

NATIONAL CAPITAL PLANNING COMMISSION

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COMMISSION MEETING

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OPEN SESSION

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THURSDAY,
MAY 5, 2011

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The meeting convened in Room 5115,
Suite 500, 401 9th Street, N.W., Washington,
D.C. 20004, at 12:40 p.m., Preston Bryant,
Chairman, presiding.

NATIONAL CAPITAL PLANNING COMMISSION MEMBERS
PRESENT:

PRESTON BRYANT, III, Chairman
ARRINGTON DIXON, Mayoral Appointee

JOHN M. HART, Presidential Appointee
PETER MAY, Dept. of Interior
MINA WRIGHT, General Services Admin.
HOWARD A. DENIS, U.S. House of Representatives
XAVIER BELTRAN, Council of the District of
Columbia
BRADLEY PROVANCHA, Dept. of Defense

JENNIFER STEINGASSER, Office of the Mayor of
the District of Columbia
ROBERT E. MILLER, Mayoral Appointee
ELISE GREENWALD, U.S. Senate
NCPC STAFF PRESENT:

MARCEL C. ACOSTA, Executive Director
ANNE SCHUYLER, General Counsel
DEBORAH B. YOUNG, Secretariat

CONTENTS

Report of the Chairman. 4

Report of the Executive Director. 8

Legislative Update. 17

Consent Calendar. 18

Action Items

Nebraska Avenue Complex 26

Joint Base Anacostia-Bolling, Southeast,
Washington, DC. 127

Fort Belvoir, North Post,
Fairfax County, Virginia. 193

Adjourn

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

12:42 p.m.

CHAIRMAN BRYANT: Good afternoon

and welcome to the National Capital Planning
Commission's May 5, 2011 meeting. And if you
would all, please, stand and join me in the
Pledge of Allegiance?

CHAIRMAN BRYANT: We do have a

quorum and so we will proceed without
objection to the agenda, as it has been
adopted and presented.

[INSERT - AGENDA]

1 AGENDA ITEM 1

2 REPORT OF THE CHAIRMAN

3 CHAIRMAN BRYANT: The first item
4 on the agenda is the report of the Chairman
5 and I have one substantial thing to discuss
6 and that is the National Capital Planning
7 Commission plays a central role in the
8 interagency security -- with the Interagency
9 Security Committee. And we have an
10 Interagency Security Task Force.

11 And the Task Force met yesterday,
12 May 3rd or met on May 3rd to discuss two
13 things.

14 One is the President's Park South
15 Design Competition that is the E Street just
16 south of the White House where the Visitor
17 Center is.

18 And then second, an initiative on
19 Security and Public Spaces at the Historic
20 Federal Triangle nearby here from the Federal
21 Trade Commission down to the Department of
22 Commerce.

1 First things first, the
2 President's Park South, the design
3 competition, the goals are really three: To
4 generate creative and thoughtful design
5 concepts; second, to integrate durable and
6 more aesthetic U.S. Secret Service security
7 elements in that area of the White House
8 grounds; and then third, to improve the
9 experience of visitors as they are coming into
10 the White House. It's that area where the
11 visitors' entrance is.

12 Happily, there were 23 very highly
13 qualified, very good submissions in the design
14 competition. We have a Selection Committee
15 that is chaired by NCPC's Bill Dowd and they
16 whittled it down to 15, which was very
17 difficult, and even more difficult they
18 whittled it down and settled on five firms to
19 advance to the next step, the next phase.

20 And on Tuesday, the Task Force
21 endorsed the five firms that have been
22 recommended to proceed forward. The five

1 firms are these: Hood Design Studio, San
2 Francisco; second is Michael Van Valkenburgh
3 Associates in New York City; third is Reid
4 Hildebrand Landscape Architects of Watertown,
5 Massachusetts; fourth is Rogers Marvel
6 Architects out of New York City; and then
7 fifth is Sasaki, also in Watertown,
8 Massachusetts.

9 These firms will next develop
10 design concepts and they will be reviewed,
11 both by the public and by our Task Force, and
12 that will happen at the end of June.

13 The meeting or Task Force meeting
14 then began, the second part of our meeting,
15 was to discuss the Federal Triangle Security
16 and Public Space Initiative. And that
17 initiative is in two phases.

18 Phase 1 is there is a building-by-
19 building security inventory being conducted
20 and we have about three more weeks of work to
21 do on that. And that is being done per
22 security criteria that has been developed over

1 the last year, about a year ago.

2 And then the second phase of the
3 project, will be led by the Task Force, will
4 be to develop recommendations for shared-
5 perimeter security elements in open space for
6 the Federal Triangle. And those
7 recommendations will come forward by year's
8 end.

9 And the next meeting of the Task
10 Force will be at the end of June and, again,
11 we will be working on these two things. We
12 will be looking at the next stage of the
13 President's Park South, ranking the designs
14 that will be coming in from the five firms.
15 And then we will continue work on the Federal
16 Triangle piece.

17 So that's a pretty significant
18 undertaking. And we appreciate very much Bill
19 Dowd for his work on this.

20 That ends the Chairman's report.
21 And I'll turn it over to Marcel Acosta,
22 Executive Director, for the Agenda Item No. 2,

1 which is his report.

2 AGENDA ITEM 2

3 EXECUTIVE DIRECTOR REPORT

4 MR. ACOSTA: Thank you, Mr.
5 Chairman. Now, there are two items, two
6 upcoming public events that might be of
7 interest to the general public.

8 On Thursday, May 19th, the
9 Commission and the D.C. Office of Planning is
10 holding a joint public meeting on NCPC
11 Southwest EcoDistricts Initiative as well as
12 the Office of Planning's Maryland Avenue
13 Southwest Spa Area Plan.

14 The follow-up meeting will cover
15 findings from the recently completed market
16 study, seek public input on preliminary
17 revitalization opportunities along Penn Street
18 and Maryland Avenue, S.W. There will also be
19 ideas on how the combined southwest study area
20 can become a more sustainable and livable
21 neighborhood. And this will be held at the
22 D.C. Office of Planning Office down on the

1 southwest side.

2 Second, we are holding the, on
3 June 7th, NCPC, the D.C. Chapter of the
4 American Institute of Architects will co-host
5 Contemporary Design Historic City, the
6 balancing act between preservation and
7 innovation. The public panel discussion will
8 explore how Washington can preserve its
9 architectural heritage and welcome new
10 innovative design into its urban fabric.

11 The event will take place at
12 Catholic University's Global Architecture and
13 Planning. And details on this event will be
14 on our website.

15 I would also like to take this
16 opportunity to introduce a new staff member,
17 Jennifer Hirsch.

18 Jennifer is serving as our new
19 Preservation Officer. She joined our staff in
20 mid-April and was most -- most recently was
21 deemed as Office of Environmental Planning and
22 Historic Preservation, where she worked on

1 NEPA compliance and Section 106 review for
2 public projects funded by the grant program
3 directorate.

4 Prior to her work with FEMA,
5 Jennifer was a preservation planner with the
6 City of San Diego and the staff to the city's
7 Historic Resources Board.

8 Jennifer has a BA from Brown
9 University and a master's in city planning and
10 a master of science in historic preservation
11 from the University of Pennsylvania.

12 So welcome, Jennifer.

13 Also, and finally, today's
14 Commission meeting is actually being streamed
15 live on the website, on the NCPD website. And
16 with that, this marks our -- the inauguration
17 of our outreach to the general public, so they
18 could view the Commission meetings as they
19 take place on our website.

20 [INSERT - EXECUTIVE DIRECTOR'S REPORT]

1 MR. ACOSTA: With that, I would
2 like to introduce Christian Madera, from our
3 Office of Public Affairs, who will also
4 discuss our recent outreach activities as well
5 as what we are doing with our website in terms
6 of this new Live Streaming Initiative.

7 I would also note that Christian
8 was named as the -- one of the top 25 leading
9 thinkers in urban planning and technology
10 recently.

11 So welcome, Christian.

12 MR. MADERA: Thank you, Marcel.
13 Good afternoon, Mr. Chairman, Members of the
14 Commission. I'm just going to take a quick
15 moment to give you an update on NCPC's current
16 outreach activities, talk a little bit about
17 where we are headed and also touch on what we
18 are doing to ensure that when it comes to
19 public outreach, the Agency is getting a good
20 return on its investment.

21 To start, I think I have some
22 slides. Oh, there they are. To start, I

1 think it's helpful to talk about why we do
2 outreach. For us, there are three main goals:
3 One, we want to educate the public about the
4 Agency and its function. Second, we want to
5 engage the public in our work and solicit
6 input into the planning and review processes.
7 And third, we want to help the Agency get
8 recognized as an authority in the community on
9 pertinent planning and development issues.

10 In addition, there are several
11 external factors like the Obama
12 Administration's Open Government Initiative
13 and the recently passed Plain Writing Act,
14 which are pushing federal agencies to share
15 more information with the public in ways that
16 are easy to consume and understand.

17 So what does NCPC do when it comes
18 to outreach? We do a number of things. I
19 think many of you already will be familiar
20 with these. We hold regular public events,
21 including our Commission meetings, public
22 meetings and workshops related to planning

1 initiatives and our speaker series.

2 Beyond events are our website and
3 email communications have been the primary way
4 that the Agency now sends out information to
5 the public.

6 Over the past couple of years, we
7 have been augmenting our website with videos
8 and social media tools like Facebook and
9 YouTube. And, of course, we can't forget
10 printed publications like our annual report
11 and traditional media tools, such as press
12 releases.

13 To give you a quick summary of the
14 results of all this, we have had over 1,250
15 people attend our events. In 2010, our email
16 list has grown to 1,600 subscribers up from
17 about 700 at the start of 2010.

18 We average about two to three
19 mentions in the news media each week and we
20 have produced over 50 videos that have been
21 viewed on-line collectively over 2,000 times.

22 Moving forward, there is a number

1 of things we want to do to further engage the
2 public. As Marcel mentioned, we are now
3 starting today providing a live video feed of
4 Commission meetings over the web and we will
5 be doing this with our other public events
6 where possible.

7 We hope this expands the audience
8 for our meetings and events and lets people
9 who might otherwise not be able to attend in
10 person know what is going on firsthand.

11 Furthermore, the Commission
12 meeting will be archived on-line and we will
13 soon be including links from the Commission
14 Action text on our website to the relevant
15 sections of an archive video that allows the
16 public to see the Commission's deliberation
17 around each action.

18 Also related to enhancing the
19 public awareness of Commission meetings is our
20 effort to public the mission materials on-line
21 for projects under review prior to Commission
22 meeting dates.

1 NCPC has also started using
2 Twitter. This is a rapidly growing social
3 media platform that makes use of short
4 messages of only 140 characters. Twitter is
5 being utilized by many Government Agencies,
6 such as EPA, DOT Secretary Ray LaHood and, of
7 course, President Obama himself.

8 NCPC's official Twitter presence
9 is going to help the Agency communicate to a
10 more savvy growing audience and provides a
11 valuable compliment to some of our other new
12 outreach strategies.

13 For example, citizens interested
14 in a particular action on the Commission's
15 agenda can monitor the Agency's Twitter feed
16 in real-time and then jump over to our live
17 video feed to watch the pertinent discussion.

18 In the future, we are hoping to
19 explore how other social media tools might fit
20 into our outreach efforts. Deployed
21 appropriately, we think that these can further
22 help increase public awareness and

1 participation.

2 Of course, it doesn't make sense
3 to do any of these things if they don't really
4 provide measurable results for the Agency. So
5 as we continue trying these new methods of
6 communication, we are also working to develop
7 a comprehensive strategy to evaluate our
8 success when it comes to outreach.

9 This involves collecting better
10 data about the actual reach of our various
11 communication channels, analyzing outcomes.
12 For example, if people actually decide to
13 participate in an event or comment on a
14 proposal based on our messaging, and then also
15 look at cost-effectiveness.

16 We hope by the end of the year, we
17 will have a lot better idea about what is
18 working well, what doesn't work and what we
19 might want to try differently.

20 With that, I would like to thank
21 the Commission for its time and I'm happy to
22 answer any questions.

1 CHAIRMAN BRYANT: Members of the
2 staff or Members of the Commission, questions?
3 Thank you very much. We do have a terrific
4 staff who is the affairs staff. We are very
5 blessed. I guess I'll have to get a Twitter
6 account now.

7 Mr. Provancha, do you Tweet?

8 COMMISSIONER PROVANCHA: No, sir,
9 I don't. I just have one recommendation that
10 they take the Chairman's better side.

11 CHAIRMAN BRYANT: Yes.

12 COMMISSIONER PROVANCHA: In the
13 future.

14 CHAIRMAN BRYANT: Touche. Thank
15 you very much.

16 The next item on the agenda is the
17 Consent Calendar. There are five items on the
18 Consent Calendar. I'm sorry, I've jumped
19 ahead. Excuse me. The next item is Agenda
20 Item 3, which is the legislative update. Ms.
21 Schuyler.

22 AGENDA ITEM 3

1 LEGISLATIVE UPDATE

2 MS. SCHUYLER: I thought I was
3 going to get out from under. Actually, I have
4 nothing to report.

5 CHAIRMAN BRYANT: Indeed. Thank
6 you. Now, Agenda Item No. 4 is the Consent
7 Calendar. We have five items on the Consent
8 Calendar. We are going to do two separate
9 votes on the Consent Calendar as Mr. May has
10 recused himself from participating in Items 4A
11 and 4B, because they will come before the
12 Zoning Commission on which he serves. And so
13 let's do those two votes first, 4A and 4B,
14 together.

15 AGENDA ITEM 4

16 CONSENT CALENDAR

17 4A & 4B

18 CHAIRMAN BRYANT: 4A is the draft
19 Van Ness Campus Plan for the University of the
20 District of Columbia. And Item 4B is the
21 Student Center for the University of the
22 District of Columbia.

1 Are there any questions or
2 comments from Commission Members on 4A and 4B?

3 Hearing none, is there a motion to
4 approve 4A and 4B?

5 COMMISSIONER MILLER: So moved.

6 CHAIRMAN BRYANT: It has been
7 moved and seconded that 4A and 4B be approved.

8 All in favor say aye.

9 ALL: Aye.

10 CHAIRMAN BRYANT: Opposed, no.
11 Those items are approved.

12 The other three items on the
13 Consent Calendar are 4C, which is the District
14 of Columbia Water and Sewer Authority Clean
15 Rivers Project, Anacostia Park. 4D is the New
16 Dunbar Senior High School. And 4E is the
17 First Stage and Consolidated Planned Unit
18 Development and Related Amendment to the
19 Zoning Map for the air rights above the Center
20 Leg Freeway.

21 Questions or comments on those
22 three items? Mr. May?

1 COMMISSIONER MAY: I just want to
2 comment that on the Queen River's Project,
3 this isn't a Park Service project, but the
4 work that is happening here will happen, or at
5 least the surface appearance of this work, on
6 park land. And it is such a big and important
7 project. And I think this is an important
8 moment that it is moving forward with the
9 construction of this replacement of the
10 combined sewer out-fall.

11 And this is actually an access
12 point for the Anacostia Tunnel. And it's
13 going to be a very, very big project and this
14 is going to be a construction site for
15 actually a long, long time. I think more than
16 10 years as well.

17 CHAIRMAN BRYANT: Other questions
18 or comments?

19 Hearing none, is there a motion on
20 4C, 4D and 4E?

21 It has been moved and it has been
22 seconded.

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All in favor of 4C, 4D and 4E, say

aye.

ALL: Aye.

CHAIRMAN BRYANT: Opposed no. The

eyes have it.

And moving on to the Action Items

individually.

[INSERT - UDC VAN NESS CAMPUS PLAN]

1 [INSERT - UDC STUDENT CENTER]

1 [INSERT - ANACOSTIA PARK]

1 [INSERT - DUNBAR SENIOR HIGH SCHOOL]

1 [INSERT - ZONING MAP AMENDMENT]

ACTION ITEMS

NEBRASKA AVENUE COMPLEX

CHAIRMAN BRYANT: Agenda Item No.

5A is the Draft Master Plan for the Nebraska Avenue Complex known as the NAC. We have Ms. Kelly.

MS. KELLY: Good afternoon.

Before you today is the Draft Master Plan for the Nebraska Avenue Complex submitted by the General Services Administration for your comment.

The Nebraska Avenue Complex, which I will refer to as the NAC, is located in Northwest Washington, D.C. and currently houses components of the Department of Homeland Security.

Many of these components will be relocating to St. Elizabeths once that is ready for them. However, DHS has done a study that looks at their locations throughout the National Capitol Region and with the goal to consolidate 40 of the locations down to 7 to

1 10 locations and the NAC is an important
2 component of that consolidation due to its
3 size as well as its ability to reach a Level
4 5 security criteria.

5 The NAC is located at Nebraska
6 Avenue and Massachusetts Avenue at Ward
7 Circle. Across from the NAC is American
8 University and actually AU owns three sides
9 around Ward Circle. So you have the Katzen
10 Art Center as well as the bulk of the AU
11 campus and then a surface parking lot directly
12 across from the NAC.

13 The AU is currently undergoing a
14 master -- excuse me, a campus plan update,
15 which will look at development at AU, also
16 development in the parking lot that is across
17 from the NAC.

18 Next to AU, south of the NAC, is
19 residential area, as well as there is a
20 highrise residential directly south of the
21 NAC.

22 To the east is Glover-Archbold

1 Park, which is a National Park Service park.

2 And then you have an NBC Studios as well as a
3 church institution. And across the way is the
4 Swedish Ambassador's residence.

5 .75 miles north of the NAC is
6 Tenleytown and the Tenleytown Metro Station.
7 And you can see here the distance from the
8 Metro. The first ring is a half a mile and
9 the second ring is a mile distance.

10 Here is the existing conditions of
11 the site. It is about 30 buildings that
12 equivocate to, approximately, 653,000 square
13 feet of office space and houses 2,400
14 employees. And see the bulk of the campus is
15 towards Nebraska Avenue with a few scattering
16 of buildings in the back of the campus.

17 There are two large surface
18 parking lots that accommodate most of the
19 parking for the NAC. However, there is
20 parking within the secured perimeter off of
21 access roads in the NAC.

22 The NAC site has a rich history

1 and GSA is currently undergoing a nomination
2 to make this a historic district on the
3 National Register.

4 GSA has determined that there is
5 two areas of significance at the NAC: The
6 first being when the site was the Mount Vernon
7 Seminary for Girls, which was the first non-
8 secretariat school for girls in the District.
9 I mean, you can see here the proposed
10 potential contributing buildings during this
11 period of significance at the NAC. And it
12 includes Building 1, which is the main
13 building, as well as the Gatesly House and a
14 few other buildings.

15 The second period of significance
16 was when the Navy moved to the site during
17 World War II and moved their communications
18 annex there. And this is where they worked to
19 break the code of the Japanese during World
20 War II. And you can see the potential
21 contributing buildings during that significant
22 period.

1 You can just see how in these
2 aerials how the site has changed through the
3 years from when it was the school to what it
4 is today.

5 And the historic context or
6 integrity of the site has severely diminished
7 through the years due to infrastructure
8 improvements and operations at the NAC. And
9 one of the major intents of the Master Plan is
10 to restore this historic in character to the
11 campus.

12 So you can see here the proposed
13 renovation of historic buildings. And GSA has
14 also determined, approximately, 16 buildings
15 that will be demolished as part of this Master
16 Plan. And with the demolished buildings, that
17 allows opportunity for the location of
18 development in the future.

19 And you can see here in the
20 proposed Master Plan the developable areas.
21 The Master Plan proposes six new buildings,
22 two in the front of the campus that respect

1 the setback established by the historic
2 buildings on campus.

3 The bulk of the buildings will be
4 located in the back of the house with four new
5 buildings as well as a new parking structure
6 which will consolidate the parking on site
7 into a four level parking structure, two
8 above-grade and two below-grade. It will also
9 have a green roof.

10 Here you can see the comparison
11 between the existing conditions and the
12 proposed Master Plan conditions. The Master
13 Plan proposes to build 1.2 million square feet
14 of office space at the NAC. But you can see
15 that almost half of that is the retention of
16 the historic buildings, approximately, 500,000
17 square feet.

18 And it's interesting to note that
19 while the development on the NAC is increasing
20 -- that the amount of impervious surface, the
21 NAC is actually decreasing and this is due to
22 the consolidation of parking and the use of

1 impervious pavers and such.

2 The number of people at the NAC is
3 increasing, approximately, 1,800. However,
4 the amount of parking on the site will
5 actually decrease and this is due to the fact
6 that currently the NAC does not meet the 1:4
7 parking ratio for employees at the NAC.

8 Just to note that this 1,150
9 number was submitted in the Draft Master Plan,
10 but GSA is currently evaluating the number of
11 parking spaces needed for visitors at the
12 site, so this number may change. However,
13 the amount of parking for employees will
14 remain consistent with the 1:4 parking ratio.

15 Staff has evaluated the Draft
16 Master Plan and, as well, has been involved in
17 the Master Plan process and the Environmental
18 Impact Statement process. And ultimately, the
19 Executive Director is recommending favorably
20 on this Master Plan. It is the alternative
21 carried forth here is the best alternative
22 that was evaluated in the EIS.

1 And I will just go through a few
2 of the positive elements of the Master Plan.

3 Firstly, the Master Plan proposes
4 to develop the Ward Circle with a signature
5 building. And you can see here the existing
6 views from Massachusetts into the area where
7 the building would be located. And you can
8 also see some of the other buildings that AU
9 has along Ward Circle.

10 Now, the Master Plan and GSA
11 acknowledge that this needs to be "a signature
12 building" due to its location at Ward Circle
13 and that the architecture for the building
14 will have a high quality.

15 Second, the Master Plan proposes
16 to consolidate, as I said, into one parking
17 structure. This decreases the amount of
18 impervious surface on the site, as well as
19 removes parking from the internal circulation
20 of the campus, giving it more of a pedestrian
21 feel.

22 The Draft Master Plan also lays

1 out multiple sustainable goals to meet federal
2 laws as well as executive orders, as well as
3 GSA's policy that new buildings will meet, at
4 a minimum, of LEED-gold certification.

5 You can see here the proposed
6 general storm water concept for the Draft
7 Master Plan. Currently, there is little storm
8 water management at the site and the site
9 slopes down to the park, so a lot of the storm
10 water flows into the park. But the new
11 development will comply with D.C. regulations
12 as well as EISA-438. And you can see that
13 they have multiple green roofs as well as
14 pervious pavement and the use of underground
15 and retention storage facilities.

16 As well as I noted before, it will
17 restore many of the historic buildings on the
18 campus, as well as the new buildings in the
19 back of the house will respect the height
20 limit set by the Building 1, the main building
21 on the campus. So therefore, the new
22 buildings will not overshadow the historic

1 buildings and views from Nebraska Avenue of
2 the new buildings will be limited.

3 Staff notes that this is a Draft
4 Master Plan and GSA is continuing to evolve to
5 the final Master Plan. And as such, the
6 Executive Director has some recommendations as
7 GSA moves forward.

8 And in lieu of reading the
9 recommendations at the end of the
10 presentation, I will be walking you through
11 them in the next couple slides.

12 Here you can see the proposed
13 access points for the NAC. The main access
14 points will be off of Nebraska Avenue. This
15 will have pedestrian, bicycle, vehicular,
16 truck and bus access. And then there is also
17 an access off of Nebraska Avenue where this is
18 bicycle and secure and pedestrian access, as
19 well as the bus access.

20 The Executive Director is
21 recommending that GSA evaluate the pedestrian,
22 bicycle access to the site, specifically,

1 north on Nebraska Avenue. As this -- from
2 this edge of the property down to the proposed
3 access point is over 600 feet long. There may
4 be an opportunity to have an access point more
5 north closer to the Metro Station.

6 As well as the Executive Director
7 is recommending that GSA continue to work with
8 DDOT on the proposed access points for all of
9 the NAC to evaluate the best options moving
10 forward. Perhaps having the ability for
11 visitors and vehicular access off of Nebraska
12 Avenue to relieve pressure off of
13 Massachusetts Avenue.

14 Here you can see the proposed
15 security for the NAC. It will meet a Level 5
16 criteria, meaning that it will have a 100 foot
17 setback from the fence line to a building
18 edge, as well as there will be a double fence
19 line around the NAC.

20 And the Executive Director is
21 recommending that GSA evaluate the need for a
22 Level 5 security requirement here,

1 specifically, the need for a double fence
2 along Nebraska Avenue and Ward Circle due to
3 its negative views from the public realm.

4 Also, the lowering of the security
5 level might allow for additional access points
6 off of Nebraska Avenue.

7 Here you can just see some general
8 landscape elements that are proposed in the
9 Master Plan. The Master Plan sets out general
10 guidelines for the landscaping throughout the
11 campus. However, the Executive Director is
12 recommending that GSA specifically set
13 guidelines for the areas viewed from public
14 space, specifically, Ward Circle and Nebraska
15 Avenue, as these are highly visible areas.

16 As well as you can note here, the
17 Gatesly House, which is still owned by the
18 Department of the Navy and is used as Flag
19 Officer corridors, the Executive Director is
20 recommending that GSA work with the Department
21 of Navy, so that the landscape plan for this
22 area and the security plan for this area are--

1 seem as one entity as it was historically.

2 As well as staff supports the
3 District's goal to increase the tree canopy
4 throughout the whole District and we just
5 encourage GSA to evaluate that there is an
6 opportunity to increase the tree canopy even
7 more at the NAC.

8 Here, you can see the proposed
9 modal splits that was developed in the Draft
10 Transportation Management Plan. Prior to
11 this, the NAC has never had a Transportation
12 Management Plan. And you can see here the
13 changes from the amount of parking now to 1:4
14 parking ratio.

15 However, I would like to note that
16 this modal split was done using DHS wide
17 survey data and DHS has agreed to do a NAC-
18 specific survey to ensure that this modal
19 split is correct and they are currently
20 undergoing this now, given that they are going
21 to a 1:4 parking ratio. Sorry for the
22 technical difficulty.

1 A robust TMP will be needed for
2 the site and the Executive Director is
3 recommending that DHS and GSA continue to work
4 with DDOT and the DCOP on the proposed modal
5 splits and the strategies in the TMP.

6 Also, the DCOP has noted that with
7 an increase of 1,800 people at the NAC, there
8 will be little economic benefit to the
9 surrounding area. And we encourage GSA to
10 work with DCOP on potential economic benefit
11 or development programs here at the NAC.

12 Lastly, here you can see the
13 proposed phasing under the Master Plan, as
14 well as they will be renovating the historic
15 buildings. And the Executive Director is
16 recommending that GSA include a phasing plan
17 as part of the Master Plan.

18 The phasing plan should also
19 evaluate to ensure that the parking ratio will
20 be met at each development phase and should be
21 correlated with the Transportation Management
22 Plan.

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With that, it's the Executive
Director's recommendation that the Commission
comment favorably on the Master Plan and
recommends that in the continued development,
GSA evaluate the information that I had
presented to you in the previous slides.

Mr. Chairman, that concludes my
presentation. We have representatives from
DHS and GSA here if you have questions for
them.

[INSERT - NEBRASKA AVENUE COMPLEX]

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CHAIRMAN BRYANT: Thank you.

Thank you, Ms. Kelly. Before we take the
matter to us, we have two members of the
public who wish to comment and I think it
would be good to get their comments first, so
we have the benefit of them during our
discussion.

[INSERT - NAC LIST OF SPEAKERS]

1 CHAIRMAN BRYANT: First, we have
2 Ms. Ann Heuer of the Advisory Neighborhood
3 Commission 3D. And second, Mr. David Fehrmann
4 of the Westover Homes Corporation. Each of
5 these, both of these are representing an
6 organization, so you will have five minutes.
7 And there is a clock on the wall that will
8 show you kind of the countdown.

9 And we welcome you. Welcome, Ms.
10 Heuer.

11 MS. HEUER: Good afternoon. Thank
12 you for this opportunity to make comments
13 about the Draft Master Plan.

14 ANC-3D at its regularly scheduled
15 meeting on February 2nd reviewed the Draft EIS
16 and approved by a vote of 9-0 a resolution
17 outlining a series of objections to future
18 plans for the 37 acre site.

19 We represent neighborhoods
20 directly impacted by the proposal. Although,
21 the NAC site itself does not fall within our
22 boundaries. We represent neighborhoods

1 complete -- directly across the street and
2 along commuter routes to the NAC site. In
3 fact, most commuters accessing the site will
4 have to first drive through ANC-3D to reach
5 NAC.

6 The level of growth anticipated by
7 GSA in all three options outlined, including
8 Alternative B, is so intense that it will add
9 to traffic congestion, especially given the
10 lack of any new and/or effective traffic
11 mitigation strategies, compromise pedestrian
12 safety and alter, destabilize residential
13 neighborhoods surrounding NAC.

14 We support no action or as little
15 as possible. In fact, we urge GSA to consider
16 other locations, as you are putting 750,000
17 new gross square feet, six new buildings and
18 4,200 seats, nearly doubling the number of
19 federal employees and contractors using the
20 site.

21 We feel that this is most
22 inappropriate in a residential neighborhood.

1 In its resolution, ANC-3D noted
2 that the traffic study completed by GSA as
3 part of the Draft EIS was inadequate and
4 perhaps flawed. ANC-3D noted that the traffic
5 study included no data collection for streets
6 in our neighborhoods, such as Foxhall Road,
7 Loughboro, Arizona Avenue. And these are the
8 main commuter routes to NAC from Suburban
9 Virginia where more than half of DHS employees
10 live.

11 We noted that the contradiction in
12 the study conclusioned that the proposed
13 expansion would have no impact on traffic or
14 pedestrian safety, while also acknowledging
15 that even no action would lead to failed or
16 deteriorated levels of service.

17 We would like to note that a
18 traffic study of the Ward Circle area
19 completed recently by AU raises additional
20 questions of whether the GSA traffic study is
21 flawed.

22 We, ANC-3D, retained the services

1 of Nelson/Nygaard, which is a highly respected
2 transportation planning firm to assist in our
3 review. And based on their review, we are
4 advised that both GSA and AU studies relied on
5 the same data for streets near NAC, but
6 reached fundamentally different conclusions.

7 Given that AU has proposed a
8 significant expansion over the next 10 years
9 in the same corridor, we consider it critical
10 that no action be taken on this Master Plan
11 until the D.C. Zoning Commission has
12 considered and resolved the issues around the
13 AU expansion later this year.

14 We would also like to oppose --
15 well, we strongly object to plans for expanded
16 use of the Massachusetts Avenue entrance to
17 access the site, which already is experiencing
18 a fail level of service.

19 The failure to propose meaningful
20 traffic mitigation is particularly significant
21 since DDOT is on record in a letter to GSA
22 that there are no programmed transportation

1 improvements for the area.

2 And lastly, we are concerned that
3 GSA may not be planning for adequate parking
4 at the site.

5 Our concern is for parking spill
6 over in the neighborhood, a current problem
7 experienced by DHS' residential neighbors. We
8 believe that any expansion should include a
9 plan that addresses DHS employee or contractor
10 parking on residential streets.

11 The full resolution approved by
12 the ANC is attached to this testimony. Thank
13 you.

14 [INSERT - TESTIMONY OF ANN HEUER]

1 CHAIRMAN BRYANT: Thank you, Ms.
2 Heuer, very much. And you will be followed by
3 David Fehrmann of the Westover Homes --
4 Westover Place Homeowners Association. Mr.
5 Fehrmann, welcome.

6 MR. FEHRMANN: Good afternoon. My
7 name is David Fehrmann. I'm the Director and
8 Treasurer of the Westover Place Homeowners
9 Corporation. And our 149 unit townhome
10 community is located almost directly across
11 the street, that is Massachusetts Avenue, from
12 the entrance drive into the current facility.

13 Daily, the owners of these
14 townhomes endure the strain placed on our
15 neighborhood, parking and transportation,
16 infrastructures, due to the increasing
17 operations of the Department of Homeland
18 Security.

19 The development of this plan will
20 infringe on the neighborhoods in an even
21 larger way. And we do not believe that the
22 plan adequately creates mitigating

1 circumstances in which the -- it can be
2 addressed.

3 The Westover homeowners are
4 already negatively impacted, since the
5 terrorist activities of 9/11, employment has
6 grown dramatically at the site. It has out-
7 paced the available parking and it has forced
8 private contractor parking off-site and into
9 the neighborhoods.

10 At Westover Place, my comment, we
11 have added guard service to turn away these
12 government contractors and employees from
13 parking on our private property to protect it.
14 That currently cost us \$300 a year per
15 homeowner and it is fearful that if this plan
16 is enacted, which greatly increases the
17 employment and reduces parking at the same
18 time, that we will be forced to go to 24 hour
19 guard service to protect our private property
20 at a cost of \$1,500 a year per homeowner.

21 The current operation already
22 places strains on the neighborhood streets, as

1 the ANC has testified, and we full endorse the
2 resolution of the ANC.

3 The recently proposed Master Plan
4 for the site indicates that over half of the
5 employees come from Northern Virginia. It is
6 anticipated that this trend will continue,
7 even as they expand, the existing public
8 transportation is incapable of handling this
9 proposed growth and the Master Plan does not
10 adequately address the transportation arteries
11 that come from Northern Virginia, namely
12 Foxhall, Nebraska, MacArthur, Reservoir,
13 Canal, Arizona and Loughboro Road.

14 All of these roads are currently
15 saturated during peak travel times and will
16 only get worse. None of this has been
17 addressed in the plan.

18 The Westover Place Homeowners does
19 not trust that the Federal Government will be
20 able to effectively mitigate the traffic and
21 parking problems through the voluntary means
22 as they increase employment and reduce the

1 number of on-site parking spaces.

2 It would seem logical to consider
3 alternate locations, perhaps closer to the
4 employee base, that would not impose upon this
5 residentially-zoned neighborhood.

6 Despite the General Service
7 Administration and the Department of Homeland
8 Security's desire to grow at the Nebraska
9 Avenue Complex site, there are other options.

10 First, the decision could be made
11 to maintain the status quo and hold employment
12 levels at current levels. This no action
13 alternative would not affect the neighborhoods
14 any worse than the current levels.

15 Second, alternatives A, B, and C
16 could be implemented with modifications to the
17 access points increasing the parking strategy
18 and staggering work shifts to spread out the
19 traffic burden.

20 Third, there could be an
21 investment in federal dollars into the area,
22 D.C. Road Improvement Project, including Ward

1 Circle to reduce the impact that the greatly
2 increased employment projection will produce.

3 I might also mention that there is
4 a lack of commercial parking in this area.
5 There are no commercial parking garages to
6 absorb the overflow immediately adjacent to
7 this site.

8 Fourth, the Department of Homeland
9 Security's most desired plan, Alternate B,
10 would, could and should include backup
11 alternatives should the suggested
12 transportation mitigations not have the
13 desired effects.

14 It is entirely possible that GSA's
15 projections are wrong and that parking needs
16 will actually increase. The DHS preferred
17 plan is to increase the seats from 2,390 to
18 4,100, a 76 percent increase in seats and
19 reduce parking spaces at the same time by 7
20 percent.

21 I just cannot believe that
22 carpooling and shuttle buses from Virginia are

1 going to solve that problem and I expect that
2 the overflow parking is going to come into our
3 neighborhoods.

4 Finally, it could be determined
5 that the Nebraska Avenue Complex site, because
6 of its location in a residentially-zoned and
7 fully-established neighborhood, is not
8 appropriate and an alternate site for some or
9 all of this massive growth could be found
10 elsewhere. Thank you.

11 CHAIRMAN BRYANT: You can finish
12 your remarks.

13 MR. FEHRMANN: All right. Thanks
14 very much. I have just one more paragraph.

15 CHAIRMAN BRYANT: Yes, sir.

16 MR. FEHRMANN: My intention today
17 is to alert you to the existing conditions
18 that already affect the neighborhood
19 surrounding the Nebraska Avenue Complex and
20 that there is a fear that this impact will
21 only get worse. And also to make sure that
22 you understand that there are other options

1 available to GSA and DHS that could decrease
2 the neighborhood impact.

3 I assure you that there are plenty
4 of other options to consider beyond the five
5 suggestions, which I put forth today, and I
6 urge you to take these into consideration.

7 Thank you very much for your time.

8 [INSERT - TESTIMONY OF DAVID FEHRMANN]

1 CHAIRMAN BRYANT: Thank you, Mr.
2 Fehrmann, very much. This ends the public
3 comment period. And we will return the
4 discussion to the Commission.

5 Do we have questions for Ms.
6 Kelly? I had one.

7 CHAIRMAN BRYANT: The
8 Transportation Master Plan goals should be
9 achieved over what period of time?

10 MS. KELLY: Well, it would be
11 dependent on the phasing plan as to when they
12 launch it.

13 CHAIRMAN BRYANT: Okay. I'm with
14 you. Thank you. Questions, comments for --
15 yes, Mr. Denis?

16 COMMISSIONER DENIS: Ms. Kelly,
17 EDR calls for continued coordination on the
18 modal split. Could you elaborate on that a
19 little bit?

