Metro.

18 But looking --

19 MR. KANNAN: It may be the same  
20 train unfortunately.

21 COMMISSIONER DENIS: Yes, right.  
22 I think it may be the same train. But in

1 looking forward, I think four years ago there  
2 was a problem at the inauguration and I  
3 believe -- I don't remember the specifics. I  
4 think something to do with the tunnel people  
5 getting boxed in that couldn't make it to the  
6 inauguration. Many of them, I seem to recall,  
7 from Montgomery County.

8 But in any event, what special  
9 plans, if any, has WMATA been making to try to  
10 avoid any problems for the inauguration of  
11 some of the major events that we have coming  
12 up?

13 MR. KANNAN: I can say that there  
14 has been a significant amount of planning  
15 taking place within WMATA to make sure that  
16 inauguration is a fairly seamless day, that we  
17 have learned about where those crowds are  
18 emerging and how they use the system.

19 It was a fairly isolated peak  
20 travel day compared to the rest of our days.  
21 I will admit I don't have the details of the  
22 preparations that are taking place right now,

1 but I'll be happy to get you those. And there  
2 is a full-time -- there is a team that's  
3 working very, very hard, you know, on  
4 inauguration meetings, I know, in consultation  
5 with our regional partners.

6 COMMISSIONER DENIS: Yes. Mr.  
7 Chairman?

8 MR. KANNAN: I'll make sure to get  
9 those back to you.

10 MR. ROBERTSON: The good news is  
11 the infamous Purple Tunnel of Doom, I believe,  
12 as it came to be known that where the log jam  
13 was, there are extensive preparations  
14 involving WMATA, DC Homeland Security  
15 Emergency Management and other federal and  
16 state and local partners and that will be  
17 addressed.

18 And I think they are actually not  
19 going to allow pedestrians to go through that  
20 tunnel as they did previously to sort of  
21 eliminate some of those bottlenecks. But he  
22 is correct that there is a lot of work going

1 on and I'm sure WMATA will get that  
2 information to you.

3 VICE CHAIRMAN MILLER: Yes?

4 COMMISSIONER GREENWALD: Also with  
5 WMATA just a change of direction. Looking at  
6 some of these recommendations in Economy  
7 Forward or maybe this is actually a question  
8 for the COG, I'm not sure, about a new federal  
9 regional liaison.

10 MR. ROBERTSON: Yes.

11 COMMISSIONER GREENWALD: Can you  
12 talk a little bit more about that?

13 MR. ROBERTSON: Sure. I guess one  
14 of the advantages of being around a long time  
15 is having seen other -- different  
16 administrations, democrat, republican, it  
17 really doesn't matter. Some folks have really  
18 understood that the Federal Government has a  
19 responsibility as the single largest employer.  
20 This is a little bit of a company town. And  
21 it has tried to embrace that and figure out  
22 what that means and how they can be more

1 engaged.

2           If you are in Detroit, you know,  
3 General Motors, if you are in Atlanta, Coca-  
4 Cola. I mean, there is some big companies in  
5 big places and how do they get involved?

6           We have had some very positive --  
7 and I have to give a shout out to the -- you  
8 know, we have been working pretty effectively  
9 with folks on this.

10           But I think that the main issue is  
11 that our region has the opportunity to have a  
12 really good relationship with the Federal  
13 Government, NCPC, which I think is called  
14 Building the Region Together Effort where we  
15 brought in senior Cabinet officials and White  
16 House officials.

17           And it was early in the  
18 administration a real commitment that we  
19 wanted to sort of be a good neighbor to our  
20 region and to try and make wise decisions that  
21 involve the regional partners and local  
22 partners.

1                   And really, this is an effort to,  
2                   as I said, double down a little bit on that.  
3                   I think we have gone pretty far, but at a time  
4                   when the Federal Government's relationship  
5                   with itself may change, that struck a lot of  
6                   us as an opportunity to sort of reopen that  
7                   conversation and take it perhaps a step  
8                   further.

9                   We have had direct one-on-one  
10                  conversations with David Agnew, with the White  
11                  House Office of Intergovernmental Affairs and  
12                  those have been very fruitful. And I think we  
13                  are going to have more information to roll-out  
14                  early in the year.

15                  So it's really building on what  
16                  NCPC and others have -- the foundation has  
17                  been laid and really trying to understand what  
18                  the administration can or cannot do. You  
19                  know, they can't play favorites, because they  
20                  have got advocates in Atlanta and advocates in  
21                  Chicago, certainly, for things that they want.  
22                  But this is a company town for them, likely to

1 remain a company town and how can they be a  
2 good neighbor?

3 COMMISSIONER GREENWALD: So sort  
4 of just following up on that in terms of  
5 recognition of that this is a company town.  
6 You know, that obviously comes with a lot of  
7 benefits.

8 MR. ROBERTSON: Right.

9 COMMISSIONER GREENWALD: And it  
10 comes with a lot of downside. One of the  
11 downside is that, you know, D.C. will be, for  
12 the foreseeable future, under terrorist  
13 threats. I mean, that is sort of the issue.  
14 And I saw in the survey here that folks really  
15 didn't seem to rate that very highly as a  
16 concern.

