

# STAFF RECOMMENDATION

E.Keller

NCPC File No. 6591/MP185



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**GEORGE P. SHULTZ NATIONAL FOREIGN AFFAIRS TRAINING CENTER,  
REVISED TRANSPORTATION MANAGEMENT PLAN AND DESIGN OF  
ADMINISTRATION AND CLASSROOM ADDITION, DINING ADDITION, EXPANSION  
OF VISITOR CENTER, AND CHILDCARE CENTER ADDITION**

4000 Arlington Boulevard  
Arlington County, Virginia

Submitted by the General Services Administration

May 26, 2005

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## Abstract

The General Services Administration, on behalf of the Department of State, requests approval of a submitted revised Transportation Management Plan (TMP) for the George P. Shultz National Foreign Affairs Training Center in Arlington, Virginia and preliminary and final site and building plans for several proposed structures. The submitted preliminary and final drawings revise limited details of three individual buildings proposed in the earlier approved Master Plan. The preliminary and final building design plans reduce the amount of space or floor levels previously proposed. The modified new construction includes approximately 139,000 additional square feet of federal building space, a reduction of about 30,000 square feet. The revised TMP complies with the Commission's Comprehensive Plan parking ratio goals.

## Commission Action Requested by Applicant

Approval of the revised Transportation Management Plan, and preliminary and final site and building plans, pursuant to Section 5 of the National Capital Planning Act (40 U.S.C. § 8722(b)(1)).

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## Executive Director's Recommendation

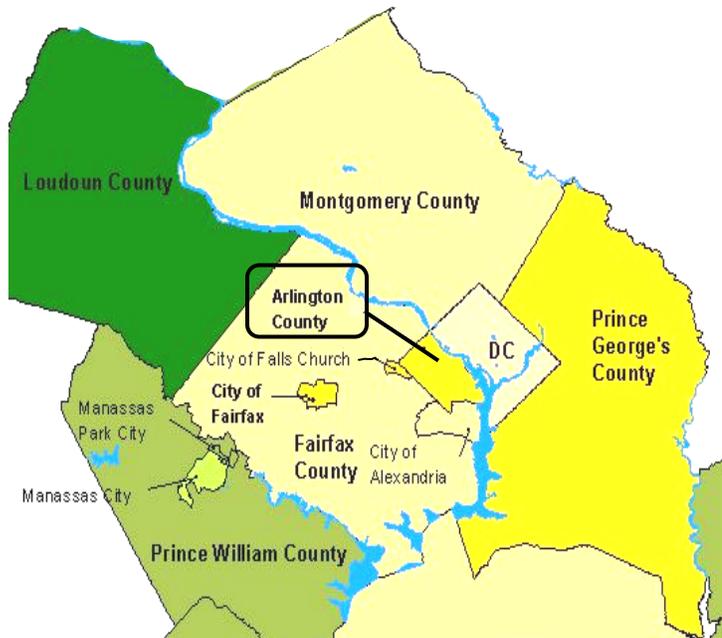
The Commission:

**Approves** the revised Transportation Management Plan and preliminary and final site and building plans for the Administration and Classroom Addition, Dining Addition, Expansion of Visitor Center, and Childcare Center Addition at the National Foreign Affairs Training Center in Arlington County, Virginia, as shown on NCPC Map File No. 2101.00(38.00)-41619.

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## PROJECT DESCRIPTION

The General Services Administration has submitted a revised Transportation Management Plan for the Department of State Training Center in Arlington, Virginia for Commission approval. The George P. Shultz National Foreign Affairs Training Center (NFATC) is located at the former Arlington Hall Station site, south of Route 50 in Arlington, Virginia. The submission also includes the preliminary and final design for new construction projects for the campus that include the Administration and Classroom Additions, a Dining Addition, Expansion of the Visitor Center, and a Childcare Center Addition.



**REGIONAL LOCATION OF ARLINGTON COUNTY**

This integrated diplomatic security and foreign affairs training center is designed to facilitate training of U.S.

State Department personnel. The Foreign Service training activities include developing language skills for over 40 languages and orientation to new living environments and cultures. The work program of the facility also has expanded to include other professional training, advanced research, and family and individual counseling programs.

### Site

The NFATC site comprises 72 acres of land, situated generally between George Mason Drive and Glebe Road, and is bounded on the south by the residential communities of Alcova Heights and Barcoft to the east and west of George Mason Drive, respectively. The U.S. Army occupies 15 acres adjacent to the NFATC for the National Guard Headquarters Center located immediately west of the NFATC.

The State Department maintains the property as an educational and training center that serves as a major federal government education facility serving trainees and students in the Foreign Service and also as a professional training and conference center for State Department staff.



### VICINITY LOCATION OF THE NATIONAL FOREIGN AFFAIRS TRAINING CENTER

#### Background

By report in September 2004, the Commission approved the revised May 2004 Master Plan for the National Foreign Affairs Training Center, *except* for the additional identified Plan surface parking spaces; approved the concept site and building plans for the National Foreign Affairs Training Center (NFATC) Administration and Classroom Additions, Dining Center Addition, Visitor Center Expansion, and Childcare Center Addition; and recommended that the Department of State in cooperation with the General Services Administration:

- Designate an Employee Transportation Coordinator (ETC) at the NFATC to initiate programs to adhere to Transportation Management Goals of the Commission’s Comprehensive Plan and begin to achieve a staff parking ratio of one space per four employees
- Prepare an action plan for the NFATC detailing how the employee parking ratio of the Commission’s Comprehensive Plan will be met. This action plan should be completed and submitted to the Commission with the preliminary design of any above NFATC project.
- Submit a revised parking plan for Commission approval with the submission of the preliminary design of the above projects. The revised parking plan must include:

- An updated employee survey, as defined by the Transportation Element of the Comprehensive Plan
- A commitment to undertake specific Transportation Management strategies

In January 2004, the Executive Director completed a delegated approval of renovations to Buildings 50 and 51 at the NFATC. The two buildings, built between 1924-27, were both residential cottages at the former girl's school site and are now used for offices. Building 51 will continue to serve as an office area, and Building 50 will be an immersion training facility.



### **AERIAL VIEW OF EXISTING NATIONAL FOREIGN AFFAIRS TRAINING CENTER CAMPUS**

#### Proposal

The submitted preliminary and final site and building plans maintain the initial NFATC facility design, approved in the September 2004 review of the Master Plan, which is comprised of a series of connected, low-rise, two- to four-story buildings in a campus-like setting. The new development of administration and classroom space, expansion of the visitor center, and a childcare center addition are sited to take advantage of the existing landscaped areas comprised of mature oak trees

and other vegetation. The existing complex and recently approved Master Plan emphasize the axial relationships of the campus.

