

Planning Committee Meeting No. 4
December 7, 2005
4:30-6:15 P.M.

INTRODUCTION:

The meeting began at approximately 4:30 p.m. in the 2nd Floor Conference Room of the Sherman Building at the Armed Forces Retirement Home and was recorded to make a transcript of the proceedings.

Presentations and discussion on the recording were approximately 1:45 minutes.

Attendance:

Tim Cox, AFRH
Giles Morris, Koetter Kim & Associates
Emily Eig, EHT Tracerics
Ben Lamb, AFRH Resident
Desa Sealy Ruffin, Gotham Enterprises
Giles Morris, Koetter Kim & Associates
Gene Keller, Natonal Capital Planning Commission
Maybelle Taylor Bennett, Howard University Community Association
Mimi Rivkin, Resident Advisory Council Chairman from the AFRH
Bill Jentarra, Resident Advisory Council, AFRH
Al Mori, Ombudsman, AFRH Resident
Read Scott Martin, WIT Americas
John Thompson, RSM McGladrey
Timothy Jones, ANC4c08
Tony Norman, Pleasant Plains Civic Association
Lenwood Johnson, ANC1A
Roy Cogle, AFRH Resident
Mona Kechen, Koetter Kim
Kim Green, Neighborhood resident
Pam Wessling, RSM-McGladrey
Merrick Malone, Metropolis Development

Before the transcript begins, Giles Moore started to narrate a slide show presentation of the draft master plan that was being prepared for viewing at an upcoming Open House, and would be published on the web as well at afrhdevelopment.com.

Tim Cox welcomed the group to the Home, then introduced the consulting team and Home officials at work on the project.

[TRANSCRIPTIONIST NOTE: This recording is not extremely clear, so at times the voice of Giles Moore, the presenter, is indiscernible. Those portions of text are marked as such.]

Tim Cox: Walk us through what we have in our draft. Yes?

Giles Moore: Does everyone have a copy of the book [indiscernible]. We're not going to go through the whole document. We're going to go through section 11, which is the design framework and guidelines.

Male Voice: What page is that?

Male Voice: 21.

Moore: That's page 21. And all the pages are going to be on the screen, too. You don't have to follow them in the book. Just as a reminder, the design framework and guidelines developed really by the strategic overview for the potential development of the overall campus as a whole, the goal being to secure the home's future on the site and its financial future, but also to reinforce the historic characteristics of the site. And these are two early diagrams that were really the springboard for the more detailed guidelines that we've gone into for the design.

This section is organized as an overview, first of all, for the whole campus, and then it goes through, as we've done in previous meetings, zone by zone.

As a reminder, these are the six zones that we're talking about. Yellow zones, there's only 1 and 2. The areas that will be developed in the future by the Armed Forces themselves, the program for that is not yet known. But the yellow areas and the whole of the white area here will be retained and put to use by the home. The pink zones 3, 4, 5 and 6 are the areas that will be developed by others, and 3 and 4 is the subject of an RFP that's currently out. In light of the uses that we're talking about, again, the yellow, institutional and residential uses for the home. In zones 3 and 4, residential, office, research and development space, some retail. Service retail, not major retail, not big box retail or anything like that. Possibly hotel use and medical use. Zone 5

is seen as residential, but it could also have some medical use. Zone 6 either as residential or institution in this area here. That dotted line there refers to a sub-zone within zone 6, and we'll get to those all.

The access and security to the whole site, the intention here is to maintain the Eagle Gate entrance, to reopen these four existing entrances, and then to draw in the existing secure boundary for the whole from the perimeter to this median right here, the blue line, with a series of gateways accessed by a slide card – these purple dots, these locations, an indication of where those access roads might be. Just to summarize, the diagram on the right is the existing perimeter security fence. The new blue line is indicating how that is drawn [indiscernible]. This photograph shows the existing security fence. It's a combination of rail and stone and brick piers. What we're suggesting in these examples on the right and other fences, the new fence is sympathetic to the character of the home, and it could be a combination of railings and stone and brick walls and a combination of brick piers and railings and integrating the overall design of the campus.

We talked a lot about the views in previous meetings. This diagram just summarizes those views in the south, to the southwest and to the east to the shrine. These are all summarized and illustrated in the report. I won't go through them individually. I didn't quite get through this whole presentation [indiscernible]. It moves into the site. The important views that we didn't identify through the earlier meetings up here are identified, and, as we get into each of the zones, the development of those zones have to respond to each particular group. And within the site itself, these are the formal meadow, the lakes between all the streets, [indiscernible], and glimpses of [indiscernible].

The last one includes a [indiscernible] all the historic features of the site, not just the buildings, but also pathways, roads, walls, fences, as well as the cultural landscape elements, such as the playing fields and [indiscernible], the open lands and the commons. Again, these are touched upon in each development area. The buildings themselves, the darker drawings are the contravening buildings. The buildings just shown in outline are the non-contravening. And

there's another category that we've introduced, which you'll see in the appendix at the end of the [indiscernible], smaller elements that are unknown [indiscernible] is the best way to describe it. They're minor elements.