20 MS. KELLY: Yes. As I showed in
21 the presentation, the modal split that was
22 analyzed in the chart, I can put it back up--

1 CHAIRMAN BRYANT: It's page 23 of
2 your EDR.

3 MS. KELLY: Yes. These were
4 developed using data that was collected DHS-
5 wide. It is not site-specific. So they are
6 currently doing a survey and they are working
7 with DDOT on the survey questions and the
8 results of the surveys to determine what this
9 existing modal split is. And then how to
10 address the current -- the goal of the modal
11 split.

12 DDOT and DCOP thought that some of
13 the modal splits did not correctly represent
14 what is out there today or what should be out
15 there in the future and they are just working
16 on getting the information so that they can
17 change these modal splits.

18 COMMISSIONER DENIS: Yes, for
19 Metrorail, existing percentage I see is 30
20 percent and the goal is 38 percent. How do
21 you get from one to the other?

22 MS. KELLY: Well, they would have

1 to offer programs such as shuttle bus and
2 incentives to --

3 COMMISSIONER DENIS: Incentives.
4 Okay. And we're working with them on that?

5 MS. KELLY: Yes.

6 COMMISSIONER DENIS: Okay.

7 Thanks.

8 CHAIRMAN BRYANT: Ms. Steingasser
9 and then Mr. Hart.

10 COMMISSIONER STEINGASSER: Ms.
11 Kelly, what is the next step if we vote to
12 approve this Draft Master Plan? Somewhere I
13 noticed it said that the plan was 35 percent
14 done.

15 MS. KELLY: Yes.

16 COMMISSIONER STEINGASSER: I mean,
17 I completely sympathize with Ms. Heuer and Mr.
18 Fehrmann about the impacts of this site's
19 development in combination with the impacts of
20 what is happening on AU.

21 My concern is if we move forward
22 with, you know, efforts to coordinate and

1 evaluate potentials and we don't really have
2 the full modal split and we don't really have
3 the phasing plan, that transportation is going
4 to drive the development as opposed to the
5 development responding.

6 And if we approve this, what is
7 the next stage? What will happen next with
8 DHS?

9 MS. KELLY: Well, they are going
10 to have to -- they are currently evaluating
11 the comments for the Draft --

12 COMMISSIONER STEINGASSER: Yes.

13 MS. KELLY: -- EIS. They are
14 going to take the Commission's comments into
15 consideration as they are doing that as well.
16 So there may be changes to the EIS as they
17 move forward, but they will also continue to
18 work with DDOT.

19 They have set up a community group
20 that will look at transportation impacts in
21 the community and that was set up through
22 Commissioner Norton's office.

1 COMMISSIONER STEINGASSER: Okay.

2 MS. KELLY: And they will continue
3 to look at that. They are just still
4 evaluating all the concerns.

5 COMMISSIONER STEINGASSER: So the
6 next thing that will come back to us will be
7 the proposed Master Plan?

8 MS. KELLY: Correct.

9 COMMISSIONER STEINGASSER: I just
10 got to say I'm really uncomfortable moving
11 forward on a draft plan with so much
12 uncertainty and especially with the
13 Transportation Management Plan being
14 incomplete and the Phasing Plan being
15 unprovided.

16 CHAIRMAN BRYANT: I'm sorry, Mr.
17 Hart?

18 COMMISSIONER HART: Yes, I just
19 wanted to confirm that what we are seeing here
20 is not representative of the site under
21 consideration. This is a survey of DHS
22 employees within the metropolitan area. So

1 the drive alone SOV existing percentage is
2 going to be closer to 50 percent based on
3 current parking provided against the
4 employees.

5 MS. KELLY: It could be.

6 COMMISSIONER HART: Has there been
7 an existing split done for this site?

8 MS. KELLY: This site has never
9 had a TMP.

10 COMMISSIONER HART: Thank you.

11 CHAIRMAN BRYANT: Mr. Provancha?

12 COMMISSIONER PROVANCHA: A couple
13 of questions. Appreciate the thorough
14 analysis by the staff and Ms. Kelly. Is there
15 any affiliation between the folks that are
16 already at the NAC and the American
17 University? Was that at all a factor in
18 determining that DHS not only needed to stay
19 at that location, but also grow immediately
20 adjacent to AU? Is there any academic
21 research affiliation of any kind with the
22 university?

1 MS. KELLY: The current components
2 at the NAC will be relocating to DHS. I don't
3 believe there is correlation between the two
4 groups.

5 COMMISSIONER HART: No, not that
6 we know of. Okay. What about has there been
7 consideration of the viewshed? Particularly,
8 what's the name, I might have missed it, of
9 the highrise complex that's on Massachusetts?

10 MS. KELLY: I don't know the name
11 of that.

12 COMMISSIONER HART: It appears
13 that just the -- at least the conceptual
14 placement of the new facilities at the NAC
15 would put the parking structure immediately
16 adjacent to that highrise as opposed to say a
17 more attractive building to look at every day
18 out your back window.

19 MS. KELLY: Yes, well --

20 COMMISSIONER HART: Would that
21 also partially obscure the view of Glover-
22 Archbold Park from the highrise?

1 MS. KELLY: No. It's going to be
2 four levels, two underground, so two above-
3 ground.

4 COMMISSIONER HART: Yes.

5 MS. KELLY: But they did supply a
6 green roof on top.

7 COMMISSIONER HART: Green roof.
8 Yes, that's good mitigation.

9 MS. KELLY: Yes.

10 COMMISSIONER HART: And the driver
11 for the security Level 5, is that the current
12 security level of the 2,300 or 2,400 folks
13 that are already at the NAC?

14 MS. KELLY: That is the --

15 COMMISSIONER HART: So there is
16 not a higher level than currently exists?

17 MS. KELLY: Correct.

18 COMMISSIONER HART: Okay. And is
19 that driven, I would assume, by combination of
20 perhaps the security levels, the missions that
21 are currently there, which are probably very
22 sensitive as well as the visual and the

1 perhaps electronic surveillance capabilities
2 that are provided by a combination of the
3 embassy, the NBC Station and the highrise
4 apartments? Is that -- those things kind of
5 combine the existing security requirements as
6 well as the opportunity for electronic and
7 visual surveillance.

8 Pedestrian access. It appeared
9 that the closest possible pedestrian access to
10 the Tenley Metro was on Massachusetts. Is
11 that the -- there was something like a three-
12 quarter of a mile travel distance? I think it
13 was on Slide 14. Is it three-quarters, .75
14 miles, from here to the Metro? Is it from --

15 MS. KELLY: No.

16 COMMISSIONER HART: From which
17 point in the site?

18 MS. KELLY: It would be north on
19 Nebraska Avenue. And there is an access point
20 here on Nebraska Avenue.

21 COMMISSIONER HART: Okay. What
22 about shuttle service either along Nebraska or

1 along Massachusetts? Did DHS currently have
2 something in place or would they put something
3 in place to mitigate that?

4 MS. KELLY: They currently have an
5 extensive shuttle bus service.

6 COMMISSIONER HART: Okay.

7 MS. KELLY: Yes.

8 COMMISSIONER HART: I have been to
9 that site recently and had a function at
10 Katzen, so I'm a little bit familiar with the
11 area. Okay. Shuttle services we talked about
12 that.

13 Oh, the net increase. Around
14 2,400 folks now going to 4,200. The increase
15 is 1,700 or 1,800 folks. Less than half of
16 those folks would drive, so I'm just trying to
17 figure out what the net increase would be. Is
18 that a fair assessment? They were only adding
19 maybe 700 or so?

20 MS. KELLY: It should actually be
21 less than what is driving there today, because
22 of the parking ratio of 1:4.

1 COMMISSIONER HART: Right.

2 MS. KELLY: So only a fourth of
3 the employees that will be proposed there can
4 drive there --

5 COMMISSIONER HART: Okay.

6 MS. KELLY: -- in the future.

7 COMMISSIONER HART: So it would be
8 less traffic and less parking in the future as
9 there is --

10 MS. KELLY: Correct.

11 COMMISSIONER HART: -- currently.
12 Okay. That seems to -- in the right
13 direction.

14 COMMISSIONER STEINGASSER: Could I
15 clarify? One point of clarification.

16 COMMISSIONER HART: Hit in the
17 right direction.

18 COMMISSIONER STEINGASSER: We
19 don't actually know how many people drive to
20 this campus now, correct? The survey is
21 regional, not site-specific?

22 MS. KELLY: No, they have the

1 number of parking spaces that are allowed at
2 the NAC and they know the utilization.

3 COMMISSIONER STEINGASSER: Well,
4 they know the people that are parking on the
5 NAC, but they don't know how many employees
6 are driving to the site. I mean, anybody who
7 has been up there in the daytime knows that
8 the on-street parking is as big a mess as the
9 on-site parking.

10 And so I think, I guess, it gets
11 to my issue of concern over having a more
12 solid understanding of what is really going to
13 happen through the TMP, through the phasing,
14 through the survey and when that is going to
15 come.

16 I mean, to be 35 percent done with
17 the Master Plan and not have an understanding
18 of how many people are really coming and what
19 the Transportation Management Plan is going to
20 be, just seems cart before the horse. I find
21 it very discomfoting. I don't think I'm
22 going to be able to vote for the current EDR.

1 CHAIRMAN BRYANT: Yes?

2 COMMISSIONER DIXON: Mr. Chair, I
3 just wanted to know about, obviously, probably
4 all of us are concerned about the parking. To
5 the speakers from the community, I wonder
6 whether or not, and to staff direct,
7 residential parking and it's a good neighbor's
8 policy that American University employees now
9 which got a bit of advice or media attention
10 recently.

11 Is that type of thing going to be
12 -- has that been -- I mean, what kind of
13 efforts are we making or have been made to try
14 to do something to mitigate, other than doing
15 more homework and being prepared to go
16 forward? I'm not sure we are there yet. But
17 anything been done to try to mitigate the
18 residential parking, good neighbor, that type
19 of thing?

20 MS. KELLY: DHS has heard the
21 community's concern and they are not only
22 going to do a TMP just for the Master Plan,

1 but current entities that are on the NAC now.
2 So there will be a master -- or a TMP in place
3 for what is going on at the NAC currently.

4 COMMISSIONER DIXON: Well, we're
5 moving a little bit fast. I think that's the
6 question that has been asked. Can we -- what
7 is -- what would be the impact of the time
8 table if we were to get more information about
9 parking before we go forward on the
10 Government, on the Homeland Security,
11 etcetera, etcetera?

12 MS. KELLY: Are you asking does
13 the TMP -- or the Master Plan need to be
14 approved today? Is that what you're asking?

15 COMMISSIONER DIXON: No. I'm
16 saying if we were to do something, what would
17 be the impact to slow it down if we didn't
18 move it today? What would slowing it down
19 mean to the Government, to the process?

20 MS. KELLY: That would be up to
21 GSA.

22 CHAIRMAN BRYANT: Yes, I was going

1 to call on someone from DHS or NAC.

2 COMMISSIONER DIXON: Yes.

3 CHAIRMAN BRYANT: At some point.

4 MR. BATTLES: My name is Scott
5 Battles with General Services Administration.
6 And we do have some staff members here that
7 can address some of these questions that you
8 are asking in a little bit more detail.

9 I want to introduce Jim Clark,
10 which is from MTF Architects and he is our
11 consultant that is providing most of the
12 evaluation for the Master Plan development.

13 We can certainly approach and ask --
14 or answer some of the questions that you have
15 right now in reference to the TMP, what's
16 happening right now in transportation. Jim
17 can probably answer some more particular
18 questions and we do have other staff members
19 here that can address some of the other
20 questions that you may have.

21 MS. KELLY: I think it's also
22 important to remember though, this is a Draft

1 Master Plan.

2 CHAIRMAN BRYANT: Exactly.

3 MS. KELLY: So the next step will
4 be a proposed Master Plan. It hardly gets us
5 set in stone.

6 CHAIRMAN BRYANT: Yes.

7 MS. KELLY: In fact, we were
8 advised to come in, at this point, for sort of
9 a checkup from the neck up. But it is a
10 draft. It has been long in the making and I
11 don't know, can you speak to the schedule,
12 Scott, in terms of delay? If there were
13 deferred decisions?

14 MR. BATTLES: Right now with the
15 Master Plan, we would be projecting out the
16 Master Plan to be complete some time in
17 November of 2012, that is considering that we
18 just proceed on now as projected, completing
19 the EIS process and completing the master
20 planning process and going through all the
21 additional things that Cheryl had talked
22 about, the additional traffic surveys, the

1 studies, you know, kind of improving and
2 addressing the TMP issues, the taking this all
3 the way to probably November of 2012.

4 That would be the Master Plan
5 sequence of events. And after that, of
6 course, it just depends on a lot of variables
7 of funding and how we actually execute any
8 Master Plan that would come out of that.

9 COMMISSIONER DIXON: Well, Mr.
10 Chairman, I guess my -- and I'm not -- but I
11 think this -- I appreciate the answer. And
12 since you are here to -- what was that you
13 used, the term you used head-to-toe, neck-to?

14 COMMISSIONER WRIGHT: A checkup
15 from the neck up.

16 COMMISSIONER DIXON: Checkup from
17 the neck up. Well, I guess we -- you can
18 probably maybe hear some negative votes here.
19 Maybe not enough to stop it, but I think we
20 are giving you some signals that we are
21 concerned about parking, as we all are, in the
22 neighborhood. So I don't know where we will

1 go from here, but the checkup from the neck up
2 may be what we are saying, checkup from the
3 neck up.

4 MR. BATTLES: We had heard from
5 the public and different venues and that has
6 definitely been something that we have been
7 focusing on trying to improve and make the
8 team be more robust, which is something that
9 we have heard the community as far as what is
10 happening right now, whether we do nothing,
11 there may be an issue with parking in the
12 neighborhood.

13 So that is something we are
14 addressing right now, as Cheryl mentioned
15 that, with Representative Norton's office
16 that's something that is happening parallel
17 with the Master Plan.

18 So we are also doing the Master
19 Plan development and the TMP for the future
20 condition.

21 COMMISSIONER DIXON: In other
22 words, the residential parking and the good

1 neighbor policy, all those would be factors
2 that may be useful in considering the process?

3 MR. BATTLES: Yes.

4 COMMISSIONER DIXON: All right,
5 fine. I think this is very interesting,
6 because we're going to be facing east of the
7 river at some point the same kind of concerns,
8 I guess, but we know that. We -- thank you.

9 CHAIRMAN BRYANT: And let me
10 reiterate what Ms. Wright said. You know, we
11 are where we should be, at this time. This is
12 a draft for public comment. We still have the
13 preliminary submittal to go, in which there
14 will be additional opportunity for public
15 comment and revision. And then there will be
16 the final submission in which there will be
17 opportunity for more public comment.

18 So we are very early in the
19 process. And so we are where we should be.

20 MS. KELLY: Mr. Chairman?

21 CHAIRMAN BRYANT: Yes?

22 MS. KELLY: Just a point of

1 clarification. Master Plans normally come in
2 just for final.

3 CHAIRMAN BRYANT: Just for final.

4 MS. KELLY: Yes.

5 CHAIRMAN BRYANT: Excuse me. I'm
6 sorry. So still my point is, we are where we
7 need to be, lots of time for public comment
8 and consideration and revision.

9 Mr. May, did you have --

10 COMMISSIONER MAY: Yes. I just
11 had one parking-related question.
12 Commissioner Dixon alluded to it, but the
13 residential parking, is there -- the
14 surrounding neighborhood is actually subject
15 to the Residential Parking Permit Program?
16 Are they all controlled streets? No one knows
17 on the staff? I mean, can we ask? Yes,
18 please. You need to come to the microphone,
19 I think, if you are going to speak.

20 MS. HILL: There is some metered
21 parking on Nebraska Avenue and Massachusetts
22 Avenue, but the majority of the neighborhood

1 is RPP, Residential Parking Permit.

2 COMMISSIONER MAY: The majority is
3 RPP.

4 MS. HILL: Yes.

5 COMMISSIONER MAY: Controlled. So
6 in theory, if there were good enforcement,
7 then there wouldn't be people parking all day
8 and going to work.

9 MS. HILL: Yes. And in fact, when
10 we met with Congresswoman Norton, that --

11 COMMISSIONER MAY: Excuse me,
12 could you identify yourself?

13 MS. HILL: -- was an issue that
14 she raised. Oh, I'm sorry, Suzanne Hill with
15 GSA. When we met with Congresswoman Norton's
16 office, that was one of the issues that she
17 raised is is there ways that we can maybe look
18 at the metered parking and have that switched
19 over to Residential Parking Permitting to
20 alleviate some of these issues?

21 And, in fact, our meeting tomorrow
22 with Congresswoman Norton's office is with the

1 Department of Public Works, MPD, Metropolitan
2 Police District, DCOP and DDOT are also going
3 to be there. So we have quite a big working
4 session tomorrow at Congresswoman Norton's
5 office to address all of these issues.

6 COMMISSIONER MAY: Okay. You
7 know, in future stages, if one of the issues
8 that we are going to be concerned about is
9 spill over parking, I think it might be
10 helpful to actually have some study of what
11 the parking situation is in proximity to this
12 complex, because it -- you know, sometimes it
13 really is a problem at certain times of the
14 day. It may not be at others. It may be in
15 a particular area, but not when you get a
16 couple of blocks away.

17 You know, residential parking
18 where I live is always an issue, because there
19 is a lot of density of houses and cars, but
20 you can usually find a parking space within a
21 block or so. But there are other
22 neighborhoods in the city where, you know, or

1 even other parts of my neighborhood, it is a
2 much bigger problem.

3 So I think it varies quite a lot
4 and understanding that, how big and bad that
5 problem is, I think, might be helpful.

6 I have other comments not having
7 to do with parking, believe it or not, having
8 to deal with parks. So the, as mentioned
9 before, Glover-Archbold Park is adjacent to
10 this site and it is the area immediately to
11 the, I guess, right of what we see in our
12 screen there.

13 And I would just want to mention
14 that the Park Service does still have some
15 concerns about buildings that would be
16 constructed adjacent to the park land about
17 the stormwater structures that are proposed
18 for the stormwater facilities that are
19 proposed in that area.

20 However, we are quite encouraged
21 by the interactions that we have had on this
22 project. And there has been good

1 coordination. In fact, a number of my staff
2 people are out walking the site today and
3 learning more and more about it.

4 And I would just recommend that
5 that good coordination continue as this
6 project develops. And when it comes time to
7 considering a motion, I would like to add a
8 bullet point relating to continuing
9 coordination with the Park Service, purely
10 benign.

11 CHAIRMAN BRYANT: Ms. Greenwald,
12 did you have comments?

13 COMMISSIONER GREENWALD: Not for
14 this.

15 CHAIRMAN BRYANT: Okay. Mr.
16 Denis, for follow-up?

17 COMMISSIONER DENIS: Yes, I would
18 like to get back to Metro, because it strikes
19 me that potential achilles heel for this
20 project, at the next stage, and in fact for
21 planning throughout the Washington region, is
22 whether or not Metro can right itself to get

1 people to decrease the number of auto trips
2 and increase the number of Metro trips. You
3 will have to have some pretty powerful
4 incentives down the road, if you are going to
5 do that.

6 And right now, I don't know if it
7 would be possible under any circumstances.
8 Hopefully, General Manager Sarles and Metro
9 are getting their act together. It remains to
10 be seen. But I don't know if the escalators
11 work at Tenleytown or not. They don't work at
12 Union Station. One of them is constantly
13 being repaired.

14 Bethesda, of course, was a
15 disaster. It still may be. And just coming
16 over here today, I was a little late because
17 of a track malfunction coming not too far
18 away. So I think that we are going to have to
19 hold our breath on planning, generally, in the
20 Washington area to see if Metro can enable us
21 to go forward with the development that is
22 predicated on their functioning as they are

1 supposed to be functioning, which they are not
2 at the present time.

3 CHAIRMAN BRYANT: Mr. Miller? Mr.
4 Miller would you like to go first?

5 COMMISSIONER MILLER: The 1800
6 additional seats that his contemplates, where
7 are they coming from? Are they currently in
8 other locations or are they just new?

9 MR. BATTLES: No, they would be
10 existing, but they would actually be -- and
11 the specific people where they would come from
12 are not identified yet, but the general
13 topics, like general categories of folks,
14 intel, and so on, those would be the kind of
15 areas that they are looking at right now
16 consolidating intel functions in one place and
17 so on.

18 COMMISSIONER MILLER: But
19 geographically, can you pinpoint, at this
20 point, whether they are coming from inside,
21 moving inside the District or are they coming
22 from Maryland or Virginia locations?

1 MR. BATTLES: Let me ask. I have
2 a DHS representative here. Let me ask them to
3 address that.

4 MR. McGRUDER: Mr. Chairman, my
5 name is Rich McGruder. I'm the Director for
6 the Headquarters Consolidation Program for the
7 Department of Homeland Security.

8 The NAC Master Plan is a projected
9 growth of the Department through FY16. We
10 don't contemplate currently adding any new
11 seats to the NAC in our Consolidation Plan.

12 COMMISSIONER MILLER: Can you
13 answer the geographical question though,
14 whether they are coming from --

15 MR. McGRUDER: Well, everybody
16 that is projected is part of --

17 COMMISSIONER MILLER: -- inside
18 the District?

19 MR. McGRUDER: -- the
20 Consolidation Program is already in the NCR.

21 COMMISSIONER MILLER: Right. But
22 are they coming -- would these seats be filled

1 by people who are currently in the District of
2 Columbia or are they coming from locations --

3 MR. McGRUDER: Well, it's not
4 known.

5 COMMISSIONER MILLER: Not know.

6 MR. McGRUDER: It's projected. So
7 the folks that are there now, are projected to
8 be moved over to the St. Elizabeths Campus.
9 And then we are going to backfill other
10 elements of the Department to the spaces here
11 currently projected at less than 2,500.

12 COMMISSIONER MILLER: So the 2,400
13 that are there now are -- would be moving to
14 the St. Elizabeths West Campus?

15 MR. McGRUDER: The majority of
16 them would be. The Secretary and her support
17 and so the idea is to collapse commercial
18 leases into federal space and we are not
19 looking at adding any new people, at this
20 time.

21 COMMISSIONER MILLER: And of the
22 2,400 that are there now, do you know the --

1 where they currently live? Do they -- do you
2 have the percentages of where they live?

3 MR. McGRUDER: I think we have
4 that data. Anybody got it? Well, we are in
5 50 different locations, but I think his
6 question is the population that goes to the
7 NAC, where do they live currently, Virginia?
8 We have it by ZIP Code.

9 MS. HILL: It's in the plan.

10 MR. McGRUDER: Pardon me?

11 MS. HILL: It's in the plan.

12 AUDIENCE MEMBER: 53 percent
13 Northern Virginia.

14 MR. McGRUDER: Oh, okay.

15 COMMISSIONER MILLER: 53 percent
16 Northern Virginia.

17 MR. McGRUDER: Yes, but those 53
18 percent Northern Virginians are going to be
19 commuting over to St. Elizabeths when that
20 project -- you know, over the course of time
21 between now and FY16.

22 COMMISSIONER MILLER: All right.

1 MR. McGRUDER: So where these new
2 people are coming from, I don't know. I mean,
3 it's a function of how the Department grows.

4 COMMISSIONER WRIGHT: It is all,
5 if I may, going to be vastly affected by
6 budget and how we are -- how fast we are able
7 to progress at St. Elizabeths. So the whole
8 thing is sort of a matrix that every single
9 piece affects the other one. So it doesn't
10 surprise me at all that we don't -- that that
11 is not knowable at this point where they are
12 coming from and who is going where.

13 The first piece that NAC --
14 correct me if I'm wrong, Rich, but the NAC in
15 the sequence of priorities for DHS in their
16 Consolidation Plan is secondary to St.
17 Elizabeths. But St. Elizabeths is slowing
18 down as are other projects, because of the
19 budget.

20 So it's -- and it will have a huge
21 effect on what happens at the NAC and who is
22 going where and when.

1 MR. McGRUDER: That's correct.

2 COMMISSIONER MILLER: Can you
3 answer the -- I realize that it's not going to
4 be the same population, but I was just trying
5 to get an understanding of where people are
6 coming from currently who work there.

7 MR. McGRUDER: Yes.

8 COMMISSIONER MILLER: So 53
9 percent live in Northern Virginia. How many
10 live in -- do you know how many live in
11 Maryland?

12 AUDIENCE MEMBER: 35.

13 COMMISSIONER MILLER: 35.

14 MR. McGRUDER: 35 percent, 35.

15 COMMISSIONER MILLER: So 88
16 percent, which is about the percentage for the
17 DHS as a whole, almost 90 percent live outside
18 the District of Columbia.

19 We certainly want to develop
20 programs where you can -- where the DHS
21 employees would have to live near where they
22 work, so that we don't have the traffic

1 problems and there is a District program that
2 is called Live Near Your Work, which we would
3 hope that the Department would somehow be able
4 to participate in and the Federal Government
5 could somehow support in funding, help and
6 assist us in our funding of that program.

7 I share the concerns that Ms.
8 Steingasser expressed of the -- about the
9 uncertainty of the Transportation Management
10 Plan, at this stage, and the inadequacy of it.
11 So I have a discomfort, an unreadiness really,
12 to vote in favor of something that says
13 comments favorably on the Draft Master Plan.

14 If we could take out the word
15 favorably, I would be perfectly happy to vote
16 for this, because there are a lot of concerns
17 that are expressed in this EDR that we're
18 commenting favorably upon the Draft Master
19 Plan, which I assume all of this has to be --
20 a lot of mitigation has to get -- has to be
21 worked out, which hasn't been worked out at
22 all, it seems.

1 So I'm not prepared to vote for
2 this in its current form today, Mr. Chairman.

3 CHAIRMAN BRYANT: Thank you. Mr.
4 Provancha and then Ms. Greenwald.

5 COMMISSIONER PROVANCHA: Just two
6 following comments. What's the current -- how
7 would you describe the current Mass Transit
8 Benefit Program that DHS has for the employees
9 at the NAC? Well-supported, 50 percent
10 participation, low participation?

11 MR. BATTLES: We actually don't
12 have a number for actually how many people are
13 actually engaged in that, which is the
14 subsidy.

15 COMMISSIONER PROVANCHA: Yes, yes.

16 MR. BATTLES: We don't actually
17 have --

18 COMMISSIONER PROVANCHA: That's
19 something that I think that we would be
20 welcome to see at future presentations.

21 MR. BATTLES: A part of the survey
22 that we are doing right now may capture some

1 of that information and that's currently going
2 on. And that was that NAC-specific travel
3 survey that Cheryl was talking about.

4 COMMISSIONER PROVANCHA: Okay.

5 MR. BATTLES: It's in motion right
6 now.

7 COMMISSIONER PROVANCHA: We have a
8 very robust program in DoD. We have more than
9 50 percent of our 67,000 employees that
10 participate, so we can share some positive
11 lessons learned, if you are receptive to that.

12 The issue respectful of the
13 concern about the -- from the surrounding
14 neighborhoods on the overflow parking issue,
15 however, during the normal development
16 process, would not GSA reach out through the
17 public meetings to those groups and have --
18 provide them an opportunity to further
19 articulate their concerns?

20 MR. BATTLES: Yes.

21 COMMISSIONER PROVANCHA: Or do we
22 need to make an additional amendment similar

1 to what Mr. May was talking about for the Park
2 Service?

3 MR. BATTLES: Part of the response
4 to the public's concerns, and that's what we
5 were talking about with Representative
6 Norton's office, is that she is facilitating
7 getting together a transportation community
8 group, in which we will talk about all these
9 issues to see how we can -- and on a regular
10 basis meet with representatives from the
11 neighborhood, so that we can identify what
12 particular issues they have and then come up
13 with a strategy that would mitigate those
14 impacts.

15 COMMISSIONER PROVANCHA: Okay.

16 MR. BATTLES: See right now, we
17 are working off of some -- like Cheryl said,
18 we are working off of DHS's entire population
19 survey for the National Capitol Region, so
20 that was talking towards the modal split that
21 we were looking at up there.

22 But there are several things that

1 we would have to do specific to the Nebraska
2 Avenue Complex in that area that are specific
3 to that neighborhood and that neighborhood's
4 impact.

5 So these groups would be getting
6 together and discussing that. That would then
7 facilitate additions to the Transportation
8 Management Plan. As Mina had mentioned, we
9 are just at the early stage right now.

10 COMMISSIONER PROVANCHA: Right,
11 sure.

12 MR. BATTLES: And we are just
13 seeking kind of concurrence from you all to
14 move forward, so that as we move towards the
15 final Master Plan, that we have addressed a
16 lot of those issues in the Transportation
17 Management Plan, as well as the thing we are
18 doing in parallel and that's working with DHS
19 and the community on a TMP for the immediate--

20 COMMISSIONER PROVANCHA: Yes.

21 MR. BATTLES: -- whether there was
22 a Master Plan or not, to address the immediate

1 concerns of the neighborhood.

2 COMMISSIONER PROVANCHA: We
3 appreciate GSA and DHS agreeing to participate
4 with Congresswoman Norton's office. That
5 would be our basic expectation.

6 Our concern was as opposed to
7 being in a reactive mode, we would actively
8 and proactively reach out to the neighborhood
9 communities. I think if we got that
10 assurance, I think that would address some of
11 our concerns.

12 MR. CLARK: I just wanted to add
13 to Scott's comment. I'm Jim Clark from MTFA
14 Architecture. And there have been several
15 meetings with the ANCs directly, with ANC-3E
16 and 3D. And we met with them and we had their
17 comments and we have received comments on the
18 Draft EIS and are responding to those
19 currently.

20 COMMISSIONER PROVANCHA: Initiated
21 by your firm or in response to?

22 MR. CLARK: Initiated by GSA and

1 through our firm, yes.

2 COMMISSIONER PROVANCHA: Okay.

3 Very good. Thank you.

4 MR. CLARK: In addition to that,
5 we have had two public meetings where the ANCs
6 and the public was invited and it was well-
7 attended and we listened again to all their
8 comments..

9 CHAIRMAN BRYANT: Let me go to Ms.
10 Greenwald, as promised.

11 COMMISSIONER GREENWALD: Let Mina
12 go and I'll follow-up.

13 CHAIRMAN BRYANT: Okay.

14 COMMISSIONER WRIGHT: I just want
15 to make a couple of points. I could
16 understand the reticence and there are issues
17 that we -- and we know about it. This is a
18 process of discovery.

19 GSA has demonstrated no
20 inclination to ignore the neighborhood in any
21 way. And we are at 35 percent. Yes, it is a
22 draft. If we were somehow turning our backs

1 on the issues that we are very much aware of,
2 we are working with DDOT, have been. I'm a
3 little confused at the sort of resistance to
4 looking at this for what it is and where in
5 the process that it is, because I -- the
6 inference that we are going to just proceed
7 boldly down one path and say thank you very
8 much gratuitously and keep doing what we want
9 to do, doesn't seem warranted here.

10 I don't think we are sending any
11 of those signals at all.

12 COMMISSIONER DIXON: Mr. Chairman?

13 CHAIRMAN BRYANT: Yes, let me go
14 to you and then I think there may be an
15 amendment or two.

16 COMMISSIONER DIXON: Yes.

17 CHAIRMAN BRYANT: That's right.
18 I'm sorry.

19 COMMISSIONER DIXON: Well, I'll
20 yield to the lady.

21 CHAIRMAN BRYANT: Let me go to Ms.
22 Greenwald, as promised.

1 COMMISSIONER DIXON: Please.

2 COMMISSIONER GREENWALD: Thank
3 you.

4 CHAIRMAN BRYANT: Sorry.

5 COMMISSIONER GREENWALD: This sort
6 of describes what I was going to ask, which
7 is, are there steps, projects, things you are
8 doing to further the TMP that you haven't
9 already mentioned, you know, in your
10 discussion today?

11 MR. CLARK: Yes. This draft 35
12 percent Master Plan was completed in January.
13 And so there has actually been considerable
14 time since then where there has been -- I
15 think we have met eight times with DDOT and
16 have complied with, I think, everything that
17 they have asked for and I'll provide more
18 data.

19 In particular, this survey is
20 going on right now to provide more detailed
21 information due tomorrow and we are finding
22 that the results are actually very similar to

1 what the TMP was based on, on the broader DHS
2 results. And so we are finding that their
3 assumptions were correct.

4 But nevertheless, we will -- I
5 know that GSA and DHS are committed to
6 continue to work with DDOT. We have a meeting
7 in a week and a half with DDOT and we will
8 continue to meet until all their concerns are
9 addressed.

10 It's a long process. This process
11 is going to last another year and a half. And
12 I think it is DHS and GSA have really showed
13 they are proactive in addressing the
14 community's concern.

15 I'm a member of that community,
16 and so I'm just as concerned as everybody in
17 that community to make sure that DHS is
18 supportive of the whole community.

19 COMMISSIONER GREENWALD: I
20 appreciate that and I have -- knowing that Ms.
21 Norton is involved in this, gives me some
22 comfort. I know that if she is on top of it,

1 her leadership will help make sure there is
2 consensus and continue to have group meetings,
3 get people in the room together discussing it.

4 As people around this table are
5 thinking of not supporting the EDR, I just
6 want to make sure we all understanding what
7 happens if we do not support the EDR.

8 I think my assumption is you will
9 have to start from square one and I'm not sure
10 how that affects DHS' overall consolidation
11 goals. Maybe DHS wants to address that, how
12 that will just slow everything down. Anything
13 from GSA's perspective on that?

14 MR. BATTLES: Well, generally, if
15 we don't do anything at all, essentially, if
16 we don't look at any development of the site,
17 things stay in status quo. And as we
18 understand that that's not an optimum
19 situation, I mean, there is a lot of
20 environmental things that need to be addressed
21 and there is just things around the site that
22 certainly could be improved.

1 Right now, there is no Master Plan
2 in place, so there has to be a Master Plan
3 that is implemented, so that we can do
4 anything out there. So that's why that has a
5 lot to do with what we are -- how we are
6 generating this Master Plan, as well as
7 facilitating the mission of DHS.

8 COMMISSIONER GREENWALD: Yes.

9 MR. BATTLES: Certainly, they can
10 speak in more detail about the criticality of
11 this particular component to their overall
12 housing strategy for the NCR, but definitely
13 in their consolidation strategy, whatever that
14 time line may be, this is certainly a major
15 component of that to facilitate, you know,
16 their overall housing needs.

17 COMMISSIONER GREENWALD: Yes.

18 MR. BATTLES: St. Elizabeths is
19 certainly a big component of that, but the
20 Nebraska Avenue Complex serves -- will serve
21 a vital function and role for them.

22 COMMISSIONER GREENWALD: Yes.

1 MR. BATTLES: So if we don't do
2 anything, then there is a lot of those same
3 issues that are going to plague the community
4 that are going to affect the site, the
5 buildings, so there is a lot of issues.

6 COMMISSIONER GREENWALD: Yes.

7 MR. BATTLES: The Master Plan
8 tries to address a lot of those and this is
9 why this is kind of brought to the spotlight,
10 because we have actually started to develop
11 plans and strategies to do something at the
12 site.

13 This is where the community's
14 voice has actually has the opportunity to be
15 heard by us, by DHS, so it actually has
16 motivated people to do something about it.
17 Without this process in place, then they would
18 still be facing the same issues, you know,
19 year after year after year.

20 COMMISSIONER GREENWALD: Okay.

21 Does GSA have anything they want to add?

22 EXEC. DIRECTOR MITTEN: Hi, I'm

1 Carol Mitten and I am the Executive Director
2 for Urban Affairs and Headquarters
3 Consolidation for DHS.

4 You know, I think the questions
5 about what would we do if this were not
6 approved today? In some ways, we will proceed
7 on as we would if you passed the
8 recommendation from the Executive Director,
9 because the feedback that we have been
10 getting, as has been said, is going to guide
11 the Master Plan.

12 The community concerns that have
13 been raised, they are perfectly legitimate.
14 I mean, we should be doing better about how we
15 manage transportation at the NAC. We are
16 crafting an interim plan to deal with the
17 population that is there now.

18 As Rich said, when we look ahead
19 to the population that will be at the NAC
20 after we move to St. Elizabeths, that's going
21 to be a different population. So why are we
22 surveying the people now? It's because we

1 want to manage those people better.

2 We have more staff devoted to
3 developing Transportation Management Plans at
4 DHS now than we have ever had before and I
5 have to say it's because of St. Elizabeths
6 that we have been sensitized to it, because we
7 know we have a very aggressive -- the TMP that
8 is going to get us to where we need to be on
9 St. Elizabeths has to be very aggressive.

10 And the TMP that is going to help
11 us manage the NAC better has to be very
12 aggressive and we are trying to implement
13 policies across the NCR that will get us
14 there.

15 So, you know, we will take all the
16 feedback that we have been given and utilize
17 it and, you know, we would like, you know, I
18 think, the strategy about not commenting
19 favorably, just commenting, that's very
20 instructive for us. And we will come back
21 with a better plan.