The preliminary and final design has slightly modified the proposed new construction, which would involve only the classrooms and administrative functions, by reducing the size and total space of the new Administrative Classroom addition. Furthermore, the submission responds to the Commission's request for a modified and revised Transportation Management Plan (TMP). The revised TMP that has been submitted responds to the Commission's new parking ratio requirements of the August 2004 adopted Comprehensive Plan as requested by the Commission's review of the Master Plan.



**EXISTING VIEW OF NFATC, AS SEEN FROM SOUTHEAST,  
WITH VISTOR CENTER IN FOREGROUND**

- Foreign Services Institute Administration/Classroom Addition

The preliminary and final buildings plans for this addition provides 124,400 gross square feet of space immediately south of current classroom wings in a full three-floor addition attached to the existing structures. An additional three-floor freestanding building is connected to the classrooms by an enclosed pedestrian corridor. Finally, a single floor structure is situated at the west end of the addition to serve as a large assembly area.

The exterior design of the administration and classroom additions will feature brick masonry matching the existing buildings and will exhibit granite and precast concrete corresponding with the existing finishes (see diagrams). Fixed window openings would be used to provide light while larger expanses of glass will be placed at the ends of corridors and along outside walls to minimize building mass. The roof that would cover the conference area will be a standing seam curved metal roof that would relate to the Visitor Center.



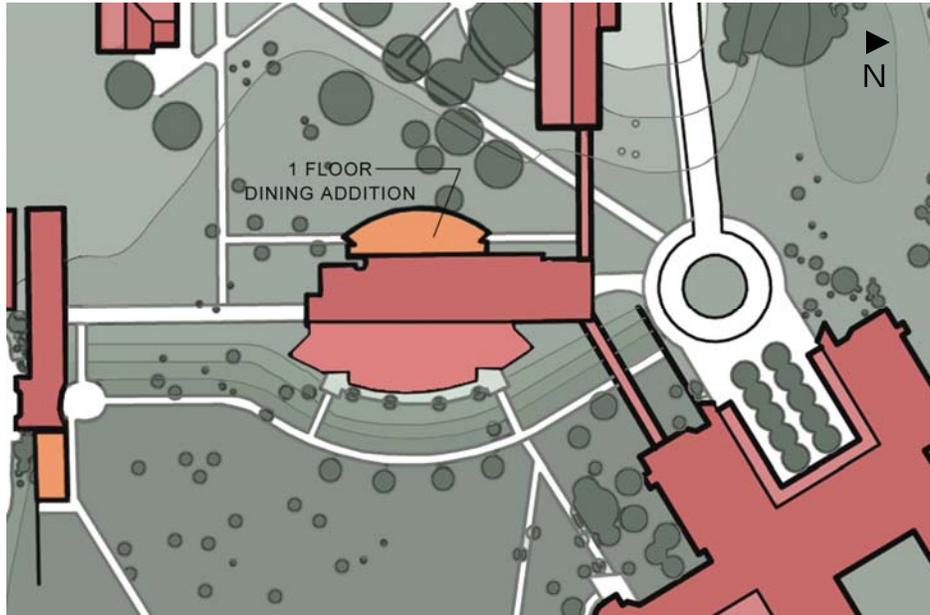
**ADMINISTRATION AND CLASSROOM BUILDING ADDITION REVISED  
PRELIMINARY AND FINAL SITE AND BUILDING PLAN**



### **ADMINISTRATION AND CLASSROOM BUILDING ADDITION ELEVATIONS WITH MODIFIED HEIGHT OF THREE LEVELS**

- Dining Facility Addition

The expansion of the existing dining space will be in the form of a small curved building area at the west side of the current facility. The preliminary and final building plans of the new addition draw on the existing building finishes and match the palette and architectural vocabulary of the openness of the current area. Its relationship to the historic green space, framed by the old main campus buildings, is a major focus of its location and design. The addition does not extend into the defined historic precinct specified by the 1989 Section 106 review.