Female Voice: Very minor, and they're listed in the back of the [indiscernible]. A birdbath and restroom and just things that we were not able to get presented.

Moore: And they're not worth [indiscernible], but individually they're too small. [indiscernible] this one here affiliated to the bathroom. This one here that's missing a number. I think that's –

Female Voice: That's the remains of an electrical [indiscernible]. We're very precise, as [indiscernible]. That causes that problem. We just don't know when those were built.

Moore: The existing campus currently has a whole variety of open spaces including the golf course, the baseball field, the open fields, the lakes, the [indiscernible]. And the intention is with the new development is to add to that existing mix of open spaces and to add further to that a variety of open spaces at different scales. These are a few examples of different scales of open space, and these are the types of spaces and scale of the spaces that we're talking about [indiscernible]. And streets, again, there's a [indiscernible] streets and roadways through the campus. These are largely going to be retained as part of the master plan, but we've also introduced the idea of four new street types to the whole frame of new development. Thinking about hierarchy of streets, [indiscernible] streets with two-way traffic, parking, tree line is shown on that site, [indiscernible] streets and have two-way traffic, park on either side, tree lines, a narrower dimension with parking on one side, a narrower dimension, again, with no parking. And then a fourth parking we've introduced is responding to the type of roads that exist today, a simple way in either direction, no parking, but, again, tree lined. [indiscernible] open to the landscape of [indiscernible] from the east, dashed lines.

When we get into the zones, you'll see how those streets are the atmospheric extent of the work. This side is just showing the variety of the grounds that exist around the existing site.

From the medical center, these large [indiscernible] doors to the [indiscernible] more dispersed area [indiscernible] and the residential and neighborhoods, this one [indiscernible]. And what we're doing in most of the development drawings is trying to find the right combination of these different densities of open space to building relationships.

Parking – in general, the new parking facility will be below grade, and, to the extent that it's possible, there are areas within the – particularly in zone 1 and zone 3 – areas where parking structure can be accommodated within [indiscernible]. A combination of below grade and above grade parking structures. This is the start of the zone-by-zone guide starting with zone 1. It's 10 acres to the north and to the northeast of the existing historic [indiscernible]. We're talking about potential buildup areas from 390,000 square feet, but it's not evenly dispersed across one. There's different characters within zone 1 on the existing [indiscernible]. Again, this zone is for the use of the armed forces in the future.

This diagram on the left summarizes some of the adjacent historic features, as well as some of the existing roadways and pathways [indiscernible] a major feature in this zone. Again, all the existing historic features are now documented in the master plan. Views into the zone. This one, the [indiscernible] here isn't actually [indiscernible] across the lawn gives a sense of [indiscernible]. This is the one I was talking about where within zone 1 it's different sub-zones, 1A and the area around it [indiscernible]. We imagine the home will be [indiscernible] in the future. We've identified two potential sites going out to the right, the yellow areas, the former [indiscernible] building site here. That's the area of a surface parking lot at present. Zone 1B, which includes this yellow area here, is really the area where we see the most potential for development within zone 1. Zone 1C, there may be no development at all [indiscernible] that we just want to allow potential links from new development to [indiscernible].

Those development areas then start to frame this potential open space. Some of it exists, which is the green space here, some of which doesn't exist, like the surface parking that we've got here and over here. Let's turn back to that last slide. You have a [indiscernible] to this area

of surface parking and these eastern boundaries. This area is totally about parking and access, access from [indiscernible] gate entrance. We've identified this location here as the best location within this zone for a potential above-grade parking structure. These are some photographs of the model that the groups were shown, the extent of that new [indiscernible] form in the yellow, and in the green an indication of where open spaces and the buffer and [indiscernible] will be. [indiscernible] also in this area here. That's the last slide for zone 1.

Zone 2 is quite different in character from zone 1, the Chapel Woods area. Again, it retains some existing historic features, existing pathways and the roadways [indiscernible] design. But obviously the biggest feature here is the dense wooded area, which actually varies quite a bit throughout the zone. [indiscernible] the western side and the southern end is the most dense forested area. There's obviously the open space in the center that relates to the parking, and then there's a less densely wooded area to the east. We tried to respond to that with – these show some of the historic features, the pathways, the [indiscernible] quarters, some of the views into the site. We've got the baseball diamond here looking to the [indiscernible] area in the west. [indiscernible] and then here looking up from the southeast.

There are different character of the Chapel Woods that are being identified in this diagram. You see sub-zones 2A, being this heavily wooded area. Any building there would have to [indiscernible]. 2B is clear and includes the surface parking, as well as the [indiscernible]. And 2C would be the eastern side coming around to the south where it really starts to thin out. This shows the proposed open space within the center of the zone relating to the open area [indiscernible]. These diagrams start to show how the idea here is to insert new residential buildings within the existing buildings, much in the same way as the existing house where exists [indiscernible] setting. There's opportunity here for increasing that density, while still respecting the trees. We talked this morning that maybe this line of houses here ought to be even further to the east, so pulling further away from the trees on the west side. The general approach here is to work with the existing roads and existing trees and define sites within that wooded area to

accommodate small residential buildings, either apartments or duplexes. We're talking here about [indiscernible] of 40 feet to the ridge line of the houses. It's [indiscernible] interest here. We might be able to [indiscernible] to do apparently two-and-a-half levels on one side, two-and-a-half levels on the other side.