17 MR. ROBERTSON: Yes.

18 COMMISSIONER GREENWALD: And I'm  
19 sure most people on an average day don't and  
20 that's probably good for society. But, you  
21 know, in terms of this plan, what -- how does  
22 that intersect with the plan?

1 MR. ROBERTSON: Well, I know  
2 because we worked with the folks in the Senate  
3 and the House on these matters, this region is  
4 sadly at risk of acts of terrorism. And we  
5 are a recipient of the Urban Area Security  
6 Initiative Grant. And there has been a fair  
7 amount of work local, state and federal around  
8 that.

9 And again, a shout out to NCPC,  
10 some of the issues around facilities and sort  
11 of how do those protect the federal presence,  
12 but also do so in a way of openness in  
13 connection with the community.

14 There is a good bit of work that  
15 takes place regionally. And while -- you  
16 know, and again, any survey, you know, is a  
17 snapshot in time and, you know, the further  
18 away we sometimes get from 9/11, the memory  
19 fades perhaps, unfortunately, about the impact  
20 that has.

21 But there is a fair amount of all  
22 hazards preparation and I can tell you having

1 worked in this area through COG that the work  
2 that was done over the last couple of years  
3 really strengthened response to Super Storm  
4 Sandy and the derecho and other things, so we  
5 are learning from each of these efforts.

6 And I believe that the experiences  
7 that we have in sort of the all hazards  
8 weather or those types of things prepare us  
9 better for the things that we perhaps cannot  
10 anticipate or see because they are man-made or  
11 intentional.

12 COMMISSIONER GREENWALD: And, you  
13 know, this plan talks about sustainability and  
14 environmental concerns and I think that's  
15 great. But what I see going hand-in-hand with  
16 that is resiliency.

17 MR. ROBERTSON: Yes.

18 COMMISSIONER GREENWALD:  
19 Especially to these severe weather events that  
20 you are talking about. And I'm not sure that  
21 from what I've -- you know, I have only  
22 flipped through it while sitting here. I'm

1 not sure that it takes it to that next level  
2 of saying well, how do we think about where we  
3 place these investments --

4 MR. ROBERTSON: Yes.

5 COMMISSIONER GREENWALD: -- and  
6 whether they are going to be at risk, which,  
7 you know, of the inevitable. It's great to  
8 try and reduce greenhouse gases as you build  
9 forward, but, you know, there is some thought  
10 to that what is done is done thus far. And in  
11 terms of what we are going to see in impacts  
12 of climate change and how to think through  
13 those investments that way.

14 MR. ROBERTSON: Yes. And I'll be  
15 happy to have staff work with you off-line.  
16 We are doing a good bit of work around climate  
17 change and adaptation to that, you know, sea  
18 level rise and they seem to handle that pretty  
19 well in the Netherlands. And they figure out  
20 how to sort of keep the sea at bay a little  
21 bit.

22 I know that, as I recall, I think,

1 NCPC was talking about some barriers or  
2 something along 17th Street or sort of some  
3 type of --

4 COMMISSIONER GREENWALD: Levee.

5 MR. ROBERTSON: Somebody was  
6 talking about that. Levee. So, you know, I  
7 think there are some efforts underway to  
8 anticipate those types of things. I'll be  
9 happy to work with you off-line.

10 COMMISSIONER GREENWALD: Okay.

11 VICE CHAIRMAN MILLER: Further  
12 discussion from the Commission? Commissioner  
13 Tregoning?

14 COMMISSIONER TREGONING: So let me  
15 -- I actually wanted to respond to  
16 Commissioner Greenwald about this issue.

17 I think the region paid a lot of  
18 attention to a couple of different issues  
19 related to resiliency. So it might be  
20 disaster response, whether it was the  
21 earthquake in August of 2011 or whether it was  
22 the Great Recession that began in 2008.

1                   And even in a region that was  
2                   relatively prosperous compared to everywhere  
3                   else in the country, we had enormous  
4                   differences across our metropolitan area in  
5                   terms of how well property values held, how  
6                   many households went into foreclosure.

7                   And part of what has been very  
8                   exciting about this effort is that we seem to  
9                   have come to a much broader consensus as a  
10                  region about those elements of a community  
11                  that give you resilience, that enable you to  
12                  bounce back, that enable -- that give people  
13                  choices about how they can evacuate in the  
14                  event of an emergency, how they can build a  
15                  community that when economic hard times come  
16                  about, whether that is in the wake of a  
17                  disaster of some kind or because of shifts in  
18                  the global economy, that giving people choices  
19                  so that they can cut their expenses.

20                  In the District of Columbia, when  
21                  the 2008 Recession began to bite, hundreds of  
22                  Washington households shed cars. They just

1 got rid of cars. Hundreds of them fell off  
2 the tax rolls, off the DMV rolls and maybe  
3 they bought them again later, but the point  
4 was they could do that and they could weather  
5 an economic storm and then when they got back  
6 on their feet again, you know, they never had  
7 to put their houses into foreclosure.