**DINING FACILITY ADDITION PRELIMINARY AND FINAL  
SITE DEVELOPMENT PLAN**



**WEST ELEVATION**

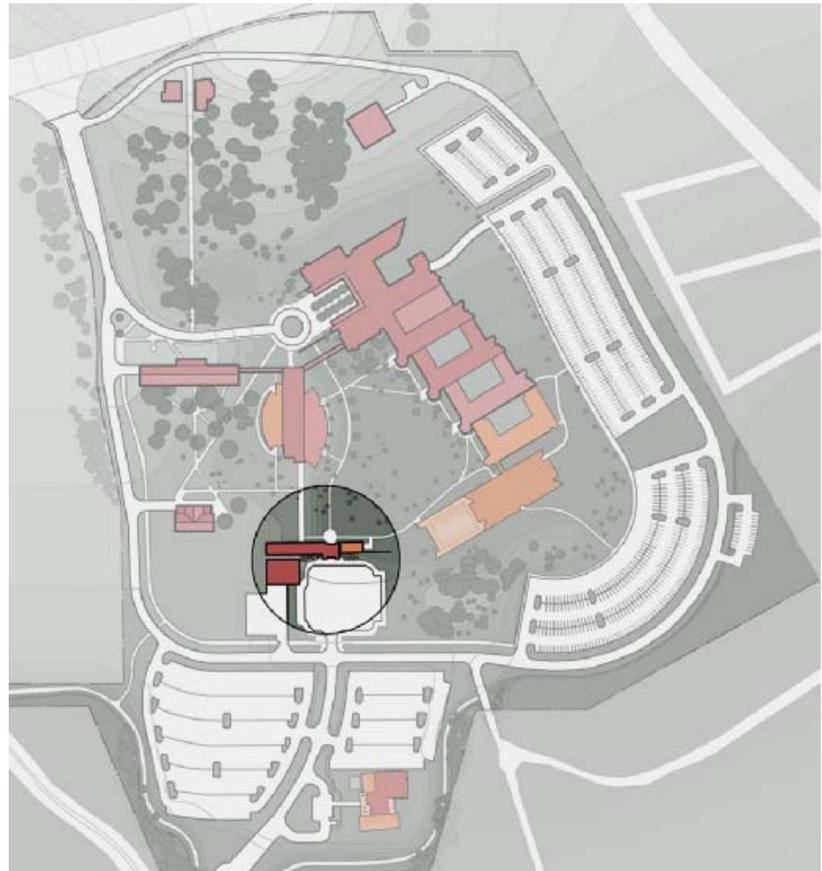


**SOUTH ELEVATION**

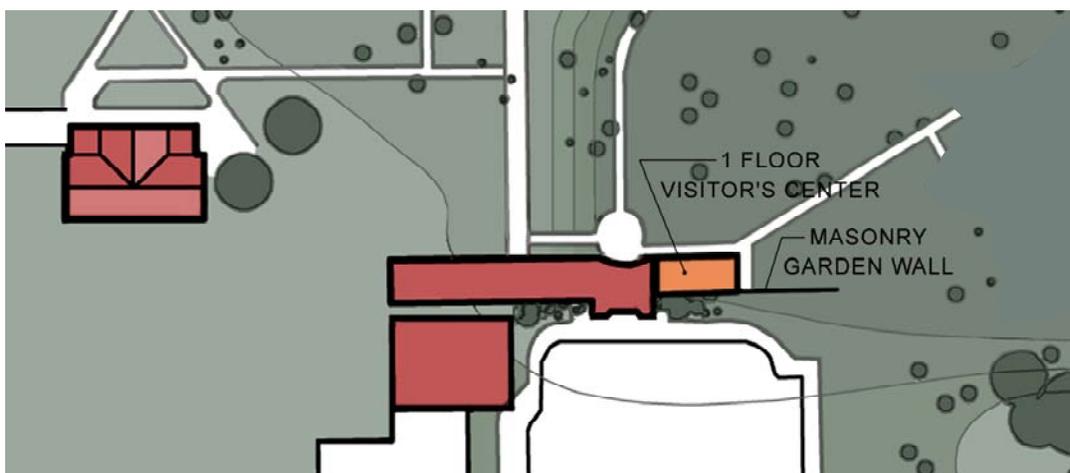
**DINING FACILITY ADDITION PRELIMINARY AND FINAL BUILDING  
ELEVATIONS**

- Visitor Center Expansion

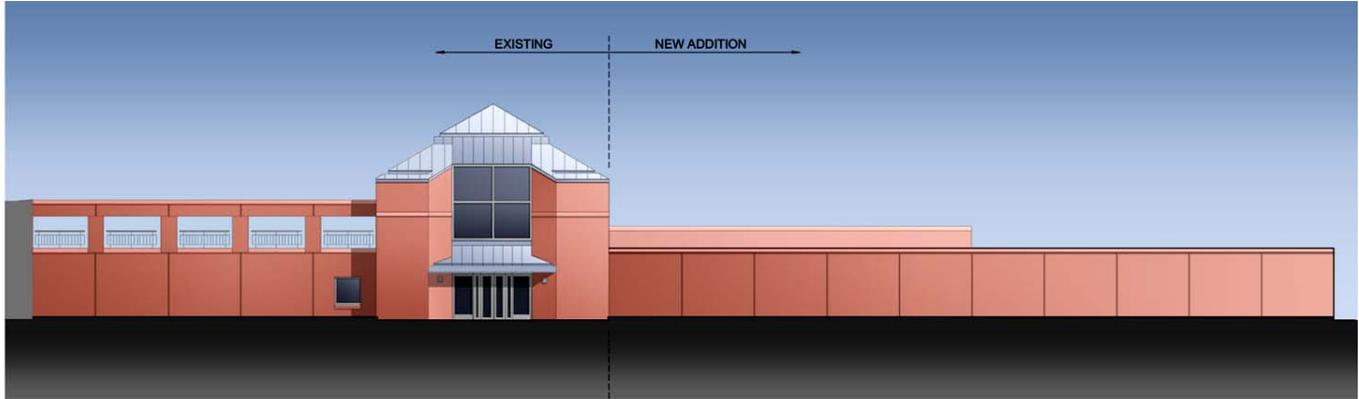
The security measures at the NFATC will necessitate expansion of the current Visitor Center. The new space required for the Center will provide a new secure entry/exit as an eastern extension of the current design. Additionally, the added space provides a more direct connection to the Administration/Classroom Addition. The preliminary and final building plans for the Visitor Center will feature a masonry-clad exterior with the south-facing façade providing no windows due to security needs. The north wall of the building, which faces into the campus, will have windows fronting the campus green.



**VISITOR CENTER PRELIMINARY AND FINAL SITE AND BUILDING PLAN**



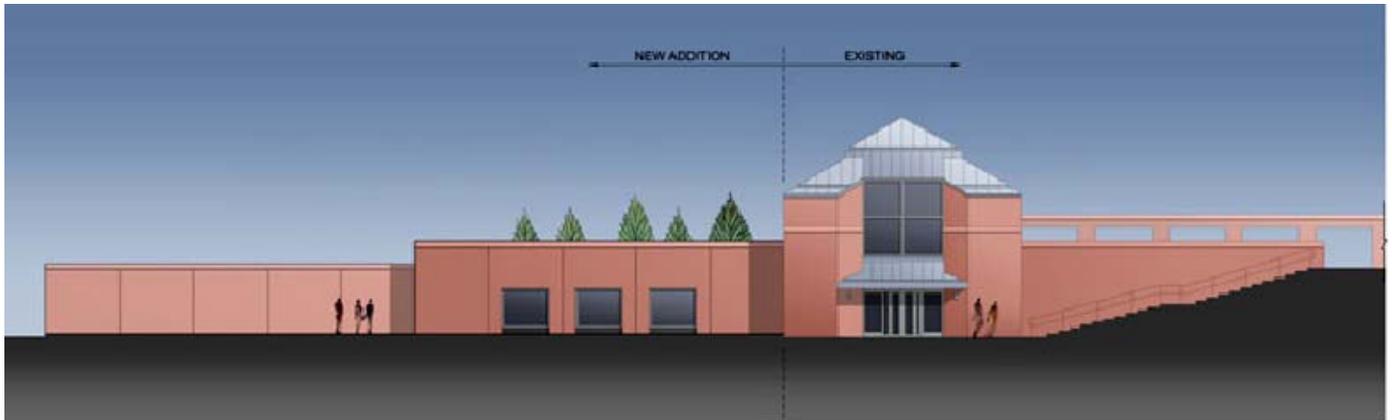
**VISITOR CENTER PRELIMINARY AND FINAL SITE DEVELOPMENT PLAN ENLARGEMENT**