22 COMMISSIONER GREENWALD: Okay.

1 Great. One last question for either of you.
2 Anecdotally, I have heard that the conditions
3 of the NAC are not very -- can somebody
4 address sort of the conditions of the
5 buildings and work space for DHS employees
6 currently and the need to upgrade them?

7 MR. CLARK: There is a tremendous
8 need to update. And we have focused on
9 transportation, but these other needs having
10 worked on buildings in the site are dramatic.
11 And there needs to be a Master Plan to guide
12 the process.

13 It is a very precious historic
14 site for two reasons. One, it was historic as
15 the first girl school in the U.S. that really
16 instructed girls for leadership. And
17 secondly, because of it's role in
18 cryptanalysis during World War II. And there
19 are some significant -- there is a significant
20 historic building on-site and there are
21 significant buildings that contribute to this
22 historic site.

1 And they are in very bad shape and
2 really need the Master Plan to clean up the
3 site and to preserve them, frankly.

4 Stormwater management, as was
5 mentioned earlier, is a grave issue on the
6 site. There is virtually no stormwater
7 management on the site. And this site backs
8 up and slopes towards Archbold-Glover Park and
9 so that needs to be addressed.

10 The Master Plan addresses it under
11 GSA's guidelines of sustainability. And the
12 goal is a Gold-LEED Master Plan. And so these
13 are just some of the things, very significant
14 things that the -- letting the Master Plan
15 progress will allow us to progress and to
16 refine as we look at this for the next year
17 and a half.

18 COMMISSIONER GREENWALD: Thank
19 you. I think along the lines of what the
20 Chairman said before, that this plan is a
21 draft and, you know, they are aware they
22 should be in the scheme of things, and I think

1 that both GSA and DHS have shown willingness
2 and already efforts underway to deal with the
3 transportation issues that I think everyone
4 around this table recognizes and they
5 recognize.

6 So I will be supporting the EDR,
7 as written. I would not -- perhaps there are
8 ways we can ask GSA to continue to update the
9 Commission on its efforts on an Interim Plan
10 Transportation Management Plan and as they
11 look forward on the long-term plan as a
12 compromised position perhaps.

13 CHAIRMAN BRYANT: Thank you, Ms.
14 Greenwald. Let me do a couple of things
15 first.

16 First, let me call on Mr. Acosta,
17 who may have a clarifying point. Second, I'll
18 go to Mr. Dixon, who had a comment. And then
19 third, as I think there may be an amendment or
20 two floating around, I would like to entertain
21 a motion on the EDR, so that we can get it
22 before us in an amendable state.

1 First, Mr. Acosta.

2 MR. ACOSTA: Yes. I would just
3 like to clarify a couple of points. I think
4 in terms of the action that is before you
5 today, it is approval of comments to GSA
6 regarding the preliminary draft plan that they
7 submitted to the Commission.

8 And so you understand if you do
9 not approve or don't take any action today,
10 there will be no comments that we are
11 submitting to GSA. And there will be no
12 official Commission position whether you have
13 concerns regarding transportation, traffic,
14 transit or any of these issues, we will be
15 silent on the issue, because there will be no
16 action taken.

17 So my suggestion would be there is
18 a recommendation in front of you, obviously,
19 there are additional concerns about
20 transportation that may -- should be reflected
21 in this. You could also ask if GSA is willing
22 to come back, before the submission of a final

1 plan, to come in and talk about some of their
2 findings with respect to the survey and the
3 TMP and the progress that they are making with
4 the community, so at least you are brought up
5 to date before they submit something final.

6 And I think if they are willing to
7 do so, I think that would be a helpful step,
8 because as we -- as they acknowledged, some of
9 these items have not been completed. The TMP
10 is still in formation. They are still doing
11 their work and I think it would be helpful for
12 the Commission to hear the results of some of
13 their findings prior to submitting a plan.

14 So at least you have some of that
15 information. And if you have additional
16 comments, you could ask for them, so they
17 could accommodate that as part of their final
18 submission.

19 So I think those things would be
20 helpful. This is to be -- I think to have
21 constructive comments to give back to GSA and
22 DHS would actually be a helpful thing. And if

1 you hear from the community that they have
2 concerns about off-site parking and other
3 issues, I think that would also be something
4 you want to amplify in your comments back to
5 GSA. And hopefully that is something you will
6 be looking at as you review the final plan.

7 CHAIRMAN BRYANT: Yes, Mr. Dixon?

8 COMMISSIONER DIXON: Mr. Chairman,
9 I have two -- three comments. One, I just
10 want you all to know there is a lot of housing
11 in Anacostia, so you guys can start looking to
12 move there right away.

13 And number two, we would like to
14 get some steady funding from Metro Hill, so we
15 can be sure we can keep the service and make
16 it work. Those are just quick ones.

17 The last -- I think people need to
18 liven up about this. I don't sense there is
19 any likelihood it's not going to pass. It's
20 just that there are people who spent time to
21 come here from our community who are still --
22 got some questions.

1 And I believe they are in good
2 hands. I think you guys are going to do it.
3 GSA has always been very good about this. We
4 got the point. But there are some of us here
5 who have to make sure that the citizens
6 understand that we want -- you know, if we --
7 if it's unanimous vote on this, where is the
8 mark, the record indicating that we have
9 concerns that were expressed? And everybody
10 has those concerns.

11 So, I mean, if you lose two or
12 three votes because folks just want to make
13 the point that we want to be sure it's done
14 and we believe it will be done, but sometimes
15 you have to, you know, do that. This is the
16 only forum on this issue that the community
17 has an opportunity to speak.

18 They can't take it to the City
19 Council. They can't take it to the zoning.
20 It is here. So when they come here to speak
21 on the issues, we want to make sure that they
22 are noted. And sometimes I'll vote against

1 something to just to note we wanted to go
2 forward, but we want you to be sure that there
3 is some concern and we know it is going to be
4 resolved, at least I hope it will be and
5 expect it to be.

6 But there is no need to try to --
7 nobody is lobbying anybody here. We are just
8 saying that we may want to make a minority
9 position. In the Supreme Court and in my
10 study of the law, it's sometimes an important
11 position just to be on the record, a minority
12 position that we were concerned about
13 something, which we are all concerned about.
14 So let's finish.

15 CHAIRMAN BRYANT: Thank you, Mr.
16 Dixon. So that we can have further actionable
17 discussion, the Chair would entertain a motion
18 on the EDR.

19 COMMISSIONER DIXON: So moved.

20 CHAIRMAN BRYANT: It has been
21 moved.

22 COMMISSIONER MAY: Second.

1 CHAIRMAN BRYANT: And seconded.

2 It has been moved and seconded that the EDR be
3 approved.

4 Now, further discussion? Mr. May?

5 COMMISSIONER MAY: Yes. I would--
6 I'm actually sorry that Mr. Dixon moved so
7 quickly to make the motion, because I was
8 going to shock my friends over sat DHS and GSA
9 by making the motion to approve this report.

10 Of course, knowing that we still
11 have a final action to take on this. But I
12 would just say that, you know, I think overall
13 this is a very good plan. It has been -- it
14 is well-thought out and sensitive to the
15 context. It is responding to the right
16 things.

17 It is dealing with EISA 438 and we
18 are all trying to address that in the Federal
19 Government. It is, you know, making the
20 appropriate moves from an historic
21 preservation point of view. And most
22 importantly, it is increasing the number of

1 people who will be working at this site, but
2 at the same time bumping the parking ratio up
3 to the point where it complies with the
4 Comprehensive Plan.

5 And the net result is that there
6 are no additional cars that are going to be
7 coming and parking on the campus.

8 Now, granted, there is probably
9 more that needs to be done to make sure that,
10 you know, the category that was not on the
11 sheet, which is drives to work, but does not
12 park at work, parks in the neighborhood or
13 whatever it is, I mean, that's not shown. And
14 I think, you know, obviously, something needs
15 to be done to get a handle on that.

16 But I think that for every other
17 reason that we think is important about
18 approving Master Plans like this, this one is
19 hitting all the marks. So I don't -- it's
20 almost baffling to me that this doesn't get --
21 would not get unanimous approval as it is.

22 Of course, with one small

1 amendment, which I will now propose.

2 COMMISSIONER DIXON: I'll withdraw
3 mine if you want to make another motion.

4 COMMISSIONER MAY: That's okay. I
5 think they got the point. Anyway, I would
6 just add a bullet point recommending that DHS
7 and GSA or whoever it is continue to work with
8 the National Park Service to assure the
9 potential impacts to Glover-Archbold Park are
10 minimized and mitigated.

11 And I phrase it that way
12 "minimized and mitigated" because it first has
13 to be minimized and then once it is determined
14 that there is some sort of impact, that there
15 be appropriate mitigation.

16 COMMISSIONER DIXON: I'll accept
17 it as a friendly amendment to my motion.

18 CHAIRMAN BRYANT: Well, it has
19 been moved and --

20 COMMISSIONER DIXON: We've got a
21 motion. You can accept the amendment on the
22 move. I'm accepting as a change to my motion.

1 CHAIRMAN BRYANT: Okay. It has
2 been moved. Well, you moved it.

3 COMMISSIONER DIXON: Yes.

4 COMMISSIONER MAY: He moved it. I
5 seconded it and offered a friendly amendment.

6 COMMISSIONER DIXON: I accepted
7 it.

8 CHAIRMAN BRYANT: Okay. And might
9 you once again kind of restate your --

10 COMMISSIONER MAY: My addition?

11 CHAIRMAN BRYANT: Just so that we
12 have it fairly clear.

13 COMMISSIONER MAY: Okay.

14 COMMISSIONER MAY: So continue to
15 work with the National Park Service to assure
16 that potential impacts to Glover-Archbold Park
17 are minimized and mitigated or what cannot be
18 minimized is mitigated maybe that's the better
19 way to put it.

20 CHAIRMAN BRYANT: Ms. Young, you
21 have that?

22 MS. YOUNG: Yes.

1 CHAIRMAN BRYANT: Okay. Ms.
2 Wright?

3 COMMISSIONER WRIGHT: I would like
4 to talk about something other than cars, just
5 for one moment.

6 CHAIRMAN BRYANT: Okay.

7 COMMISSIONER WRIGHT: Something
8 new and different. I just would be remiss if
9 I did not comment on the recommendation to
10 evaluate a lower security level.

11 And now, I am not even speaking
12 from the DHS perspective and I'm sure they
13 have one. I would ask as an urbanist for
14 everyone to think about what this means. If
15 you were to make this a Level 4 or lower, it
16 is a campus. It has historically functioned
17 as one.

18 Putting a Level 5 facility in here
19 seems, to me, it has all of the right
20 circumstances. Level 5 facilities have to go
21 somewhere. And imagine the alternatives to
22 putting a Level 5 facility with however many

1 people end up or seats end up in it in the
2 middle of, oh, I don't know, downtown, to be
3 really extreme.

4 This topographically and within
5 the existing street grid, it has all the right
6 moves to become -- to accommodate all the
7 things that come with a Level 5 facility.

8 So I would hope that while -- I
9 guess we can look at it, but I don't know why
10 we would really, because it is so
11 accommodating to the setbacks, etcetera. So
12 I just wanted to talk about something other
13 than traffic, so that's all I got.

14 CHAIRMAN BRYANT: Mr. Hart, did
15 you have anything?

16 COMMISSIONER HART: I think most
17 of the issues that I was concerned about were
18 with respect to stormwater management,
19 addressing Transportation Management Plan and
20 traffic along with that have already been
21 addressed.

22 I want to say that it is

1 encouraging to see a developed Master Plan
2 that really does try to create a campus feel,
3 an opportunity to create pedestrian zones and
4 I like it.

5 CHAIRMAN BRYANT: I'm just happy
6 somebody is submitting us a Master Plan
7 finally.

8 Okay. Hearing no further -- I'm
9 sorry, Mr. Miller?

10 COMMISSIONER MILLER: When is the
11 TMP for the current site going to be complete?
12 And when is the TMP for the proposed Master
13 Plan going to be complete? If you are under--
14 under the current schedule.

15 MR. BATTLES: Well, currently, in
16 reference to the TMP that -- for the current
17 condition, that's in progress right now and I
18 think six months out that we probably should
19 have that current TMP implemented, embedded,
20 based on community input and the working
21 groups that are in place right now, that's the
22 one that we would use to affect the change

1 right now.

2 For the long-term, the TMP that we
3 have got originally was at about 75 or so
4 percent of information gathering. We got
5 information from the community, so that is now
6 adding to it. We also have CFA, NCPC, DDOT,
7 Park Service, so we have got additional inputs
8 into that through the EIS process.

9 So now, we are going to take that
10 information and start to go through that TMP
11 again and see where we need to make that more
12 robust and address the mitigation strategies.

13 So we haven't actually sat down
14 and projected that out. That's in the next
15 round of our schedule development is to
16 actually look at what we have to do to
17 implement more strategies into the TMP, talk
18 with our consultant to figure out, you know,
19 how much time they are going to need to do
20 that.

21 But then we can always get back to
22 you in give you that information that tells

1 you here is our revised scheduled, based on
2 what we just sat down and discussed. But,
3 obviously, we want to do that soon, because
4 that will have an impact on the EIS as well.

5 COMMISSIONER MILLER: I'm just
6 trying to understand it. If we deferred
7 approval until we saw the TMP with all of the
8 strategies, how that -- if that would have a
9 detrimental impact on the planning? It would
10 seem that would be the point that we would be
11 -- I would be more comfortable approving a
12 Draft Master Plan when I saw the strategies
13 and mitigation measures, whether there is
14 stormwater management and the transportation
15 management and off-site parking management.

16 I would just like to see how -- I
17 don't believe you can get -- I don't really
18 believe you can get to that 1:4 ratio, because
19 I don't see anything that gets you there, in
20 what is in front of me at least. Maybe it's
21 in the Draft TMP that I haven't looked at, but
22 I don't see it. So I want to be able to maybe

1 craft an amendment.

2 I thought an amendment was coming
3 from some -- wherever on my right that would
4 have -- that might have accomplished what I'm
5 trying to get at here. But it's not coming.
6 If you could just give me a minute, maybe I
7 can craft something.

8 CHAIRMAN BRYANT: Sure. While you
9 are working, might we want to go ahead and
10 discuss the time for you to revisit us on an
11 interim basis to give us an update?

12 COMMISSIONER MAY: Mr. Chairman?

13 CHAIRMAN BRYANT: Might you have a
14 suggestion as to when appropriate timing would
15 be in the great scheme of things? While they
16 are conferring, Mr. May?

17 COMMISSIONER MAY: I just wanted
18 to comment. You know, we accepted the notion
19 that for the St. Elizabeths Campus, which is
20 a lot further from the Metro and has a lot
21 more parking entanglements and vehicle
22 entanglements, just a whole lot more issues.

1 There was, you know, a piece of park land that
2 you had to drive an access road through.

3 I mean, all of these things, it
4 was a much, much more complicated thing, but,
5 yet, this Commission wholeheartedly believed
6 that 1:4 parking ratio was achievable.

7 Here, it seems eminently
8 achievable. And again, it's baffling to me
9 that we would think that somehow it was -- it
10 would be doubtful in this circumstance. If it
11 could be achieved anywhere, it should be able
12 to be achieved here.

13 MR. BATTLES: And if I could
14 there, in talking with the consultant, they
15 are projecting out that probably within about
16 two months, maybe three at the latest, that we
17 would have a revised TMP.

18 CHAIRMAN BRYANT: Okay.

19 COMMISSIONER GREENWALD: I'm
20 sorry, what was that time line?

21 MR. BATTLES: Two to three months,
22 not to exceed.

1 CHAIRMAN BRYANT: That's for the
2 revised. I think there may be an interest in
3 having the brief update at some point. Mr.
4 Acosta, do you have a suggestion?

5 MR. ACOSTA: I would say that's
6 probably the right time to come in.

7 CHAIRMAN BRYANT: Oh, that would
8 be the right time.

9 MR. ACOSTA: Right. Well, at
10 least to bring in some of the questions that--
11 to fill in some of the gaps that were
12 identified in this discussion. I think it
13 would have a lot of the answers.

14 COMMISSIONER WRIGHT: Is this idea
15 through staff consultation or through another
16 formal Commission meeting?

17 MR. ACOSTA: I made the suggestion
18 at least because there is some discomfort here
19 in terms of not knowing exactly what the --
20 you know, the TMP and some of the survey
21 results, so at least to come in and just give
22 the Commission a quick update in terms of, you

1 know, the status of that.

2 And also these discussions going
3 on with the community. We have done that
4 before with applicants, so just to bring the
5 Commission up to date on questions that they
6 raised in the past. I think it would be
7 ongoing staff consultation as part of it and
8 I think the specific timing of that, I think,
9 we can determine once your consultants have
10 finished their work and there is a comfort
11 level at GSA to bring it forward.

12 But I think it's really to make
13 sure that your questions are addressed and
14 that, you know, they are moving forward in a
15 direction that you are comfortable in with
16 respect to some of the questions raised
17 through the TMP.

18 CHAIRMAN BRYANT: But the interim
19 update would be before they come back before
20 the final?

21 MR. ACOSTA: Yes.

22 CHAIRMAN BRYANT: Okay. Mr. Hart

1 or Mr. Miller? Mr. Hart?

2 COMMISSIONER HART: Yes. In
3 response to Mr. Miller's comment, it was my
4 observation that this is really not a draft of
5 the Master Plan. It's really, in my mind,
6 more a presentation of the concept direction.
7 And if it were a draft of the Master Plan, it
8 would include at least draft sections for the
9 TMP, traffic and stormwater management.

10 So I'm comfortable if we are going
11 to see this again before it becomes a final
12 Master Plan, if we see the drafts of those
13 types of components. And if we are confident
14 we are going to see that, then I'm okay with
15 the EDR as it is written and amended.

16 MR. BATTLES: I just wanted to
17 point out that the TMP was included in the
18 Master Plan that you have right now. We do
19 have a draft version of the TMP that was moved
20 forward.

21 CHAIRMAN BRYANT: Are there any
22 further discussions?

1 COMMISSIONER MILLER: Let me try
2 this. I would like to try to move an
3 amendment that instead of the phrase comments
4 favorably on the Draft Master Plan, I would
5 rephrase that to read "Finds that the Draft
6 Master Plan for the Nebraska Avenue Complex is
7 incomplete and recommends that GSA resubmit
8 the Draft Master Plan upon completion and
9 submission of a revised Transportation
10 Management Plan."

11 That would be my amendment, Mr.
12 Chairman.

13 CHAIRMAN BRYANT: That comes by
14 way of a motion?

15 COMMISSIONER MILLER: Yes.

16 I would move that --

17 COMMISSIONER DIXON: I will second
18 it for you.

19 COMMISSIONER MILLER: Thanks.

20 CHAIRMAN BRYANT: It has been
21 moved and seconded. Is there discussion on
22 that amendment?

1 COMMISSIONER PROVANCHA: Not by
2 its very nature a draft be incomplete, that's
3 why we call it a draft.

4 CHAIRMAN BRYANT: Okay.

5 Not hearing further comment, all
6 those in favor of Mr. Miller's amendment say
7 aye.

8 COMMISSIONER MILLER: Aye.

9 UNIDENTIFIED SPEAKER: Aye.

10 UNIDENTIFIED SPEAKER: Aye.

11 CHAIRMAN BRYANT: Opposed, no.

12 UNIDENTIFIED SPEAKER: No.

13 CHAIRMAN BRYANT: No. Those who
14 vote aye, raise your hand. One, two, three,
15 four. And for purposes to make sure we got
16 it, those who vote no, raise your hand. One,
17 two, three, four, five, six. The motion fails
18 on a vote of 4-6.

19 We now have the EDR, as amended,
20 before us. It has been properly moved and
21 seconded, as amended. Is there --

22 So all in favor of the EDR, as

1 amended, say aye.

2 (Chorus of ayes.)

3 CHAIRMAN BRYANT: Opposed, no?

4 UNIDENTIFIED SPEAKER: No.

5 UNIDENTIFIED SPEAKER: No.

6 CHAIRMAN BRYANT: I'm sorry.

7 MS. YOUNG: You did not vote on
8 the first one.

9 CHAIRMAN BRYANT: We have not
10 adopted the first amendment.

11 COMMISSIONER MAY: It was proposed
12 as a friendly amendment and it was accepted.

13 COMMISSIONER DIXON: Accepted,
14 yes.

15 MS. YOUNG: Oh, okay.

16 COMMISSIONER DIXON: I accepted it
17 as part of my movement.

18 CHAIRMAN BRYANT: Would you be
19 more comfortable if we had a vote on it?

20 MS. YOUNG: Yes.

21 COMMISSIONER DIXON: Okay.

22 CHAIRMAN BRYANT: Okay.

1 UNIDENTIFIED SPEAKER: Restate it.

2 MS. YOUNG: So this is with the
3 friendly amendment?

4 CHAIRMAN BRYANT: Yes.

5 COMMISSIONER DIXON: Yes.

6 CHAIRMAN BRYANT: Ms. Young, would
7 you like to read that amendment?

8 MS. YOUNG: Recommends that DHS
9 and GSA continue to work with NPS to ensure
10 that potential impacts to Glover-Archbold Park
11 are minimized and mitigated.

12 COMMISSIONER MAY: It's assure.
13 Assure.

14 MS. YOUNG: Assure?

15 COMMISSIONER MAY: Assure.

16 CHAIRMAN BRYANT: Assure.

17 COMMISSIONER PROVANCHA: Does not
18 the final wording though mitigation raise that
19 to a much higher standard of complaints, other
20 than just --

21 COMMISSIONER MAY: No. The idea
22 is simply that the impacts would be minimized

1 and anything that could not be minimized would
2 be mitigated.

3 COMMISSIONER DIXON: You make the
4 motion and I'll second it, since I accepted it
5 already.

6 CHAIRMAN BRYANT: Okay. It has
7 been moved and seconded.

8 All in favor of that amendment say
9 aye.

10 (Chorus of Ayes.)

11 CHAIRMAN BRYANT: Opposed, no?

12 COMMISSIONER PROVANCHA: No.

13 CHAIRMAN BRYANT: One no, Mr.
14 Provancha.

15 Now, the EDR, as amended, is
16 before you.

17 CHAIRMAN BRYANT: All in favor of
18 the EDR, as amended, say aye.

19 (Chorus of ayes.)

20 CHAIRMAN BRYANT: Opposed, no?

21 COMMISSIONER BELTRAN: No.

22 COMMISSIONER MILLER: No.

1 COMMISSIONER STEINGASSER: No.

2 COMMISSIONER DIXON: No.

3 CHAIRMAN BRYANT: Nos, raise your
4 hand. Mr. Beltran and Mr. Miller, Ms.
5 Steingasser and Mr. Dixon.

6 So the EDR, as amended, passes.
7 Thank you very much, Ms. Kelly. Thank you
8 very much.

9 JOINT BASE ANACOSTIA-BOLLING

10 CHAIRMAN BRYANT: Agenda Item 5B
11 is the Draft Master Plan of the Joint Base
12 Anacostia-Bolling. And we have Mr. Weil
13 before us.

14 MR. WEIL: Thank you, Mr.
15 Chairman, Members of the Commission. This is
16 a Draft Master Plan for the Joint Base
17 Anacostia-Bolling installation in Southwest
18 Washington, D.C. submitted by the United
19 States Department of the Navy for Commission
20 comments.

21 So Joint Base Anacostia-Bolling or
22 JBAB is shown here in blue, located to the

1 south of downtown Washington, D.C. adjacent to
2 the confluence of the Anacostia and Potomac
3 Rivers, directly adjacent to I-295 and South
4 Capitol Street and very close to the federal
5 secure Campus of St. Elizabeths, which is
6 currently under construction.

7 So the Draft Master Plan was
8 started in reaction to the 2005 Base
9 Realignment Closure Act, which mandated the
10 merging of these three separate installations,
11 NSF Anacostia, Bolling Air Force Base and
12 Bellvue Housing Complex, which is Navy
13 housing.

14 The BRAC Act, basically, mandated
15 the joining into a joint base to create a more
16 efficient cost-effective installation.

17 So here are the major Master Plan
18 assumptions. First of all, this is more of a
19 framework plan. Most of the projects
20 contained in the plan are hypothetical. They
21 are at the conceptual stage, at this point,
22 with the exception of these three defined

1 projects, which are short-term, either under
2 construction currently or short-term.

3 The Master Plan assumes an
4 employment population increase of 25 percent
5 of a total employee parking reduction of,
6 approximately, 400 spaces, which would bring
7 the current employee parking ratio up from a
8 1:166 up to a 1.2:42 employee ratio. And
9 again, the Master Plan assumes the merging of
10 these three installations, which actually
11 occurred last year on October 1st.

12 So, basically, the significant
13 components of the Master Plan. First of all,
14 there is an Urban Design Framework Plan, which
15 separates JBAB into eight different
16 neighborhoods. Each of the neighborhoods has
17 its goals and also its design standards.

18 The second major element is a
19 Future Land Use Plan for JBAB consisting of a
20 total of seven land uses. And there is also
21 a landscape plan, which specifies more
22 specific landscape design standards for

1 different Districts around JBAB, in addition
2 to those districts, special areas and also
3 specific landscape criteria for three levels
4 of the interior roadways, the primary,
5 secondary and tertiary roadways.

6 These are the planning objectives
7 that the Draft Master Plan is framed around.
8 And in the next series of slides, I'll go
9 through each objective one by one and discuss
10 how the Master Plan supports each of these
11 objectives.

12 So the first objective, this is
13 the existing Land Use Map consisting of nine
14 different land uses. There is a lot of
15 redundancy between Anacostia, the Anacostia
16 portion of JBAB and Bolling portions of JBAB.
17 And so what the Draft Master Plan seeks to do
18 is consolidate some of the land uses into
19 seven and also merge some of these more
20 redundant uses that existed in the separate
21 facilities, pre-BRAC.

22 No. 2, the plan seeks to increase

1 development density in key locations.
2 Specifically, the Master Plan identifies
3 three. This north administrative mission
4 complex located directly adjacent to South
5 Capitol Street and also two corridors in the
6 heart of JBAB.

7 The Master Plan seeks to densify
8 these areas and create more of a pedestrian-
9 oriented streetscape along Chord Street and
10 Castle Avenue and then the Master Plan
11 identifies a pedestrian extension from Castle
12 Avenue.

13 The Master Plan seeks to foster
14 multi-modal transportation within JBAB. Here,
15 it identifies a future plan shuttle system
16 along with a number of planned future stops.
17 And the shuttle system would support and
18 enhance the expanded pedestrian and bicycle
19 network within JBAB.

20 This pedestrian, bike
21 infrastructure would consist of bike lanes,
22 multi-use trails and also bring, basically,

1 the existing sidewalks up to ADA compliance
2 and create more of a pedestrian-oriented
3 environment on the base.

4 The Master Plan protects and
5 enhances historic resources. There is
6 currently an archeological survey ongoing on
7 JBAB. And so the Master Plan is identifying
8 all the existing historic resources on the
9 base. It also identifies and seeks to
10 preserve the historic core area of the
11 installation.

12 And also, through the landscape
13 plan, the landscape plan has a specific
14 component with landscape standards that are
15 intended to enhance and preserve the existing
16 character of the Historic Residential
17 District.

18 The draft plan has a
19 sustainability component in which it outlines
20 a pretty wide variety of sustainability
21 strategies that feature JBAB development
22 should adhere to, such as rain barrels,

1 vegetative bioswales, green roofs and porous
2 pavement, bicycle storage and more pedestrian-
3 friendly walkable urban design.

4 No. 7, the Draft Master Plan seeks
5 to enhance the use to and from the
6 installation. In particular, it identifies
7 two key perspectives off the installation.
8 And it shows some massing diagrams of what
9 potential future development could look like
10 here.

11 This is the perspective from the
12 Frederick Douglas Bridge looking south into
13 JBAB. And here are some potential future
14 development and what that might look like from
15 Hains Point looking into the facility.

16 And the eighth planning objective,
17 the Master Plan seeks to protect and enhance
18 the waterway, Waterfront Greenway. Here you
19 can see in the existing Land Use Map there is
20 a discontinuous waterfront, kind of open space
21 recreational area. And the Master Plan tries
22 to unify this open -- more open recreational

1 area, so it is more continuous along the
2 waterfront.

3 So with that, staff analyzed the
4 three components of the submission: The Draft
5 Master Plan, the Transportation Management
6 Plan and the Environmental Assessment.

7 We found several things that we
8 felt were promising, such as strategies that
9 attempted to limit visual impacts on the
10 surrounding communities, landscaping standards
11 that would help reinforce the character of
12 JBAB neighborhoods and a pretty good variety
13 of sustainability strategies for future JBAB
14 development.

15 However, there were a number of
16 issues with Environmental Assessment and TMP
17 and Master Plan, as well. And I'll go through
18 these issues one by one now.

19 First of all, the EA was
20 inadequate because it really didn't have a
21 cumulative impact analysis. In particular,
22 the fact that the EA identified future

1 development and its impact on roadways and
2 traffic is being minor to moderate. It
3 indicates the fact that really there was not
4 a future traffic conditions analysis
5 performed.

6 Such a conditions analysis would
7 not only account for future potential JBAB
8 traffic, but also other east of the river
9 local nearby developments, such as Poplar
10 Point, Barry Farms and St. Elizabeths and also
11 future planned infrastructure improvements.

12 A future traffic conditions
13 analysis would assess the impacts of
14 reclassifying the Firth Sterling Gate as the
15 primary truck gate and also account for that
16 increased truck traffic through that gate.
17 And also recognize the fact that, you know,
18 there are several planned infrastructure
19 improvements in the area, such as realignment
20 of the South Capitol Street and Frederick
21 Douglas Bridge alignment.

22 And you can see from this graphic

1 that one of the potential alternatives
2 identifies traffic circle and the right-of-way
3 would cut across JBAB land.

4 In addition, staff identified an
5 inadequate Transportation Management Plan. It
6 appeared as if it had a good start looking at
7 some of the existing conditions. However,
8 again, it did not consider future -- the
9 future growth of JBAB in terms of the traffic
10 impacts on the local community.

11 It didn't to a -- it was
12 inadequate in looking at not only the existing
13 alternative travel patterns to JBAB, but also
14 how people would get there in the future
15 looking at the shuttle system and walking and
16 bicycling.

17 It did not outline specific
18 detailed TMP goals and objectives to measure
19 JBAB -- future JBAB's transportation
20 management travel demand efforts. There was
21 no discussion of how visitors, residents and
22 delivery traffic would reach JBAB in the

1 future. And there really appeared to be a
2 lack of coordination between DDOT, GSA, DHS
3 and Metro in putting together the
4 Transportation Management Plan.

5 And staff recognizes an
6 opportunity with St. Elizabeths located so
7 close to JBAB, which does have a very
8 detailed, robust Transportation Management
9 Plan to coordinate future JBAB transportation
10 management planning efforts with St.
11 Elizabeths.

12 And lastly, one area focus in the
13 future is the fact that the Draft Master Plan
14 proposes a 1:2.42 employee parking ratio. And
15 more importantly, the TMP does not demonstrate
16 why JBAB is unable to comply with the 2004
17 Comprehensive Plan 1:4 ratio, which it should
18 either meet or demonstrate that the
19 installation is unable to meet that.

20 So as such, it is the Executive
21 Director's recommendation to the Commission to
22 provide several comments on the Draft Master

1 Plan for JBAB:

2 (1) To comment favorably on the
3 inclusion of development strategies that limit
4 the visual impacts of future base development
5 on surrounding communities.

6 On the plan's landscaping
7 standards, to help to preserve the character
8 of existing joint based neighborhoods. And
9 the sustainability chapter, which promotes a
10 wide variety of sustainability-oriented
11 strategies for future based development.

12 And to comment unfavorably on the
13 proposed employee parking ratio of 1:2.42,
14 which does exceed the 2004 Comprehensive Plan
15 ratio of 1:4, since the TMP does not justify
16 why Joint Base Anacostia-Bolling will not meet
17 the Comprehensive Plan parking ratio of 1:4
18 for this location, the Master Plan
19 Environmental Assessment does not analyze an
20 alternative that meets that 1:4 parking ratio.

21 And the Commission notes that the
22 JBAB Environmental Assessment's accumulative

1 impact section is required to consider
2 accumulative impacts of growing JBAB when
3 considered with other planned development,
4 such as that at St. Elizabeths and Poplar
5 Point.

6 And that the Joint Base Anacostia-
7 Bolling Master Plan should indicate a level,
8 the level of NEPA review that will be
9 conducted at the project level following
10 completion of the Master Plan, and encourages
11 the Navy to work with the Department of
12 Homeland Security and GSA to explore the
13 possibility of developing and managing a
14 coordinated TMP for JBAB and St. Elizabeths.

15 And to recommend that the JBAB
16 Master Plan be revised to acknowledge in the
17 design of the north administrative mission
18 complex should reflect the possibility of a
19 future realignment of South Capitol Street and
20 the Frederick Douglas Memorial Bridge.

21 And lastly, the Commission
22 requests the following additional information

1 in the final JBAB Master Plan as outlined in
2 NCPC's Master Plan submission guidelines. And
3 I won't read through all of this text, but
4 I'll try to summarize.

5 Basically, the TMP needs more
6 detailed information on existing as well as
7 future conditions, including much more
8 detailed information about alternative non-
9 single-occupant vehicle modes, more clearly
10 define TMP goals and objectives.

11 A more detailed process of how
12 JBAB will better coordinate their future
13 travel demand management planning with DDOT,
14 Metro and St. Elizabeths and to demonstrate
15 how JBAB can comply with the 1:4 Comprehensive
16 Plan parking ratio.

17 We require more information
18 related to visitors, residents and delivery
19 traffic, a more detailed summary information
20 about existing and future development on JBAB.
21 And lastly, a more detailed analysis of the
22 Master Plan's potential effects on historic

1 resources in completion of the Section 106

2 Project -- or process, excuse me.

3 And that concludes my presentation

4 and I'm available for questions and the Navy

5 also has representation to answer any

6 questions as well. Thank you.

7 [INSERT - JOINT BASE ANACOSTIA-BOLLING]

1

CHAIRMAN BRYANT: Thank you very

2

much. Before we proceed, I would like to go

3

ahead and call on Carol Mitten from the

4

Department of Homeland Security. She has

5

signed up to speak as representing DHS.

6

[INSERT - LIST OF SPEAKERS]

1 CHAIRMAN BRYANT: Ms. Mitten will
2 have five minutes. At the end of her public
3 comment, we will bring the discussion back and
4 I'll note that, I believe it is, Lieutenant
5 Colonel McClure is here today who can or
6 perhaps others as well who will be available
7 to engage with the Commission on questions and
8 discussion.

9 Ms. Mitten, welcome.

10 EXEC. DIRECTOR MITTEN: Thank you.
11 I don't know if I have enough copies. As I
12 said earlier, my name is Carol Mitten and I
13 bid you good afternoon.

14 I'm here today to testify on
15 behalf of the Department of Homeland Security
16 regarding Joint Base Anacostia-Bolling and the
17 irony of me testifying about this is not lost
18 on me.

19 DHS is opposed to the Master Plan
20 for Joint Base Anacostia-Bolling, as currently
21 proposed. The plan will negatively impact the
22 transportation network that serves not only

1 the Joint Base, but St. Elizabeths Campus.

2 In the case of Firth Sterling
3 Avenue, the negative impact will be severe,
4 and that's basically our main access point at
5 St. Elizabeths.

6 We ask the Commission to require
7 the Navy to provide further analysis and
8 propose mitigation related to the following
9 three areas: The truck screening at the Firth
10 Sterling Gate; the lack of accommodation of
11 the Frederick Douglas Bridge realignment; and
12 the cumulative impacts related to increased
13 traffic to and from the Joint Base.

14 The proposal by the Navy to shift
15 truck traffic from the south gate to the Firth
16 Sterling Gate has the potential to gridlock
17 traffic along Firth Sterling Avenue during
18 peak periods.

19 Truck screening at the Firth
20 Sterling Gate will force most of the truck
21 traffic serving the Joint Base onto Firth
22 Sterling Avenue, which is the worst possible

1 route that could be selected in the context of
2 the transportation network.

3 From the analysis that has been
4 done in support of the NEPA compliance for St.
5 Elizabeths, we know that with the introduction
6 of the west access road and the related St.
7 Elizabeths traffic as well as the overall
8 increase in traffic, by 2030, intersections
9 along Firth Sterling Avenue will deteriorate
10 to failing.

11 Some intersections will fail as
12 early as 2016. The most heavily impacted
13 intersection will be Firth Sterling Avenue and
14 South Capitol Street.

15 As if that information isn't bad
16 enough, there are three important factors to
17 recognize in relying on the St. Elizabeths
18 traffic analysis to draw conclusions about the
19 impact of increased truck traffic from the
20 Joint Base.

21 First, our analysis did not
22 include the proposed shift in truck traffic to

1 the Firth Sterling Gate, which will not only
2 impact Firth Sterling Avenue, in general, but
3 its intersection with South Capitol Street.
4 We didn't factor in increased visitor traffic
5 at the Firth Sterling Gate, so it's not only
6 truck traffic, it's visitor traffic.