Zones 3 and 4, the largest area, 77 acres [indiscernible]. This is the area that is subject to [indiscernible]. This is the mixed use area that we're talking about. A summary of the historic features on the site. The largest [indiscernible] the open [indiscernible] area here. There's also a portion of Pershing Drive going through there, actually between zones 3 and 4, but the guidelines [indiscernible]. Again, some summaries and images of the existing historic features. Views into zones 3 and 4, the Irving Street, approaching Irving Street, the view from [indiscernible] intersection, and then looking internally to zone 3 at [indiscernible] pasture towards these buildings – non-contravening buildings – on the eastern side.

Again, here zone 3 would split into A, B and C due to the different qualities of those areas. We're proposing the control of the open space. The map [indiscernible] there for control on the extent of the open spacing, different in each of those sub-zones. In 3A here, we suggest a maximum coverage, about 10 percent of buildable area, whereas, in 3B we're saying an open space of four acres is maintained within zone 3B. And that is an accurate representation of that area within that zone. And then in 3C, which is the area for the majority – 3C and 4 are the areas that can accept the largest amount of new development. What we're proposing now is that the [indiscernible] of additional open space, a series of connecting parks and open spaces related to the development planning.

Go back to that one slide. There was one – this Irving gate here, this is an open space [indiscernible] introduce [indiscernible], the idea being at the entrance here at Irving Street is to extend the open space into the site somewhat [indiscernible]. This other photograph here shows the relationship between the scale of [indiscernible] that you're talking about and contained open

spaces within the development planning. The photograph on the left shows the existing buffer zone to be maintained along those [indiscernible].

The street statement we talked about before. The type 1 street, the [indiscernible] street, the requirement there is to make a connection between the Irving Street gate and then on [indiscernible] Street. It gives us primary access through the development [indiscernible]. The open spaces then will relate to that primary connection, and from that primary connection a system of secondary and tertiary streets will start to form [indiscernible]. Access, again, from that primary street and the open spaces with service and parking access on the secondary streets. These purple squares indicate potential locations for above-grade parking space, [indiscernible].

Within these two zones, 3 and 4, we're talking about a building height of 65 feet plus 20 feet set back with the upper [indiscernible]. Now, what this diagram starts to indicate is within that horizontal control line of 65, 85 feet, we're allowing taller buildings up to 130 feet, but of a limited floor plate and of a limited overall area. Ten percent of the overall area of the development area in here will be allowed to go to 130 feet. And notice, we haven't fixed the location of those taller buildings. We're indicating a number of them and where they could be within these zone boundaries. And this one here is 25,000 square feet floor plate. Within 3A and 3B, we've limited the floor plate to 15,000 feet.

I think we've shown this before, the view from the south and how that relates to the topography coming up a level from the Scott statue. The view is [indiscernible] to the [indiscernible]. Building frontage, a variety of building frontage, where it's not necessarily continuous frontage, with a variety of [indiscernible] setbacks [indiscernible] relational to the size. And the scale of building in this zone – zone 3 – relates to the extent of open space on the – this is just a photo montage of the whole project out to the pasture area, and here's a sense of the scale that we're talking about. These buildings are actually 70 feet tall, so they may be a little bit [indiscernible] see that scale and relationship. These buildings here, the 70 feet, this one's 120.

And then, we've shown these on the model, just to run through them briefly, the different organizations of building and green space. Here, the green space linking to the major open space and then to the golf course, bringing that into the site. A series of smaller green space [indiscernible] through [indiscernible] these two entrance points at North Capitol and Irving Streets. And the other example, I think this was the one that people responded to more favorably, the more relaxed approach to the view going through [indiscernible].

Zone 5, a small zone, only eight acres. Here, we're talking about a maximum height of 80 feet. It's stepping down to Park Place. Again, residential, potentially institutional use on this one. The existing features, this wooded area in the center of the zone. [indiscernible] a fence. And in relationship to the lake and to [indiscernible]. The setup here is that, as well as the buffer zone in the boundary position, there'll be a buffer to the lake. And the idea of bringing the open space into the zone at the end of the lake to extend that open space of the lake into the center of the development here. Access and parking, not from Irving Street or Park Place. They're all connected from streets internal to the development plan. A couple illustrations of how that might look here [indiscernible] facing out to the lake, a [indiscernible] here, and stepping down from 80 feet to 40 feet from [indiscernible]. Similar if you go from here, but stepping down closer to the lake on both [indiscernible].

Zone 6. This area we're seeing as residential. There could be other leases there, some small store retail, institutional, possibly an embassy. We're discussing the possibility. The cultivating field is there, a historic feature here of the Home, the alignments of the tree-lined street [indiscernible]. I thought we had a photo there.

Female Voice: You know, you said earlier that you were going to explain that part of zone 6 that has been kind of cordoned off.

Moore: Right.

Female Voice: The eastern-most portion.