SOUTH ELEVATION



EAST ELEVATION



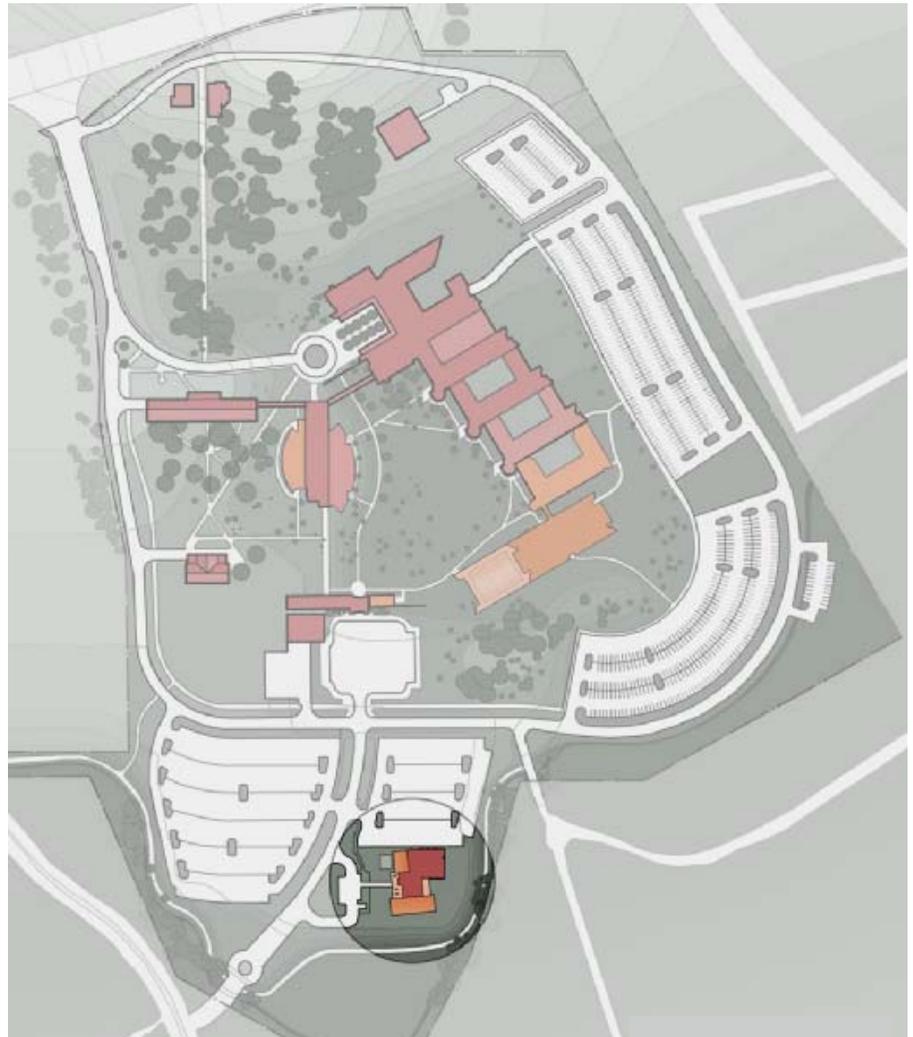
NORTH ELEVATION

**VISITOR CENTER PRELIMINARY AND FINAL BUILDING ELEVATIONS**

- Childcare Expansion

The preliminary and final submission responds to the need for the existing Childcare Facility to remain operational while being expanded. A single secure access point will be developed in the expansion of the existing building and the opportunity to reuse as much of the existing space as possible is a major goal of the project.

The preliminary and final plans have been revised on the exterior with a more contemporary façade and finish that will wrap around the current structure on two sides. The plans would also redistribute the outdoor play areas within a secured perimeter fence. As the existing childcare center is separated from the main campus buildings, a varied architectural palette of materials has been selected. The exterior building materials will be metal panels colored to emphasize the different areas of the building. No expanded vehicle parking is proposed for the childcare center operations.



**CHILDCARE EXPANSION PRELIMINARY AND FINAL SITE DEVELOPMENT PLAN**

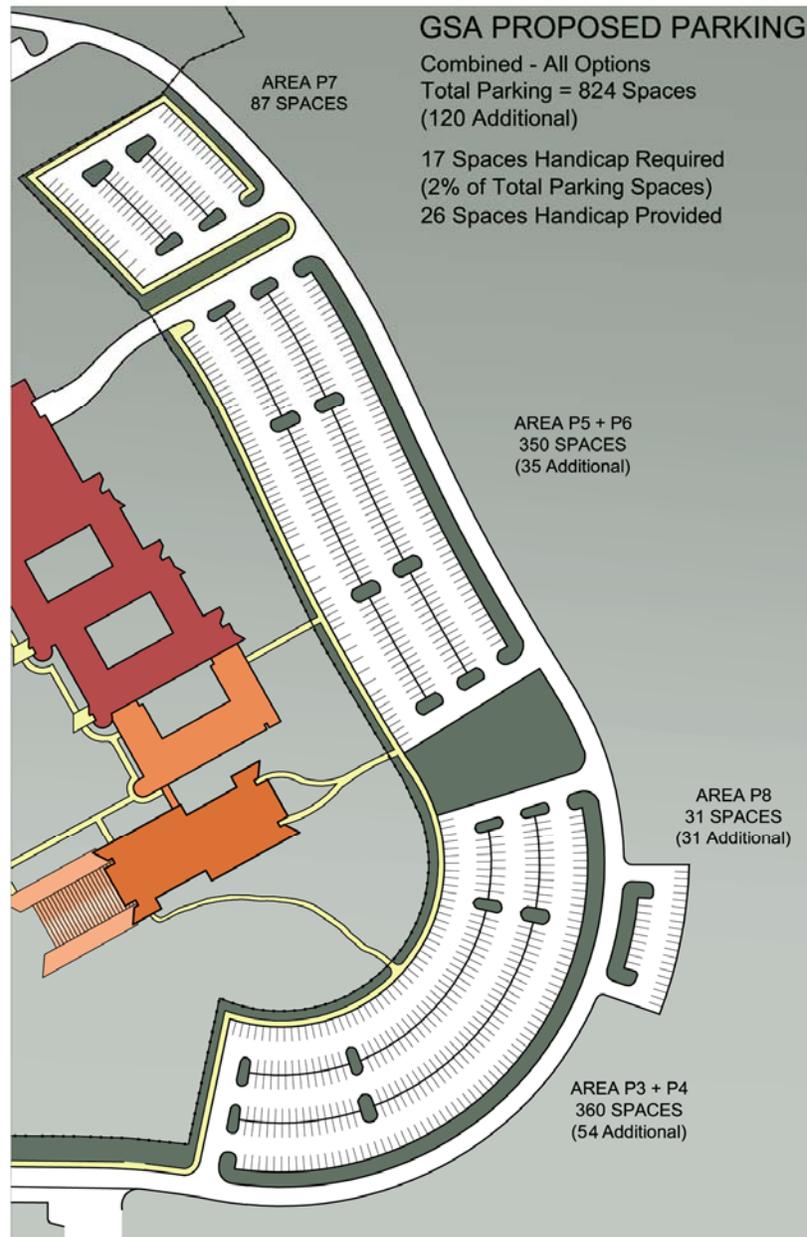


West Elevation 0 5' 15' 30'