7 And third, our analysis
8 anticipated completion of the Frederick
9 Douglas Bridge in the proposed realignment and
10 related improvements by 2030.

11 So we asked the Commission to
12 require the Navy to analyze the specific
13 impacts on the transportation network serving
14 the Joint Base, especially the intersections
15 along Firth Sterling Avenue that will be
16 created by shifting the truck screening
17 facility to the Firth Sterling Gate and to
18 propose mitigation measures.

19 We also suggested the Commission
20 request specific estimates of the visitor
21 trips that will be redirected and their impact
22 on the levels of service of intersections

1 along Firth Sterling Avenue.

2 The Master Plan for the Joint Base
3 does not accommodate the long proposed
4 realignment of the Frederick Douglas Bridge,
5 as was noted by Mr. Weil. Not only does this
6 deficiency impact the transportation network,
7 but it precludes a potential solution to the
8 truck traffic issue that I just described.

9 The extensive transportation
10 analysis that has been done for St. Elizabeths
11 shows that notwithstanding the mitigations
12 that will be made in support of our project
13 and others, traffic in the immediate vicinity
14 of the Joint Base will generally get worse in
15 the future, because of increased overall
16 demand.

17 And as I mentioned above, the
18 analysis that leads to that conclusion takes
19 into consideration that the Frederick Douglas
20 Bridge and related improvements have been
21 completed.

22 So at a minimum, if the Joint Base

1 will not accommodate the realignment of the
2 bridge, they should be required to analyze how
3 much worse the transportation network will be
4 without those improvements.

5 The District Department of
6 Transportation has been in discussions for
7 years about the realignment of the bridge and
8 the impact on the Joint Base. As a part of
9 the bridge realignment and to mitigate impacts
10 to the Joint base, DDOT has proposed to create
11 a separate truck access from the highway
12 network at the north end of the Joint Base.
13 This would be separate from the Firth Sterling
14 Gate.

15 This access point has at least
16 three benefits. It supports a truck access at
17 the north end of the base, which is what they
18 want. It separates the truck traffic from the
19 other traffic accessing the North Gate, like
20 the pedestrians who will be using the
21 streetcar. And it will eliminate the
22 requirement for Joint Base-related truck

1 traffic to use Firth Sterling Avenue.

2 This alternative truck access is
3 neither discussed nor analyzed in the Master
4 Plan.

5 So we ask the Commission to
6 require the Navy to analyze the impacts on the
7 transportation network that will result if the
8 Frederick Douglas Bridge is not reconstructed
9 according to the proposed realignment.

10 Further, we ask you to require the
11 Navy to analyze the alternative truck access
12 proposed by DDOT as part of the bridge
13 realignment and explain why using the Firth
14 Sterling Gate is a superior approach.

15 As I mentioned above, the
16 transportation analysis for St. Elizabeths
17 shows that the network in the vicinity of the
18 Joint Base will be increasingly burdened over
19 time. In peak periods, a consequential part
20 of that burden will be related to traffic
21 coming to and from the Joint base.

22 The Master Plan states that

1 because there will be no increase --

2 CHAIRMAN BRYANT: Please finish.

3 EXEC. DIRECTOR MITTEN: -- thank
4 you, -- in the number of parking spaces, an
5 expansion in the number of employees at the
6 base by as much as 25 percent will not
7 generate any additional traffic.

8 A sophisticated traffic analysis
9 is not required to show that this statement is
10 not correct.

11 The Master Plan indicates that
12 there is substantial under-utilization of
13 parking spaces in certain locations on the
14 Joint Base at present. In addition, the
15 intent to relocate those parking areas over
16 time into more convenient locations is in
17 order to facilitate increasing the utilization
18 rate.

19 Simple math would indicate that
20 the same number of parking spaces with a
21 higher utilization rate equals more cars, even
22 without increasing the number of employees.

1 The Commission knows that the DHS
2 has committed to achieving the 1:4 parking
3 ratio required for St. Elizabeths and we know
4 that an aggressive TMP will be required to
5 achieve that ratio.

6 But we recognize that in a
7 location like St. Elizabeths or the Joint
8 Base, more parking gets more traffic. There
9 is no reason that the Joint Base cannot
10 achieve the recommended parking ratio of 1:4
11 and actually reduce traffic to the Joint Base.

12 We ask the Commission to require
13 the Navy to analyze the impact of the
14 increased traffic from increased utilization
15 of existing parking and to propose mitigation
16 measures.

17 Further, we ask the Commission to
18 require the Joint Base to explain why they
19 cannot achieve the 1:4 parking ratio standard
20 that will be achieved at St. Elizabeths, which
21 is also in the EDR.

22 The concerns that we have

1 expressed today about the insufficiency of the
2 transportation analysis offered in support of
3 the Joint Base Master Plan stem from the fact
4 that we, in conjunction with GSA, have
5 analyzed the transportation network in this
6 area.

7 Our analysis, all of which has
8 been shared with staff from the Joint Base,
9 does not support the conclusions drawn by the
10 Navy regarding the impacts from the location
11 of the truck screening facility at the Firth
12 Sterling Gate, the lack of accommodation of
13 the realignment of the Frederick Douglas
14 Bridge and the cumulative impacts to the
15 network of increased traffic to the base.

16 We hope the Commission shares our
17 concerns and will require adequate analysis
18 and mitigation before allowing the Master Plan
19 to be finalized. We have offered and we
20 continue to offer to collaborate with the Navy
21 and their transportation planning efforts and
22 we think that the NCPC staff recommendation

1 for a joint effort on coordinated TMP
2 strategies, not a joint plan, would be
3 beneficial.

4 So the bottom line for us is we
5 want St. Elizabeths to be a success and we
6 think some of the issues raised by the Joint
7 Base Master Plan will needlessly handicap us
8 in achieving the success at St. Elizabeths.

9 So I thank you for your time and I
10 thank you for the additional time and I'm
11 happy to answer any questions.

12 [INSERT - TESTIMONY OF CAROL MITTEN]

1 CHAIRMAN BRYANT: Thank you, Ms.
2 Mitten, very much. Yes, sir?

3 COMMISSIONER DIXON: My question
4 is given the presentation by the staff, the
5 one comment you had particular concern was
6 with plan versus strategy. Is that -- are
7 there more things we feel that would be needed
8 to make this help address some of the concerns
9 you have raised in terms of our
10 recommendation?

11 EXEC. DIRECTOR MITTEN: No. I
12 think all of the recommendations that are in
13 the EDR are good. We endorse those and we
14 tried to supplement those.

15 COMMISSIONER DIXON: Yes.

16 EXEC. DIRECTOR MITTEN: And just
17 wanted to perhaps modify the one that would
18 suggest that there be a joint Transportation
19 Management Plan between St. Elizabeths and the
20 Joint Base.

21 COMMISSIONER DIXON: To a plan
22 and/ strategy, in other words.

1 EXEC. DIRECTOR MITTEN: Well, we
2 don't want a joint plan. We are happy to
3 implement strategies jointly.

4 COMMISSIONER DIXON: Okay. So
5 strategy, okay.

6 EXEC. DIRECTOR MITTEN: Yes.

7 COMMISSIONER DIXON: Thank you.

8 CHAIRMAN BRYANT: Further
9 discussion?

10 COMMISSIONER DIXON: Mr. Chairman,
11 I -- this -- some history. First of all,
12 Bolling Air Force Base has been a very good
13 neighbor to us in Anacostia for years and the
14 Navy has been a part of that. This whole
15 movement of Homeland Security is very
16 important to our community. And we hope it
17 will work for us, even though we know there
18 are many, many concerns and questions now.

19 About a year ago, this issue was
20 brought before us, at least a year ago, this
21 new presence on Bolling Air Force Base and the
22 Navy's take over. At that time, I requested

1 informally that they come to a community
2 meeting, Anacostia Coordinating Council, which
3 is involved in a lot of stuff in Anacostia.
4 We have some roles. And they were not willing
5 to show.

6 Well, now, I'm not mad about that.
7 You know, some people don't want to come to
8 the dance. Okay. That's okay. But now, I'm
9 beginning to hear more about things that just
10 make me say what is going on here?

11 We have a good neighbor. We have
12 good neighbors. Homeland Security has done so
13 many things to try to accommodate, even with
14 the complexity of what they are doing. And
15 now, we've got a federal player coming in from
16 the neighborhood that they have been good
17 citizens and we don't -- we can't talk. We
18 don't see any talking, you know, even at their
19 level.

20 Lieutenant Colonel is present? Is
21 he -- is it time to bring him forward and have
22 him, you know --

1 CHAIRMAN BRYANT: Sure.

2 COMMISSIONER DIXON: initiate with
3 us?

4 CHAIRMAN BRYANT: Is it Lieutenant
5 Colonel McClure?

6 LT.COL. McCLURE: Yes.

7 CHAIRMAN BRYANT: Yes. Welcome.

8 LT.COL. McCLURE: Thank you for
9 the opportunity to come and --

10 CHAIRMAN BRYANT: Absolutely.

11 LT.COL. McCLURE: -- address your
12 questions and clarify what I believe are some
13 misconceptions about our plan and what it
14 intends to do.

15 CHAIRMAN BRYANT: Be happy to hear
16 from you.

17 COMMISSIONER DIXON: Yes. You are
18 Air Force though, aren't you?

19 LT.COL. McCLURE: Yes.

20 COMMISSIONER DIXON: Okay. Just
21 clear things up, I'm a former Academy Class of
22 '67.

1 LT.COL. McCLURE: Excellent.

2 COMMISSIONER DIXON: And I did
3 some time there, so I know about --

4 LT.COL. McCLURE: Although I don't
5 look like it, I'm also the Navy Public Works
6 Officer for Joint Base Anacostia-Bolling.

7 COMMISSIONER DIXON: Your purple
8 suit for the moment. It looks kind of purple.
9 My vision is kind of purple. Okay. I'm going
10 to yield on that, but let me -- please, I want
11 to do -- I'm curious.

12 CHAIRMAN BRYANT: We would be
13 happy to hear any general comments you may
14 have in response to what you have heard thus
15 far and then we can get into specific
16 questions.

17 LT.COL. McCLURE: Thank you.

18 CHAIRMAN BRYANT: Yes.

19 LT.COL. McCLURE: Whatever goals
20 of the plan was to get some help from our
21 planning firm to identify what portions of the
22 base should be developed, if there is new

1 mission assignments or additional growth. And
2 that's really where that 5,000 person growth
3 came from, that's sort of the box in and
4 defined the framework of where we would place
5 new missions, should those arise.

6 Often times world events create
7 changes quickly and we have to react very fast
8 to bring on new missions. There is often not
9 time to do that planning. So we wanted the
10 framework to show general heights of
11 buildings, where they would go and what types
12 of facilities.

13 So it's important for me to note
14 for the group that there is not planned growth
15 of 5,000 people. That's purely hypothetical
16 and the plan was intended to determine where
17 best to put future growth, if it should occur.

18 So the Joint Base Master Plan,
19 like many you have seen, is not a
20 developmental plan to increase or grow the
21 size of the base. The base has been there
22 since 1917. We are now in an equal -- kind of

1 dynamic equilibrium without real growth or
2 real shrinkage, although we do like to think
3 it forward and create plans in the contingency
4 that we do have additional folks coming on
5 base.

6 So I think that created a lot of
7 concern with the readers of the plan and many
8 people have seemed to interpret that as Joint
9 Base is growing by 5,000 people. That's not
10 the case.

11 COMMISSIONER DIXON: But what
12 about the discussion about talking and
13 collaborating meeting with community groups
14 and --

15 LT.COL. McCLURE: Well, I'm
16 surprised by that, because we have had a
17 series of meetings with a lot of community
18 groups, including the DHS staff and held
19 public comment meetings, which were the middle
20 of September this past year.

21 COMMISSIONER DIXON: I mean, what
22 Homeland Security said to -- shared with us is

1 that there may be more cooperation, discussion
2 might be needed and is that --

3 LT.COL. McCLURE: I certainly
4 agree that cooperation is in order, because we
5 have to cooperate to mitigate the impact of
6 all the new traffic coming it our area. But
7 a lot of coordination is taking place and we
8 are very open to continued or increased
9 coordination. That's only positive.

10 I would also like to point out
11 that a lot of the concern with our North Gate
12 is probably moot at this point. When this
13 plan was complete, the recommendation from our
14 firm was that it's a good idea for base
15 traffic to move the truck traffic to the
16 north. We are trying to improve two
17 conditions.

18 One condition is that currently
19 truck traffic is mixed with people commuting
20 to work and at times of heightened security,
21 traffic tends to back up on I-295, which is
22 quite dangerous, and that's not going to

1 improve any when we have the additional
2 traffic coming to our area.

3 The other concern we wanted to
4 solve was that most of our destinations for
5 our truck traffic are in the north part of the
6 base, the industrial -- light industrial
7 portions of the base and our retail outlets.

8 Now, when traffic comes on the
9 South Gate, they transit through our
10 residential neighborhoods through a large
11 portion of the base to get to their
12 destinations. The entry point on the north
13 part of the base avoid that altogether.

14 And I'm glad to hear DHS likes the
15 plan of the North Gate. We followed the
16 recommendations of the Joint Plan, created
17 that plan cooperatively with DDOT and that's
18 now our course of action.

19 Our planning firm collected data
20 from DHS and the GSA EIS Study for St.
21 Elizabeths. Our planning firm agrees that
22 with that increased traffic, intersections

1 outside Firth Sterling will, in fact, fail.
2 And our strategy is to avoid that with our
3 truck traffic.

4 I should also point out the truck
5 traffic is fairly minor in comparison with the
6 other traffic coming to the base. Throughout
7 the rush hour period, it's only about 70
8 vehicles and 13 percent of those are true
9 trucks, tractor trailers.

10 So it's pretty minimal impact.
11 And the design and conjunction meshed with the
12 new bridge would have a road come off the
13 proposed traffic circle sufficient for any
14 queuing space.

15 COMMISSIONER DIXON: I know many
16 years ago there was an entrance to the Navy
17 part of the base, which is at that end, where
18 you could enter from the -- right by the
19 river. There was an entrance there. And it
20 wasn't connected to Firth Sterling. Is that
21 being looked at as a possible --

22 LT.COL. McCLURE: That's the North

1 Gate we are talking about. The gate still
2 exists.

3 COMMISSIONER DIXON: Yes, I know
4 the north -- yes, okay. I think I know that
5 North Gate at Firth Sterling, right?

6 LT.COL. McCLURE: No. No, sir.
7 This -- Firth Sterling has a gate on the north
8 part of the base that we are all familiar
9 with, because it comes off of Firth to the
10 base.

11 COMMISSIONER DIXON: Yes.

12 LT.COL. McCLURE: But there is
13 another North Gate that lines up with the Park
14 Service Road, essentially, that goes into
15 Anacostia Park.

16 COMMISSIONER DIXON: Okay. Very
17 good.

18 LT.COL. McCLURE: And that's the
19 road that we are talking about, the entrance
20 that we are talking about that Ms. Mitten
21 alluded to. But that design would be meshed
22 with the bridge, so that as traffic

1 approached, there would be an inspection
2 station on land, hopefully, that comes to us
3 and some sort of a land swap.

4 Trucks would be inspected before
5 passing under the bridge and then go through
6 a visitor center sort of process once onto the
7 base.

8 COMMISSIONER DIXON: And, Mr.
9 Chairman, I will yield, but I'm just sensing
10 there is both miscommunication and maybe a
11 lack of communication and I'm not saying why
12 neighbors -- you guys are -- you know, can't
13 talk to each other and make sure we get
14 together and have a strategy that works for
15 everybody. And the community will benefit
16 from it totally.

17 But I yield, Mr. Chair, at this
18 time.

19 CHAIRMAN BRYANT: Let me just
20 clarify. You are planning for the possibility
21 of 5,000 additional employees, but you are
22 really not planning on having 5,000 additional

1 employees?

2 LT.COL. McCLURE: It's a
3 contingency plan. A what if scenario. But
4 there is no basing decision, no mission
5 decision that brings 5,000 people to this. So
6 I think one course of action to eliminate the
7 confusion might be to keep our plan limited to
8 the known growth, which is taking place now.
9 Actually, that is finishing and that's a
10 result of the BRAC 2005 Law.

11 We have no intention of growing
12 the base. We do want to improve commuter
13 traffic, so the base, itself, is in dynamic
14 equilibrium. We are replacing buildings at
15 the end of their useful life. We are more
16 efficiently using space for demolishing some
17 facilities.

18 And then we would like to pursue
19 strategies in conjunction with Homeland
20 Security, with DDOT and other agencies to
21 improve commuter options and to reduce the
22 single-occupancy vehicles on base.

1 CHAIRMAN BRYANT: So you have no
2 intention of growing the base, but you are
3 planning for it in case it happens?

4 LT.COL. McCLURE: Yes.

5 CHAIRMAN BRYANT: And by
6 submitting that in a Master Plan, then we,
7 therefore, must do certain things and include
8 certain calculations. I mean, that's part of
9 the master planning process, regardless of
10 your not intending it, but you are planning
11 for it in case it does happen.

12 LT.COL. McCLURE: Actually,
13 there's probably two courses of action. One
14 would be to take that hypothetical 5,000
15 people, spend tax dollars and do a detailed
16 analysis on traffic for what that would
17 impact. Maybe another course of action is to
18 reduce the scope of our plan to only encompass
19 the planned growth and not undergo the
20 analysis for something until it actually
21 happens.

22 CHAIRMAN BRYANT: Mr. May?

1 COMMISSIONER MAY: Yes. I mean,
2 your comments raise a whole bunch of
3 questions. So first, one point you suggested
4 that the plan could be modified to limit it to
5 the known growth. What is that growth level?
6 The 5,000 is the max, what's the known growth?

7 LT.COL. McCLURE: That known
8 growth is listed in the plan as about 1,500
9 folks.

10 COMMISSIONER MAY: 1,500?

11 LT.COL. McCLURE: Yes. And most
12 of those efforts have --

13 COMMISSIONER MAY: Sorry. And do
14 you -- so do you have like kind of two phases
15 of the plan? One is for the known growth and
16 then there is the, you know, what if scenario
17 that brings it all the way up to 5,000? I
18 mean, is there something that we should be
19 focusing on?

20 Because even at 1,500, we need to
21 understand what the impacts are of that number
22 of people, that number of cars, if they are

1 driving, whatever.

2 LT.COL. McCLURE: Yes. And one of
3 the, I guess, most significant aspect or
4 driver for the growth is the NSMA facility
5 construction has already gone through the
6 approval process, EA process through NEPA and
7 also approval through the NCPC.

8 COMMISSIONER MAY: Right. I
9 recall the --

10 LT.COL. McCLURE: So there is no
11 additional expansion beyond the projects that
12 have already been approved and underway.

13 COMMISSIONER MAY: Okay. So all
14 that has already been covered?

15 LT.COL. McCLURE: The people
16 have --

17 COMMISSIONER MAY: The 1,500 has
18 already been covered?

19 LT.COL. McCLURE: Yes. The people
20 have not moved to the base yet, but those
21 projects have been addressed.

22 COMMISSIONER MAY: Okay. And so

1 now, let's talk about the gate, the North Gate
2 versus the Firth Sterling Gate.

3 I think the Park Service in the
4 past has had some concerns about the North
5 Gate. So if it's going to be phased in, at
6 some point, the trigger for that is the
7 reconstruction of the bridge or the transfer
8 of Poplar Point to the District? I mean, what
9 would trigger that, the creation of that new
10 gate and processing facility?

11 LT.COL. McCLURE: It could only
12 happen after the bridge is constructed and
13 after we seek and gain funding for the
14 development to create the inspection stations
15 and all the facilities that support it.

16 And in our meetings to develop
17 this concept, we have been participating with
18 DDOT as well as the D.C. Office of Planning.
19 And that is tied in with the development at
20 Poplar Point and the plans for that space.

21 COMMISSIONER MAY: Right. Okay.
22 So if it were -- at the time when it is

1 implemented, it would not trigger the flow of
2 your traffic along Anacostia Drive through the
3 park?

4 LT.COL. McCLURE: No, sir. It
5 would come off of the new traffic circle
6 proposed as a part of the bridge, if that
7 option is selected. And I would not
8 anticipate that sort of a change until after
9 2014, so we are talking about a change someone
10 down in the future.

11 COMMISSIONER MAY: You wouldn't
12 anticipate that change, in other words, that
13 work actually happening as opposed to --

14 LT.COL. McCLURE: Correct.

15 COMMISSIONER MAY: Okay.

16 LT.COL. McCLURE: Correct.

17 COMMISSIONER MAY: In terms of the
18 plan, is that -- what you are describing here
19 with the North Gate, is that what was
20 submitted to NCPC for their review, for the
21 staff review?

22 LT.COL. McCLURE: This plan has an

1 assessment of using Firth Sterling Gate.

2 COMMISSIONER MAY: Right.

3 LT.COL. McCLURE: The plan
4 supports or confirms the analysis for DHS that
5 those intersections right off Firth Sterling
6 Gate will fail once the new traffic comes and
7 it recommends that we find a solution while
8 partnering with DDOT to mitigate that concern.
9 And that's exactly what we have done.

10 COMMISSIONER MAY: Okay. And is
11 that what you evaluated was the North Gate or
12 was it the Firth Sterling Gate?

13 LT.COL. McCLURE: The Firth
14 Sterling Gate.

15 MR. WEIL: The Firth Sterling.

16 COMMISSIONER MAY: Okay. So it
17 has changed subsequent to the submission?

18 LT.COL. McCLURE: It has.

19 COMMISSIONER MAY: Okay.

20 LT.COL. McCLURE: Yes, the
21 drawings on the plan show Firth Sterling Gate,
22 but the recommendation on the plan indicates

1 that choosing Firth Sterling Gate without some
2 other solution is not recommended. So we
3 followed the recommendations of the plan and
4 created a new solution to use the North Gate.

5 COMMISSIONER MAY: Okay. All
6 right.

7 COMMISSIONER DIXON: Where is the
8 North Gate on this map?

9 LT.COL. McCLURE: This shows the
10 potential future location, but the North Gate
11 is at the bottom, bottom right hand tip.
12 Slightly in the property line. The fenced
13 line is somewhat in the property line a couple
14 hundred feet.

15 COMMISSIONER DIXON: All right.

16 LT.COL. McCLURE: That's the Firth
17 Sterling Gate.

18 COMMISSIONER MAY: I understand.

19 CHAIRMAN BRYANT: The circle. If
20 you're not on a microphone, I think you need
21 to be on a microphone when you're speaking.

22 COMMISSIONER MAY: Yes. All

1 right. I don't have any further questions,
2 but it's interesting seeing this presentation
3 after the last one, because this one seems a
4 little bit more incomplete than the last one.

5 LT.COL. McCLURE: This is not
6 intended to address growth.

7 COMMISSIONER MAY: If the last one
8 was --

9 LT.COL. McCLURE: So that's a big
10 difference of the purpose of the plans.

11 COMMISSIONER MAY: Yes, I
12 understand that. And that wasn't --

13 LT.COL. McCLURE: Not growth.

14 COMMISSIONER MAY: -- clear to me.
15 I'm not sure, you know, until you said that,
16 but that's not the biggest issue, because even
17 if it is an anticipated sort of maximum
18 growth, you are essentially asking for a
19 blessing on that anticipated maximum growth
20 and that's not something you can do without
21 understanding what the full impacts are.

22 And I think that, you know, it's

1 clear from the staff report that what has been
2 evaluated is not really adequate to make a
3 good judgment on that, at this point.

4 LT.COL. McCLURE: I would not ask
5 for or seek permission for unconstrained
6 growth or growth of some arbitrary number.
7 But if there is a new future basing decision,
8 following that would be a proposed NEPA
9 process with an EIS and approaching this panel
10 again with the construction drawings.

11 COMMISSIONER MAY: So you are --

12 LT.COL. McCLURE: There would be
13 other steps before we build for sure.

14 COMMISSIONER MAY: Okay. So you
15 are proposing essentially retracting this as
16 a Master Plan, redefining it to describe
17 essentially what has already been approved and
18 then putting off a future Master Plan
19 anticipating this growth due to other missions
20 at some point in the future?

21 LT.COL. McCLURE: Not at all. Not
22 at all.

1 COMMISSIONER MAY: Okay. Then
2 explain to me.

3 LT.COL. McCLURE: The staff panel
4 has proposed changes to the plan that I think
5 are constructive, so I anticipate a revision
6 cycle. And we would use this plan or alter
7 this plan to reflect the changes that have
8 taken place with our thought process with the
9 North Gate and we would also limit the scope
10 to reflect planned development, not
11 hypothetical or potential development, which
12 would simplify it, I think, for all.

13 COMMISSIONER MAY: Okay.

14 LT.COL. McCLURE: At such time, if
15 there is a new mission or a new basing
16 decision, we will address that growth with a
17 plan at the time that it occurs, if it ever
18 does occur.

19 COMMISSIONER MAY: Well, and I
20 don't want to suggest that your -- that the
21 idea of planning for this potential future
22 growth is not a smart thing to be doing,

1 because we have experienced other
2 circumstances in other bases, frankly, where
3 the, you know, mission gets assigned and there
4 isn't enough time to do the planning.

5 LT.COL. McCLURE: Yes.

6 COMMISSIONER MAY: And so the plan
7 follows the decisions that have been made and
8 it doesn't work out very well. So I mean, I
9 think you are wise to plan into the future,
10 whether it is 5,000 additional personnel or
11 something less, but I wouldn't necessarily say
12 that you need to retract it all the way back
13 to what you already have in the pipeline,
14 that's sort of a Master Plan as an as-built
15 document. It's not the right way to plan.

16 CHAIRMAN BRYANT: Mr. Hart?

17 COMMISSIONER HART: Yes, Mr.
18 Chairman. My firm, the Alex Group, is
19 currently working on a task order that JBAB,
20 not with a Master Plan, but to avoid any
21 appearance of, you know, conflict of interest,
22 I will recuse myself from this item.

1 CHAIRMAN BRYANT: Yes, sir.

2 Further discussion?

3 COMMISSIONER DIXON: Mr. Chair, I
4 just want to be sure that we are going to have
5 a conversation between you and Homeland
6 Security that has been meaningful.

7 LT.COL. McCLURE: Absolutely. In
8 fact, we have had many and we have frequent
9 periodic meetings with Homeland Security's
10 transportation coordinator. We would like to
11 continue those. In fact, we are inviting them
12 over now for weekly discussions because we
13 think that increased communication is in
14 order.

15 COMMISSIONER DIXON: Could I just
16 ask Homeland Security if they wouldn't mind?
17 Is that happening? I'm not trying to doubt
18 the Colonel, I believe him, but is that
19 progress -- is that making -- I just want to
20 be sure. The community is in the middle.
21 It's like, you know, two elephants fighting
22 and only the grass dies, right? We are the

1 community. We're the grass.

2 MR. MILLS: Good afternoon. I'm
3 Christopher Mills. I'm the Assistant Director
4 for Headquarters Consolidation. I'm also the
5 St. Elizabeths Program Manager.

6 Just to clarify, the first we
7 found out about the JBAB Master Plan was from
8 NCPC staff, February of 2010, when the Navy
9 facility was coming before the Commission for
10 action.

11 There was no interaction between
12 Bolling and Navy and us prior to that. Once
13 we found out about it, we asked for a meeting
14 to understand what was going on. From that
15 meeting, we expressed some concerns with the
16 traffic and the coordination.

17 Following that meeting, we -- they
18 said they would go back and look at it and
19 would get back with us. We didn't hear
20 anything for the next several months. So I
21 followed up in April of 2010 and then we met
22 in July of 2010, again, to express what are

1 you doing and how is that First Sterling
2 transportation issue coming along?

3 There were no changes. So GSA
4 agreed to share our transportation analysis to
5 further, you know, underscore our concerns.
6 And that's really the last we heard from them
7 until this last week, I think.

8 AUDIENCE MEMBER: Well, Chris, to
9 be fair, I've been getting with Tom on
10 occasion.

11 MR. MILLS: So there has been no
12 official -- I mean, there has been no
13 consultation. We never received a copy of the
14 Master Plan. We were never invited to any
15 public meetings on the Master Plan.

16 We want to and it gives me no
17 great pleasure to say this before this
18 Commission, because we want to cooperate with
19 our federal neighbors and we need to
20 cooperate. And for us to be successful, it's
21 only going to happen if we are consistent in
22 our approaches.

1 So we can't be doing one thing on
2 one side of 295 and having JBAB do something
3 else on the other side of 295. We are all
4 federal employees. We need to have consistent
5 policies and coordinated efforts. So we
6 welcome that they are willing to talk. We
7 need to have a coordinated planning effort and
8 it needs to be meaningful for us, for both
9 Bolling's interest and for our interest.

10 COMMISSIONER DIXON: Mr. Chairman,
11 I'm satisfied. I just want to be sure that
12 they do that.

13 CHAIRMAN BRYANT: Yes, sir.

14 COMMISSIONER DIXON: Thank you.

15 CHAIRMAN BRYANT: I will remind
16 the Commission, this is a preface to a
17 question, Colonel, usually despite the
18 geography of JBAB, this Commission is
19 advisory.

20 That being the case, Carl, can you
21 comment specifically on your intentions
22 regarding the Commission's recommendations in

1 the EDR, the items in the EDR?

2 LT.COL. McCLURE: Yes. I'm
3 familiar with that designation as advisory,
4 but nonetheless, it's in everyone's best
5 interest for us to incorporate comments and
6 constructive changes and there is many of
7 those going to comment, so I would very much
8 like to meet with the Commission staff to
9 fully understand the comments and discuss
10 about how we are going to implement those in
11 the next integration of the plan.

12 CHAIRMAN BRYANT: We welcome that.
13 Thank you very much.

14 LT.COL. McCLURE: And we have had
15 extensive meetings. I think the
16 characterization is just not correct of the
17 meetings and the offers to share the plan. In
18 fact, we had a public comment session, as a
19 part of the EA, on the 15th of September,
20 invited DHS and others. They did not
21 participate.

22 So there is a communication

1 breakdown. I don't know if it's between us
2 and DHS or internal, but I think we can all
3 agree to rectify that and do better in the
4 future.

5 MR. MILLS: Good.

6 CHAIRMAN BRYANT: I'll speak for
7 everyone and say yes, we all agree that there
8 shall be much better communication. So, yes,
9 sir. Other questions or comments from the
10 Commission Members? Mr. Provancha?

11 COMMISSIONER PROVANCHA: I think
12 the precedent of one agency coming in and
13 asking the NCPC to require another agency to
14 withdraw their Master Plan, I think is
15 unprecedented. And some might even
16 characterize that as extreme.

17 I would characterize it as
18 extreme, since I carefully chose that word.
19 I'm trying to figure out what kind of a clear
20 signal, and I what I'm hearing is mixed
21 signals.

22 The Chairman commented earlier

1 about being appreciative on the NAC Project of
2 seeing a Master Plan, a Draft Master Plan
3 submitted and now somebody submits a Master
4 Plan and we just beat the hell out of them for
5 submitting a Master Plan, what were you
6 thinking at the time you submitted a Draft
7 Master Plan is the message that I'm getting
8 that is coming across loud and clear.

9 Why are you not planning for the
10 potential future possibility of perhaps a
11 realignment of the Douglas Bridge, etcetera,
12 etcetera? Why are you doing something
13 innovative that presents a flexible Master
14 Plan that acknowledges known growth and then
15 plans for future unknown contingencies? What
16 are you possibly thinking?

17 This is -- I'm trying to
18 paraphrase and characterize some of the
19 instructions that I'm seeing issued. I think
20 there is many positive things in the plans and
21 those were covered in the presentation by
22 staff. The sensitivity to the height, to the

1 viewsheds, the proposed heights of the
2 buildings, these were all emphasized, the
3 zoning, the preservation of the historic
4 elements, zones of JBAB, the landscaping that
5 will promote and sustain those historical
6 elements.

7 The sustainability was
8 highlighted. The Waterfront Greenway and on
9 and on and on. There are so many, many more
10 positive things that are elements of the plan.
11 There is some pretty strong language about the
12 parking ratios. How come the plan doesn't
13 immediately take care of the parking ratios?
14 I think that is probably an onerous
15 requirement.

16 Clearly, I think there is a
17 commitment on the behalf of the JBAB
18 leadership to -- in the future plan, the
19 future iterations that achieve that parking
20 ratio. The plan improves the parking ratios
21 almost 50 percent. I think we should
22 acknowledge and be appreciative of that.

1 The requirement to cooperate and
2 collaborate with the neighbors, I think, is a
3 reasonable one. It looks like the JBAB staff
4 has tried repeatedly to do that. When it
5 didn't work in a public forum, they have been
6 having off-line one-on-one meetings, which
7 sometimes can be more productive than trying
8 to have a discourse in a public forum.

9 So I applaud the JBAB leadership
10 for those efforts.

11 I think we are headed in the right
12 direction. I think amongst all the comments,
13 I think there are some kernels of good advice
14 and would hope and am confident that the JBAB
15 staff will take those on board.

16 I think it should be clarified,
17 too, that NAFAC is the design, construction
18 and planning agent and has a good reputation,
19 particularly in the last year or so, of
20 working more closely with DDOT and with the
21 D.C. Office of Planning. And I think there is
22 a commitment to continue to improve those

1 relationships in that collaboration.

2 So thank you, sir.

3 CHAIRMAN BRYANT: Thank you.

4 Questions or comments?

5 Hearing none, is there a motion on
6 the EDR?

7 COMMISSIONER STEINGASSER: I would
8 make a motion that the Commission provide the
9 comments as listed in the EDR and as
10 supplemented by Homeland Security.

11 COMMISSIONER MILLER: I would
12 second that.

13 CHAIRMAN BRYANT: It has been
14 moved and seconded that the EDR be approved
15 noting the other comments submitted by DHS.
16 Further discussion? Mr. Miller?

17 COMMISSIONER MILLER: I just
18 wanted to be able to support the Department of
19 Homeland Security today loudly and just I have
20 the irony, too, of wishing that some of the
21 deficiencies pointed out in the TMP had just
22 been pointed out in the previous one. That's

1 all I really was trying to get at.

2 COMMISSIONER PROVANCHA: Clarify
3 what the amended motion is. Is this
4 specifically to insert every paragraph that is
5 in italicized font requiring the Navy to do
6 this and do that and analyze the impacts and
7 so forth? Is that what the motion is, Ms.
8 Steingasser?

9 COMMISSIONER STEINGASSER: Yes, I
10 believe there are three requests made directly
11 of the Commission. And I propose to include
12 them all, all three.

13 CHAIRMAN BRYANT: Should we take
14 that as a separate amendment to the motion?

15 COMMISSIONER STEINGASSER: No, my
16 motion was both the comments of the EDR and
17 the comments of the Homeland Security as one
18 motion.

19 COMMISSIONER PROVANCHA: I believe
20 Colonel McClure is speaking on behalf of the
21 JBAB leadership agreed to all of these
22 conditions.

1 CHAIRMAN BRYANT: So you are okay
2 with that then, Mr. Provancha?

3 COMMISSIONER PROVANCHA: No, sir,
4 I'm not okay with amending the EDR to include
5 these. I think we have already gotten
6 commitment that leadership is willing to do so
7 without being formally instructed and required
8 to do so.

9 CHAIRMAN BRYANT: The Chair would
10 wonder if we should take the second -- perhaps
11 include your -- have your's as an amendment to
12 the EDR, Ms. Steingasser?

13 COMMISSIONER STEINGASSER: Is the
14 Commission limited to only moving the EDR or
15 moving the EDR with amendments?

16 CHAIRMAN BRYANT: Well --

17 COMMISSIONER STEINGASSER: I mean,
18 I would like it to be one motion. I think
19 it's more sufficient.

20 COMMISSIONER WRIGHT: Then
21 language in the letter says require also and
22 we can't require. It's advisory.

1 CHAIRMAN BRYANT: Right.

2 COMMISSIONER MILLER: I would
3 suggest on that point --

4 COMMISSIONER STEINGASSER: Okay.

5 COMMISSIONER MILLER: -- that each
6 of the italicized paragraphs you could take
7 out that first part of "we ask the Commission
8 to require the Navy," they could all be
9 additional information that is being requested
10 in the TMP on page 2, the additional things
11 that would be requested as a -- that should be
12 part of a TM -- on page 2, it says request of
13 the EDR, it says request the following
14 additional information.

15 And it says "A Transportation
16 Management Program with the following
17 additional information." Each of these
18 italicized paragraphs ask for additional
19 information. The first one says to go with an
20 analysis of a specific impact on the
21 transportation network serving the Joint Base.
22 Specific estimates of the

1 visitors' trips that will be redirected and
2 the impact on the levels of service at
3 intersections along Firth Sterling.

4 An analysis of the impacts. So if
5 you just take out the we ask the Commission to
6 require the Navy to language --

7 COMMISSIONER STEINGASSER: Yes.

8 COMMISSIONER MILLER: -- and
9 change analyze to an analysis in each of these
10 paragraphs, I think they will all fit into the
11 types of additional information that would fit
12 into that paragraph of the EDR that -- for the
13 TMP.