8           You know, they might have had to  
9 sell them in some cases, but even that was  
10 relatively light compared to other parts of  
11 the region. And so that's why we have more of  
12 this urbanizing suburban than any place in the  
13 entire country, because more and more -- you  
14 see where the transit is going.

15           The Columbia Pike Light Rail Line  
16 or Streetcar Line, the Silver Line, the Purple  
17 Line that all around the region people are  
18 looking to try to have that mix of jobs  
19 housing amenities and transit that will make  
20 them economically resilient, but also enable  
21 our region to be much more responsive in the  
22 event of any kind of an emergency.

1           So I don't think it is probably  
2 stressed as much as it could be in any of  
3 these documents, but that is a lot of the  
4 conversation that we have and that's some of  
5 the big lessons that have been learned.

6           I mean, even looking at New York  
7 and after, you know, this latest storm Sandy  
8 and how difficult -- what a difficult time  
9 people had getting around, you know, without  
10 their transportation choices. And how some  
11 things really gave people mobility when other  
12 things just weren't working and bicycling was  
13 one of those things, but anyway.

14           VICE CHAIRMAN MILLER:

15 Commissioner May? Or did you just want to --

16           MR. KANNAN: I just wanted very  
17 quickly with regard to the topic of,  
18 essentially, hardening the system.

19           COMMISSIONER TREGONING: Yes.

20           MR. KANNAN: From a system  
21 standpoint and being resilient, I want to  
22 assure the Commission that both preparing for

1 climate change, preparing for emergencies and  
2 dealing with sustainability are also at the  
3 core of our strategy.

4 We evacuate the city every single  
5 day. And one thing that we are noticing is as  
6 the region expands, some of these  
7 transportation investments, such as the Silver  
8 Line and the congestion at Rosslyn are no  
9 longer about moving people to and from, but  
10 what happens when you do have a significant  
11 population base that needs that one junction  
12 which is now going to hold Orange, Blue and  
13 Silver and there is only one way to cross the  
14 river?

15 Some of those interline  
16 connections, some of these additional needs to  
17 navigate the system are necessary to build  
18 some operational redundancy into the system.  
19 We are already making sure that when we build  
20 new infrastructure and that we are planning  
21 that the 500 year flood is actually the 2 year  
22 flood.

1                   So these are elements that will be  
2 articulated in the strategic plan, which we  
3 anticipate delivering in some draft form to  
4 our Board in January, but also will be out  
5 there in the public realm later on in 2013.

6                   But I do want to assure the  
7 Commission that this is front and center for  
8 us.

9                   VICE CHAIRMAN MILLER: Any further  
10 comments from the Commission? Well, thank you  
11 both for those excellent presentations. And  
12 thank you again, let me echo all of the thanks  
13 of the region for all of your service, Mr.  
14 Robertson.

15                   MR. ROBERTSON: Thanks so much.

16                   VICE CHAIRMAN MILLER: It's been  
17 excellent.

18                   MR. ROBERTSON: Appreciate it.

19                   VICE CHAIRMAN MILLER: It's been  
20 great to work with you and good luck in your  
21 future endeavors.

22                   Is it over a decade here?

1 MR. ROBERTSON: Lord, yes.

2 VICE CHAIRMAN MILLER: Okay. How  
3 many years?

4 MR. ROBERTSON: 10 years as  
5 Executive Director, double that with the  
6 organization as a whole. So I go back a ways.  
7 Thank you.

8 VICE CHAIRMAN MILLER: Well,  
9 congratulations and thank you.

10 MR. ROBERTSON: Thank you.

11 VICE CHAIRMAN MILLER: If there is  
12 no further business before the Commission, Mr.  
13 Provancha?

14 COMMISSIONER PROVANCHA: Just one  
15 quick item. If you would, pencil in the  
16 afternoon of Wednesday, January the 9th. We  
17 are proposing a field trip to Fort Belvoir.  
18 Many of the Commissioners have noted that they  
19 are struggling, particularly on the master  
20 planning side.

21 We would like to invite the  
22 Commissioners to go on a field trip that

1 afternoon. The logistics to be worked out.

2 VICE CHAIRMAN MILLER: Not during  
3 rush hour.

4 COMMISSIONER PROVANCHA: Not  
5 during rush hour, probably in the early  
6 afternoon time frame. The plan would be to go  
7 down, receive briefing and a windshield tour  
8 of some of the projects.

9 VICE CHAIRMAN MILLER: Okay.  
10 Thank you.

11 COMMISSIONER PROVANCHA: Thank  
12 you.

13 VICE CHAIRMAN MILLER: Any other  
14 further business? If not, that concludes  
15 today's meeting agenda. I would like to wish  
16 all of you a safe and happy holiday season.

17 And this meeting is adjourned.

18 (Whereupon, the meeting was  
19 concluded at 3:02 p.m.)

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In the matter of: Meeting

Before: National Capital Planning Commission

Date: 12-06-12

Place: Washington, DC

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