**CHILDCARE PRELIMINARY AND FINAL BUILDING ELEVATION**

Revised Transportation Management Plan and Traffic Impact Study

The NFATC revised TMP establishes approximately 120 additional parking spaces. According to the parking plan, these spaces will be provided by adding spaces in increments at existing parking area locations throughout the site (see diagram at right). The additional spaces are to be utilized for the increased student population at the NFATC through the year 2020. The student population is planned in the TMP for 1,642 students and a staff (which includes faculty) of approximately 845. The management of the NFATC classifies faculty for the Center as temporary because instructor assignments at the facility are usually two years or less (between 500 and 580 personnel). The TMP identifies a total parking complement in the preliminary and final plans for the NFATC expansion of 1,387 for the planning horizon of 2020.



**TMP PARKING REVISION**

Based on an updated employee survey taken in February 2005 and additional traffic analysis, the TMP has established a goal of conforming to the Commission's Comprehensive Plan parking ratio goal of one space per four employees at the NFATC by the year 2020. This goal will be implemented beginning in late 2005, with actions and a time table to accomplish reduced permanent staff parking, assigned parking spaces (faculty, students, staff), designated carpool and van pool parking in priority spaces, increased transit usage, and increased bike travel usage. Furthermore, the TMP specifies that a Commuter Center, staffed by the Employee Transportation Coordinator (ETC), will be established at NFATC in a location that is central to the Center and conveniently accessible to all employees. The following are the specific actions identified in the submitted TMP:

### *Commuter Center*

The commuter center should be located in a central position on the facility that is conveniently accessible to all employees on the installation. The commuter center is the center of TMP operations and the headquarters of the ETC. Any information on alternative transportation initiatives can be obtained at this location. With the approval of the Shultz Center management and the Metro system, fare cards can also be sold to employees here. The information presented to the employees at the commuter center could also be posted on the Shultz Center's Intranet site. This commuter center should be established before the implementation of the other strategies. The implementation time for this should correspond with the hiring/appointing of the ETC.

### *Implementation Timeline:*

#### 2005:

- Establish an office for the current ETC and the commuter center
- Market the existence of the office through multi-media initiatives.
- Establish the sale of mass transit fares
- Obtain and distribute all TMP program information and assistance.
- Use the commuter center to help market and enter employees to the database.
- Use the commuter center marketing database to help establish a ridesharing database. This database would include information like what building people work in, their zip code, and work schedule.
- Create displays in other locations on the facility to market the Commuter Center and its services.

### *Guaranteed Ride Home Program*

The Guaranteed Ride Home program is an opportunity to increase interest in transit and carpooling. It can be the ultimate incentive for employees not to use their personal vehicle to get to work because one of the biggest worries for commuters using alternate modes of transportation is being able to get home in case of an emergency or if overtime is necessary. Removing the barricade of getting a ride home in extreme situations will likely increase the use of alternate travel modes (carpool, vanpool, transit use) as shown in the employee survey. MWCOG already has a working system in place that is able to serve the entire capitol region. The success of this program, as with so many others, lies in education. The program exists; commuters just need to be made aware of it.

### *Implementation Timeline:*

#### 2005:

- Market and educate staff and faculty to the advantages and benefits of using the Guaranteed Ride Home program.

### *Ridesharing (Carpooling)*

The most desirable TMP strategy to implement is the carpooling or ridesharing program. This program is relatively inexpensive since the commuters already have vehicles and are interested, they just need to be matched up. According to the results of the survey, over half of the staff is interested in carpooling to work during the week. For the success of this program the Shultz Center should promote the following initiatives:

- Develop a proactive ridesharing system. The ETC can establish enrollment drives, in addition to the continuous enrollment during the normal course of the year. These could be held when new classes begin.
- Host “Zip code parties” where commuters can meet one another and establish ridesharing matches can increase the interest in ridesharing. Personalized introductions by the ETC of potential rideshares should take place in this type atmosphere as well.
- Coordinate and develop incentives to rideshare such as the MWCOG Guaranteed Ride Home program.

### *Implementation Timeline:*

#### 2005 to 2006:

- Promote the ridesharing program through an enrollment drive.
- Promote the incentives that are available to rideshares.
- Establish public service announcements, posted, e-mail, memorandum, and fliers.

#### 2006 to 2015:

- Promote the ridesharing program through another enrollment drive.
- Conduct a “zip code party” to break the ice and introduce people.
- Invite established rideshares to speak of their success.
- Design and erect on-post signage for established rideshare parking areas.
- Promote the program as any major influxes of students or temporary staff members occur.

### *Vanpooling*

Vanpooling is an excellent way to get even more rideshares together into high capacity vanpools. The more people that ride together the less parking that is required. Commuters must live at least 15 miles away for this to be an available option. The average commuting distance is about 20 miles with a commute time of around 30 minutes. The ETC needs to establish vanpool areas and perform the same service for vanpoolers as rideshares, such as the “zip code party,” and enrollment periods. For the Shultz Center, an existing third party or private vanpool maybe the best option.

The implementation of the vanpooling program can be preformed at the same time as the implementation of the ridesharing program.

*Implementation Timeline:*2005 to 2006:

- Promote the vanpooling/ ridesharing program through an enrollment drive.
- Promote the incentives that are available to vanpoolers.
- Establish public service announcements, posted, e-mail, memorandum, and fliers.

2006 to 2015:

- Promote the ridesharing program through another enrollment drive.
- Conduct a “zip code party” to break the ice and introduce people.
- Invite established rideshares to speak of their success.
- Expand the preferential parking for vanpools.