Moore: Yes. [indiscernible] We'll skip to that, and then we'll come back.

Female Voice: 6B.

Male Voice: Yeah, 6B, the existing road in the center of the zone, and we've got two scenarios here. 6A is seen as that's an area where the city [indiscernible] extended into the development zone. But along that line is the developing of an internal street in the zone from that point on, the nature of the [indiscernible] grid might change at that point. It becomes slightly more informal. The next slide [indiscernible] quite show. The streets are extended into the zone to this central street here. [indiscernible], these dashed lines are an indication of possible alignment in the streets. It could be more informal from that point. This zone has the benefit of access at this point and also from this point here. Let me go back to those slides showing the buffer zone along the boundary all around the campus.

We've extended a little bit of the green buffer at this end to the existing lake. This is really hard to see. This is a section through this line here showing, again, the change in topography from the Scott statue to Park Place. [indiscernible] We'd be looking over the rooftops here to the surrounding area. And these are the models that were shown previously. We've modified this one. This is development just on the 6A – primarily just on the 6A parcel – with extension of the grid into the site. [indiscernible] you could change the [indiscernible] to more [indiscernible] buildings. Both scenarios here, the tree-lined street to [indiscernible].

Female Voice: Would the rest be perimeter fences [indiscernible]?

Moore: This perimeter fence, we talked about that a little bit this morning. It would no longer be a security fence, so there's potential, at least, to have openings in that fence. [indiscernible] I think the fence [indiscernible; cross talking] -

Female Voice: It's an historic fence.

Moore: - as an historic fence. But personally, I don't see why you couldn't have new openings in there.

Female Voice: So more access through it.

Moore: Access through it.

Female Voice: In fact, some of it has been altered by additional security that's been placed on it. It was added [indiscernible] additional fence. So it could be restored to its historic appearance.

Male Voice: Yeah.

Female Voice: But not taken away.

Moore: So depending on which of these scenarios we follow, the security fence will either be on this line or this line here.

Female Voice: And the entrance to this section is to the north?

Male Voice: Is from the north [indiscernible] from this point. From that point, these are the existing roadways. [indiscernible] That's the last slide, so you can field questions if you have any.

Female Voice: On page 59 where it talked about the height and FAR [phonetic] guidelines for zone 3, I guess I'm wondering what you used for your guidelines. This is federal property, and it's not zoned, and I'm imagining that it will remain federal property because you really want this to help generate income. So it would stay the ownership of the federal government. How were your guidelines derived? You weren't using local zoning code, I take it.

Male Voice: No, what we did is we looked at the correlation between the width footage of those streets and the building heights and buildings that have frontages [indiscernible] streets, essentially creating square street sections. You've got the 65-foot wide street, you've got a 65-foot high building, until you get to the upper story setback.

Female Voice: The setback.

Male Voice: For instance, a good rule for buildings, the taller buildings I talk about building at 130 feet. They are being [indiscernible] areas that would take advantage of views and frame views and relate to new open spaces that are going to [indiscernible]. So if we go to some of those illustrative options, for example, one of the open spaces – one of the major open spaces is this one here, and that's a logical location for a taller building with the [indiscernible] that

location. And this part here would be this piece. So depending on how the master plan develops from these guidelines, [indiscernible] changes for those taller [indiscernible], but they have to relate to the overall design, the overall developed master plan. These ones, these tall buildings, are standing within the open space as part of the allowable development within that zone 3A open space. I think overall the extent of the taller buildings is limited to less than 10 percent of the overall floor print.

Female Voice: Is 130 feet?

Male Voice: Right.

Female Voice: [indiscernible]?

Male Voice: Yes.

Male Voice: [indiscernible; away from recorder]

Female Voice: [indiscernible]

Male Voice: [indiscernible; away from recorder]

Male Voice: As I recall, we had discussed before that these were all pedestrian. Is that correct? If my assumption is incorrect?

Male Voice: [indiscernible] service roads.

Male Voice: That's my question. Are they vehicular entrances or are they pedestrian or are they both?

Moore: I think they were conceived to be primarily for pedestrian use, but that there are vehicles on the site who are maintaining the golf course and whatnot and that those vehicles would be able to go through some of the –

Male Voice: The small vehicles.

Moore: Yes, we're not looking for like delivery trucks and automobiles to pass through those, but rather maintenance.

Male Voice: That brings the question to mind, if you look at the southern [indiscernible] on the [indiscernible], that's a road there. It goes up and continues around the perimeter of what

will remain as the home, and it's showing no roads. I would assume there's no access from zone 5 into zone 6, other than through that road. And if that's the case, then does that become a vehicular swipe card area for, again, small vehicles or is it just an extension of coming out of zones 3 and 4. You follow me?

Moore: I think you can still get this way around this side of the lake from [indiscernible].

Male Voice: See, that's showing a road there. There is a dirt road back there.

Moore: Right.

Male Voice: Right. But you're not showing that, and you haven't discussed it. And we discussed – showed that other road that separates 6A and 6B. That's going to be a cow path. It's a road technically, I guess you could call it, but I debate whether it is. But along behind going into the entrance there, you're showing no other road going in the entrance right there. You are not showing and have not discussed –

Moore: This one?