14 COMMISSIONER STEINGASSER: I would
15 accept that as a friendly --

16 CHAIRMAN BRYANT: Suggestion?

17 COMMISSIONER STEINGASSER: --
18 suggestion and let Deborah try to word it.

19 CHAIRMAN BRYANT: So just to be
20 sure --

21 MS. SCHUYLER: I don't have a copy
22 of the letter. So we are getting copies in

1 the mail.

2 COURT REPORTER: Your microphone,
3 please.

4 CHAIRMAN BRYANT: Your mic. What
5 is being referenced is in Ms. Steingasser's
6 comments that she passed out and not the
7 previous letter.

8 COMMISSIONER STEINGASSER: Ms.
9 Mitten's comments.

10 CHAIRMAN BRYANT: Ms. Mitten,
11 excuse me. Ms. Mitten's comments. So the
12 motion, Ms. Young, is to pass -- to approve
13 the EDR and also include the items in
14 italicized language, but striking from each
15 one the part about we, the Commission, require
16 and just picking up the action.

17 That's the motion. Is there a
18 second?

19 COMMISSIONER MILLER: Second.

20 CHAIRMAN BRYANT: It has been
21 moved and seconded. Is there any brief
22 further discussion?

1 Hearing none, all in favor of the
2 motion say aye.

3 (Chorus of ayes.)

4 CHAIRMAN BRYANT: Opposed, no.

5 COMMISSIONER PROVANCHA: No.

6 CHAIRMAN BRYANT: One no and one
7 absentia. Mr. Hart abstains. Thank you very
8 much and we do appreciate you submitting a
9 Master Plan. We look forward to working with
10 you. Thank you very much.

11 FORT BELVOIR - NORTH POST

12 CHAIRMAN BRYANT: The Commission
13 will continue on. Agenda Item 5C is the Post
14 Exchange Shopping Center at Fort Belvoir,
15 North Post. And we have still with us Mr.
16 Weil. Mr. Weil?

17 MR. WEIL: Good afternoon, again.
18 This is a project resubmission for a project
19 the Commission reviewed at last month's
20 meeting for the Post Exchange Shopping Center
21 located at Fort Belvoir, Virginia. It is
22 being resubmitted by the United States

1 Department of the Army for final site and
2 building plan review.

3 And again, this is in follow-up to
4 the Commission's review of the preliminary
5 design at the April Commission meeting.

6 So again, the project site is
7 located on the North Post portion of Fort
8 Belvoir, located just to the northwest of the
9 existing PX and commissary buildings.

10 And the proposed design has not
11 changed at all. It is still a 263,000 square
12 foot shopping center. Staff notes that a
13 majority of the interior space will be
14 utilized by the AFFES Post Exchange.

15 And just to recap the Commission
16 action from last month's meeting, the
17 Commission disagreed with staff's
18 recommendation for approval of the project.
19 Disapproved the preliminary site and building
20 plans for the new Post Exchange Shopping
21 Center due to concerns with the site plan and
22 removal of 4,700 trees.

1 And the Commission required the
2 Army to submit an updated Master Plan that
3 includes a reforestation plan and noted that
4 the Fort Belvoir Master Plan was last approved
5 in 1993 and that the Commission may find it
6 difficult to approve any future proposals
7 until the submission of an updated Master
8 Plan.

9 So pursuant to last month's
10 Commission action, the Army reviewed the
11 action and reached a determination that it
12 disagreed with the Commission action. So,
13 therefore, that is why this project is being
14 resubmitted for final design review pursuant
15 to Section 5 of the National Capital Planning
16 Act.

17 Once the Army staff -- the Army
18 communicated that it disagreed with the
19 Commission action, staff crafted several
20 guidance questions based on review of the
21 Commission transcript from last month's
22 meeting.

1 Staff made it clear to the Army
2 that responding to staff's questions was
3 optional. At the end of the day, the Army
4 could craft any sort of response that it
5 deemed appropriate to try to justify the final
6 design.

7 And these three questions really
8 sum up the staff guidance questions:

9 (1) Could the PX Shopping Center
10 in North Post Town Center design change at
11 all? Is there any opportunity at this point
12 to change those?

13 (2) How was the project's tree
14 replacement mitigation determined?

15 (3) And will the Master Plan
16 update include a reforestation plan component?

17 In general, the Army's response
18 expressed disappointment at the Commission's
19 disapproval of its preliminary design. And
20 also reiterated that from the Army's
21 perspective, it felt that it did adequately
22 respond to NCPC and Fairfax County's comments

1 to the concept submission that we reviewed
2 last summer.

3 And, basically, I'll go through
4 and kind of summarize the new response, the
5 new information in response to the staff
6 questions.

7 Regarding the North Post Town
8 Center, the applicant said that although there
9 is no opportunity to reshape the Post Exchange
10 Shopping Center and commissary, at this point,
11 there is opportunity to reshape the remainder
12 of the town center, which is seen here in this
13 red dotted area. And here is the shopping
14 center and the future commissary.

15 CHAIRMAN BRYANT: I'm sorry, could
16 you go back a minute?

17 MR. WEIL: Sure, absolutely. So
18 we have the proposed shopping center site, the
19 future commissary site and then this is an
20 historic cemetery.

21 CHAIRMAN BRYANT: Okay.

22 MR. WEIL: And, basically, this

1 whole area within this red dotted line is open
2 for shaping. Right now, this is shown, I
3 believe, with housing. However, the applicant
4 indicated that anything really can -- is in
5 play, at this point.

6 The roadway network, the uses, so
7 this is really the remainder of what would be
8 the future planned North Post Town Center.

9 The applicant indicated that in
10 response to the current customer base for the
11 current PX use, 96 percent of the customers
12 travel from off-post to patronize that use.
13 And so as a result, the future PX Shopping
14 Center is oriented to allow easy driving
15 access to the site to accommodate this
16 anticipated large off-post population that
17 would be served by the shopping center.

18 Regarding the proposed tree
19 replacement, the applicant indicated that the
20 reason why 2.5 inch caliper trees were
21 selected is they felt that in their past
22 experience, that size tree afforded the best

1 combination of making a positive impact on the
2 landscape. And it also had a relatively high
3 survival rate compared to other size trees,
4 both larger and smaller.

5 And the trees that do not survive
6 will be replaced in kind during the first year
7 per warranty.

8 And lastly, the applicant
9 indicated that tree reforestation plan will be
10 addressed in the Master Plan update as
11 requested by the Commission.

12 In conclusion, the staff felt
13 after reviewing the transcripts from last
14 month's Commission meeting, staff made the
15 determination that really the two key concerns
16 expressed by the Commission were the site
17 plans for the town center and the proposed
18 shopping center design and also the large
19 proposed extent of the tree removal being
20 4,700 trees.

21 So as such, it is the Executive
22 Director's recommendation to the Commission to

1 acknowledge receipt of the Army's response to
2 the Commission's preliminary action as
3 required by Section 5 of the National Capital
4 Planning Act to disprove the final site
5 building plans for a new Post Exchange
6 Shopping Center at Fort Belvoir.

7 Since the proposal is not fully
8 responsive to the Commission's concerns
9 expressed at the preliminary review stage
10 regarding the substantial tree loss resulting
11 from the project and the overall site planning
12 of the Post Exchange and North Post Town
13 Center and to note that the lack of approved
14 Master Plan impairs the Commission's ability
15 to ensure the Comprehensive Planning and
16 orderly development of the National Capital
17 and therefore requires the applicant to submit
18 an updated Master Plan that includes a
19 reforestation plan addressing replacement of
20 trees lost due to construction projects on the
21 post and noting that the Commission may find
22 it difficult to approve any future proposals

1 until such time as an updated Master Plan is

2 submitted.

3 And that concludes my

4 presentation. I'm available to answer any

5 questions and the Army also have

6 representation as well.

7 [INSERT - FORT BELVOIR - NORTH POST]

1 CHAIRMAN BRYANT: Thank you, Mr.
2 Weil. This is not a new project. We are very
3 familiar with the issues as in the discussion.
4 Mr. Hart?

5 COMMISSIONER HART: In this
6 recommendation, I am reading it that the
7 approved Master Plan that is required here is
8 an installation Master Plan, not a site
9 development Master Plan.

10 MR. WEIL: That is correct.

11 COMMISSIONER HART: Very good.

12 CHAIRMAN BRYANT: Further
13 questions or comments? Then I would invite a
14 representative from the Army to come and make
15 any comments that they may wish, if at all.

16 MR. LANDGRAF: Chris Landgraf, I'm
17 the Acting Chief of Facility Planning and the
18 Master Planner at Fort Belvoir, Acting Master
19 Planner.

20 I would just like to regret -- or
21 say that we regret your decision, the
22 Executive Director's recommendation to

1 disapprove. We feel that we have worked with
2 the staff previous recommendations for
3 pervious pavement versus structured parking.
4 We did adopt pervious pavement.

5 You know, we have reduced the site
6 footprint as much as practical to deal with
7 the off-post -- the number of off-post
8 personnel that come to utilize this facility
9 within the National Capital Region.

10 We have expressed to the NCPC
11 staff that we are willing to work with the
12 additional parts of our town center that are
13 not currently developed, but due to greeting
14 plans associated with PX and, therefore, the
15 commissary and their proximity, there is not
16 a lot of possibility for us to change the
17 footprints right now, but that Fort Belvoir,
18 as stated previously, will continue to work
19 with this Commission on all future projects.

20 So thank you.

21 CHAIRMAN BRYANT: Thank you, Mr.
22 Landgraf, very much. Further discussion?

1 Hearing none, is there a --

2 COMMISSIONER PROVANCHA: A couple
3 of quick questions about the -- it looks like
4 the two keys issues are, as stated, the tree
5 loss and the site planning.

6 On the issue of the tree loss, can
7 we explore that just a minute? Is it numbers
8 of trees? Is it caliper? Is it the inability
9 of the Belvoir folks to guarantee their
10 survivability of 100 percent of the trees?

11 It looks like those types of
12 issues are covered by the larger caliper trees
13 that are provided, as well as taking out life
14 insurance on the trees during the warranty
15 period, so that they could be replaced. Is it
16 still not adequate as far as either numbers or
17 caliper? What's the crux of the reservations
18 from staff about the trees?

19 MR. WEIL: Well, you know, staff--
20 regarding the tree issue, you know, in
21 response to the large number of trees that the
22 project would remove, staff, at last month's

1 meeting, proposed the incorporation of a tree
2 reforestation plan --

3 COMMISSIONER PROVANCHA: Right.

4 MR. WEIL: -- to help mitigate
5 some of that tree loss.

6 COMMISSIONER PROVANCHA: Right.

7 MR. WEIL: In addition to --

8 COMMISSIONER PROVANCHA: And
9 Belvoir is receptive to that, is my
10 understanding.

11 MR. WEIL: And they are.

12 COMMISSIONER PROVANCHA: The
13 reforestation.

14 MR. WEIL: They are.

15 COMMISSIONER PROVANCHA: Good.

16 MR. WEIL: However, upon reviewing
17 the transcript from the last Commission
18 meeting, staff interpreted the Commission
19 action to disprove the entire preliminary
20 design as requiring a significant change in
21 the proposed design, such as creating a multi-
22 structure use or structured parking or

1 revisiting the entire town center plan.

2 COMMISSIONER PROVANCHA: Yes.

3 MR. WEIL: And at the end of the
4 day when the staff reviewed the proposed
5 design, which had not changed, basically, we
6 did not feel that anything significant, you
7 know, had been brought to the Commission and
8 to the staff for review.

9 So that's why we are recommending
10 disapproval of the project of the final
11 design.

12 COMMISSIONER PROVANCHA: On the
13 issue of future -- trying to correct the site
14 plan issues with the future town center, is
15 staff not receptive to Belvoir proposals?

16 MR. WEIL: We --

17 COMMISSIONER PROVANCHA: To --

18 MR. WEIL: With helping to form
19 the remainder of the town center?

20 COMMISSIONER PROVANCHA: Yes, yes.

21 MR. WEIL: Yes, absolutely.

22 COMMISSIONER PROVANCHA: Okay.

1 MR. WEIL: I mean, we have spoken
2 to the applicant and we have expressed an
3 interest to really work with them to
4 collaborate to help form the remainder of the
5 town center.

6 COMMISSIONER PROVANCHA: Yes. I'm
7 just trying to clarify whether the message
8 from staff to Belvoir is we want it to be
9 fixed and we want it to be fixed now and we
10 want it to be fixed in this space and we are
11 not really receptive to these issues being
12 addressed and complied with and repaired in
13 future bases.

14 MR. WEIL: Yes, I mean, you know,
15 I guess at the end of the day, you know, we
16 were left to interpret, based on review of the
17 transcripts and the Commission action, that
18 the Commission sought something dramatic, such
19 as revisiting again the entire town center or
20 dramatically improving the -- modifying the
21 design of the shopping center.

22 And, you know, it was staff

1 judgment that what was proposed and the fact
2 that the design did not change, did not
3 significantly --

4 COMMISSIONER PROVANCHA: Yes,
5 right.

6 MR. WEIL: -- do that.

7 CHAIRMAN BRYANT: All right. I
8 understand. Thank you for that clarification.

9 CHAIRMAN BRYANT: Mr. Hart?

10 COMMISSIONER HART: I was not here
11 for the last meeting, so I wasn't party to a
12 lot of discussion. It looks to me like this
13 plan was submitted and it's a satellite out
14 there some place. It doesn't really have much
15 relationship to any context.

16 Therefore, the recommendation that
17 this really should flow out of an installation
18 Master Plan, I think, is well-founded.

19 I mean, while I wasn't able to say
20 anything about JBAB, we flogged those guys for
21 looking farther ahead than their immediate
22 needs and I think that in this case with BRAC,

1 here is a base that saw an enormous amount of
2 growth, acknowledged that there is no Master
3 Plan for it.

4 So really, our role as the
5 National Planning Commission really should be
6 what we are doing here. Pushing for a Master
7 Plan that accommodates known and even unknown
8 potential growth in a way that makes the most
9 sense.

10 The little plan that I saw that
11 called this a town center, I think, is not.
12 It's not a town center. A town center implies
13 a certain amount of density and proximity and
14 pedestrian accommodation. So I think as the
15 Army goes forward with a Master Plan, it
16 really needs to look at integrating known as
17 well as potential future growth requirements
18 in that plan in order to put the pieces
19 together in a logical way.

20 All right, enough said.

21 CHAIRMAN BRYANT: Was there a
22 motion? Is there a motion on the EDR, as

1 written?

2 COMMISSIONER STEINGASSER: I will
3 move the EDR.

4 CHAIRMAN BRYANT: It has been
5 moved.

6 COMMISSIONER MAY: Second.

7 CHAIRMAN BRYANT: And seconded.

8 Sensing no further discussion, all
9 in favor of the EDR say aye.

10 (Chorus of ayes.)

11 CHAIRMAN BRYANT: Opposed, no.

12 COMMISSIONER PROVANCHA: No.

13 COMMISSIONER DENIS: No.

14 CHAIRMAN BRYANT: Two nos, Mr.
15 Provancha and Mr. Denis.

16 And with that, that's the last
17 item on our agenda. Is there anything else
18 for the good of the hole?

19 Hearing none, thank you for your
20 work today. We are adjourned.

21 (Whereupon, the Open Session was
22 concluded at 3:36 p.m.)

A				
ability 27:3 36:10 200:14	accumulative 138:22 139:2	added 48:11	76:16 128:1,3 131:4	99:12 151:4
able 14:9 49:20 65:22 83:6 85:3 116:22 118:11 187:18 208:19	achievable 118:6,8	adding 63:18 80:10 81:19 115:6	Adjourn 2:22	ago 7:1 155:19,20 163:16
above-grade 31:8	achieve 151:5,10 151:19 185:19	addition 12:10 91:4 111:10 130:1 136:4 150:14 205:7	adjourned 210:20	agree 161:4 183:3,7
absentia 193:7	achieved 54:9 118:11,12 151:20	additional 37:5 44:19 69:21,22 72:14 79:6 87:22 103:19 104:15 109:6 115:7 139:22 150:7 153:10 159:1 160:4 162:1 165:21,22 169:11 177:10 190:9,10 190:14,17,18 191:11 203:12	Admin 1:17	agreed 38:17 180:4 188:21
absolutely 157:10 178:7 197:17 206:21	achieving 151:2 153:8	address 49:10 55:10 68:7,19 75:5 80:3 89:22 90:10 95:11 97:8 100:4 108:18 115:12 154:8 157:11 174:6 176:16	Administration 26:10 50:7 68:5	agreeing 90:3
absorb 51:6	achilles 77:19	addressed 48:2 49:17 89:15 94:9 95:20 101:9 113:21 120:13 169:21 199:10 207:12	Administration's 12:12	agrees 162:21
abstains 193:7	acknowledge 33:11 139:16 185:22 200:1	addresses 46:9 101:10	administrative 131:3 139:17	ahead 17:19 98:18 117:9 142:3 208:21
academic 59:20	acknowledged 104:8 209:2	addressing 70:2 71:14 94:13 113:19 200:19	adopt 203:4	air 19:19 128:11 155:12,21 157:18
Academy 157:21	acknowledges 184:14	adequate 46:3 152:17 175:2 204:16	adopted 3:11 124:10	alert 52:17
accept 110:16,21 191:15	acknowledging 44:14	adequately 47:22 49:10 196:21	adoption 203:4	align 19:19 128:11 155:12,21 157:18
accepted 111:6 117:18 124:12,13 124:16 126:4	Acosta 1:24 7:21 8:4 11:1 102:16 103:1,2 119:4,5,9 119:17 120:21	adhere 132:22	advised 66:9 186:13	alignment 135:21
accepting 110:22	acre 42:18	adjacent 51:6 59:20 60:16 76:9	advisory 42:2 181:19 182:3 189:22	Allegiance 3:7
access 20:11 28:21 35:13,13,16,17,18 35:19,22 36:3,4,8 36:11 37:5 45:17 50:17 62:8,9,19 118:2 144:4 145:6 148:11,15,16 149:2,11 198:15	act 9:6 12:13 78:9 128:9,14 195:16 200:4		advised 45:4 69:8	alleviate 74:20
accessing 43:3 148:19	Acting 202:17,18		advisory 42:2 181:19 182:3 189:22	allow 37:5 101:15 198:14
accommodate 28:18 104:17 113:6 147:3 148:1 156:13 198:15	action 2:10 14:14 14:17 15:14 21:6 26:1 43:14 44:15 45:10 50:12 103:4 103:9,16 108:11 162:18 166:6 167:13,17 179:10 192:16 194:16 195:10,11,12,19 200:2 205:19 207:17		aerials 30:2	allowed 65:1
accommodates 209:7	actionable 107:16		aesthetic 5:6	allowing 152:18
accommodating 113:11	actively 90:7		affairs 11:3 17:4 98:2	allows 14:15 30:17
accommodation 144:10 152:12 209:14	activities 11:4,16 48:5		affect 50:13 52:18 97:4 114:22	alluded 73:12 164:21
accomplished 117:4	actual 16:10		AFFES 194:14	alter 43:12 176:6
account 17:6 135:7 135:15	ADA 132:1		affiliation 59:15,21	alternate 50:3 51:9 52:8

117:1,2 122:3,11 122:22 123:6 124:10,12 125:3,7 126:8 188:14 189:11 amendments 189:15 American 9:4 27:7 59:16 66:8 amount 31:20 32:4 32:13 33:17 38:13 209:1,13 amplify 105:4 Anacostia 19:15 20:12 23:10 105:11 128:2,11 130:15,15 139:6 155:13 156:2,3 164:15 171:2 Anacostia-Bolling 2:15 127:9,12,17 127:21 138:16 141:7 143:16,20 158:6 analysis 59:14 134:21 135:4,6,13 140:21 144:7 145:3,18,21 146:7 147:10,18 149:16 150:8 152:2,7,17 167:16,20 172:4 180:4 190:20 191:4,9 analyze 138:19 146:12 148:2 149:6,11 151:13 188:6 191:9 analyzed 54:22 134:3 149:3 152:5 analyzing 16:11 ANC 46:12 49:1,2 ANCs 90:15 91:5 ANC-3D 42:14 43:4 44:1,4,22 ANC-3E 90:15 and/or 43:10 Anecdotally 100:2	Ann 42:2 46:14 ANNE 1:25 annex 29:18 annual 13:10 answer 16:22 68:14 68:17 70:11 80:13 84:3 141:5 153:11 201:4 answers 119:13 anticipate 171:8,12 176:5 anticipated 43:6 49:6 146:8 174:17 174:19 198:16 anticipating 175:19 anybody 65:6 82:4 107:7 Anyway 110:5 apartments 62:4 appearance 20:5 177:21 appeared 62:8 136:6 137:1 appears 60:12 applaud 186:9 applicant 197:8 198:3,9,19 199:8 200:17 207:2 applicants 120:4 Appointee 1:15,16 1:21 appreciate 7:18 59:13 70:11 90:3 94:20 193:8 appreciative 184:1 185:22 approach 68:13 149:14 approached 165:1 approaches 180:22 approaching 175:9 appropriate 52:8 108:20 110:15 117:14 196:5 appropriately 15:21 approval 103:5	109:21 116:7 169:6,7 194:18 approve 19:4 56:12 57:6 103:9 108:9 192:12 195:6 200:22 approved 19:7,11 42:16 46:11 67:14 98:6 108:3 169:12 175:17 187:14 195:4 200:13 202:7 approving 109:18 116:11 approximately 28:12 30:14 31:16 32:3 129:6 April 179:21 194:5 arbitrary 175:6 Archbold 60:22 Archbold-Glover 101:8 archeological 132:6 Architects 6:4,6 9:4 68:10 architectural 9:9 architecture 9:12 33:13 90:14 archive 14:15 archived 14:12 area 5:7,10 8:13,19 27:19 33:6 37:22 37:22 39:9 44:18 46:1 50:21 51:4 58:22 63:11 75:15 76:10,19 78:20 89:2 132:10 133:21 134:1 135:19 137:12 152:6 161:6 162:2 197:13 198:1 areas 29:5 30:20 37:13,15 79:15 130:2 131:8 144:9 150:15 Arizona 44:7 49:13	Army 194:1 195:2 195:10,17,17 196:1,3 201:5 202:14 209:15 Army's 196:17,20 200:1 ARRINGTON 1:15 Art 27:10 arteries 49:10 articulate 87:19 asked 67:6 93:17 146:11 179:13 asking 67:12,14 68:8 174:18 183:13 aspect 169:3 assess 135:13 assessment 63:18 134:6,16 138:19 172:1 Assessment's 138:22 assigned 177:3 assignments 159:1 assist 45:2 85:6 Assistant 179:3 associated 203:14 Associates 6:3 Association 47:4 assume 61:19 85:19 assumes 129:3,9 assumption 95:8 assumptions 94:3 128:18 assurance 90:10 assure 53:3 110:8 111:15 125:12,13 125:14,15,16 as-built 177:14 attached 46:12 attempted 134:9 attend 13:15 14:9 attended 91:7 attention 66:9 attractive 60:17	AU 27:8,10,13,15 27:18 33:8 44:19 45:4,7,13 56:20 59:20 audience 14:7 15:10 82:12 84:12 180:8 augmenting 13:7 authority 12:8 19:14 auto 78:1 available 48:7 53:1 141:4 143:6 201:4 Avenue 2:13 8:12 8:18 26:2,5,9,12 27:6,6 28:15 35:1 35:14,17 36:1,12 36:13 37:2,6,15 40:11 44:7 45:16 47:11 50:9 52:5 52:19 62:19,20 73:21,22 89:2 96:20 122:6 131:10,12 144:3 144:17,22 145:9 145:13 146:2,15 147:1 149:1 average 13:18 avoid 162:13 163:2 177:20 aware 92:1 101:21 awareness 14:19 15:22 aye 19:8,9 21:2,3 123:7,8,9,10,14 124:1 126:9,18 193:2 210:9 eyes 21:5 124:2 126:10,19 193:3 210:10
B				
B 1:25 43:8 50:15 51:9 BA 10:8 back 28:16 31:4 34:19 54:22 58:6				

60:18 77:18 99:20	129:12 131:22	17:10 98:14 99:1	164:22 165:5	183:6 187:3,13
103:22 104:21	140:5 144:4 197:3	99:11,21 111:18	170:7,12 171:6	188:13 189:1,9,16
105:4 115:21	197:22 206:5	140:12 183:3,8	184:11	190:1 191:16,19
120:19 143:3	basing 166:4 175:7	beyond 13:2 53:4	brief 119:3 192:21	192:4,10,20 193:4
161:21 177:12	176:15	169:11	bring 119:10 120:4	193:6,12 197:15
179:18,19 197:16	basis 88:10 117:11	bicycle 35:15,18,22	120:11 129:6	197:21 202:1,12
backfill 81:9	Battles 68:4,5	131:18 133:2	131:22 143:3	203:21 208:7,9
backs 91:22 101:7	69:14 71:4 72:3	bicycling 136:16	156:21 159:8	209:21 210:4,7,11
backup 51:10	79:9 80:1 86:11	bid 143:13	brings 166:5	210:14
bad 76:4 101:1	86:16,21 87:5,20	big 20:6,13 65:8	168:17	budget 83:6,19
145:15	88:3,16 89:12,21	75:3 76:4 96:19	broader 94:1	build 31:13 175:13
baffling 109:20	95:14 96:9,18	174:9	brought 97:9 104:4	building 6:19 29:12
118:8	97:1,7 114:15	bigger 76:2	155:20 206:7	29:13 33:5,7,12
balancing 9:6	118:13,21 121:16	biggest 174:16	Brown 10:8	33:13 34:20,20
barrels 132:22	beat 184:4	bike 131:20,21	Bryant 1:12,15 3:3	36:17 60:17
Barry 135:10	began 6:14	Bill 5:15 7:18	3:8 4:3 17:1,11,14	100:20 194:2,19
base 2:15 50:4	beginning 156:9	bioswales 133:1	18:5,18 19:6,10	200:5
127:9,11,16,21	behalf 143:15	bit 11:16 54:19	20:17 21:4 26:3	buildings 28:11,16
128:8,11,15 132:3	185:17 188:20	63:10 66:9 67:5	41:1 42:1 47:1	29:10,14,21 30:13
132:9 138:4,16	believe 46:8 47:21	68:8 174:4	52:11,15 54:1,7	30:14,16,21 31:2
139:6 141:7	51:21 60:3 76:7	blessed 17:5	54:13 55:1 56:8	31:3,5,16 33:8
143:16,20 144:1	106:1,14 116:17	blessing 174:19	58:16 59:11 66:1	34:3,17,18,22
144:13,21 145:20	116:18 143:4	block 75:21	67:22 68:3 69:2,6	35:1,2 39:15
146:14 147:2,14	157:12 178:18	blocks 75:16	72:9,21 73:3,5	43:17 76:15 97:5
147:22 148:8,10	188:10,19 198:3	blue 127:22	77:11,15 79:3	100:5,10,21
148:12,17 149:18	believed 118:5	board 10:7 186:15	86:3 91:9,13	159:11 166:14
149:21 150:6,14	Bellvue 128:12	boldly 92:7	92:13,17,21 93:4	185:2 194:9
151:8,9,11,18	below-grade 31:8	Bolling 128:11	102:13 105:7	building-by 6:18
152:3,8,15 153:7	Beltran 1:18	130:16 139:7	107:15,20 108:1	bulk 27:10 28:14
154:20 155:12,21	126:21 127:4	155:12,21 179:12	110:18 111:1,8,11	31:3
158:6,22 159:18	Belvoir 2:18	Bolling's 181:9	111:20 112:1,6	bullet 77:8 110:6
159:21,21 160:5,9	193:11,14,21	bottom 153:4	113:14 114:5	bumping 109:2
161:14 162:6,7,11	194:8 195:4 200:6	173:11,11	117:8,13 118:18	bunch 168:2
163:6,17 164:8,10	201:7 202:18	boundaries 42:22	119:1,7 120:18,22	burden 50:19
165:7 166:12,13	203:17 204:9	box 159:3	121:21 122:13,20	149:20
166:22 167:2	205:9 206:15	BRAC 128:14	123:4,11,13 124:3	burdened 149:18
169:20 190:21	207:8	166:10 208:22	124:6,9,18,22	bus 35:16,19 56:1
198:10 209:1	beneficial 153:3	BRADLEY 1:19	125:4,6,16 126:6	63:5
based 16:14 45:3	benefit 39:8,10	break 29:19	126:11,13,17,20	buses 51:22
59:2 94:1 114:20	41:6 86:8 165:15	breakdown 183:1	127:3,10 142:1	
116:1 138:8,11	benefits 148:16	breath 78:19	143:1 150:2 154:1	C
195:20 207:16	benign 77:10	bridge 133:12	155:8 157:1,4,7	C 1:24 50:15
bases 177:2 207:13	best 32:21 36:9	135:21 139:20	157:10,15 158:12	calculations 167:8
Base-related	159:17 182:4	144:11 146:9	158:18 165:19	Calendar 2:8 17:17
148:22	198:22	147:4,20 148:2,7	167:1,5,22 173:19	17:18 18:7,8,9,16
basic 90:5	Bethesda 78:14	148:9 149:8,12	177:16 178:1	19:13
basically 128:14	better 16:9,17	152:14 163:12	181:13,15 182:12	caliper 198:20

204:8,12,17	194:12,21 196:9	123:4,11,13 124:3	70:16 71:1,2	clock 42:7
call 68:1 102:16	196:10 197:8,10	124:6,9,18,22	Cheryl 69:21 71:14	close 128:4 137:7
123:3 142:3	197:12,14,18	125:4,6,16 126:6	87:3 88:17	closely 186:20
called 85:2 209:11	198:8,14,17	126:11,13,17,20	Chief 202:17	closer 36:5 50:3
calls 54:17	199:17,18 200:6	127:3,10,15 142:1	choosing 173:1	59:2
campus 18:19 21:8	200:13 203:12	143:1 150:2 154:1	Chord 131:9	closest 62:9
27:11,14 28:14,16	206:1,14,19 207:5	155:8,10 157:1,4	Chorus 124:2	Closure 128:9
30:11,22 31:2	207:19,21 209:11	157:7,10,15	126:10,19 193:3	code 29:19 82:8
33:20 34:18,21	209:12,12	158:12,18 165:9	210:10	collaborate 152:20
37:11 64:20 81:8	central 4:7	165:19 167:1,5,22	chose 183:18	186:2 207:4
81:14 109:7	certain 68:13 75:13	173:19 177:16,18	Chris 180:8 202:16	collaborating
112:16 114:2	150:13 167:7,8	178:1 181:10,13	Christian 11:2,7,11	160:13
117:19 128:5	209:13	181:15 182:12	Christopher 179:3	collaboration
144:1	certainly 84:19	183:6,22 187:3,13	church 28:3	187:1
Canal 49:13	95:22 96:9,14,19	188:13 189:1,9,16	circle 27:7,9 33:4,9	collapse 81:17
canopy 38:3,6	161:3	190:1 191:16,19	33:12 37:2,14	collected 55:4
capabilities 62:1	certification 34:4	192:4,10,20 193:4	44:18 51:1 136:2	162:19
Capital 1:1,13 3:4	CFA 115:6	193:6,12 197:15	163:13 171:5	collecting 16:9
4:6 195:15 200:3	Chair 66:2 107:17	197:21 202:1,12	173:19	collection 44:5
200:16 203:9	165:17 178:3	203:21 208:7,9	circulation 33:19	collectively 13:21
Capitol 26:21	189:9	209:21 210:4,7,11	circumstance	Colonel 143:5
88:19 128:4 131:5	chaired 5:15	210:14	118:10	156:20 157:5
135:20 139:19	Chairman 1:12,15	Chairman's 7:20	circumstances 48:1	178:18 181:17
145:14 146:3	2:2 3:3,8 4:2,3,4	17:10	78:7 112:20 177:2	188:20
capture 86:22	8:5 11:13 17:1,11	change 32:12 55:17	citizens 15:13	Columbia 1:19,21
care 185:13	17:14 18:5,18	110:22 114:22	106:5 156:17	18:20,22 19:14
carefully 183:18	19:6,10 20:17	171:8,9,12 191:9	city 6:3,6 9:5 10:6,9	81:2 84:18
Carl 181:20	21:4 26:3 40:7	196:10,12 203:16	75:22 106:18	combination 56:19
Carol 98:1 142:3	41:1 42:1 47:1	205:20 208:2	city's 10:6	61:19 62:2 199:1
143:12 153:12	52:11,15 54:1,7	changed 30:2	clarification 64:15	combine 62:5
carpooling 51:22	54:13 55:1 56:8	172:17 194:11	73:1 208:8	combined 8:19
carried 32:21	58:16 59:11 66:1	206:5	clarified 186:16	20:10
cars 75:19 109:6	67:22 68:3 69:2,6	changes 38:13	clarify 64:15 103:3	come 7:7 18:11
112:4 150:21	70:10 72:9,20,21	57:16 159:7 176:4	157:12 165:20	49:5,11 52:2 58:6
168:22	73:3,5 77:11,15	176:7 180:3 182:6	179:6 188:2 207:7	65:15 69:8 70:8
cart 65:20	79:3 80:4 86:2,3	channels 16:11	clarifying 102:17	73:1,18 79:11
case 144:2 160:10	91:9,13 92:12,13	chapter 9:3 138:9	Clark 68:9 90:12	88:12 99:20
162:13 167:3,11	92:17,21 93:4	character 30:10	90:13,22 91:4	103:22 104:1
181:20 208:22	101:20 102:13	132:16 134:11	93:11 100:7	105:21 106:20
Castle 131:10,11	105:7,8 107:15,20	138:7	Class 157:21	113:7 119:6,21
categories 79:13	108:1 110:18	characterization	clean 19:14 101:2	120:19 156:1,7
category 109:10	111:1,8,11,20	182:16	clear 111:12	157:9 163:12
Catholic 9:12	112:1,6 113:14	characterize	157:21 174:14	171:5 185:12
cemetery 197:20	114:5 117:8,12,13	183:16,17 184:18	175:1 183:19	202:14 203:8
center 4:17 18:21	118:18 119:1,7	characters 15:4	184:8 196:1	comes 11:18 12:17
19:19 22:10 27:10	120:18,22 121:21	chart 54:22	clearly 140:9	16:8 77:6 122:13
165:6 193:14,20	122:12,13,20	checkup 69:9 70:14	185:16	162:8 164:9 165:2