*Transit*

The Shultz Center has significant transit service within the local area, including the Orange and Blue Metro lines nearby, local bus service and the State department shuttle.

*Implementation Timeline:*2005 to 2007:

- Provide transit information on routes, schedules and fares.
- Try to customize available transit options and information to the worksite by setting up a map showing appropriate routes and schedules.
- Assist in the initial trip planning by identifying routes and schedules for employees.
- Establish public service announcements, posted, e-mail, memorandum, and fliers.

2007 to 2015:

- Negotiate with local operators for changes in routes or stops to improve service.
- In compliance with Executive Order 13150, offer Metrocheks or Smart Benefits to all employees in the National Capital Region for actual commuting costs, not to exceed the statutory maximum (\$105 in 2005).
- Provide employee-funded fare media to employees outside the national capital region.

*Parking Management*

The ultimate objective of the TMP is the reduction of the parking demand at the Shultz Center to the NCPC goal of 1:4 parking spaces: staff. As a push to get staff to use the alternate transportation methods listed above, a parking management strategy can be set into motion. This will involve the enforcement of the current parking regulations, including the enforcement of carpool parking spaces. To meet the objective of reducing the parking demand, the number of staff parking spaces will need to be reduced and reallocated as carpool/vanpool spaces or as faculty/student spaces. An eventual reduction in the number of defined spaces will need to also happen in order to meet the ratio. As the number of employees using alternative modes to travel to and from the facility gradually increases, the number of parking spaces provided on the installation for staff should be gradually decreased in order to meet the desired ratio of 1 parking space per 4 staff.

**Summary, Average Vehicle Occupancy Goals**

Mode Choice	Existing			2009			2014			2019			Staff % Change	Staff Mode Change
	Staff %	Staff	Staff Vehicles											
Drove Alone	73%	194	194	54%	144	144	12%	32	32	4%	10	10	-69%	-184
2 per. carpool	14%	36	18	19%	50	25	30%	80	40	30%	80	40	16%	44
3 per. carpool	1%	4	1	5%	15	5	11%	30	10	11%	30	10	10%	26
4 per. carpool	0%	0	0	1%	4	1	6%	16	4	6%	16	4	6%	16
Van Pool	0%	0	0	3%	8	1	6%	16	2	6%	16	2	6%	16
Shuttle	1%	4	0	1%	4	0	3%	10	0	4%	12	0	3%	8
Public Transit	7%	18	0	12%	31	0	27%	72	0	35%	92	0	28%	74
Walked	1%	5	0	1%	5	0	1%	5	0	1%	5	0	0%	0
Bicycled	1%	4	0	1%	4	0	1%	4	0	1%	4	0	0%	0
<b>Total</b>	<b>100%</b>	<b>265</b>	<b>213</b>	<b>100%</b>	<b>265</b>	<b>176</b>	<b>100%</b>	<b>265</b>	<b>88</b>	<b>100%</b>	<b>265</b>	<b>66</b>		
<b>AVO</b>			<b>1.24</b>			<b>1.50</b>			<b>3.00</b>			<b>4.00</b>		

**PARKING MANAGEMENT TRANSITION TO COMMISSION PARKING RATIO**

As noted in the table above, the TMP strategies would achieve the parking management goals of the Commission’s Comprehensive Plan parking ratio goal. The management goal for each successive 5-year increment can be compared to the current parking status listed on the left side of the table. The specific action steps required through the TMP implementation regarding parking management are as follows:

*Implementation Timeline:*

2005 to 2006:

- Notification that parking enforcement of reduced staff parking will begin in a six-month period.
- Warning notices given to current violators.
- Educate students, faculty and staff about new parking permits and corresponding parking areas.

2006 to 2010:

- Implement student, faculty and staff designated permit parking.
- Enforcement of current parking regulations.
- Reduction of staff parking from 214 to 176 spaces (38 spaces removed from staff).
- Reallocate the 38 staff parking spaces to rideshare parking.
- Encourage alternative modes to reach a staff AVO=1.50.

2010 to 2015:

- Reduction of staff parking from 176 to 88 spaces (88 spaces removed from staff).
- Reallocate the 88 staff parking spaces to rideshare parking.
- Encourage alternative modes to reach a staff AVO=3.00.

2015 to 2020:

- Reduction of staff parking from 88 to 66 spaces (22 spaces removed from staff).
- Reallocate the 22 staff parking spaces to rideshare parking.
- Encourage alternative modes to reach a staff AVO=4.00.

The traffic impact study portion of the preliminary and final submission has concluded that the Level of Service (LOS) analysis for intersections near the NFATC shows the overall final construction of improved NFATC space will affect local traffic conditions, particularly south of the Center at George Mason Drive and 6<sup>th</sup> Street. However, the analysis also finds the study area’s intersections can be mitigated with the introduction of a new traffic signal plan at two key locations (see chart below). “Level of Service” is a qualitative measure that describes operational conditions within a traffic stream or at an intersection, and reflects their perception by drivers and other roadway users. Principal considerations are factors such as speed and travel time, delay, freedom of maneuver, traffic interruptions, comfort convenience and safety. Current engineering practice defines six Levels of Service (A-F) with an “A” representing best operating conditions, and “F” representing worst operating conditions.

**Overall Intersection LOS: AM Peak LOS Summary**

AM PEAK – Overall Intersection LOS	Existing	Back-ground	Future with project	Future with project and mitigation*	Back-ground	Future with project	Future with project and mitigation*
LOS Summary	2004	2009	2009	2009	2014	2014	2014
<b>Signalized Intersections</b>							
<i>Glebe Rd @ Rt. 50 – WB Off</i>	B	C	C	C	D	D <sup>3</sup>	D <sup>3,1*</sup>
<i>Glebe Rd @ Rt. 50 – EB Off</i>	C <sup>1</sup>	C <sup>1</sup>	C <sup>1</sup>	C <sup>1,1*</sup>	D <sup>2</sup>	D <sup>2</sup>	C <sup>2,1*</sup>
<i>George Mason Dr @ Rt.50,WB</i>	B	B	B	B	B	B	B
<i>George Mason Dr @ Rt.50,EB</i>	B	C	C	C	C	C	C
<i>George Mason Dr @ 8<sup>th</sup> St</i>	B	B	C	B	C	C	C
<b>Unsignalized Intersections</b>							
<i>George Mason Dr @ 6<sup>th</sup> St</i>	F	F	F	F	F	F	F