Male Voice: - how that is [indiscernible].

Male Voice: That will remain. It goes around the lake. This one would also remain. It would just be within the secure area. So you potentially could be using that road here within the armed forces, and then once you go out of this road you'll have to use a swipe card to get through there to use this portion of [indiscernible]. [indiscernible] what [indiscernible] was saying about a golf course linking [indiscernible] issue because the road at the building is [indiscernible] security.

Male Voice: What we're defining as small vehicles and not delivery trucks.

Male Voice: [indiscernible]

Male Voice: That's correct.

Male Voice: And the [indiscernible].

Male Voice: [indiscernible]

Male Voice: Would that combination of vehicle and pedestrian pertain then to all the swipe card access or just those two?

Female Voice: I would expect we'd want all of those accesses to be support vehicular and pedestrian.

Male Voice: Well, use the example of access to the golf course [indiscernible]. Do they all become combination?

Moore: Yeah, we haven't written the specific guidelines for those gates at this point.

Female Voice: But it is not anticipated they will be a generic vehicular access. In other words, the residents would not be using those as gates. It is expected to be only support vehicle and pedestrian. Pedestrian would be for walking to the parks and accessing, but not vehicular. If you wanted to drive, let's say, to a doctor's appointment or a Starbucks that might be down there, you'd probably want to drive out of either gate and into –

Male Voice: [indiscernible]

Male Voice: But if you wanted to walk to a doctor's appointment that was down at the hospital center, you could walk through those swipe gates.

Male Voice: Well, I understood originally they were pedestrian.

Male Voice: And that's primarily what they're intended for.

Male Voice: Question answered.

Male Voice: But is that a reasonable expectation given the housing development that's contemplated for the central wooded area in the future?

Male Voice: That residential area is for residents, not for sale.

Female Voice: And it is [indiscernible], it's not a designed area in terms of development, and I don't think it will be a huge [indiscernible].

Male Voice: But anticipating some form and desire to interact with the development in zones 3 and 4. You're expecting these folks to always walk?

Female Voice: Or drive their cars through either gate out to the other gate. They'll have the same access as all the other residents behind the gates.

Male Voice: But to his point, are you suggesting then that residents in zone 6 would drive up out through either gate –

Female Voice: No.

Male Voice: Come around and then go -

Female Voice: No, they go in – what is the name of the other gate?

Male Voice: [indiscernible] or Ivy?

Female Voice: Ivy. Ivy or the one that's down by the [indiscernible; cross talking]. In zone 6, they'll be using Ivy or the one by the ponds. They have no access to the Armed Forces Retirement Home [indiscernible].

Male Voice: Oh, I'm following up on Mr. [indiscernible] question. He was suggesting that the people in the residential area of zone 6 –

Female Voice: No, I thought he was asking –

Male Voice: Zone 2.

Female Voice: Zone 2.

Male Voice: [indiscernible] whether there was a way they'd go from here [indiscernible].

Male Voice: Right.

Male Voice: [indiscernible]

Male Voice: Right.

Female Voice: And so, what they have to do is get in their car – if they're not walking, get in their car, exit one of the gates, drive around and enter the way the regular public would enter.

Male Voice: Yes, actually a single gate.

Female Voice: But if they are an Armed Forces Retirement Home resident, just like all the other residents, they'd be expected to operate like all the other residents. [indiscernible]

Male Voice: Just like now we use one gate to egress our property, we would do the same then. It just means people, for instance, in the health center, which is actually [indiscernible] than that residential component is and [indiscernible] now, as well, based on that [indiscernible].

Female Voice: I see. But these folks could also walk.

Male Voice: Yeah. Everybody can, sure.

Female Voice: Every [indiscernible] could, but the ones could – people residing in zones 3 and 4 will not have swipe access cards.

[indiscernible; cross talking]

Female Voice: I'm curious, is there just a method of knowing who's going in and out currently of the residents just as a -?

Male Voice: Yeah, [indiscernible] security stops [indiscernible].

Female Voice: That's what I mean, if they're residents themselves, you know that someone has left the premises.

Male Voice: We ask for them to sign out.

Female Voice: So the swipe card has the same effect for them?

Male Voice: Right.

Male Voice: I notice in your presentation of the section development, the discussion of the buffers, that you've identified a minimum of 18 feet, but your model rendition, as well as some of the illustrations of the site plans, appear to show it greater.

Male Voice: Yes, it's an 18-foot minimum buffer, but it varies. The position varies all around the perimeter of the site, and that's a buffer there.

Male Voice: Well, the way it's presented is an 18-foot setback from Irving Street and North Capitol. It doesn't discuss the buffer.

Male Voice: Beyond that.

Male Voice: You would envision the buffer being beyond that?

Male Voice: No, [indiscernible] I've heard it said 18-feet from the [indiscernible].

Male Voice: I believe it references it to Irving Street and North Capitol. But regardless, you would envision flexibility in that, given that it also addresses the introduction or potential bike trail development?

Male Voice: Yeah, well, we said it's a minimum.