172:6 comfort 94:22 120:10 comfortable 116:11 120:15 121:10 124:19 coming 5:9 7:14 65:18 78:15,17 79:7,20,21 80:14 80:22 81:2 83:2 83:12 84:6 109:7 117:2,5 149:21 156:15 160:4 161:6 162:2 163:6 179:9 180:2 183:12 184:8 comment 16:13 20:2 26:11 40:3 41:4 48:10 54:3 72:12,15,17 73:7 90:13 102:18 112:9 117:18 121:3 123:5 138:2 138:12 143:3 154:5 160:19 181:21 182:7,18 commented 183:22 commenting 85:18 99:18,19 comments 19:2,21 20:18 41:5 42:12 54:14 57:11,14 76:6 77:12 85:13 86:6 90:17,17 91:8 103:5,10 104:16,21 105:4,9 122:3 127:20 137:22 158:13 168:2 182:5,9 183:9 186:12 187:4,9,15 188:16 188:17 192:6,9,11 196:22 202:13,15 Commerce 4:22 commercial 51:4,5 81:17 commissary 194:9	197:10,14,19 203:15 Commission 1:1,3 1:13 4:7,21 8:9 10:14,18 11:14 12:21 14:4,11,13 14:19,21 16:21 17:2 18:12 19:2 40:2 42:3 45:11 54:4 102:9 103:7 103:12 104:12 118:5 119:16,22 120:5 127:15,19 137:21 138:21 139:21 143:7 144:6 146:11,19 149:5 151:1,12,17 152:16 179:9 180:18 181:16,18 182:8 183:10 187:8 188:11 189:14 190:7 191:5 192:15 193:12,19 194:5 194:15,17 195:1,5 195:10,12,19,21 199:11,14,16,22 200:21 203:19 205:17,18 206:7 207:17,18 209:5 Commissioner 17:8,12 19:5 20:1 54:16 55:18 56:3 56:6,10,16 57:12 57:22 58:1,5,9,18 59:6,10,12 60:5 60:12,20 61:4,7 61:10,15,18 62:16 62:21 63:6,8 64:1 64:5,7,11,14,16 64:18 65:3 66:2 67:4,15 68:2 70:9 70:14,16 71:21 72:4 73:10,12 74:2,5,11 75:6 77:13,17 79:5,18 80:12,17,21 81:5	81:12,21 82:15,22 83:4 84:2,8,13,15 86:5,15,18 87:4,7 87:21 88:15 89:10 89:20 90:2,20 91:2,11,14 92:12 92:16,19 93:1,2,5 94:19 96:8,17,22 97:6,20 99:22 101:18 105:8 107:19,22 108:5 110:2,4,16,20 111:3,4,6,10,13 111:14 112:3,7 113:16 114:10 116:5 117:12,17 118:19 119:14 121:2 122:1,15,17 122:19 123:1,8 124:11,13,16,21 125:5,12,15,17,21 126:3,12,21,22 127:1,2 154:3,15 154:21 155:4,7,10 157:2,17,20 158:2 158:7 160:11,21 163:15 164:3,11 164:16 165:8 168:1,10,13 169:8 169:13,17,22 170:21 171:11,15 171:17 172:2,10 172:16,19 173:5,7 173:15,18,22 174:7,11,14 175:11,14 176:1 176:13,19 177:6 177:17 178:3,15 181:10,14 183:11 187:7,11,17 188:2 188:9,15,19 189:3 189:13,17,20 190:2,4,5 191:7,8 191:14,17 192:8 192:19 193:5 202:5,11 204:2 205:3,6,8,12,15	206:2,12,17,20,22 207:6 208:4,10 210:2,6,12,13 Commission's 3:5 14:16 15:14 57:14 181:22 194:4 196:18 200:2,8,14 commitment 185:17 186:22 189:6 committed 94:5 151:2 Committee 4:9 5:14 communicate 15:9 communicated 195:18 communication 16:6,11 165:11 178:13 182:22 183:8 communications 13:3 29:17 communities 90:9 134:10 138:5 community 12:8 47:10 57:19,21 66:5 71:9 88:7 89:19 94:15,17,18 97:3 98:12 104:4 105:1,21 106:16 114:20 115:5 120:3 136:10 155:16 156:1 160:13,17 165:15 178:20 179:1 community's 66:21 94:14 97:13 commuter 43:2 44:8 166:12,21 commuters 43:3 commuting 82:19 161:19 compared 199:3 comparison 31:10 163:5 competition 4:15	5:3,14 complaints 125:19 complete 43:1 69:16 114:11,13 161:13 completed 8:15 44:2,19 93:12 104:9 147:21 completely 56:17 completing 69:18 69:19 completion 122:8 139:10 141:1 146:8 complex 2:13 26:2 26:5,9,12 40:11 50:9 52:5,19 60:9 75:12 89:2 96:20 122:6 128:12 131:4 139:18 complexity 156:14 compliance 10:1 132:1 145:4 complicated 118:4 complied 93:16 207:12 complies 109:3 compliment 15:11 comply 34:11 137:16 140:15 component 27:2 96:11,15,19 132:14,19 196:16 components 26:15 26:17 60:1 121:13 129:13 134:4 comprehensive 16:7 109:4 137:17 138:14,17 140:15 200:15 compromise 43:11 compromised 102:12 concept 34:6 121:6 170:17 197:1 concepts 5:5 6:10 conceptual 60:13
--	--	--	---	--

128:21 concern 46:5 56:21 65:11 66:21 87:13 90:6 94:14 107:3 154:5 160:7 161:11 162:3 172:8 concerned 46:2 66:4 70:21 75:8 94:16 107:12,13 113:17 concerns 58:4 72:7 76:15 85:7,16 87:19 88:4 90:1 90:11 94:8 98:12 103:13,19 105:2 106:9,10 151:22 152:17 154:8 155:18 170:4 179:15 180:5 194:21 199:15 200:8 concluded 210:22 concludes 40:7 141:3 201:3 conclusion 147:18 199:12 conclusioned 44:12 conclusions 45:6 145:18 152:9 concurrence 89:13 condition 71:20 114:17 161:18 conditions 28:10 31:11,12 52:17 100:2,4 135:4,6 135:12 136:7 140:7 161:17 188:22 conducted 6:19 139:9 conferring 117:16 confident 121:13 186:14 confirm 58:19 confirms 172:4 conflict 177:21	confluence 128:2 confused 92:3 confusion 166:7 congestion 43:9 Congresswoman 74:10,15,22 75:4 90:4 conjunction 152:4 163:11 166:19 connected 163:20 consensus 95:2 Consent 2:8 17:17 17:18 18:6,7,9,16 19:13 consequential 149:19 consider 43:15 45:9 50:2 53:4 136:8 139:1 considerable 93:13 consideration 53:6 57:15 58:21 60:7 73:8 147:19 considered 45:12 139:3 considering 69:17 72:2 77:7 consist 131:21 consistent 32:14 180:21 181:4 consisting 129:19 130:13 consolidate 26:22 31:6 33:16 130:18 Consolidated 19:17 consolidating 79:16 consolidation 27:2 31:22 80:6,11,20 83:16 95:10 96:13 98:3 179:4 constantly 78:12 constructed 76:16 170:12 construction 20:9 20:14 128:6 129:2 169:5 175:10	186:17 200:20 constructive 104:21 176:5 182:6 consultant 68:11 115:18 118:14 consultants 120:9 consultation 119:15 120:7 180:13 consume 12:16 contained 128:20 contemplate 80:10 contemplates 79:6 Contemporary 9:5 CONTENTS 2:1 context 30:5 108:15 145:1 208:15 contingencies 184:15 contingency 160:3 166:3 continue 7:15 16:5 36:7 39:3 49:6 57:17 58:2 77:5 94:6,8 95:2 102:8 110:7 111:14 125:9 152:20 178:11 186:22 193:13 203:18 continued 40:4 54:17 161:8 continuing 35:4 77:8 continuous 134:1 contractor 46:9 48:8 contractors 43:19 48:12 contradiction 44:11 contribute 100:21 contributing 29:10 29:21 controlled 73:16 74:5	convened 1:10 convenient 150:16 conversation 178:5 cooperate 161:5 180:18,20 186:1 cooperation 161:1 161:4 cooperatively 162:17 coordinate 56:22 137:9 140:12 coordinated 139:14 153:1 181:5,7 Coordinating 156:2 coordination 54:17 77:1,5,9 137:2 161:7,9 179:16 coordinator 178:10 copies 143:11 191:22 copy 180:13 191:21 core 132:10 Corporation 42:4 47:9 correct 38:19 58:8 61:17 64:10,20 83:14 84:1 94:3 150:10 171:14,16 182:16 202:10 206:13 correctly 55:13 correlated 39:21 correlation 60:3 corridor 45:9 corridors 37:19 131:5 cost 48:14,20 cost-effective 128:16 cost-effectiveness 16:15 Council 1:18 106:19 156:2 Counsel 1:25 countdown 42:8 County 2:19	County's 196:22 couple 13:6 35:11 59:12 75:16 91:15 102:14 103:3 173:13 204:2 course 13:9 15:7 16:2 70:6 78:14 82:20 108:10 109:22 162:18 166:6 167:17 courses 167:13 Court 107:9 192:2 cover 8:14 covered 169:14,18 184:21 204:12 co-host 9:4 craft 117:1,7 196:4 crafted 195:19 crafting 98:16 create 114:2,3 128:15 131:8 132:2 148:10 159:6 160:3 170:14 created 146:16 160:6 162:16 173:4 creates 47:22 creating 205:21 creation 170:9 creative 5:4 criteria 6:22 27:4 36:16 130:3 critical 45:9 criticality 96:10 crux 204:17 cryptanalysis 100:18 cumulative 134:21 144:12 152:14 curious 158:11 current 11:15 46:6 47:12 48:21 50:12 50:14 55:10 59:3 60:1 61:11 65:22 67:1 86:2,6,7 114:11,14,16,19
--	---	--	--	---

129:7 198:10,11 currently 26:14 27:13 29:1 32:6 32:10 34:7 38:19 48:14 49:14 55:6 57:10 61:16,21 63:1,4 64:11 67:3 79:7 80:10 81:1 81:11 82:1,7 84:6 87:1 90:19 100:6 114:15 128:6 129:2 132:6 143:20 161:18 177:19 203:13 customer 198:10 customers 198:11 cut 136:3 cycle 176:6	102:2 203:6 dealing 108:17 Deborah 1:25 191:18 decide 16:12 decision 50:10 166:4,5 175:7 176:16 202:21 decisions 69:13 177:7 decrease 32:5 53:1 78:1 decreases 33:17 decreasing 31:21 deemed 9:21 196:5 Defense 1:19 deferred 69:13 116:6 deficiencies 187:21 deficiency 147:6 define 140:10 defined 128:22 159:4 definitely 71:6 96:12 delay 69:12 deliberation 14:16 delivery 136:22 140:18 demand 136:20 140:13 147:16 demolished 30:15 30:16 demolishing 166:16 demonstrate 137:15,18 140:14 demonstrated 91:19 Denis 1:18 54:15 54:16 55:18 56:3 56:6 77:16,17 210:13,15 densify 131:7 density 75:19 131:1 209:13 Department 4:21	26:15 37:18,20 47:17 50:7 51:8 75:1 80:7,9 81:10 83:3 85:3 127:19 139:11 142:4 143:15 148:5 187:18 194:1 dependent 54:11 depends 70:6 Deployed 15:20 Dept 1:17,19 describe 86:7 175:16 described 147:8 describes 93:6 describing 171:18 design 4:15 5:2,4 5:13 6:1,10 9:5,10 129:14,17,22 133:3 139:17 163:11 164:21 186:17 194:5,10 195:14 196:6,10 196:19 199:18 205:20,21 206:5 206:11 207:21 208:2 designation 182:3 designs 7:13 desire 50:8 desired 51:9,13 despite 50:6 181:17 destabilize 43:12 destinations 162:4 162:12 detail 68:8 96:10 detailed 93:20 136:18 137:8 140:6,8,11,19,21 167:15 details 9:13 deteriorate 145:9 deteriorated 44:16 determination 195:11 199:15 determine 55:8 120:9 159:16	determined 29:4 30:14 52:4 110:13 196:14 determining 59:18 detrimental 116:9 develop 6:9 7:4 16:6 33:4 84:19 97:10 170:16 developable 30:20 developed 6:22 38:9 55:4 114:1 158:22 203:13 developing 99:3 139:13 development 12:9 19:18 27:15,16 30:18 31:19 34:11 39:11,20 40:4 47:19 56:19 57:4 57:5 68:12 71:19 78:21 87:15 95:16 115:15 131:1 132:21 133:9,14 134:14 135:1 138:3,4,11 139:3 140:20 170:14,19 176:10,11 200:16 202:9 developmental 159:20 developments 135:9 develops 77:6 devoted 99:2 DHS 26:19 38:16 38:17 39:3 40:9 44:9 46:7,9 51:16 53:1 55:4 57:8 58:21 59:18 60:2 63:1 66:20 68:1 80:2 83:15 84:17 84:20 86:8 89:18 90:3 94:1,5,12,17 95:10,11 96:7 97:15 98:3 99:4 100:5 102:1 104:22 108:8	110:6 112:12 125:8 137:2 142:5 143:19 151:1 160:18 162:14,20 172:4 182:20 183:2 187:15 DHS's 88:18 diagrams 133:8 Diego 10:6 dies 178:22 difference 174:10 different 45:6 71:5 82:5 98:21 112:8 129:15 130:1,14 differently 16:19 difficult 5:17,17 195:6 200:22 difficulty 38:22 diminished 30:6 direct 66:6 direction 64:13,17 120:15 121:6 186:12 directly 27:11,20 42:20 43:1 47:10 90:15 128:3 131:4 188:10 Director 1:24 2:3 7:22 8:3 32:19 35:6,20 36:6,20 37:11,19 39:2,15 47:7 80:5 97:22 98:1,8 143:10 150:3 154:11,16 155:1,6 179:3 directorate 10:3 Director's 10:20 40:2 137:21 199:22 202:22 disagreed 194:17 195:12,18 disappointment 196:18 disapproval 196:19 206:10 disapprove 203:1 Disapproved
---	--	--	---	---

194:19 disaster 78:15 discomfort 85:11 119:18 discomforting 65:21 discontinuous 133:20 discourse 186:8 discovery 91:18 discuss 4:5,12 6:15 11:4 117:10 130:9 182:9 discussed 116:2 149:3 discussing 89:6 95:3 discussion 9:7 15:17 41:7 54:4 93:10 107:17 108:4 119:12 122:21 136:21 143:3,8 155:9 160:12 161:1 178:2 187:16 192:22 202:3 203:22 208:12 210:8 discussions 120:2 121:22 148:6 178:12 disprove 200:4 205:19 distance 28:7,9 62:12 district 1:18,21 18:20,22 19:13 29:2,8 38:4 75:2 79:21 80:18 81:1 84:18 85:1 132:17 148:5 170:8 districts 130:1,2 District's 38:3 Dixon 1:15 66:2 67:4,15 68:2 70:9 70:16 71:21 72:4 73:12 92:12,16,19	93:1 102:18 105:7 105:8 107:16,19 108:6 110:2,16,20 111:3,6 122:17 124:13,16,21 125:5 126:3 127:2 127:5 154:3,15,21 155:4,7,10 157:2 157:17,20 158:2,7 160:11,21 163:15 164:3,11,16 165:8 173:7,15 178:3,15 181:10,14 document 177:15 DoD 87:8 doing 11:5,18 14:5 55:6 57:15 66:14 71:18 86:22 89:18 92:8 93:8 98:14 104:10 156:14 176:22 180:1 181:1 184:12 209:6 dollars 50:21 167:15 DOT 15:6 dotted 197:13 198:1 double 36:18 37:1 doubling 43:18 doubt 178:17 doubtful 118:10 Douglas 133:12 135:21 139:20 144:11 146:9 147:4,19 149:8 152:13 184:11 Dowd 5:15 7:19 downtown 113:2 128:1 draft 18:18 26:4,8 32:9,15 33:22 34:6 35:3 38:9 42:13,15 44:3 56:12 57:11 58:11 68:22 69:10 72:12 85:13,18 90:18	91:22 93:11 101:21 103:6 116:12,21 121:4,7 121:8,19 122:4,5 122:8 123:2,3 127:11,16 128:7 130:7,17 132:18 133:4 134:4 137:13,22 184:2,6 drafts 121:12 dramatic 100:10 207:18 dramatically 48:6 207:20 draw 145:18 drawings 172:21 175:10 drawn 152:9 drive 43:4 47:12 57:4 59:1 63:16 64:4,19 118:2 171:2 driven 61:19 driver 61:10 169:4 drives 109:11 driving 63:21 65:6 169:1 198:14 due 27:2 30:7 31:21 32:5 33:12 37:2 47:16 93:21 175:19 194:21 200:20 203:13 Dunbar 19:16 24:10 durable 5:5 dynamic 160:1 166:13 D.C 1:12 8:9,22 9:3 26:14 34:11 45:11 50:22 127:18 128:1 170:18 186:21 <hr/> E <hr/> E 1:21 4:15 EA 134:19,22 169:6 182:19	earlier 101:5 143:12 183:22 early 72:18 89:9 145:12 east 27:22 72:6 135:8 easy 12:16 198:14 EcoDistricts 8:11 economic 39:8,10 edge 36:2,18 EDR 54:17 55:2 65:22 85:17 95:5 95:7 102:6,21 107:18 108:2 121:15 123:19,22 126:15,18 127:6 151:21 154:13 182:1,1 187:6,9 187:14 188:16 189:4,12,14,15 190:13 191:12 192:13 209:22 210:3,9 educate 12:3 effect 83:21 effective 43:10 effectively 49:20 effects 51:13 140:22 efficient 128:16 efficiently 166:16 effort 14:20 153:1 181:7 efforts 15:20 56:22 66:13 102:2,9 136:20 137:10 152:21 168:12 181:5 186:10 eight 93:15 129:15 eighth 133:16 EIS 32:22 42:15 44:3 57:13,16 69:19 90:18 115:8 116:4 162:20 175:9 EISA 108:17 EISA-438 34:12	either 62:22 100:1 129:1 137:18 204:16 elaborate 54:18 electronic 62:1,6 element 129:18 elements 5:7 7:5 33:2 37:8 81:10 185:4,6,10 elephants 178:21 eliminate 148:21 166:6 ELISE 1:22 Elizabeths 26:18 81:8,14 82:19 83:7,17,17 96:18 98:20 99:5,9 117:19 128:5 135:10 137:6,11 139:4,14 140:14 144:1,5 145:5,7 145:17 147:10 149:16 151:3,7,20 153:5,8 154:19 162:21 179:5 email 13:3,15 embassy 62:3 embedded 114:19 eminently 118:7 emphasized 185:2 employee 46:9 50:4 129:5,7,8 137:14 138:13 employees 28:14 32:7,13 43:19 44:9 48:12 49:5 58:22 59:4 64:3 65:5 66:8 84:21 86:8 87:9 100:5 150:5,22 165:21 166:1 181:4 employment 48:5 48:17 49:22 50:11 51:2 129:4 enable 78:20 enacted 48:16 encompass 167:18
---	--	---	--	--

encourage 38:5 39:9	escalators 78:10	executive 1:24 2:3 7:22 8:3 10:20 32:19 34:2 35:6 35:20 36:6,20 37:11,19 39:2,15 40:1 98:1,8 137:20 199:21 202:22	external 12:11	far 71:9 78:17 158:15 204:16
encouraged 76:20	especially 43:9 58:12 146:14	existed 130:20	extreme 113:3 183:16,18	Farms 135:10
encourages 139:10	essentially 95:15 164:14 174:18 175:15,17	existing 28:10 31:11 33:5 49:7 52:17 55:9,19 59:1,7 62:5 79:10 113:5 130:13 132:1,8,15 133:19 136:7,12 138:8 140:6,20 151:15 194:9	<hr/> F <hr/>	farther 208:21
encouraging 114:1	established 31:1	exists 61:16 164:2	fabric 9:10	fast 67:5 83:6 159:7
endorse 49:1 154:13	estimates 146:20 190:22	expand 49:7	Facebook 13:8	favor 19:8 21:1 85:12 123:6,22 126:8,17 193:1 210:9
endorsed 5:21	etcetera 67:11,11 113:11 184:11,12	expanded 45:15 131:18	facilitate 89:7 96:15 150:17	favorably 32:19 40:3 85:13,15,18 99:19 122:4 138:2
ends 7:20 54:2	evaluate 16:7 35:21 36:9,21 38:5 39:19 40:5 57:1 112:10	expands 14:7	facilitating 88:6 96:7	fear 52:20
endure 47:14	evaluated 32:15,22 172:11 175:2	expansion 44:13 45:8,13 46:8 150:5 169:11	facilities 34:15 60:14 76:18 112:20 130:21 159:12 166:17 170:15	fearful 48:15
enforcement 74:6	evaluating 32:10 57:10 58:4	expect 52:1 107:5	facility 47:12 112:18,22 113:7 133:15 146:17 152:11 169:4 170:10 179:9 202:17 203:8	feature 132:21
engage 12:5 14:1 143:7	evaluation 68:12	expectation 90:5	fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	February 42:15 179:8
engaged 86:13	event 9:11,13 16:13	experience 5:9 198:22	factoring 72:6 97:18	federal 4:20,20 6:15 7:6,15 12:14 34:1 43:19 49:19 50:21 81:18 85:4 108:18 128:4 156:15 180:19 181:4
enhance 131:18 132:15 133:5,17	events 8:6 12:20 13:2,15 14:5,8 70:5 159:6	experienced 46:7 177:1	face 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	feed 14:3 15:15,17
enhances 132:5	everybody 80:15 94:16 106:9 165:15	explore 9:8 15:19 139:12 204:7	face 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	feedback 98:9 99:16
enhancing 14:18	everyone's 182:4	express 179:22	fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	feel 33:21 43:21 114:2 154:7 203:1 206:6
enormous 209:1	evolve 35:4	expressed 85:8,17 106:9 152:1 179:15 196:18 199:16 200:9 203:10 207:2	fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	feet 28:13 31:13,17 36:3 43:17 173:14
ensure 11:18 38:18 39:19 125:9 200:15	exactly 69:2 119:19 172:9	extent 199:19	fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	Fehrman 42:3 47:3,5,6,7 52:13 52:16 53:8 54:2 56:18
entanglements 117:21,22	example 15:13 16:12		fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	felt 134:8 196:21 198:21 199:12
enter 163:18	exceed 118:22 138:14		fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	FEMA 10:4
entertain 102:20 107:17	Excellent 158:1		fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	fence 36:17,18 37:1
entire 88:18 205:19 206:1 207:19	exception 128:22		fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	fenced 173:12
entirely 51:14	Exchange 193:14 193:20 194:14,20 197:9 200:5,12		fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	fifth 6:7
entities 67:1	excuse 17:19 27:14 73:5 74:11 141:2 192:11		fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	fighting 178:21
entity 38:1	EXEC 97:22 143:10 150:3 154:11,16 155:1,6		fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	figure 63:17 115:18 183:19
entrance 5:11 45:16 47:12 163:16,19 164:19	execute 70:7		fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	fill 119:11
environment 132:3			fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	filled 80:22
environmental 9:21 32:17 95:20 134:6,16 138:19 138:22			fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	
EPA 15:6			fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	
equal 159:22			fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	
equals 150:21			fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	
equilibrium 160:1 166:14			fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	
equivocate 28:12			fact 32:5 43:3,15 69:7 74:9,21 77:1 77:20 134:22 135:3,17 137:13 152:3 163:1 178:8 178:11 182:18 208:1	

final 35:5 72:16 73:2,3 89:15 103:22 104:5,17 105:6 108:11 120:20 121:11 125:18 140:1 194:1 195:14 196:5 200:4 206:10	146:5,15,17 147:1 148:13 149:1,13 152:11 163:1,20 164:5,7,9 170:2 172:1,5,12,13,15 172:21 173:1,16 191:3	form 86:2 206:18 207:4 formal 119:16 formally 189:7 formation 104:10 former 157:21 Fort 2:18 193:11 193:14,21 194:7 195:4 200:6 201:7 202:18 203:17	191:15 friends 108:8 front 30:22 103:18 116:20 full 46:11 49:1 57:2 174:21 fully 182:9 200:7 fully-established 52:7	185:18,19 195:6 197:14,19 198:8 198:13 200:22 203:19 206:13,14 207:13 209:17 FY16 80:9 82:21
finalized 152:19 finally 10:13 52:4 114:7 find 65:20 75:20 172:7 195:5 200:21 finding 93:21 94:2 findings 8:15 104:2 104:13 Finds 122:5 fine 72:5 finish 52:11 107:14 150:2 finished 120:10 finishing 166:9 firm 45:2 90:21 91:1 158:21 161:14 162:19,21 177:18 firms 5:18,21 6:1,9 7:14 first 4:3 5:1,1 18:13 19:17 28:8 29:6,7 41:5 42:1 43:4 50:10 79:4 83:13 100:15 102:15,16 103:1 110:12 124:8,10 128:18 129:13 130:12 134:19 145:21 155:11 168:3 179:6 180:1 190:7 190:19 199:6 firsthand 14:10 Firstly 33:3 Firth 135:14 144:2 144:9,15,17,19,21 145:9,13 146:1,2	fit 15:19 191:10,11 five 5:18,21,22 7:14 17:17 18:7 42:6 53:4 123:17 143:2 fixed 207:9,9,10 Flag 37:18 flawed 44:4,21 flexible 184:13 floating 102:20 flogged 208:20 flow 171:1 208:17 flows 34:10 focus 137:12 focused 100:8 focusing 71:7 168:19 folks 59:15 61:12 63:14,15,16 79:13 81:7 106:12 160:4 168:9 204:9 followed 47:2 162:15 173:3 179:21 following 86:6 139:9,22 144:8 175:8 179:17 190:13,16 follows 177:7 follow-up 8:14 77:16 91:12 194:3 font 188:5 foot 36:16 194:12 footprint 203:6 footprints 203:17 force 4:10,11 5:20 6:11,13 7:3,10 128:11 144:20 155:12,21 157:18 forced 48:7,18 forget 13:9	forth 32:21 53:5 188:7 forum 106:16 186:5,8 forward 5:22 7:7 13:22 20:8 35:7 36:10 56:21 57:17 58:11 66:16 67:9 78:21 89:14 102:11 107:2 120:11,14 121:20 156:21 160:3 193:9 209:15 foster 131:13 found 52:9 134:7 179:7,13 four 31:4,7 61:2 123:15,17 fourth 6:5 51:8 64:2 Foxhall 44:6 49:12 framed 130:7 framework 128:19 129:14 159:4,10 Francisco 6:2 frankly 101:3 177:2 Frederick 133:12 135:20 139:20 144:11 146:8 147:4,19 149:8 152:13 Freeway 19:20 frequent 178:8 friendly 110:17 111:5 124:12 125:3 133:3	function 12:4 63:9 83:3 96:21 functioned 112:16 functioning 78:22 79:1 functions 79:16 fundamentally 45:6 funded 10:2 funding 70:7 85:5,6 105:14 170:13 further 14:1 15:21 87:18 93:8 107:16 108:4 114:8 117:20 121:22 123:5 144:7 149:10 151:17 155:8 174:1 178:2 180:5 187:16 192:22 202:12 203:22 210:8 Furthermore 14:11 future 15:18 17:13 30:18 42:17 55:15 64:6,8 71:19 75:7 86:20 129:19 131:15,16 133:9 133:13 134:13,22 135:4,7,11,12 136:8,9,14,19 137:1,9,13 138:4 138:11 139:19 140:7,12,20 147:15 159:17 171:10 173:10 175:7,18,20 176:21 177:9 183:4 184:10,15	G gain 170:13 gaps 119:11 garages 51:5 gate 135:14,15,16 144:10,15,16,20 146:1,5,17 148:14 148:19 149:14 152:12 161:11 162:9,15 164:1,1 164:5,7,13 170:1 170:1,2,5,10 171:19 172:1,6,11 172:12,14,21 173:1,4,8,10,17 176:9 Gatesly 29:13 37:17 gathering 115:4 general 1:17,25 8:7 10:17 26:10 34:6 37:7,9 50:6 68:5 78:8 79:12,13 146:2 158:13 159:10 196:17 generally 78:19 95:14 147:14 generate 5:4 150:7 generating 96:6 geographical 80:13 geographically 79:19 geography 181:18 getting 11:19 55:16 78:9 88:7 89:5 98:10 180:9 184:7 191:22 girl 100:15 girls 29:7,8 100:16 give 11:15 13:13

104:21 115:22 117:6,11 119:21 given 38:20 43:9 45:7 99:16 154:4 gives 94:21 180:16 giving 33:20 70:20 glad 162:14 Global 9:12 Glover 60:21 Glover-Archbold 27:22 76:9 110:9 111:16 125:10 go 33:1 48:18 66:15 67:9 71:1 72:13 78:21 79:4 91:9 91:12 92:13,21 102:18 107:1 112:20 115:10 117:9 130:8 134:17 142:2 159:11 165:5 179:18 190:19 197:3,16 goal 26:21 38:3 55:10,20 101:12 goals 5:3 12:2 34:1 54:8 95:11 129:17 136:18 140:10 158:19 goes 82:6 164:14 209:15 going 11:14 14:10 15:9 18:3,8 20:13 20:14 38:20 52:1 52:2 57:3,9,14 59:2 61:1 63:14 65:12,14,19,22 66:11,22 67:3,22 69:20 72:6 73:19 74:8 75:2,8 78:4 78:18 81:9 82:18 83:5,12,22 84:3 87:1 92:6 93:6,20 94:11 97:3,4 98:10,20 99:8,10 105:19 106:2 107:3 108:8 109:6	114:11,13 115:9 115:19 120:2 121:10,14 156:10 158:9 161:22 170:5 178:4 179:14 180:21 182:7,10 Gold-LEED 101:12 good 3:3 5:13 11:13 11:19 26:7 41:5 42:11 47:6 61:8 66:7,18 71:22 74:6 76:22 77:5 91:3 106:1,3 108:13 134:12 136:6 143:13 154:13 155:12 156:11,12,16 161:14 164:17 175:3 179:2 183:5 186:13,18 193:17 202:11 205:15 210:18 gotten 189:5 government 12:12 15:5 48:12 49:19 67:10,19 85:4 108:19 grant 10:2 granted 109:8 graphic 135:22 grass 178:22 179:1 gratuitously 92:8 grave 101:5 great 100:1 117:15 180:17 greatly 48:16 51:1 green 31:9 34:13 61:6,7 133:1 Greenwald 1:22 77:11,13 86:4 91:10,11 92:22 93:2,5 94:19 96:8 96:17,22 97:6,20 99:22 101:18 102:14 118:19	Greenway 133:18 185:8 greeting 203:13 grid 113:5 gridlock 144:16 gross 43:17 ground 61:3 grounds 5:8 group 57:19 88:8 95:2 159:14 177:18 groups 60:4 87:17 89:5 114:21 160:13,18 grow 50:8 59:19 159:20 growing 15:2,10 139:2 160:9 166:11 167:2 grown 13:16 48:6 grows 83:3 growth 43:6 49:9 52:9 80:9 136:9 159:1,2,14,17 160:1 166:8 167:19 168:5,5,6 168:8,15 169:4 174:6,13,18,19 175:6,6,19 176:16 176:22 184:14 209:2,8,17 GSA 29:1,4 30:13 32:10 33:10 35:4 35:7,21 36:7,21 37:12,20 38:5 39:3,9,16 40:5,9 43:7,15 44:2,20 45:4,21 46:3 53:1 67:21 74:15 87:16 90:3,22 91:19 94:5,12 97:21 102:1,8 103:5,11 103:21 104:21 105:5 106:3 108:8 110:7 120:11 122:7 125:9 137:2 139:12 152:4	162:20 180:3 GSA's 34:3 51:14 95:13 101:11 guarantee 204:9 guard 48:11,19 guess 17:5 65:10 70:10,17 72:8 76:11 113:9 169:3 207:15 guidance 195:20 196:8 guide 98:10 100:11 guidelines 37:10,13 101:11 140:2 guys 105:11 106:2 165:12 208:20	64:5,7,11,16 113:14,16 120:22 121:1,2 177:16,17 193:7 202:4,5,11 208:9,10 headed 11:17 186:11 Headquarters 80:6 98:2 179:4 head-to-toe 70:13 hear 70:18 104:12 105:1 156:9 157:15 158:13 162:14 179:19 heard 66:20 71:4,9 97:15 100:2 158:14 180:6 hearing 19:3 20:19 114:8 123:5 183:20 187:5 193:1 204:1 210:19 heart 131:6 heavily 145:12 heel 77:19 height 34:19 184:22 heightened 161:20 heights 159:10 185:1 held 8:21 160:18 hell 184:4 help 12:7 15:9,22 85:5 95:1 99:10 134:11 138:7 154:8 158:20 205:4 207:4 helpful 12:1 75:10 76:5 104:7,11,20 104:22 helping 206:18 heritage 9:9 Heuer 42:2,10,11 46:14 47:2 56:17 Hi 97:22 high 19:16 24:10 33:14 199:2
---	---	--	--	--

H

Hains 133:15
half 28:8 31:15
44:9 49:4 63:15
94:7,11 101:17
hand 123:14,16
127:4 173:11
handicap 153:7
handle 109:15
handling 49:8
hands 106:2
happen 6:12 20:4
57:7 65:13 167:11
170:12 180:21
happening 20:4
56:20 68:16 71:10
71:16 171:13
178:17
happens 83:21 95:7
167:3,21
Happily 5:12
happy 16:21 85:15
114:5 153:11
155:2 157:15
158:13
Hart 1:16 56:9
58:17,18 59:6,10
60:5,12,20 61:4,7
61:10,15,18 62:16
62:21 63:6,8 64:1

higher 61:16 125:19 150:21	hope 14:7 16:16 85:3 107:4 113:8	185:13	improvements 30:8 46:1 135:11,19	147:15 151:14,14
highlighted 185:8	152:16 155:16	impact 32:18 44:13	146:10 147:20	152:15 161:8
highly 5:12 37:15 45:1	186:14	51:1 52:20 53:2	148:4	162:22 178:13
highrise 27:20 60:9 60:16,22 62:3	hopefully 78:8 105:5 165:2	67:7,17 89:4	improves 185:20	increases 48:16
highway 148:11	hoping 15:18	110:14 116:4,9	improving 70:1 207:20	increasing 31:19 32:3 47:16 50:17 108:22 150:17,22
Hildebrand 6:4	horse 65:20	134:21 135:1	inability 204:8	increasingly 149:18
Hill 73:20 74:4,9 74:13,14 82:9,11 105:14	hour 48:18 163:7	139:1 143:21	inadequacy 85:10	indicate 139:7 150:19
Hirsch 9:17	house 1:18 4:16 5:7 5:10 29:13 31:4 34:19 37:17	144:3 145:19	inadequate 44:3 134:20 136:5,12	indicated 198:4,9 198:19 199:9
historic 4:19 9:5,22 10:7,10 29:2 30:5 30:10,13 31:1,16 34:17,22 39:14 100:13,14,20,22 108:20 132:5,8,10 132:16 140:22 185:3 197:20	houses 26:15 28:13 75:19	146:2,21 147:6	inappropriate 43:22	indicates 49:4 135:3 150:11 172:22
historical 185:5	housing 96:12,16 105:10 128:12,13 198:3	148:8 151:13	inauguration 10:16	indicating 106:8
historically 38:1 112:16	HOWARD 1:18	161:5 163:10	incapable 49:8	individually 21:7
history 28:22 155:11	huge 83:20	167:17 190:20	incentives 56:2,3 78:4	industrial 162:6,6
Hit 64:16	hundred 173:14	191:2 199:1	inch 198:20	inference 92:6
hitting 109:19	hypothetical 128:20 159:15 167:14 176:11	impacted 42:20 48:4 145:12	inclination 91:20	informally 156:1
hold 12:20 50:11 78:19	I	impacts 56:18,19 57:20 88:14 110:9 111:16 125:10,22 134:9 135:13 136:10 138:4 139:2 144:12 146:13 148:9 149:6 152:10,14 168:21 174:21 188:6 191:4	include 39:16 46:8 51:10 121:8 145:22 167:7 188:11 189:4,11 192:13 196:16	information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5
holding 8:10 9:2	idea 16:17 81:17 119:14 125:21 161:14 176:21	168:21 174:21	included 44:5 121:17	informally 156:1
hole 210:18	ideas 8:19	188:6 191:4	includes 29:12 195:3 200:18	information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5
Homeland 26:16 47:17 50:7 51:8 67:10 80:7 139:12 142:4 143:15 155:15 156:12 160:22 166:19 178:5,9,16 187:10 187:19 188:17	identified 79:12 119:12 134:22 136:4	impairs 200:14	including 12:21 14:13 43:7 50:22 140:7 160:18	informally 156:1
homeowner 48:15 48:20	identifies 131:2,11 131:15 132:9 133:6 136:2	impervious 31:20 32:1 33:18	inclusion 138:3	information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5
homeowners 47:4,8 48:3 49:18	identify 74:12 88:11 158:21	implement 99:12 115:17 155:3 182:10	incomplete 58:14 122:7 123:2 174:4	information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5
Homes 42:4 47:3	identifying 132:7	implemented 50:16 96:3 114:19 171:1	incorporate 182:5 205:1	information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5
homework 66:15	ignore 91:20	implies 209:12 27:1 68:22 107:10 109:17 145:16 155:16 159:13	incorporation 205:1	information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5
Hood 6:1	II 29:17,20 100:18	important 20:6,7 27:1 68:22 107:10 109:17 145:16 155:16 159:13	increase 15:22 38:3 38:6 39:7 49:22 51:16,17,18 63:13 63:14,17 78:2 129:4 130:22 145:8 150:1 159:20	information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5
	III 1:15	importantly 108:22 137:15	increased 51:2 135:16 144:12 145:19 146:4	information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5
	imagine 112:21	impose 50:4		information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5
	immediate 89:19 89:22 147:13 208:21	improve 5:8 71:7 161:16 162:1 166:12,21 186:22		information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5
	immediately 51:6 59:19 60:15 76:10	improved 95:22		information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5
		Improvement 50:22		information 12:15 13:4 40:5 55:16 67:8 87:1 93:21 104:15 115:4,5,10 115:22 139:22 140:6,8,17,19 145:15 190:9,14 190:17,19 191:11 197:5