Notes: \*=mitigation,  
<sup>1</sup> = Eastbound approach-LOS F, <sup>1,1\*</sup> = Eastbound approach-LOS E  
<sup>2</sup> = Eastbound approach-LOS F, <sup>2,1\*</sup> = Eastbound approach-LOS E  
<sup>3</sup> = Northbound approach-LOS E, <sup>3,1\*</sup> =Northbound approach-degraded LOS E

**Overall Intersection LOS: PM Peak LOS Summary**

PM PEAK – Overall Intersection LOS	Existing	Back-ground	Future with project	Future with project and mitigation*	Back-ground	Future with project	Future with project and mitigation*
LOS Summary	2004	2009	2009	2009	2014	2014	2014
<b>Signalized Intersections</b>							
<i>Glebe Rd @ Rt. 50 – WB Off</i>	B	B	C	B	C	C	B
<i>Glebe Rd @ Rt. 50 – EB Off</i>	B	C <sup>1</sup>	C <sup>1,1</sup>	B <sup>1,2*</sup>	D <sup>2</sup>	D <sup>2,3</sup>	C <sup>2,2*</sup>
<i>George Mason Dr @ Rt.50,WB</i>	C	C	C	C	D <sup>3</sup>	D <sup>3</sup>	C <sup>3,1*</sup>
<i>George Mason Dr @ Rt.50,EB</i>	B	B	B	B	B	C	B
<i>George Mason Dr @ 8<sup>th</sup> St</i>	A	B	B	B	B	C	C
<b>Unsignalized Intersections</b>							
<i>George Mason Dr @ 6<sup>th</sup> St</i>	F	F	F	F	F	F	F

Notes: \*=mitigation,  
<sup>1</sup> =Eastbound approach-LOS E, <sup>1,1</sup> =Eastbound approach-LOS F, <sup>1,2\*</sup> =Eastbound approach-LOS D  
<sup>2</sup> = Eastbound approach-LOS E, <sup>2,1</sup> =Eastbound approach-LOS F, <sup>2,2\*</sup> =Eastbound approach- LOS E  
<sup>3</sup> = Northbound approach-LOS E, <sup>3,1\*</sup> =Northbound approach-degraded LOS E

In general, all signalized intersections operate at acceptable LOS at present and for future conditions with the traffic mitigation actions. The peak morning (AM) LOS summary indicates that with the future conditions in 2014, only two intersections operate at LOS D. Furthermore, the peak afternoon (PM) summary demonstrates that all signalized intersections operate at an acceptable LOS level, with only two locations impacted.

Finally, the analysis recommends the unsignalized George Mason Drive and 6<sup>th</sup> Street intersection be seriously considered for a signal warrant study to verify the need for traffic signal control of vehicle movements at this location. The NFATC will approach the Arlington County authorities to encourage the warrant study be achieved.

### Development Program

Applicant: General Services Administration on behalf of the Department of State

Estimated Cost: A magnitude estimated range of between \$22 million to 28 million dollars for improvements without escalation.

Completion Date: First phases of construction to begin in late 2005.

### COORDINATION

The General Services Administration initiated consultation with NCPC staff concerning the Master Plan in early of 2004. In its planning efforts guiding the Department of State, the GSA design team has maintained complete communication with all stakeholders in the imitative for future planning.

Additional coordination was achieved by NCPC staff in providing copies of the Revised Master Plan to Arlington County Department of Community Planning and the Northern Virginia Regional Commission, in June 2004.

The Arlington County staff did not provide a response to any issues regarding the NFATC revised Master Plan proposal.

The Northern Virginia Regional Commission (NVRC), in its comments of June 21, 2004, noted that the facility resides in a Chesapeake Bay Resource management Area (RMA) of Arlington County. This designation requires all development to result in no-net-increase for phosphorus pollutants based on the area's average imperviousness of ground surfaces. Additionally, the comments noted that development should explore retrofitting existing stormwater management facilities on the campus to include water quality controls.

NCPC staff concurred in the findings of the NVRC. The larger and more complex facilities proposed by the Plan are carried forward to final design development in the current submission and achieve site development elements that control site drainage and impervious surface run-off.

Additional comment from local interests to GSA has been achieved during the comment period on the GSA Environmental Assessment document. Comments included the following:

- Office of the County Manager, Arlington County  
Expressed concern about site surface water drainage and the use of low impact development techniques and minimizing both flow rates and volume of stormwater runoff.
- Alcovia Heights Citizens Association  
Expression of concern about stormwater runoff and visual impact of new structures.
- Barcroft School and Civic League  
Requested consideration of NFATC parking needs and avoidance of facility parking spilling-over into the local neighborhoods of Barcroft and Alcovia Heights.
- Department of Environmental Quality, Commonwealth of Virginia  
Requested a federal consistency determination, pursuant to the Virginia Coastal Resources Management Program (VCP) and the Federal Coastal Zone Management Act of 1972.

The GSA has responded to the above issues in the developed EA and its Finding of No Significant Impact (FONSI) of March 2005. GSA indicated the following issue points in its determination:

- GSA, in its Finding conclusion, established that stormwater runoff would be mitigated to meet requirements of the Arlington County Chesapeake Bay Preservation Ordinance, Stormwater Detention Ordinance, and Erosion and Sediment Control Ordinance.
- Parking issues have been addressed by GSA in the submitted TMP and will avoid any offsite parking effects.
- The GSA EA has been developed with a Coastal Zone Consistency statement and acknowledgement that the action would adhere to all local requirements of the Chesapeake Bay Preservation area and the County's Resource Management Area requirements in accordance with the Section 307 of the Federal Coastal Zone Management Act.

## PROJECT ANALYSIS

### Executive Summary

The current submission reflects several refinements to the building designs that were originally approved in the September 2004 Master Plan. Staff has determined that the modifications are consistent with the previously approved plans.

Additionally, staff finds the submission provides the revised Transportation Management Plan requested by the Commission and identifies all considerations required by such a study as defined by the Commission's submission requirements. The submitted Transportation Management Plan clearly establishes a goal of better parking management at the NFATC and maintains a process for achieving the Commission's employee parking ratio specified by NCPC's Comprehensive Plan. Within the Transportation Management Plan, parking is identified by all users groups and increased usage of transit systems is specified and acknowledged. Parking space reductions are phased into a process of greater reliance on ridesharing, transit usage, and provisions for pedestrian and bicycle commuting. The TMP also is clearly established for implementation by the newly created ETC, which will be assigned at the NFATC.