Male Voice: Yeah.

Male Voice: [indiscernible] greater than that in the same area. [indiscernible]

Male Voice: Would there be any problem with establishing a hard and fast buffer distance?

Male Voice: All the way around the site?

Male Voice: Correct.

Male Voice: Well, there's site features that will affect the width of it, like hills and dips and whatnot.

Male Voice: But that could occur within a buffer area.

Male Voice: If you do have a hard and fast width, you could also have a buffer area that's down at the bottom of the drainage [indiscernible].

Male Voice: Right, but it also could include the culvert area and upstream.

Female Voice: And what do you want to [indiscernible]?

Male Voice: Generally, most federal facilities have established, at the request of the National Capital Planning Commission, buffer areas.

Female Voice: But I'm just trying to get at what the intention is. What do you want to capture by this?

Male Voice: Well, if that desire would be expressed, is that, number one, a potential or, number two, does it, in fact, trigger some real resource impact, whether it's historic and/or the road alignment issue. Because I notice some of the future road alignments are shown to be pushed out towards the perimeter, again, close to the North Capitol Street area, that you would

feel that would impact some of those potential road alignments. I just needed a feel of how critical that might be.

Female Voice: The 18 feet, you think 18 feet is too big, too little?

Male Voice: Well, compared to all other buffer areas we've dealt with, that's very small.

Female Voice: But a lot of times the buffer areas relate to security. We're not looking at [indiscernible] security.

Male Voice: No, not initially. Federal facilities have utilized that to that advantage in that direction, but initially those weren't established for security purposes.

Female Voice: Is it a set amount or is it possibly a set definition that goes around it, that that's the buffer, that we can take into account?

Male Voice: It could be either.

Female Voice: Specific conditions.

Male Voice: That's why I'm just throwing it out here.

Female Voice: What you're thinking about is probably just along Park Place and Rock Creek Church. The community has said over time that they would like it to marry what is across the street, so they were happy about what the buffer zone might look like. We talked about what are the front yards, what's the setback of those rowhouses, and do you have to capture that as the buffer zone that leads to the address? Because that way you do create a similar feel and comfort. That will be a different number than, say, what you might want on Irving Street or North Capitol. And then there are other features, like John was saying, that are features of the forestation, say, at Illinois and Rock Creek Church. We would like to keep that. That might be one of the wider or, whereas, some other place – so I don't know if we want – we wanted to maybe say what a minimum might be, but we want some interest and creativity and flexibility within this. So I don't think we [indiscernible] just a set width or a band all around the site.

Male Voice: Okay, well, that answers that aspect then, but in terms of you did say there was a potential or you had looked at the consideration of other areas and defining them as flexible. Could dimensions be suggested in those areas?

Female Voice: I suppose we could. Yeah, we – I don't know [indiscernible].

Male Voice: Yeah, it's difficult because you're now getting into an actual definitive plan. You're suggesting in the areas of [indiscernible]. Those always maintain a minimum amount all the way along [indiscernible]. Those areas outside the [indiscernible] here, they really add to that overall buffer. You might [indiscernible] here, but in other areas you might prefer the [indiscernible]. Similarly, here, the existing banking [indiscernible] forms kind of strong [indiscernible]. I think it's premature to do that, to get very [indiscernible] setbacks all the way around the perimeter of the site until the master plan is developed.

Female Voice: But another thing that you brought up are bike paths, and you might [indiscernible]. I don't know if you wanted to do a prescriptive about exactly where a bike path is needed. My thought is people wouldn't want to be on a bike path along Irving Street. What you might prefer to have is to find a way to put in a bike path along those alley of trees within the site, but until you have a specific plan you don't – that's when you might do that. So what we're trying to do is encourage bike paths within the site, so I don't know if I would want to just say make a buffer zone that includes a bike path on the exterior of the site because I think there might be better places for these pedestrian and bike paths. We might also capture the – you sort of talked about the continuation of the open spaces, use the open spaces. You might be able to connect those open spaces with these paths and bike trails.

Male Voice: Well, could some of that be suggested in some of the prototype roadway scenario sections and/or a section that discusses the more designed open space, green space areas of sections 3 and 4 that could capture some of that? Because I don't get that sense right now. It's sort of picked up in little bits and pieces in several section discussions, but I think that opportunity is important. It's an aspect that helps to draw some connectedness to both the open

space areas, as well as integrating the perimeter of future housing development or anything in working with continuity, that these elements become an important part, both pedestrian sidewalk circulation, as well as potential bike trails, anything else. And yet, you don't appear to address that in any succinct fashion graphically and/or in a typical guideline section. We would like to see that potentially integrated.

Male Voice: [indiscernible] feeling of dedicated bike trails in one of those –

Male Voice: Well, suggesting that it's an important element to be considered, not that you show an exact alignment, but then suggest in a typical section how that might work, and maybe reflect two or three different scenarios being within the street alignment, being within the buffer area alignment, connecting green space areas.

Male Voice: Right.

Female Voice: Maybe you [indiscernible] 31 and 32 [indiscernible] expanding the description and definitions of this [indiscernible]. Because we were thinking we were capturing some of this, but obviously we didn't capture it [indiscernible].