insert 3:12 10:20 21:8 22:10 23:10 24:10 25:10 40:11 41:8 46:14 53:8 141:7 142:6 153:12 188:4 201:7	182:5 207:3 interested 15:13 interesting 31:18 72:5 174:2 interim 98:16 102:9 117:11 120:18	97:3,5,18 102:3 103:14 105:3 106:21 113:17 117:22 134:16,18 153:6 202:3 204:4 204:12 206:14 207:11	joining 128:15 joint 2:15 8:10 127:9,11,16,21 128:15 138:8,16 139:6 141:7 143:16,20 144:1 144:13,21 145:20 146:14 147:2,14 147:22 148:8,10 148:12,22 149:18 149:21 150:14 151:7,9,11,18 152:3,8 153:1,2,6 154:18,20 155:2 158:6 159:18 160:8 162:16 190:21	keys 204:4 kind 42:8 59:21 62:4 66:12 70:1 72:7 79:14 89:13 97:9 111:9 133:20 158:8,9 159:22 168:14 183:19 197:4 199:6 know 14:10 56:22 60:6,10 64:19 65:2,4,5 66:3 69:11 70:1,22 72:8,10 75:7,12 75:17,22 78:6,10 81:5,22 82:20 83:2 84:10 91:17 93:9 94:5,22 96:15 97:18 98:4 99:7,15,17,17 101:21 105:10 106:6,15 107:3 108:12,19 109:10 109:14 113:2,9 115:18 117:18 118:1 119:20 120:1,14 135:17 143:11 145:5 151:3 155:17 156:7,18,22 158:3 163:15 164:3,4 165:12 168:16 174:15,22 177:3 177:21 178:21 180:5 183:1 203:5 204:19,20 206:7 207:14,15,22
inside 79:20,21 80:17 inspected 165:4 inspection 165:1 170:14 installation 127:17 128:16 132:11 133:6,7 137:19 202:8 208:17 installations 128:10 129:10 Institute 9:4 institution 28:3 instructed 100:16 189:7 instructions 184:19 instructive 99:20 insufficiency 152:1 insurance 204:14 integrate 5:5 integrating 209:16 integration 182:11 integrity 30:6 intel 79:14,16 intended 132:15 159:16 174:6 intending 167:10 intends 157:14 intense 43:8 intent 150:15 intention 52:16 166:11 167:2 intentions 181:21 intents 30:9 interaction 179:11 interactions 76:21 interagency 4:8,8 4:10 interest 8:7 119:2 177:21 181:9,9	interior 1:17 130:4 194:13 internal 33:19 183:2 interpret 160:8 207:16 interpreted 205:18 intersection 145:13 146:3 intersections 145:8 145:11 146:14,22 162:22 172:5 191:3 introduce 9:16 11:2 68:9 introduction 145:5 inventory 6:19 investment 11:20 50:21 invite 202:13 invited 91:6 180:14 182:20 inviting 178:11 involved 32:16 94:21 156:3 involves 16:9 irony 143:17 187:20 issue 65:11 71:11 74:13 75:18 87:12 87:14 101:5 103:15 106:16 147:8 155:19 174:16 180:2 204:6,20 206:13 issued 184:19 issues 12:9 45:12 70:2 74:16,20 75:5,7 88:9,12 89:16 91:16 92:1	italicized 188:5 190:6,18 192:14 item 4:1,3 7:22 8:2 17:16,19,20,22 18:6,15,20 26:3 127:10 177:22 193:13 210:17 items 2:10 8:5 17:17 18:7,10 19:11,12,22 21:6 26:1 104:9 182:1 192:13 iterations 185:19 I-295 128:3 161:21	jointly 155:3 judgment 175:3 208:1 July 179:22 jump 15:16 jumped 17:18 June 6:12 7:10 9:3 justify 138:15 196:5	knowable 83:11 knowing 94:20 108:10 119:19 known 26:5 81:4 166:8 168:5,6,7 168:15 184:14 209:7,16 knows 65:7 73:16 151:1
		J		K
		January 93:12 Japanese 29:19 JBAB 127:22 129:15,19 130:1 130:16,16 131:6 131:14,19 132:7 132:21 133:13 134:12,13 135:7 136:3,9,13,19,22 137:7,9,16 138:1 138:22 139:2,14 139:15 140:1,12 140:15,20 177:19 179:7 181:2,18 185:4,17 186:3,9 186:14 188:21 208:20 JBAB's 136:19 Jennifer 1:20 9:17 9:18 10:5,8,12 Jim 68:9,16 90:13 JOHN 1:16 join 3:6 joined 9:19	kernel 186:13 key 131:1 133:7 199:15	
				L

lack 43:10 51:4 137:2 144:10 152:12 165:11 200:13	leases 81:18	little 11:16 34:7 39:8 43:14 54:19 63:10 67:5 68:8 78:16 92:3 174:4 209:10	186:3 204:3,11 208:12	34:20 35:13 44:8 144:4
lady 92:20	led 7:3	live 10:15 11:6 14:3 15:16 44:10 75:18 82:1,2,7 84:9,10 84:10,17,21 85:2	lose 106:11	maintain 50:11
LaHood 15:6	LEED-gold 34:4	livable 8:20	loss 200:10 204:5,6 205:5	major 30:9 96:14 128:17 129:18
land 20:6 76:16 118:1 129:19,20 130:13,14,18 133:19 136:3 165:2,3	left 207:16	live 10:15 11:6 14:3 15:16 44:10 75:18 82:1,2,7 84:9,10 84:10,17,21 85:2	lost 143:17 200:20	majority 73:22 74:2 81:15 194:13
Landgraf 202:16 202:16 203:22	Leg 19:20	located 26:13 27:5 31:4 33:7 47:10 127:22 131:4 137:6 193:21 194:7,8	lot 16:17 27:11,16 34:9 70:6 75:19 76:3 85:16,20 89:16 95:19 96:5 97:2,5,8 105:10 117:20,20,22 119:13 130:14 156:3 160:6,17 161:7,11 203:16 208:12	making 66:13 69:10 104:3 108:9 108:19 178:19 199:1
landscape 6:4 37:8 37:21 129:21,22 130:3 132:12,13 132:14 199:2	legislative 2:6 17:20 18:1	location 30:17 33:12 52:6 59:19 138:18 151:7 152:10 173:10	lots 28:18 73:7	malfunction 78:17
landscaping 37:10 134:10 138:6 185:4	letting 101:14	locations 26:20,22 27:1 43:16 50:3 79:8,22 81:2 82:5 131:1 150:13,16	loud 184:8	manage 98:15 99:1 99:11
lanes 131:21	let's 18:13 107:14 170:1	long 20:15,15 36:3 69:10 94:10 147:3	loudly 187:19	management 34:8 38:10,12 39:21 58:13 65:19 85:9 89:8,17 99:3 101:4,7 102:10 113:18,19 116:14 116:15,15 121:9 122:10 134:5 136:5,20 137:4,8 137:10 140:13 154:19 190:16
language 185:11 189:21 191:6 192:14	level 27:3 31:7 36:15,22 37:5 43:6 45:18 61:11 61:12,16 112:10 112:15,18,20,22 113:7 120:11 139:7,8,9 156:19 168:5	long-term 102:11 115:2	Loughboro 44:7 49:13	Manager 78:8 179:5
large 28:17 162:10 198:16 199:18 204:21	levels 44:16 50:12 50:12,14 61:2,20 130:3 146:22 191:2	look 16:15 27:15 57:20 58:3 60:17 74:17 95:16 98:18 101:16 102:11 113:9 115:16 133:9,14 158:5 179:18 193:9 209:16	low 86:10	managing 139:13
larger 47:21 199:4 204:12	Lieutenant 143:4 156:20 157:4	looking 7:12 79:15 81:19 88:21 92:4 105:6,11 133:12 133:15 136:6,12 136:15 208:21	lower 112:10,15	mandated 128:9,14
lastly 39:12 46:2 137:12 139:21 140:21 199:8	lieu 35:8	looks 26:20 158:8	lowering 37:4	map 19:19 25:10 130:13 133:19 173:8
late 78:16	Lieutenant 143:4 156:20 157:4		LT.COL 157:6,8 157:11,19 158:1,4 158:17,19 160:15 161:3 163:22 164:6,12,18 166:2 167:4,12 168:7,11 169:2,10,15,19 170:11 171:4,14 171:16,22 172:3 172:13,18,20 173:9,16 174:5,9 174:13 175:4,12 175:21 176:3,14 177:5 178:7 182:2 182:14	Marcel 1:24 7:21 11:12 14:2
latest 118:16	life 166:15 204:13		low 86:10	mark 106:8
launch 54:12	light 162:6		lower 112:10,15	market 8:15
law 107:10 166:10	likelihood 105:19		lowering 37:4	marks 10:16 109:19
laws 34:2	likes 162:14		LT.COL 157:6,8 157:11,19 158:1,4 158:17,19 160:15 161:3 163:22 164:6,12,18 166:2 167:4,12 168:7,11 169:2,10,15,19 170:11 171:4,14 171:16,22 172:3 172:13,18,20 173:9,16 174:5,9 174:13 175:4,12 175:21 176:3,14 177:5 178:7 182:2 182:14	Marvel 6:5
lays 33:22	limit 34:20 134:9 138:3 168:4 176:9		low 86:10	Maryland 8:12,18 79:22 84:11
lead 44:15	limited 35:2 166:7 189:14		lower 112:10,15	Mass 86:7
leadership 95:1 100:16 185:18 186:9 188:21 189:6	line 36:17,19 96:14 118:20 153:4 173:12,13,13 198:1		lowering 37:4	Massachusetts 6:5 6:8 27:6 33:6 36:13 45:16 47:11 60:9 62:10 63:1 73:21
leading 11:8	lines 101:19 164:13		LT.COL 157:6,8 157:11,19 158:1,4 158:17,19 160:15 161:3 163:22 164:6,12,18 166:2 167:4,12 168:7,11 169:2,10,15,19 170:11 171:4,14 171:16,22 172:3 172:13,18,20 173:9,16 174:5,9 174:13 175:4,12 175:21 176:3,14 177:5 178:7 182:2 182:14	
leads 147:18	links 14:13		low 86:10	
learned 87:11	list 13:16 41:8 142:6		lower 112:10,15	
learning 77:3	listed 168:8 187:9		lowering 37:4	
	listened 91:7		LT.COL 157:6,8 157:11,19 158:1,4 158:17,19 160:15 161:3 163:22 164:6,12,18 166:2 167:4,12 168:7,11 169:2,10,15,19 170:11 171:4,14 171:16,22 172:3 172:13,18,20 173:9,16 174:5,9 174:13 175:4,12 175:21 176:3,14 177:5 178:7 182:2 182:14	

M

M 1:16
MacArthur 49:12
mad 156:6
Madera 11:2,12
mail 192:1
main 12:2 29:12

massing 133:8	math 150:19	146:18 151:16	messaging 16:14	111:18 125:11,22
massive 52:9	matrix 83:8	media 13:8,11,19	met 4:11,12 39:20	126:1
master 10:10 26:4	matter 41:3	15:3,19 66:9	74:10,15 90:16	minimum 34:4
26:8 27:14 30:9	max 168:6	meet 32:6 34:1,3	93:15 179:21	147:22
30:15,20,21 31:12	maximum 174:17	36:15 88:10 94:8	metered 73:20	minor 135:2 163:5
31:12 32:9,16,17	174:19	137:18,19 138:16	74:18	minority 107:8,11
32:20 33:2,3,10	Mayor 1:20	182:8	methods 16:5	minute 117:6
33:15,22 34:7	Mayoral 1:15,21	meeting 1:3,10 3:5	Metro 28:6,8 36:5	197:16 204:7
35:4,5 37:9,9	McClure 143:5	6:13,13,14 7:9	62:10,14 77:18,22	minutes 42:6 143:2
39:13,17 40:3	157:5,6,8,11,19	8:10,14 10:14	78:2,8,20 105:14	miscommunicati...
42:13 45:10 49:3	158:1,4,17,19	14:12,22 42:15	117:20 137:3	165:10
49:9 54:8 56:12	160:15 161:3	74:21 94:6 119:16	140:14	misconceptions
58:7 65:17 66:22	163:22 164:6,12	156:2 160:13	metropolitan 58:22	157:13
67:2,13 68:12	164:18 166:2	179:13,15,17	75:1	missed 60:8
69:1,4,15,16,19	167:4,12 168:7,11	193:20 194:5,16	Metrorail 55:19	mission 14:20 96:7
70:4,8 71:17,18	169:2,10,15,19	195:22 199:14	mic 192:4	131:3 139:17
73:1 80:8 85:13	170:11 171:4,14	205:1,18 208:11	Michael 6:2	159:1 166:4
85:18 89:15,22	171:16,22 172:3	meetings 10:18	microphone 73:18	176:15 177:3
93:12 96:1,2,6	172:13,18,20	12:21,22 14:4,8	173:20,21 192:2	missions 61:20
97:7 98:11 100:11	173:9,16 174:5,9	14:19 87:17 90:15	middle 113:2	159:5,8 175:19
101:2,10,12,14	174:13 175:4,12	91:5 95:2 160:17	160:19 178:20	mitigate 49:20 63:3
109:18 114:1,6,12	175:21 176:3,14	160:19 170:16	mid-April 9:20	66:14,17 88:13
116:12 121:5,7,12	177:5 178:7 182:2	178:9 180:15	mile 28:8,9 62:12	148:9 161:5 172:8
121:18 122:4,6,8	182:14 188:20	182:15,17 186:6	miles 28:5 62:14	205:4
127:11,16 128:7	McGRUDER 80:4	meets 138:20	Miller 1:21 19:5	mitigated 110:10
128:17 129:3,9,13	80:5,15,19 81:3,6	member 9:16 82:12	79:3,4,5,18 80:12	110:12 111:17,18
130:7,10,17 131:2	81:15 82:3,10,14	84:12 94:15 180:8	80:17,21 81:5,12	125:11 126:2
131:7,10,13 132:4	82:17 83:1 84:1,7	members 1:13	81:21 82:15,22	mitigating 47:22
132:7 133:4,17,21	84:14	11:13 17:1,2 19:2	84:2,8,13,15	mitigation 43:11
134:5,17 137:13	mean 29:9 56:16	41:3 68:6,18	114:9,10 116:5	45:20 61:8 85:20
137:22 138:18	65:6,16 66:12	127:15 183:10	121:1 122:1,15,19	110:15 115:12
139:7,10,16 140:1	67:19 73:17 83:2	Memorial 139:20	123:8 126:22	116:13 125:18
140:2,22 143:19	95:19 98:14	mention 51:3 76:13	127:4 187:11,16	144:8 146:18
147:2 149:3,22	106:11 109:13	mentioned 14:2	187:17 190:2,5	151:15 152:18
150:11 152:3,18	118:3 160:21	71:14 76:8 89:8	191:8 192:19	196:14
153:7 159:18	167:8 168:1,18	93:9 101:5 147:17	Miller's 121:3	mitigations 51:12
167:6,9 175:16,18	170:8 177:8	149:15	123:6	147:11
177:14,20 179:7	180:12 189:17	mentions 13:19	million 31:13	Mitten 97:22 98:1
180:14,15 183:14	207:1,14 208:19	merge 130:19	Mills 179:2,3	142:3 143:1,9,10
184:2,2,3,5,7,13	meaning 36:16	merging 128:10	180:11 183:5	143:12 150:3
193:9 195:2,4,7	meaningful 45:19	129:9	Mina 1:17 89:8	153:12 154:2,11
196:15 199:10	178:6 181:8	meshed 163:11	91:11	154:16 155:1,6
200:14,18 201:1	means 49:21	164:21	mind 121:5 178:16	164:20 192:10
202:7,8,9,18,18	112:14	mess 65:8	mine 110:3	Mitten's 192:9,11
208:18 209:2,6,15	measurable 16:4	message 184:7	minimal 163:10	mixed 161:19
master's 10:9	measure 136:18	207:7	minimized 110:10	183:20
materials 14:20	measures 116:13	messages 15:4	110:12,13 111:17	modal 38:9,16,18

39:4 54:18,21 55:9,10,13,17 57:2 88:20 mode 90:7 moderate 135:2 modes 140:9 modifications 50:16 modified 168:4 modify 154:17 modifying 207:20 moment 11:15 20:8 112:5 158:8 monitor 15:15 months 114:18 118:16,21 179:20 month's 193:19 194:16 195:9,21 199:14 204:22 moot 161:12 motion 19:3 20:19 77:7 87:5 102:21 107:17 108:7,9 110:3,17,21,22 122:14 123:17 126:4 187:5,8 188:3,7,14,16,18 189:18 192:12,17 193:2 209:22,22 motivated 97:16 Mount 29:6 move 56:21 57:17 67:18 89:14,14 98:20 105:12 110:22 122:2,16 161:15 210:3 moved 19:5,7 20:21 29:16,17 81:8 107:19,21 108:2,6 110:19 111:2,2,4 121:19 122:21 123:20 126:7 169:20 187:14 192:21 210:5 movement 124:17 155:15 moves 35:7 108:20	113:6 moving 13:22 20:8 21:6 36:9 58:10 67:5 79:21 81:13 120:14 189:14,15 MPD 75:1 MTFA 68:10 90:13 multi 205:21 multiple 34:1,13 multi-modal 131:14 multi-use 131:22 <hr/> N <hr/> NAC 26:5,13 27:1 27:5,7,12,17,18 27:21 28:5,19,21 28:22 29:5,11 30:8 31:14,19,21 32:2,6,7 35:13 36:9,15,19 38:7 38:11,17 39:7,11 41:8 42:21 43:2,5 43:13 44:8 45:5 59:16 60:2,14 61:13 65:2,5 67:1 67:3 68:1 80:8,11 82:7 83:13,14,21 86:9 98:15,19 99:11 100:3 184:1 NAC-specific 87:2 NAFAC 186:17 name 47:7 60:8,10 68:4 80:5 143:12 named 11:8 National 1:1,13 3:4 4:6 26:21 28:1 29:3 88:19 110:8 111:15 195:15 200:3,16 203:9 209:5 nature 123:2 Navy 29:16 37:18 37:21 127:19 128:12 139:11 141:4 144:7,14 146:12 149:6,11	151:13 152:10,20 155:14 158:5 163:16 179:8,12 188:5 190:8 191:6 Navy's 155:22 NBC 28:2 62:3 NCPC 1:23 8:10 9:3 10:15 12:17 15:1 115:6 152:22 169:7 171:20 179:8 183:13 196:22 203:10 NCPC's 5:15 11:15 15:8 140:2 NCR 80:20 96:12 99:13 near 45:5 84:21 85:2 nearby 4:20 135:9 nearly 43:18 Nebraska 2:13 26:2,4,9,12 27:5 28:15 35:1,14,17 36:1,11 37:2,6,14 40:11 49:12 50:8 52:5,19 62:19,20 62:22 73:21 89:1 96:20 122:6 necessarily 177:11 neck 69:9 70:15,17 71:1,3 neck-to 70:13 need 36:21 37:1 67:13 73:7,18 87:22 95:20 99:8 100:6,8 101:2 105:17 107:6 115:11,19 168:20 173:20 177:12 180:19 181:4,7 needed 32:11 39:1 59:18 154:7 161:2 needlessly 153:7 needs 33:11 51:15 96:16 100:9,11 101:9 109:9,14 140:5 181:8	208:22 209:16 negative 37:3 70:18 144:3 negatively 48:4 143:21 neighbor 66:18 72:1 155:13 156:11 neighborhood 8:21 42:2 43:22 46:6 47:15 48:22 50:5 52:7,18 53:2 70:22 71:12 73:14 73:22 76:1 88:11 89:3 90:1,8 91:20 109:12 156:16 neighborhoods 42:19,22 43:13 44:6 47:20 48:9 50:13 52:3 75:22 87:14 129:16,16 134:12 138:8 162:10 neighborhood's 89:3 neighbors 46:7 156:12 165:12 180:19 186:2 neighbor's 66:7 neither 149:3 Nelson/Nygaard 45:1 NEPA 10:1 139:8 145:4 169:6 175:8 Ness 18:19 21:8 net 63:13,17 109:5 network 131:19 143:22 145:2 146:13 147:6 148:3,12 149:7,17 152:5,15 190:21 198:6 never 38:11 59:8 180:13,14 nevertheless 94:4 new 6:3,6 9:9,16,18 11:6 15:11 16:5	19:15 30:21 31:4 31:5 34:3,10,18 34:21 35:2 43:10 43:17,17 60:14 79:8 80:10 81:19 83:1 112:8 155:21 158:22 159:5,8 161:6 163:12 170:9 171:5 172:6 173:4 175:7 176:15,15 194:20 197:4,5 200:5 202:2 news 13:19 nine 130:13 nomination 29:1 non 29:7 140:8 normal 87:15 normally 73:1 north 2:18 28:5 36:1,5 62:18 131:3 139:17 148:12,17,19 161:11,16 162:5 162:12,15 163:22 164:4,5,7,13 170:1,4 171:19 172:11 173:4,8,10 176:9 193:11,15 194:7 196:10 197:7 198:8 200:12 201:7 Northern 49:5,11 82:13,16,18 84:9 northwest 26:14 194:8 Norton 74:10 94:21 Norton's 57:22 71:15 74:15,22 75:4 88:6 90:4 nos 127:3 210:14 note 11:7 31:18 32:8 37:16 38:15 44:17 107:1 143:4 159:13 200:13 noted 34:16 39:6 44:1,4,11 106:22
---	---	--	---	---

147:5 195:3 notes 35:3 138:21 194:12 noticed 56:13 noting 187:15 200:21 notion 117:18 notwithstanding 147:11 November 69:17 70:3 NPS 125:9 NSF 128:11 NSMA 169:4 number 12:18 13:22 32:2,9,10 32:12 43:18 50:1 65:1 77:1 78:1,2 86:12 105:13 108:22 131:16 134:15 150:4,5,20 150:22 168:21,22 175:6 203:7 204:21 numbers 204:7,16 N.W 1:11	offer 56:1 152:20 offered 111:5 152:2 152:19 offers 182:17 office 1:20 8:9,12 8:22,22 9:21 11:3 28:13 31:14 57:22 71:15 74:16,22 75:5 88:6 90:4 170:18 186:21 Officer 9:19 37:19 158:6 official 15:8 103:12 180:12 off-line 186:6 off-post 198:12,16 203:7,7 off-site 48:8 105:2 116:15 oh 11:22 63:13 74:14 82:14 113:2 119:7 124:15 okay 54:13 56:4,6 58:1 60:6 61:18 62:21 63:6,11 64:5,12 75:6 77:15 82:14 87:4 88:15 91:2,13 97:20 99:22 110:4 111:1,8,13 112:1 112:6 114:8 118:18 120:22 121:14 123:4 124:15,21,22 126:6 155:4,5 156:8,8 157:20 158:9 164:4,16 169:13,22 170:21 171:15 172:10,16 172:19 173:5 175:14 176:1,13 189:1,4 190:4 197:21 206:22 once 26:18 110:13 111:9 120:9 165:6 172:6 179:12 195:17	onerous 185:14 ones 105:16 one-on-one 186:6 ongoing 120:7 132:6 on-line 13:21 14:12 14:20 on-site 50:1 65:9 100:20 on-street 65:8 open 1:5 7:5 12:12 133:20,22,22 161:8 198:1 210:21 operation 48:21 operations 30:8 47:17 opportunities 8:17 opportunity 9:16 30:17 36:4 38:6 42:12 62:6 72:14 72:17 87:18 97:14 106:17 114:3 137:6 157:9 196:11 197:9,11 oppose 45:14 opposed 19:10 21:4 57:4 60:16 90:6 123:11 124:3 126:11,20 143:19 171:13 193:4 210:11 optimum 95:18 option 171:7 optional 196:3 options 36:9 43:7 50:9 52:22 53:4 166:21 order 150:17 161:4 177:19 178:14 209:18 orderly 200:16 orders 34:2 organization 42:6 oriented 131:9 198:14 originally 115:3	outcomes 16:11 outlets 162:7 outline 136:17 outlined 43:7 140:1 outlines 132:19 outlining 42:17 outreach 10:17 11:4,16,19 12:2 12:18 15:12,20 16:8 outside 84:17 163:1 out-fall 20:10 overall 95:10 96:11 96:16 108:12 145:7 147:15 200:11 overflow 51:6 52:2 87:14 overshadow 34:22 owned 37:17 owners 47:13 owns 27:8	parking 27:11,16 28:18,19,20 31:5 31:6,7,22 32:4,7 32:11,13,14 33:16 33:19 38:13,14,21 39:19 46:3,5,10 47:15 48:7,8,13 48:17 49:21 50:1 50:17 51:4,5,15 51:19 52:2 59:3 60:15 63:22 64:8 65:1,4,8,9 66:4,7 66:18 67:9 70:21 71:11,22 73:13,15 73:21 74:1,7,18 74:19 75:9,11,17 75:20 76:7 87:14 105:2 109:2,7 116:15 117:21 118:6 129:5,7 137:14 138:13,17 138:20 140:16 150:4,13,15,20 151:2,8,10,15,19 185:12,13,19,20 203:3 205:22 parking-related 73:11 parks 76:8 109:12 part 6:14 30:15 39:17 44:3 80:16 86:21 88:3 104:17 120:7 124:17 148:8 149:12,19 155:14 162:5,13 163:17 164:8 167:8 171:6 182:19 190:7,12 192:15 partially 60:21 participate 16:13 85:4 87:10 90:3 182:21 participating 18:10 170:17 participation 16:1 86:10,10
<hr/> O <hr/>			<hr/> P <hr/>	
Obama 12:11 15:7 object 45:15 objection 3:10 objections 42:17 objective 130:9,12 133:16 objectives 130:6,11 136:18 140:10 obscure 60:21 observation 121:4 obviously 66:3 103:18 109:14 116:3 occasion 180:10 occur 159:17 176:18 occurred 129:11 occurs 176:17 October 129:11			paced 48:7 page 55:1 190:10 190:12 panel 9:7 175:9 176:3 paragraph 52:14 188:4 191:12 paragraphs 190:6 190:18 191:10 parallel 71:16 89:18 paraphrase 184:18 Pardon 82:10 park 4:14 5:2 7:13 19:15 20:3,6 23:10 28:1,1,1 34:9,10 60:22 76:9,14,16 77:9 88:1 101:8 109:12 110:8,9 111:15,16 115:7 118:1 125:10 164:13,15 170:3 171:3	

particular 15:14 45:20 68:17 75:15 88:12 93:19 96:11 133:6 134:21 154:5	166:5 167:15 168:22 169:15,19	phrase 110:11 122:3	104:1,13 105:6 108:13 109:4 113:19 114:1,6,13 116:12 121:5,7,12 121:18 122:4,6,8 122:10 127:11,16 128:7,17,19,20 129:3,9,13,14,19 129:21 130:7,10 130:17,22 131:2,7 131:10,13,15 132:4,7,13,13,18 133:4,17,21 134:5 134:6,17 136:5 137:4,9,13,17 138:1,14,17,18 139:7,10,16 140:1 140:2,16 143:19 143:21 147:2 149:4,22 150:11 152:3,18 153:2,7 154:6,19,21 155:2 157:13 158:20 159:16,18,20 160:7 161:13 162:15,16,17 166:3,7 167:6,18 168:4,8,15 171:18 171:22 172:3,21 172:22 173:3 175:16,18 176:4,6 176:7,17 177:6,9 177:14,15,20 179:7 180:14,15 182:11,17 183:14 184:2,2,4,5,7,14 185:10,12,18,20 193:9 194:2,21 195:2,3,4,8 196:15,16 199:9 199:10 200:14,18 200:19 201:1 202:7,8,9 205:2 206:1,14 208:13 208:18 209:3,7,10 209:15,18	planned 19:17 131:16 135:11,18 139:3 159:14 167:19 176:10 198:8
particularly 60:7 186:19	percent 51:18,20 55:20,20 56:13 59:2 65:16 82:12 82:15,18 84:9,14 84:16,17 86:9 87:9 91:21 93:12 115:4 129:4 150:6 163:8 185:21 198:11 204:10	pieces 209:18	planner 10:5 202:18,19	
partnering 172:8	percentage 55:19 59:1 84:16	pinpoint 79:19	planning 1:1,13 3:4 4:6 8:9,22 9:13,21 10:9 11:9 12:6,9 12:22 45:2 46:3 69:20 77:21 78:19 116:9 130:6 133:16 137:10 140:13 152:21 158:21 159:9 162:21 165:20,22 167:3,9,10 170:18 176:21 177:4 181:7 184:9 186:18,21 195:15 200:4,11,15 202:17 204:5 209:5	
parts 76:1 203:12	percentages 82:2 98:13	pipeline 177:13	Planning's 8:12	
party 208:11	perfectly 85:15 28:20	place 9:11 10:19 47:4,8 48:10 49:18 63:2,3 67:2 79:16 96:2 97:17 114:21 159:4 161:7 166:8 176:8 208:14	plans 42:18 45:15 73:1 97:11 99:3 109:18 160:3 170:20 174:10 184:15,20 194:20 199:17 200:5 203:14	
pass 105:19 192:12	period 29:11,15,22 54:3,9 163:7 204:15	placed 47:14	plan's 138:6 140:22	
passed 12:13 98:7 192:6	periodic 178:9	placement 60:14	platform 15:3	
passes 127:6	periods 144:18 149:19	places 48:22	play 198:5	
passing 165:5	permission 175:5	plague 97:3	player 156:15	
path 92:7	Permit 73:15 74:1	Plain 12:13	plays 4:7	
patronize 198:12	Permitting 74:19	plan 8:13 18:19 21:8 26:4,8 27:14 30:9,16,20,21 31:12,13 32:9,16 32:17,20 33:2,3 33:10,15,22 34:7 35:4,5 37:9,9,21 37:22 38:10,12 39:13,16,17,18,22 40:3 42:13 45:10 46:9 47:19,22 48:15 49:3,9,17 51:9,17 54:8,11 56:12,13 57:3 58:7,11,13,14 65:17,19 66:22 67:13 68:12 69:1 69:4,15,16 70:4,8 71:17,19 80:8,11 82:9,11 83:16 85:10,13,19 89:8 89:15,17,22 93:12 96:1,2,6 97:7 98:11,16 99:21 100:11 101:2,10 101:12,14,20 102:9,10,11 103:6	please 3:6 73:18 93:1 150:2 158:10 192:3	
pavement 34:14 133:2 203:3,4	person 14:10 159:2	planing 162:19	pleasure 180:17	
pavers 32:1	personnel 177:10 203:8		Pledge 3:7	
peak 49:15 144:18 149:19	perspective 95:13 112:12 133:11 196:21		plenty 53:3	
pedestrian 33:20 35:15,18,21 43:11 44:14 62:8,9 114:3 131:8,11,18 131:20 133:2 209:14	PETER 1:17		point 20:12 36:3,4 62:17,19 64:15 68:3 69:8 72:7,22 73:6 77:8 79:20	
pedestrians 148:20	phase 5:19 6:18 7:2 39:20			
pedestrian-orien... 132:2	phased 170:5			
Penn 8:17	phases 6:17 168:14			
Pennsylvania 10:11	phasing 39:13,16 39:18 54:11 57:3 58:14 65:13			
people 13:15 14:8 16:12 32:2 39:7 64:19 65:4,18 74:7 77:2 78:1 79:11 81:1,19 83:2 84:5 86:12 95:3,4 97:16 98:22 99:1 105:17 105:20 109:1 113:1 136:14 156:7 159:15 160:8,9 161:19				

83:11 102:17 106:4,13 108:21 109:3 110:5,6 116:10 119:3 121:17 128:21 133:15 135:10 139:5 144:4 148:15 161:10,12 162:12 163:4 168:3 170:6,8,20 175:3,20 190:3 196:11 197:10 198:5 pointed 187:21,22 points 35:13,14 36:8 37:5 50:17 91:15 103:3 Police 75:2 policies 99:13 181:5 policy 34:3 66:8 72:1 Poplar 135:9 139:4 170:8,20 population 82:6 84:4 88:18 98:17 98:19,21 129:4 198:16 porous 133:1 portion 130:16 162:11 194:7 portions 130:16 158:21 162:7 position 102:12 103:12 107:9,11 107:12 positive 33:2 87:10 161:9 184:20 185:10 199:1 possibility 139:13 139:18 165:20 184:10 203:16 possible 14:6 43:15 51:14 62:9 78:7 144:22 163:21 possibly 184:16 post 2:18 193:11,13	193:15,20 194:7 194:14,20 196:10 197:7,9 198:8 200:5,12,12,21 201:7 potential 29:10,20 39:10 77:19 110:9 111:16 125:10 133:9,13 135:7 136:1 140:22 144:16 147:7 173:10 176:11,21 184:10 209:8,17 potentials 57:1 Potomac 128:2 powerful 78:3 practical 203:6 precedent 183:12 precious 100:13 precludes 147:7 predicated 78:22 preface 181:16 preferred 51:16 preliminary 8:16 72:13 103:6 194:4 194:19 196:19 200:2,9 205:19 prepared 66:15 86:1 presence 15:8 155:21 present 1:14,23 79:2 150:14 156:20 presentation 35:10 40:8 54:21 121:6 141:3 154:4 174:2 184:21 201:4 presentations 86:20 presented 3:11 40:6 presents 184:13 preservation 9:6 9:19,22 10:5,10 108:21 185:3 preserve 9:8 101:3	132:10,15 138:7 President 15:7 Presidential 1:16 President's 4:14 5:2 7:13 presiding 1:12 press 13:11 pressure 36:12 Preston 1:12,15 pretty 7:17 78:3 132:20 134:12 163:10 185:11 previous 40:6 187:22 192:7 203:2 previously 203:18 pre-BRAC 130:21 primary 13:3 130:4 135:15 printed 13:10 prior 10:4 14:21 38:10 104:13 179:12 priorities 83:15 private 48:8,13,19 proactive 94:13 proactively 90:8 probably 61:21 66:3 68:17 70:3 70:18 109:8 114:18 118:15 119:6 161:12 167:13 185:14 problem 46:6 52:1 75:13 76:2,5 problems 49:21 85:1 proceed 3:9 5:22 69:18 92:6 98:6 142:2 process 32:17,18 67:19 69:19,20 72:2,19 87:16 91:18 92:5 94:10 94:10 97:17 100:12 115:8 140:11 141:2	165:6 167:9 169:6 169:6 175:9 176:8 processes 12:6 processing 170:10 produce 51:2 produced 13:20 productive 186:7 program 10:2 73:15 80:6,20 85:1,6 86:8 87:8 179:5 190:16 programmed 45:22 programs 39:11 56:1 84:20 progress 83:7 101:15,15 104:3 114:17 178:19 project 7:3 19:15 20:2,3,7,13 50:22 76:22 77:6,20 82:20 139:9 141:2 147:12 184:1 193:18,18 194:6 194:18 195:13 200:11 202:2 204:22 206:10 projected 69:18 80:8,16 81:6,7,11 115:14 projecting 69:15 118:15 projection 51:2 projections 51:15 projects 10:2 14:21 83:18 93:7 128:19 129:1 169:11,21 200:20 203:19 project's 196:13 promised 91:10 92:22 promising 134:8 promote 185:5 promotes 138:9 properly 123:20 property 36:2 48:13,19 173:12 173:13	proposal 16:14 42:20 144:14 200:7 proposals 195:6 200:22 206:15 propose 45:19 110:1 144:8 146:18 151:15 188:11 proposed 29:9 30:12,20 31:12 34:5 35:12 36:2,8 36:14 37:8 38:8 39:4,13 44:12 45:7 49:3,9 58:7 64:3 69:4 76:17 76:19 114:12 124:11 138:13 143:21 145:22 146:9 147:3 148:10 149:9,12 163:13 171:6 175:8 176:4 185:1 194:10 197:18 198:18 199:17,19 205:1,21 206:4 208:1 proposes 30:21 31:13 33:3,15 137:14 proposing 175:15 protect 48:13,19 133:17 protects 132:4 Provancha 1:19 17:7,8,12 59:11 59:12 86:4,5,15 86:18 87:4,7,21 88:15 89:10,20 90:2,20 91:2 123:1 125:17 126:12,14 183:10 183:11 188:2,19 189:2,3 193:5 204:2 205:3,6,8 205:12,15 206:2 206:12,17,20,22
---	--	--	--	--