In the review of the individual building designs themselves, staff believes that the preliminary and final exterior architectural design of the building facades complements the mass of the buildings

and maintains the visual theme of the NFATC campus. The new structures are compatible with the site and the surrounding campus infrastructure. The Department of State has submitted material samples of the building designs for each new structure and all treatments and finishes are found by staff to be acceptable and of high quality.

**Staff recommends approval** of the submitted revised Transportation Management Plan and the preliminary and final site and building plans for the Administration and Classroom Additions, Dining Addition, Expansion of the Visitor Center, and Childcare Center Addition at the NFATC. Staff believes that implementation of all submitted plans will result in fulfilling the installation master plan design objectives.

## CONFORMANCE

### Master Plan

The preliminary and final building plans for the Administration and Classroom Additions, Dining Addition, Expansion of the Visitor Center, and Childcare Center Addition are consistent with the prepared Revised Master Plan for the NFATC, approved by the Commission in September 2004.

### National Environmental Policy Act

The General Services Administration had determined the revised master plan and its preliminary design required an updated evaluation of the planned action, pursuant to guidelines of the Council on Environmental Quality. The General Services Administration initiated an Environmental Assessment which was available to the public in March 2005.

The prepared EA provided a completed Finding of No Significant Impact, signed March 14, 2005, that concluded the proposed construction of the increased NFATC education and administrative space, dining facility addition, visitor center addition, and childcare center addition, does not constitute a significant affect on the quality of the human and natural environment.

The developed EA has confirmed, along with the detailed traffic impact study, that the combined effect of the NFATC-related traffic, and future unrelated background traffic is expected to potentially affect both AM and PM peak hour traffic flow. It is important to note, however, that the Plan's anticipated total numbers of students is not in excess of the 1989 total facility populations formerly evaluated in earlier environmental reviews. Mitigation actions are proposed by the State Department for implementation to address improved traffic access to and from the Center. The Traffic study further recommends the potential installation of one traffic signal to assist in improved traffic flow at George Mason Drive and Sixth Street, adjacent to the southern access road of the NFATC.

### National Historic Preservation Act

GSA has concluded the Section 106 consultation requirement for the proposal with the Virginia Department of Historic Resources (VA SHPO). The state agency concurred in GSA's determination of No Adverse Effect on March 2, 2005. The SHPO had requested additional information in order to assess the potential for archaeological resources in the area. Based on the

extensive previous ground disturbance, the SHPO concurred that there is a low potential for finding eligible below grade resources. In addition, the SHPO reviewed the plans for the proposed new construction and found them to be “compatible in design, massing, scale, and setting” with the historic properties at the site.

Staff finds that GSA has planned carefully for the preservation of the historic buildings at the facility (whose rehabilitation was previously approved by the Commission) and has planned new development elsewhere on the site in conformance with Section 106 goals. Staff commends GSA for its careful treatment of and protection of the historic setting.

### Comprehensive Plan for the National Capital: Federal Elements

The proposal is consistent with the Comprehensive Plan for the National Capital. The Federal Facilities Element designates NFATC as a Training and Support Facility. No boundary changes are required in the facility and the campus adheres to the goals of *The Comprehensive Plan for the National Capital: Federal Elements*, which notes the existence and location of the NFATC as a federally owned workplace in the Monumental Core and Environs (Federal Workplace Element, p. 27). Furthermore, the *Comprehensive Plan for the National Capital: Federal Elements* includes the following policies that pertain to the NFATC. These include:

Guide the long-range development for all installations on which more than one principal building, structure, or activity is located or proposed through a master plan.

- The characteristics of the installation and its surroundings should be established through the master planning process as required by the Commission. Characteristics include the qualities and resources to be protected; building groupings, massing, and architectural character; and streetscape and landscape elements and character.
- Agencies should review master plans on a periodic basis to ensure that both inventory material and development proposals are current. Such reviews should be conducted at least every five years. Agencies should advise the Commission of the results of such reviews and provide to the Commission a proposed schedule for revising master plans when updating is determined to be needed. Revisions to master plans should reflect changed conditions and provide an up-to-date plan for the development of the installation.

(Federal Workplace Element, Development of Workplaces with Communities Policies-Coordination with the Community, Policy #10)

The *Comprehensive Plan for the National Capital: Federal Elements* also includes the following policy:

Parking ratios for federal facilities outside the Central Employment Area but within the Historic District of Columbia boundaries, Arlington County, and portions of Old Town Alexandria; the parking ratio should not exceed one space for every four employees.

(Federal Transportation Element, Parking ratios, p. 84 and 86)

Other transportation management planning objectives cited in the *Comprehensive Plan for the National Capital: Federal Elements* include the following policies:

Federal agencies should:

1. Prepare Transportation Management Plans (TMPs) to encourage employee commuting by modes other than the single-occupant vehicle.
2. Develop TMPs that explore methods and strategies to meet prescribed parking ratios, and include a thorough rationale and technical analysis in support of all TMP findings.
3. Analyze scenarios that incorporate data on employee home zip codes, nearby bus routes, Metrorail, MARC, and VRE lines and their schedules, and that identify existing and planned HOV lanes.
4. Include, within TMPs, implementation plans with timetables outlining each agency's commitment to reaching TMP goals.
5. Reflect, within TMPs, planned regional transportation infrastructure or service improvements within five miles of the federal facilities.
6. Submit their most recent TMP with all master plans and with all projects that increase employment on site by 100 or more.

(Federal Transportation Element, Transportation Management Plans, p. 87)

Additional policies involve the transportation demand management objectives cited in the *Comprehensive Plan for the National Capital: Federal Elements* that include the following policies:

The federal government should:

1. Encourage ridesharing, biking, walking, and other non-single-occupant vehicle modes of transportation for federal commuters.
2. Maximize telecommuting strategies for employees in accordance with federal law.
3. Employ compressed and variable work schedules for employees, consistent with agency missions.
4. Support pedestrian and transit commuting through Live-Near-Work programs.
5. Steadily increase transit subsidy rates, and consider applying subsidies and incentives to other modes, such as biking, walking, carpooling, and vanpooling.

(Federal Transportation Element, Transportation Demand Management, p. 88)

#### Federal Capital Improvements Program

The 2004-2009 FCIP was adopted September 4, 2003 and included the NFATC submitted to NCPC for that program. The Commission specified the proposed improvements in its FCIP review as a *recommended* proposal with a total cost estimated to be \$24,200,000. The planned employment for the facility includes 35 future federal employees to be transferred from other parts of Virginia.