Male Voice: Well, not to the degree that you've captured some other aspects, such as the street circulation and parking and the potential street landscaping alignments. And yet, these are viewed as important aspects to circulation, particularly the District of Columbia. There's a whole department for bike traffic circulation issues, plans and development. There's a whole effort to develop secondary bike circulation commuter trail system that connects into the region, so I think the approach is viable here, given that this is viewed in the future to be an integrated part of the community in this area of the District of Columbia. And I think you've answered my question about the buffers per se, and I just think that's something the Commission may react on and ask for eventual definition, but probably could be achieved in reviewing the final master plan proposal versus – because I agree with you that it would be difficult, given some of the scenarios of how you want to approach it in the different perimeter areas. Unless you cover them all, there's little purpose to it.

Male Voice: Any more questions?

Female Voice: I think it's late in the afternoon. That's why you get this deafening silence.

Male Voice: Just one more quick question. Again, it's an element we normally see in master plan development at the National Capital Planning Commission. Is there a landscape management component that potentially could be developed?

Male Voice: That's going to be part of the development [indiscernible].

Male Voice: Is it called out in then RFP?

Male Voice: [indiscernible]

Male Voice: Well, it's not developed yet. I recognize they're not issued. But is there consideration for that type of an issue being addressed?

Female Voice: Yes. I guess the question might be do you have [indiscernible] that you'd like us to consider [indiscernible]?

Male Voice: Well, I think it would be reasonable to look to the District of Columbia's urban forest initiatives and perhaps that be a starting point.

Female Voice: Okay.

Male Voice: And see what guidelines or general requirements are identified.

Female Voice: Okay [indiscernible]. So you might want us to say something specifically either in our submission package or in the master plan that says that we will be doing that?

Male Voice: Yeah, I think so. Yeah.

Female Voice: All right.

Male Voice: And I'll keep quiet from this point on.

Female Voice: [indiscernible; cross talking]

Male Voice: That's why we're here.

Male Voice: Was there any discussion about the potential for connecting the Washington Hospital Center with the south entrance with a pedestrian bridge or anything like that?

Male Voice: No.

Male Voice: No consideration for that?

Male Voice: No.

Male Voice: Just curious. [indiscernible] Busy road, lots of traffic.

Male Voice: We actually have spoken to the D.C. Department of Transportation about making modifications to that signal in order to make the signal more pedestrian friendly. They recognize that currently it is not.

Female Voice: There is no need for [indiscernible].

Female Voice: Speaking of that, is there a sidewalk on the north side of Irving? There isn't, is there? So maybe one of the things we want to recommend is that there be a sidewalk because there's no sidewalk, if I'm not mistaken.

Female Voice: I do think we need to think a little bit about that though because, again, I'm not sure if Irving is ever going to be the most pedestrian friendly. And there might be [indiscernible] we could make the sidewalk connecting just a little bit further in depending – I guess it really depends on where you're going from and to, but we should look very carefully at where we think pedestrians are going to be going from and to and see if there's a more [indiscernible] and more safe place to put it [indiscernible].

Male Voice: Yeah, because, given the opportunity, we would walk in a block, so there's not so much traffic [indiscernible].

Female Voice: Even if you were going to cross – if I were coming from the National Rehabilitation Center just across the street, walking [indiscernible] the whole time.

Female Voice: Yeah, but you were talking about a sidewalk on the north side of Irving, right?

Female Voice: Right.

Female Voice: So I'm just suggesting the sidewalk coming out to [indiscernible] Irving [indiscernible], maybe within the buffer zone that Gene was talking about or maybe even along

the alley of trees that's about a block in. It really depends on where we think the pedestrians are going to be coming from and to because that is a big issue, too [indiscernible]. They may not want to walk that extra mile.

Female Voice: This is the [indiscernible].

Female Voice: But I do think you're right, we need to think about pedestrians and making it so that there is a better pedestrian connection. East-west and north-south. So we need to make those connections. The question is where is the best connection spot? Is it along Irving Street? [indiscernible]

Female Voice: I guess I was thinking that there were – once you start putting in offices and housing and retail, even a Starbucks or something like that that is open to the public, in zones 3 and 4, if you don't create a [indiscernible] for workers from NRA to [indiscernible] they might want to walk over and get some Starbucks and then come back.

Female Voice: See, this is what I'm suggesting. I'm not sure that the VA people would want to walk here, but they might – they're going to be crossing.

Female Voice: They're going to cross over.

Female Voice: And so, I'm saying that they'll probably be more comfortable walking here than here.

Female Voice: Okay.

Female Voice: It'll be a much more attractive environment.

Female Voice: I would agree, but what if you've got people who just want to walk who want to take their lunch time walk up and down the street or around the vendor perimeter? The vendor perimeter you already have some probably walking past in the nice pastoral setting, but if they want to come outside and walk along the street for whatever reason or go someplace to the east or to the west or, God forbid, they would want to walk to Howard University, and they would want to go Irving Street instead of crossing over to the hospital. I'm begging the question here, but I do think it's something that we ought to think about since there is no sidewalk there.