207:6 208:4 210:12,15 provide 16:4 87:18 93:17,20 137:22 144:7 187:8 provided 59:3 62:2 204:13 provides 15:10 providing 14:3 68:11 proximity 75:11 203:15 209:13 public 4:19 6:11,16 8:6,7,10,16 9:7 10:2,17 11:3,19 12:3,5,15,20,21 13:5 14:2,5,16,19 14:20 15:22 37:3 37:13 41:4 49:7 54:2 71:5 72:12 72:14,17 73:7 75:1 87:17 91:5,6 143:2 158:5 160:19 180:15 182:18 186:5,8 publications 13:10 public's 88:4 purely 77:9 159:15 purple 158:7,8,9 purpose 174:10 purposes 123:15 pursuant 195:9,14 pursue 166:18 pushing 12:14 209:6 put 53:5 54:22 60:15 63:2 111:19 159:17 209:18 putting 43:16 112:18,22 137:3 175:18 PX 194:9 196:9 198:11,13 203:14 P-R-O-C-E-E-D-... 3:1 p.m 1:12 3:2 210:22	Q	199:3 ratio 32:7,14 38:14 38:21 39:19 63:22 109:2 116:18 118:6 129:7,8 137:14,17 138:13 138:15,17,20 140:16 151:3,5,10 151:19 185:20 ratios 185:12,13,20 Ray 15:6 reach 16:10 27:3 43:4 87:16 90:8 136:22 reached 45:6 195:11 react 159:7 reaction 128:8 reactive 90:7 read 122:5 125:7 140:3 readers 160:7 reading 35:8 202:6 ready 26:19 real 160:1,2 realignment 128:9 135:19 139:19 144:11 146:9 147:4 148:1,7,9 149:9,13 152:13 184:11 realize 84:3 really 5:3 16:3 57:1 57:2 58:10 65:12 65:18 75:13 85:11 94:12 100:15 101:2 113:3,10 114:2 116:17 120:12 121:4,5 134:20 135:3 137:1 159:2 165:22 175:2 180:6 188:1 196:7 198:4,7 199:15 207:3,11 208:14 208:17 209:4,5,16 realm 37:3	real-time 15:16 reason 109:17 151:9 198:20 reasonable 186:3 reasons 100:14 recall 169:9 recap 194:15 receipt 200:1 received 90:17 180:13 receptive 87:11 205:9 206:15 207:11 reclassifying 135:14 recognize 102:5 135:17 145:17 151:6 recognized 12:8 recognizes 102:4 137:5 recommend 77:4 139:15 recommendation 17:9 40:2 98:8 103:18 112:9 137:21 152:22 154:10 161:13 172:22 194:18 199:22 202:6,22 208:16 recommendations 7:4,7 35:6,9 154:12 162:16 173:3 181:22 203:2 recommended 5:22 151:10 173:2 recommending 32:19 35:21 36:7 36:21 37:12,20 39:3,16 110:6 206:9 recommends 40:4 122:7 125:8 172:7 reconstructed 149:8	reconstruction 170:7 record 45:21 106:8 107:11 recreational 133:21,22 rectify 183:3 recuse 177:22 recused 18:10 red 197:13 198:1 redefining 175:16 redirected 146:21 191:1 reduce 49:22 51:1 51:19 151:11 166:21 167:18 reduced 203:5 reduces 48:17 reduction 129:5 redundancy 130:15 redundant 130:20 refer 26:13 reference 68:15 114:16 referenced 192:5 refine 101:16 reflect 139:18 176:7,10 reflected 103:20 reforestation 195:3 196:16 199:9 200:19 205:2,13 regarding 103:6,13 143:16 152:10 181:22 197:7 198:18 200:10 204:20 regardless 167:9 region 26:21 77:21 88:19 203:9 regional 64:21 Register 29:3 regret 202:20,21 regular 12:20 88:9 regularly 42:14 regulations 34:11 Reid 6:3	R	rain 132:22 raise 123:14,16 125:18 127:3 168:2 raised 74:14,17 98:13 120:6,16 153:6 154:9 raises 44:19 ranking 7:13 rapidly 15:2 rate 150:18,21
--	----------	---	---	---	----------	--

reinforce 134:11	13:10 18:4 108:9	27:20 43:12,22	34:15	205:3,6 208:5,7
reiterate 72:10	175:1	46:7,10 66:7,18	reticence 91:16	209:20
reiterated 196:20	REPORTER 192:2	71:22 73:13,15	retract 177:12	rights 19:19
related 12:22 14:18	represent 42:19,22	74:1,19 75:17	retracting 175:15	right-of-way 136:2
19:18 140:18	55:13	132:16 162:10	return 11:20 54:3	ring 28:8,9
144:8,12 145:6	representation	residentially-zon...	review 10:1 12:6	river 72:7 135:8
146:10 147:20	141:5 201:6	50:5 52:6	14:21 45:3,3	163:19
149:20	representative	residents 136:21	105:6 139:8	Rivers 19:15 128:3
relating 77:8	58:20 71:15 80:2	140:18	171:20,21 194:2,4	River's 20:2
relationship 208:15	88:5 202:14	resistance 92:3	195:14,20 200:9	road 44:6 49:13
relationships 187:1	representatives	resolution 42:16	206:8 207:16	50:22 78:4 118:2
relatively 199:2	1:18 40:8 88:10	44:1 46:11 49:2	reviewed 6:10	145:6 163:12
releases 13:12	representing 42:5	resolved 45:12	42:15 193:19	164:14,19
relevant 14:14	142:5	107:4	195:10 197:1	roads 28:21 49:14
relied 45:4	reputation 186:18	resources 10:7	206:4	roadway 198:6
relieve 36:12	request 146:20	132:5,8 141:1	reviewing 199:13	roadways 130:4,5
relocate 150:15	190:12,13	respect 30:22 34:19	205:16	135:1
relocating 26:18	requested 155:22	104:2 113:18	revised 116:1	ROBERT 1:21
60:2	190:9,11 199:11	120:16	118:17 119:2	robust 39:1 71:8
relying 145:17	requests 139:22	respected 45:1	122:9 139:16	87:8 115:12 137:8
remain 32:14	188:10	respectful 87:12	revision 72:15 73:8	Rogers 6:5
remainder 197:11	require 140:17	respond 196:22	176:5	role 4:7 96:21
198:7 206:19	144:6 146:12	responding 57:5	revisit 117:10	100:17 209:4
207:4	149:6,10 151:12	90:18 108:15	revisiting 206:1	roles 156:4
remains 78:9	151:18 152:17	196:2	207:19	roof 31:9 61:6,7
remarks 52:12	183:13 189:21,22	response 88:3	revitalization 8:17	roofs 34:13 133:1
remember 68:22	190:8 191:6	90:21 121:3	rich 28:22 80:5	room 1:10 95:3
remind 181:15	192:15	158:14 196:4,17	83:14 98:18	round 115:15
remiss 112:8	required 139:1	197:4,5 198:10	right 52:13 64:1,12	route 145:1
removal 194:22	148:2 150:9 151:3	200:1 204:21	64:17 68:15,16	routes 43:2 44:8
199:19	151:4 189:7 195:1	responsive 200:8	69:14 71:10,14	RPP 74:1,3
remove 204:22	200:3 202:7	restate 111:9 125:1	72:4 76:11 77:22	rush 163:7
removes 33:19	requirement 36:22	restore 30:10 34:17	78:6 79:15 80:21	
renovating 39:14	148:22 185:15	resubmission	82:22 86:22 87:5	S
renovation 30:13	186:1	193:18	88:16 89:9,10	safety 43:12 44:14
repaired 78:13	requirements 62:5	resubmit 122:7	92:17 93:20 96:1	San 6:1 10:6
207:12	209:17	resubmitted	105:12 108:15	Sarles 78:8
repeatedly 186:4	requires 200:17	193:22 195:14	112:19 113:5	Sasaki 6:7
rephrase 122:5	requiring 188:5	result 109:5 149:7	114:17,21 115:1	sat 108:8 115:13
replaced 199:6	205:20	166:10 198:13	117:3 119:6,8,9	116:2
204:15	research 59:21	resulting 200:10	121:18 163:18	satellite 208:13
replacement 20:9	reservations	results 13:14 16:4	164:5 169:8	satisfied 181:11
196:14 198:19	204:17	55:8 93:22 94:2	170:21 172:2,5	saturated 49:15
200:19	Reservoir 49:12	104:12 119:21	173:6,11,15 174:1	savvy 15:10
replacing 166:14	reshape 197:9,11	retail 162:7	177:15 178:22	saw 116:7,12 209:1
report 2:2,3 4:2,4	residence 28:4	retained 44:22	186:11 190:1	209:10
7:20 8:1,3 10:20	residential 27:19	retention 31:15	198:2 203:17	saying 67:16 71:2

107:8 165:11	81:16	171:7 198:21	57:19,21 69:5	sides 27:8
says 85:12 189:21	section 10:1 139:1	Selection 5:14	setback 31:1 36:17	sidewalks 132:1
190:12,13,15,19	141:1 195:15	Seminary 29:7	setbacks 113:11	signal 183:20
scattering 28:15	200:3	Senate 1:22	sets 37:9	signals 70:20 92:11
scenario 166:3	sections 14:15	sending 92:10	settled 5:18	183:21
168:16	121:8	sends 13:4	seven 129:20	signature 33:4,11
schedule 69:11	secure 35:18 128:5	Senior 19:16 24:10	130:19	signed 142:5
114:14 115:15	secured 28:20	sense 16:2 105:18	severe 144:3	significance 29:5
scheduled 42:14	security 4:8,9,10	209:9	severely 30:6	29:11,15
116:1	4:19 5:6 6:15,19	sensing 165:9	sewer 19:14 20:10	significant 7:17
scheme 101:22	6:22 7:5 26:16	210:8	shape 101:1	29:21 45:8,20
117:15	27:4 36:15,22	sensitive 61:22	shaping 198:2	100:19,19,21
school 19:16 24:10	37:4,22 47:18	108:14	share 12:14 85:7	101:13 129:12
29:8 30:3 100:15	61:11,12,20 62:5	sensitivity 184:22	87:10 180:4	169:3 205:20
Schuyler 1:25	67:10 80:7 112:10	sensitized 99:6	182:17	206:6
17:21 18:2 191:21	139:12 142:4	separate 18:8	shared 7:4 152:8	significantly 208:3
science 10:10	143:15 155:15	128:10 130:20	160:22	silent 103:15
scope 167:18 176:9	156:12 160:22	148:11,13 188:14	shares 152:16	similar 87:22 93:22
Scott 68:4 69:12	161:20 166:20	separates 129:15	sheet 109:11	Simple 150:19
Scott's 90:13	178:6,16 187:10	148:18	shift 144:14 145:22	simplify 176:12
screen 76:12	187:19 188:17	September 160:20	shifting 146:16	simply 125:22
screening 144:9,19	Security's 50:8	182:19	shifts 50:18	single 83:8
146:16 152:11	51:9 178:9	sequence 70:5	shock 108:8	single-occupancy
seats 43:18 51:17	see 14:16 28:7,14	83:15	shopping 193:14	166:22
51:18 79:6 80:11	29:9,20 30:1,12	series 13:1 42:17	193:20 194:12,20	single-occupant
80:22 113:1	30:19 31:10,14	130:8 160:17	196:9 197:10,13	140:9
second 4:18 5:5 6:2	33:5,8 34:5,12	serve 96:20	197:18 198:13,17	sir 17:8 52:15
6:14 7:2 9:2 12:4	35:12 36:14 37:7	served 198:17	199:18 200:6	154:2 164:6 171:4
28:9 29:15 33:15	38:8,12 39:12	serves 18:12 96:20	207:21	178:1 181:13
42:3 50:15 102:17	55:19 76:11 78:20	143:22	short 15:3	183:9 187:2 189:3
107:22 122:17	86:20 88:9,16	service 5:6 20:3	short-term 129:1,2	site 20:14 28:11,22
126:4 129:18	114:1 115:11	28:1 44:16 45:18	show 42:8 150:9	29:6,16 30:2,6
187:12 189:10	116:16,19,22	48:11,19 50:6	156:5 159:10	31:6 32:4,12
192:18,19 210:6	121:11,12,14	62:22 63:5 76:14	172:21	33:18 34:8,8
secondary 83:16	133:19 135:22	77:9 88:2 105:15	showed 54:20	35:22 39:2 42:18
130:5	156:18	110:8 111:15	94:12	42:21 43:2,3,20
seconded 19:7	seeing 58:19 174:2	115:7 146:22	shown 102:1	45:17 46:4 48:6
20:22 108:1,2	184:2,19	164:14 170:3	109:13 127:22	49:4 50:9 51:7
111:5 122:21	seek 8:16 170:13	191:2	198:2	52:5,8 58:20 59:7
123:21 126:7	175:5	services 1:17 26:10	shows 133:8 147:11	59:8 62:17 63:9
187:14 192:21	seeking 89:13	44:22 63:11 68:5	149:17 173:9	65:6 76:10 77:2
210:7	seeks 130:17,22	serving 9:18	shrinkage 160:2	95:16,21 97:4,12
secondly 100:17	131:7,13 132:9	144:21 146:13	shuttle 51:22 56:1	100:10,14,22
Secret 5:6	133:4,17	190:21	62:22 63:5,11	101:3,6,7,7 109:1
secretariat 1:25	seen 78:10 159:19	session 1:5 75:4	131:15,17 136:15	114:11 194:1,6,19
29:8	197:12	182:18 210:21	side 9:1 17:10	194:21 197:18,19
Secretary 15:6	selected 145:1	set 34:20 37:12	181:2,3	198:15 199:16

200:4,11 202:8	7:13 27:18,20	57:2 59:7 88:20	standards 129:17	stop 70:19
203:5 204:5	128:1,3 131:4	splits 38:9 39:5	129:22 132:14	stops 131:16
206:13	133:12 135:20	55:13,17	134:10 138:7	storage 34:15
site's 56:18	139:19 144:15	spoken 207:1	start 11:21,22	133:2
site-specific 55:5	145:14 146:3	spotlight 97:9	13:17 95:9 105:11	storm 34:6,7,9
64:21	162:9	spread 50:18	115:10 136:6	stormwater 76:17
situation 75:11	Southeast 2:15	square 28:12 31:13	started 15:1 97:10	76:18 101:4,6
95:19	southwest 8:11,13	31:17 43:17 95:9	128:8	113:18 116:14
six 30:21 43:17	8:19 9:1 127:17	194:11	starting 14:3	121:9
114:18 123:17	SOV 59:1	St 26:18 81:8,14	state 102:22	strain 47:14
size 27:3 159:21	Spa 8:13	82:19 83:7,16,17	stated 203:18 204:4	strains 48:22
198:22 199:3	space 6:16 7:5	96:18 98:20 99:5	statement 32:18	strategies 15:12
Slide 62:13	28:13 31:14 37:14	99:9 117:19 128:5	150:9	39:5 43:11 97:11
slides 11:22 35:11	75:20 81:18 100:5	135:10 137:6,10	states 127:19	115:12,17 116:8
40:6 130:8	133:20 163:14	139:4,14 140:14	149:22 193:22	116:12 132:21
Slightly 173:12	166:16 170:20	144:1,5 145:4,6	station 28:6 36:5	134:8,13 138:3,11
slopes 34:9 101:8	194:13 207:10	145:17 147:10	62:3 78:12 165:2	153:2 155:3
slow 67:17 95:12	spaces 4:19 32:11	149:16 151:3,7,20	stations 170:14	166:19
slowing 67:18	50:1 51:19 65:1	153:5,8 154:19	status 50:11 95:17	strategy 16:7 50:17
83:17	81:10 129:6 150:4	162:20 179:5	120:1	88:13 96:12,13
small 109:22	150:13,20	staff 1:23 9:16,19	stay 59:18 95:17	99:18 154:6,22
smaller 199:4	speak 69:11 73:19	10:6 17:2,4,4	steady 105:14	155:5 163:2
smart 176:22	96:10 106:17,20	32:15 35:3 38:2	Steingasser 1:20	165:14
social 13:8 15:2,19	142:5 183:6	59:14 66:6 68:6	56:8,10,16 57:12	streamed 10:14
solicit 12:5	speaker 13:1 123:9	68:18 73:17 77:1	58:1,5,9 64:14,18	Streaming 11:6
solid 65:12	123:10,12 124:4,5	99:2 119:15 120:7	65:3 85:8 127:1,5	street 1:11 4:15
solution 147:7	125:1	134:3 136:4 137:5	187:7 188:8,9,15	8:17 43:1 47:11
172:7 173:2,4	speakers 41:8 66:5	152:8,22 154:4	189:12,13,17	113:5 128:4 131:5
solve 52:1 162:4	142:6	160:18 171:21	190:4 191:7,14,17	131:9 135:20
somebody 100:3	speaking 112:11	175:1 176:3 179:8	192:8 210:2	139:19 145:14
114:6 184:3	173:21 188:20	182:8 184:22	Steingasser's 192:5	146:3
somewhat 173:13	special 130:2	186:3,15 194:12	stem 152:3	streetcar 148:21
soon 14:13 116:3	specific 38:18	195:17,19 196:1,8	step 5:19 56:11	streets 44:5 45:5
sophisticated 150:8	79:11 89:1,2	197:5 199:12,14	69:3 104:7	46:10 48:22 73:16
sorry 17:18 38:21	120:8 129:22	203:2,11 204:18	steps 93:7 175:13	streetscape 131:9
58:16 73:6 74:14	130:3 132:13	204:19,22 205:18	Sterling 135:14	strikes 77:18
92:18 93:4 108:6	136:17 146:12,20	206:4,8,15 207:8	144:2,10,16,17,20	striking 192:14
114:9 118:20	158:15 190:20,22	207:22	144:22 145:9,13	strong 185:11
124:6 168:13	specifically 35:22	staff's 194:17 196:2	146:1,2,5,15,17	strongly 45:15
197:15	37:1,12,14 131:2	stage 7:12 19:17	147:1 148:13	structure 31:5,7
sort 69:8 83:8 92:3	181:21 188:4	57:7 77:20 85:10	149:1,14 152:12	33:17 60:15
93:5 100:4 110:14	specifies 129:21	89:9 128:21 200:9	163:1,20 164:5,7	205:22
159:3 165:3,6	spend 167:15	stages 75:7	170:2 172:1,5,12	structured 203:3
171:8 174:17	spent 105:20	staggering 50:18	172:14,15,21	205:22
177:14 196:4	spill 46:5 75:9	stand 3:6	173:1,17 180:1	structures 76:17
sought 207:18	split 38:16,19 54:18	standard 125:19	191:3	Student 18:21
south 4:14,16 5:2	54:21 55:9,11	151:19	stone 69:5	22:10

studies 45:4 70:1	Suite 1:11	64:20 65:14 86:21	156:17 165:13	182:13 187:2,3
Studio 6:1	sum 196:8	87:3 88:19 93:19	170:1 181:6	193:7,10 202:1
Studios 28:2	summarize 140:4	104:2 119:20	talked 63:11 69:21	203:20,21 208:8
study 8:16,19 26:19	197:4	132:6	talking 87:3 88:1,5	210:19
44:2,5,12,18,20	summary 13:13	surveying 98:22	88:20 118:14	Thanks 52:13 56:7
75:10 107:10	140:19	surveys 55:8 69:22	156:18 160:12	122:19
162:20	summer 197:2	survivability	164:1,19,20 171:9	theory 74:6
stuff 156:3	superior 149:14	204:10	task 4:10,11 5:20	thing 4:5 58:6
subject 73:14	supplement 154:14	survival 199:3	6:11,13 7:3,9	66:11,19 83:8
submission 72:16	supplemented	survive 199:5	177:19	89:17 104:22
103:22 104:18	187:10	sustain 185:5	tax 167:15	118:4 176:22
122:9 134:4 140:2	supply 61:5	sustainability	team 71:8	181:1
172:17 195:7	support 43:14	101:11 132:19,20	technical 38:22	things 4:13 5:1
197:1	81:16 85:5 95:7	134:13 138:9	technology 11:9	7:11 12:18 14:1
submissions 5:13	131:17 145:4	185:7	tells 115:22	16:3 62:4 69:21
submit 104:5 195:2	147:12 152:2,9	sustainability-ori...	tends 161:21	88:22 93:7 95:17
200:17	170:15 187:18	138:10	Tenley 62:10	95:20,21 101:13
submits 184:3	supporting 95:5	sustainable 8:20	Tenleytown 28:6,6	101:14,22 102:14
submittal 72:13	102:6	34:1	78:11	104:19 108:16
submitted 26:9	supportive 94:18	Suzanne 74:14	term 70:13	113:7 117:15
32:9 103:7 127:18	supports 38:2	swap 165:3	terms 11:5 69:12	118:3 134:7 154:7
171:20 184:3,6	130:10 148:16	Swedish 28:4	103:4 119:19,22	156:9,13 157:21
187:15 201:2	172:4	switched 74:18	136:9 154:9	167:7 184:20
208:13	supposed 79:1	sympathize 56:17	171:17	185:10 190:10
submitting 103:11	Supreme 107:9	system 131:15,17	terrific 17:3	think 11:21 12:1,19
104:13 114:6	sure 52:21 66:16	136:15	terrorist 48:5	15:21 20:7,15
167:6 184:5 193:8	89:11 94:17 95:1	S.W 8:18	tertiary 130:5	41:4 62:12 65:10
subscribers 13:16	95:6,9 105:15		testified 49:1	65:21 67:5 68:21
subsequent 172:17	106:5,13,21 107:2	T	testify 143:14	70:11,19 72:5
subsidy 86:14	109:9 112:12	table 67:8 95:4	testifying 143:17	73:19 75:9 76:3,5
substantial 4:5	117:8 120:13	102:4	testimony 46:12,14	78:18 82:3,5
150:12 200:10	123:15 157:1	take 9:11,15 10:19	53:8 153:12	86:19 90:9,10
Suburban 44:8	165:13 174:15	11:14 17:10 41:2	text 14:14 140:3	92:10,14 93:15,16
success 16:8 153:5	175:13 178:4,20	53:6 57:14 85:14	thank 8:4 11:12	94:12 95:8 98:4
153:8	181:11 191:20	99:15 103:9	16:20 17:3,14	99:18 101:19,22
successful 180:20	197:17	106:18,19 108:11	18:5 41:1,2 42:11	102:3,19 103:3
sufficient 163:13	surface 20:5 27:11	115:9 155:22	46:12 47:1 52:10	104:6,7,11,19,20
189:19	28:17 31:20 33:18	167:14 185:13	53:7 54:1,14	105:3,17 106:2
suggest 154:18	surprise 83:10	186:15 188:13	59:10 72:8 86:3	108:12 109:14,16
176:20 190:3	surprised 160:16	189:10 190:6	91:3 92:7 93:2	109:17 110:5
suggested 51:11	surrounding 39:9	191:5	101:18 102:13	112:14 113:16
146:19 168:3	43:13 52:19 73:14	taken 45:10 103:16	107:15 127:7,7,14	114:18 118:9
suggestion 103:17	87:13 134:10	176:8	141:6 142:1	119:2,12 120:6,8
117:14 119:4,17	138:5	takes 147:18	143:10 150:3	120:8,12 152:22
191:16,18	surveillance 62:1,7	talk 11:16 12:1	153:9,10 154:1	153:6 154:12
suggestions 53:5	survey 38:17,18	88:8 104:1 112:4	155:7 157:8	160:2,6 164:4
suit 158:8	55:6,7 58:21	113:12 115:17	158:17 181:14	166:6 170:3

173:20 174:22 176:4,12 177:9 178:13 180:7 182:15 183:2,11 183:14 184:19 185:14,16,21 186:2,11,12,13,16 186:21 189:5,18 191:10 208:18,22 209:11,14 thinkers 11:9 thinking 95:5 184:6,16 third 5:8 6:3 12:7 50:20 102:19 146:7 thorough 59:13 thought 18:2 55:12 117:2 176:8 thoughtful 5:4 three 5:3 6:20 12:2 13:18 19:12,22 27:8 43:7 62:11 105:9 106:12 118:16,21 123:14 123:17 128:10,22 129:10 130:3 131:3 134:4 144:9 145:16 148:16 188:10,12 196:7 three-quarters 62:13 Thursday 1:8 8:8 tied 170:19 time 16:21 20:15 48:18 51:19 53:7 54:9 67:7 69:16 72:11 73:7 77:6 79:2 81:20 82:20 93:14 96:14 105:20 109:2 115:19 117:10 118:20 119:6,8 149:19 150:16 153:9,10 155:22 156:21 158:3 159:9 165:18	170:22 176:14,17 177:4 184:6 201:1 times 13:21 49:15 75:13 93:15 159:6 161:20 timing 117:14 120:8 tip 173:11 TM 190:12 TMP 39:1,5 59:9 65:13 66:22 67:2 67:13 68:15 70:2 71:19 89:19 93:8 94:1 99:7,10 104:3,9 114:11,12 114:16,19 115:2 115:10,17 116:7 116:21 118:17 119:20 120:17 121:9,17,19 134:16 136:18 137:15 138:15 139:14 140:5,10 151:4 153:1 187:21 190:10 191:13 today 14:3 26:8 30:4 52:16 53:5 55:14 63:21 67:14 67:18 77:2 78:16 86:2 93:10 98:6 103:5,9 143:5,14 152:1 187:19 210:20 today's 10:13 Tom 180:9 tomorrow 74:21 75:4 93:21 tools 13:8,11 15:19 top 11:8 61:6 94:22 topics 79:13 topographically 113:4 total 129:5,20 totally 165:16 touch 11:17 Touche 17:14	town 196:10 197:7 197:12 198:8 199:17 200:12 203:12 206:1,14 206:19 207:5,19 209:11,12,12 townhome 47:9 townhomes 47:14 track 78:17 tractor 163:9 Trade 4:21 traditional 13:11 traffic 43:9,10 44:2 44:4,13,18,20 45:20 49:20 50:19 64:8 69:22 84:22 103:13 113:13,20 121:9 135:2,4,8 135:12,16 136:2,9 136:22 140:19 144:13,15,17,21 145:7,8,18,19,22 146:4,6,6 147:8 147:13 148:18,19 149:1,20 150:7,8 151:8,11,14 152:15 161:6,15 161:15,19,21 162:2,5,8,22 163:3,5,6,13 164:22 166:13 167:16 171:2,5 172:6 179:16 trailers 163:9 trails 131:22 transcript 195:21 205:17 transcripts 199:13 207:17 transfer 170:7 transit 86:7 103:14 162:9 transportation 38:10,11 39:21 45:2,22 47:15 49:8,10 51:12 54:8 57:3,20	58:13 65:19 68:16 85:9 88:7 89:7,16 98:15 99:3 100:9 102:3,10 103:13 103:20 113:19 116:14 122:9 131:14 134:5 136:5,19 137:4,8 137:9 143:22 145:2 146:13 147:6,9 148:3,6 149:7,16 152:2,5 152:21 154:18 178:10 180:2,4 190:15,21 travel 49:15 62:12 87:2 136:13,20 140:13 198:12 Treasurer 47:8 tree 38:3,6 196:13 198:18,22 199:9 199:19 200:10 204:4,6,20 205:1 205:5 trees 194:22 198:20 199:3,5,20 200:20 204:8,10,12,14,18 204:21 tremendous 100:7 trend 49:6 Triangle 4:20 6:15 7:6,16 tried 154:14 186:4 tries 97:8 133:21 trigger 170:6,9 171:1 trips 78:1,2 146:21 191:1 truck 35:16 135:15 135:16 144:9,15 144:19,20 145:19 145:22 146:6,16 147:8 148:11,16 148:18,22 149:2 149:11 152:11 161:15,19 162:5 163:3,4	trucks 163:9 165:4 true 163:8 trust 49:19 try 16:19 66:13,17 107:6 114:2 122:1 122:2 140:4 156:13 191:18 196:5 trying 16:5 63:16 71:7 84:4 99:12 108:18 116:6 117:5 161:16 178:17 183:19 184:17 186:7 188:1 206:13 207:7 Tuesday 5:20 Tunnel 20:12 turn 7:21 48:11 turning 91:22 Tweet 17:7 Twitter 15:2,4,8,15 17:5 two 4:12 6:17 7:11 8:5,5 13:18 18:8 18:13 28:17 29:5 30:22 31:7,8 41:3 60:3 61:2,2 86:5 91:5 92:15 100:14 102:20 105:9,13 106:11 118:16,21 123:14,17 131:5 133:7 161:16 167:13 168:14 178:21 199:15 204:4 210:14 type 66:11,18 types 121:13 159:11 191:11 204:11 <hr/> U <hr/> UDC 21:8 22:10 ultimately 32:18 unable 137:16,19 unanimous 106:7 109:21
--	--	--	--	--

uncertainty 58:12 85:9	upcoming 8:6	166:22	walkable 133:3	way 13:3 28:3
uncomfortable 58:10	update 2:6 11:15 17:20 18:1 27:14	vehicular 35:15 36:11	walking 35:10 77:2 136:15	47:21 70:3 91:21 110:11 111:19
unconstrained 175:5	100:8 102:8	venues 71:5	wall 42:7	122:14 168:17
undergo 167:19	117:11 119:3,22	Vernon 29:6	want 12:3,4,7 14:1 16:19 20:1 68:9	177:12,15 209:8 209:19
undergoing 27:13 29:1 38:20	120:19 196:16	version 121:19	76:13 84:19 91:14	ways 12:15 74:17 98:6 102:8
underground 34:14 61:2	199:10	versus 154:6 170:2 203:3	92:8 95:6 97:21	web 14:4
underscore 180:5	updated 195:2,7 200:18 201:1	vicinity 147:13 149:17	99:1 105:4,10	website 9:14 10:15 10:15,19 11:5
understand 12:16 52:22 91:16 95:18	upgrade 100:6	video 14:3,15 15:17	106:6,12,13,21	13:2,7 14:14
103:8 106:6 116:6	urban 9:10 11:9 98:2 129:14 133:3	videos 13:7,20	107:2,8 110:3	week 13:19 94:7 180:7
168:21 173:18	urbanist 112:13	view 10:18 60:21 108:21	113:22 116:3,22	weekly 178:12
174:12 179:14	urge 43:15 53:6	viewed 13:21 37:13	117:9 148:18	weeks 6:20
182:9 208:8	use 15:3 31:22 34:14 45:16	views 33:6 35:1 37:3	153:5 155:2 156:7	Weil 127:12,14 147:5 172:15
understanding 65:12,17 76:4	114:22 129:19	viewshed 60:7	158:10 166:12	193:16,16,17
84:5 95:6 174:21	130:13 133:5,19	viewsheds 185:1	176:20 178:4,19	197:17,22 202:2
205:10	149:1 173:4 176:6	Virginia 2:19 44:9 49:5,11 51:22	180:16,18 181:11	202:10 204:19
undertaking 7:18	useful 72:2 166:15	79:22 82:7,13,16	207:8,9,10	205:4,7,11,14,16
underway 102:2 169:12	uses 129:20 130:14 130:18,20 198:6	84:9 193:21	wanted 58:19 66:3 90:12 107:1	206:3,16,18,21
under-utilization 150:12	usually 75:20 181:17	Virginians 82:18	113:12 117:17	207:1,14 208:6
unfavorably 138:12	utilization 65:2 150:17,21 151:14	virtually 101:6	121:16 154:17	welcome 3:4 9:9 10:12 11:11 42:9
UNIDENTIFIED 123:9,10,12 124:4	utilize 99:16 203:8	visible 37:15	159:9 162:3	42:9 47:5 86:20
124:5 125:1	utilized 15:5 194:14	vision 158:9	187:18	143:9 157:7 181:6 182:12
unify 133:22	U.S 1:18,22 5:6 100:15	visitor 4:16 146:4,6 146:20 165:6	wants 95:11	well-founded 208:18
Union 78:12	V	visitors 5:9,11 32:11 36:11	War 29:17,20 100:18	Well-supported 86:9
unit 19:17 47:9	Valkenburgh 6:2	136:21 140:18	Ward 27:6,9 33:4,9 33:12 37:2,14	well-thought 108:14
United 127:18 193:22	valuable 15:11	191:1	44:18 50:22	west 81:14 145:6
university 10:9,11 18:19,21 27:8	Van 6:2 18:19 21:8	visual 61:22 62:7 134:9 138:4	warranted 92:9	Westover 42:4 47:3 47:4,8 48:3,10
59:17,22 66:8	variables 70:6	vital 96:21	warranty 199:7 204:14	49:18
University's 9:12	varies 76:3	voice 97:14	Washington 1:11 2:16 9:8 26:14	we're 56:4 67:4 72:6 85:17 179:1
unknown 184:15 209:7	variety 132:20 134:12 138:10	voluntary 49:21	77:21 78:20	we've 110:20 156:15
unprecedented 183:15	various 16:10	vote 42:16 56:11 65:22 85:12,15	127:18 128:1	White 4:16 5:7,10
unprovided 58:15	vastly 83:5	86:1 106:7,22	wasn't 163:20 174:12 208:11,19	whittled 5:16,18
unreadiness 85:11	vegetative 133:1	123:14,16,18	watch 15:17	wholeheartedly 118:5
	vehicle 117:21 140:9	124:7,19	water 19:14 34:6,8 34:10	
	vehicles 163:8	votes 18:9,13 70:18 106:12	waterfront 133:18 133:20 134:2	
		W	185:8	
			Watertown 6:4,7	
			waterway 133:18	

wide 38:16 55:5 132:20 138:10	world 29:17,19 100:18 159:6	106:19 185:3	1917 159:22	19:2,4,7
willing 103:21 104:6 156:4 181:6 189:6 203:11	worse 49:16 50:14 52:21 147:14 148:3	<hr/> \$ <hr/> \$1,500 48:20 \$300 48:14	193 2:19 1993 195:5	4B 18:11,13,17,20 19:2,4,7
willingness 102:1	worst 144:22	<hr/> 1 <hr/>	<hr/> 2 <hr/>	4C 19:13 20:20 21:1
window 60:18	wouldn't 74:7 171:11 177:11 178:16	1 4:1 6:18 22:10 23:10 24:10 25:10 29:12 34:20 138:2 196:9	2 7:22 8:2 130:22 190:10,12 196:13	4D 19:15 20:20 21:1
wise 177:9	Wright 1:17 70:14 72:10 83:4 91:14 112:2,3,7 119:14 189:20	1st 129:11	2nd 42:15	4E 19:16 20:20 21:1
wish 41:4 202:15	Writing 12:13	1,150 32:8	2,000 13:21	4,100 51:18
wishing 187:20	written 102:7 121:15 210:1	1,250 13:14	2,300 61:12	4,200 43:18 63:14
withdraw 110:2 183:14	wrong 51:15 83:14	1,500 168:8,10,20 169:17	2,390 51:17	4,700 194:22 199:20
wonder 66:5 189:10		1,600 13:16	2,400 28:13 61:12 63:14 81:12,22	4-6 123:18
word 85:14 183:18 191:18	<hr/> X <hr/>	1,700 63:15	2,500 81:11	40 26:22
wording 125:18	XAVIER 1:18	1,800 32:3 39:7 63:15	2.5 198:20	400 129:6
words 71:22 154:22 171:12	<hr/> Y <hr/>	1,2 31:13	20004 1:12	401 1:11
work 6:20 7:15,19 10:4 12:5 16:18 20:4,5 36:7 37:20 39:3,10 50:18 57:18 74:8 78:11 78:11 84:6,22 85:2 94:6 100:5 104:11 105:16 109:11,12 110:7 111:15 120:10 125:9 139:11 155:17 161:20 171:13 177:8 186:5 203:11,18 207:3 210:20	year 7:1,1 16:16 45:13 48:14,20 94:11 97:19,19,19 101:16 129:11 155:19,20 160:20 186:19 199:6	1,2.42 129:8	2004 137:16 138:14	438 108:17
worked 9:22 29:18 85:21,21 100:10 203:1	years 13:6 20:16 30:3,7 45:8 148:7 155:13 163:16	1,2.42 137:14 138:13	2005 128:8 166:10	<hr/> 5 <hr/>
working 7:11 16:6 16:18 55:6,15 56:4 75:3 88:17 88:18 89:18 92:2 109:1 114:20 117:9 177:19 186:20 193:9	year's 7:7	1,4 32:6,14 38:13 38:21 63:22 116:18 118:6 137:17 138:15,17 138:20 140:15 151:2,10,19	2010 13:15,17 179:8,21,22	5 1:8 3:5 27:4 36:15 36:22 61:11 112:18,20,22 113:7 195:15 200:3
works 75:1 158:5 165:14	yesterday 4:11	10 20:16 27:1 45:8	2011 1:8 3:5	5A 26:4
workshops 12:22	yield 92:20 158:10 165:9,17	100 36:16 204:10	2012 69:17 70:3	5B 127:10
	York 6:3,6	106 10:1 141:1	2014 171:9	5C 193:13
	Young 1:25 111:20 111:22 124:7,15 124:20 125:2,6,8 125:14 192:12	12:40 1:12	2016 145:12	5,000 159:2,15 160:9 165:21,22 166:5 167:14 168:6,17 177:10
	your's 189:11	12:42 3:2	2030 145:8 146:10	50 13:20 59:2 82:5 86:9 87:9 185:21
	YouTube 13:9	127 2:16	23 5:12 55:1	500 1:11
	<hr/> Z <hr/>	13 163:8	24 48:18	500,000 31:16
	ZIP 82:8	14 62:13	25 11:8 129:4 150:6	5115 1:10
	zones 114:3 185:4	140 15:4	26 2:13	53 82:12,15,17 84:8
	zoning 18:12 19:19 25:10 45:11	149 47:9	263,000 194:11	<hr/> 6 <hr/>
		15 5:16	295 181:2,3	600 36:3
		15th 182:19	<hr/> 3 <hr/>	653,000 28:12
		16 30:14	3 17:20,22 196:15	67 157:22
		17 2:6	3D 42:3 90:16	67,000 87:9
		18 2:8	3rd 4:12,12	<hr/> 7 <hr/>
		1800 79:5	3:36 210:22	7 26:22 51:19 133:4
		19th 8:8	30 28:11 55:19	7th 9:3
			35 56:13 65:16 84:12,13,14,14 91:21 93:11	
			37 42:18	
			38 55:20	
			<hr/> 4 <hr/>	
			4 2:2 18:6,15 112:15	
			4A 18:10,13,17,18	

70 163:7
700 13:17 63:19
75 28:5 62:13 115:3
750,000 43:16
76 51:18

8

8 2:3
88 84:15

9

9th 1:11
9-0 42:16
9/11 48:5
90 84:17
96 198:11

C E R T I F I C A T E

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Open Session

Before: n/a

Date: 05-05-11

Place: Washington, DC

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