Female Voice: We need to think about that east-west, and then [indiscernible].

Female Voice: On the outside of the perimeter. We need to think about whether or not it's needed outside the perimeter fencing or whatever is represented by that red line.

Male Voice: [indiscernible]

Female Voice: There's no fence there?

Male Voice: There is a fence currently, but there's not supposed to be a fence.

[indiscernible; cross talking]

Female Voice: It's not a historic fence.

Male Voice: [indiscernible]

Male Voice: Not necessarily.

Male Voice: Is that true both for Irving, as well as North Capitol?

Male Voice: [indiscernible]

Female Voice: Historic?

Male Voice: Yeah.

Female Voice: The historic fence is up higher because North Capitol was cut through later.

Male Voice: Right.

Female Voice: So that everything that is chain link fence [indiscernible]. We've identified very carefully what is and is not.

Female Voice: [indiscernible]

Female Voice: And with all the traffic patterns that have been changing along here, it's kind of formidable to even with your car try to get across. It's an interesting issue [indiscernible] had an interest in connecting the two sites. Yeah.

Female Voice: And thinking about pedestrians along Irving Street and along North Capitol, it's going to be an issue.

Female Voice: [indiscernible] going to Irving Street over to Park Place.

Female Voice: Right.

Female Voice: [indiscernible] this is obviously an issue.

Female Voice: And you're putting people in that space, in a space that hasn't been that heavily or densely populated, and so anytime you're populating the area, you've got to [indiscernible] their movement into and out of that area in every manner. And particularly, if you're taking the fence down.

Female Voice: And we should be thinking about people might be walking to either metro.

Female Voice: That's a good point.

Female Voice: So this section may be very well walking over to Brookland, and I don't think they're going to be able to cross [indiscernible]. So you are right, they're going to find the most convenient, most direct path along Irving and across North Capitol, I would think.

[indiscernible] You can't cross there.

Male Voice: Did the Environmental Impact Statement address at all on pedestrian traffic?

Female Voice: No, I don't think so.

Male Voice: So that's not – there aren't questions?

Female Voice: [indiscernible]

Male Voice: Pardon?

Female Voice: [indiscernible] And I do know that the city would like to see a bike path that connects, and somehow I do think they're going to want to talk about a bike path that connects across that North Capitol Street bridge and through the [indiscernible]. I don't know how they think they're going to negotiate through on that one, but they have [indiscernible].

Female Voice: [indiscernible]

Male Voice: On the -

Female Voice: [indiscernible]

Male Voice: - acquisition?

Female Voice: I think they came to you [indiscernible].

Male Voice: Well, it was for the – no, in fact, it was clearly defined that there were just limited facilities, and they're keeping a lot of the area existing – buffered areas, the wooded areas – as is for the immediate future. But they've also said they were going to develop the sub-area plan for that to incorporate into their own little campus plans. So depending on where that would go, I would suspect that would [indiscernible] formal access points [indiscernible]. But I agree with what's been said here in terms of circulation connection points [indiscernible] both for that component, as well as your component on this side of the campus.

Female Voice: [indiscernible]

Female Voice: The one by the embassies? [indiscernible] I have [indiscernible]. My impression is that they definitely have to find a spot for embassies in D.C., so they don't want to just say no, they're not interested, but this is not in their area of interest.

Male Voice: But State wants their embassies together, and I don't think that we're putting enough land on the market for them to create their own embassy campus.

Female Voice: This is enough land.

Male Voice: It is?

Female Voice: 3 and 4 would be enough, but I don't think they [indiscernible]. And so, I – Gene, I don't know if you guys have heard anything different, but my conversations have been [indiscernible] any response to us.

Male Voice: Yeah, they've said it's a lower priority area than what they've looked at in some other scenarios, but, like you said, they seem to be reluctant to actually say no, we would never consider it.

Female Voice: [indiscernible] we'll probably get no response and move on.

Female Voice: [indiscernible]

Female Voice: I don't think there's more [indiscernible].

Male Voice: [indiscernible] issue of [indiscernible] in zone 1 [indiscernible].

Male Voice: Zone 1 looks like a woman's shoe, a woman's shoe.

[indiscernible; cross talking]

Female Voice: Do you have any other questions?

Female Voice: I didn't even notice that. That is so cute.

[indiscernible; cross talking]

Male Voice: Could you recap for me when the open house is going to be?

Female Voice: The open house is going to be on Tuesday, December 13, which should be next Tuesday, from 5:30 to 7:30. It's on the ground floor of this building.

Male Voice: So it will be here.

Female Voice: First floor. We will have the models there. [indiscernible] It is an open house. It is not a formal venue. It is an open house where you can come in, look at various – see various [indiscernible], the model, and it will be discussed. But it's not a formal question and answer big presentation.

Male Voice: Is that February 2nd date, is that a meeting with the NCPC?

Female Voice: Yes, that is – NCPC [indiscernible] and one of the things, Gene, we've been telling people is that there are two ways if they wanted to comment. One, if they want to comment at the NCPC hearings a week in advance look at the website on how to sign up for that.

[end of session]