



**NSA Bethesda Installation Master Plan Final Draft; MR 20130007
Medical Facilities Development and University Expansion Draft Environmental Impact Statement; MR 2013009
Transportation Management Plan. Mandatory Referral MR No. 20120305**

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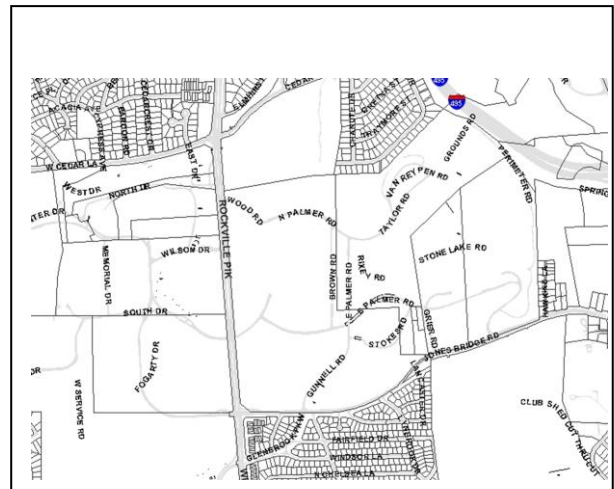
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Description

Naval Support Activities Bethesda is a federal campus located on Wisconsin Avenue/MD [355]. This is the main campus of the second largest employer, public or private, in Montgomery County. The campus is approximately 243 acres in the R-60 zone within the Bethesda-Chevy Chase Master Plan area. It consists of the Walter Reed National Military Medical Center Bethesda, the Uniformed Services University of the Health Sciences and a host of other tenant commands such as the Naval Medical Research Center. The campus population reached 11,686 in 2011, and is anticipated to expand to 12,611 by 2022. The Draft Transportation Management Plan was received 6.22.12; the Draft NSA Master Plan and Draft Environmental Impact Statement were received 9.18.12.



Summary

The Planning Board's action is to decide what advisory comments to transmit to Naval Support Activity Bethesda (NSAB) concerning three planning documents: 1) the campus wide Final Draft NSA Bethesda Installation Master Plan; 2) the draft Environmental Impact Statement for two specific projects on the campus, the Medical Facilities Development and the Uniformed Services University of the Health Sciences (the University) Expansion; and 3) the draft Transportation Management Plan associated with the two projects. The NSA master plan was last updated in 2008 for the entire campus. The current proposal has a time frame of 10 years with 2035 as a long term goal. This advisory review focusses on the topics of greatest interest to the Montgomery County Planning Department: transportation demand management, encouraging alternative means of commuting and improving walkability, bikeability and shuttle service connecting this campus, the National Institutes of Health and the Bethesda CBD; environmental stewardship; and compatibility with the surrounding community.

ORGANIZATION OF STAFF REPORT

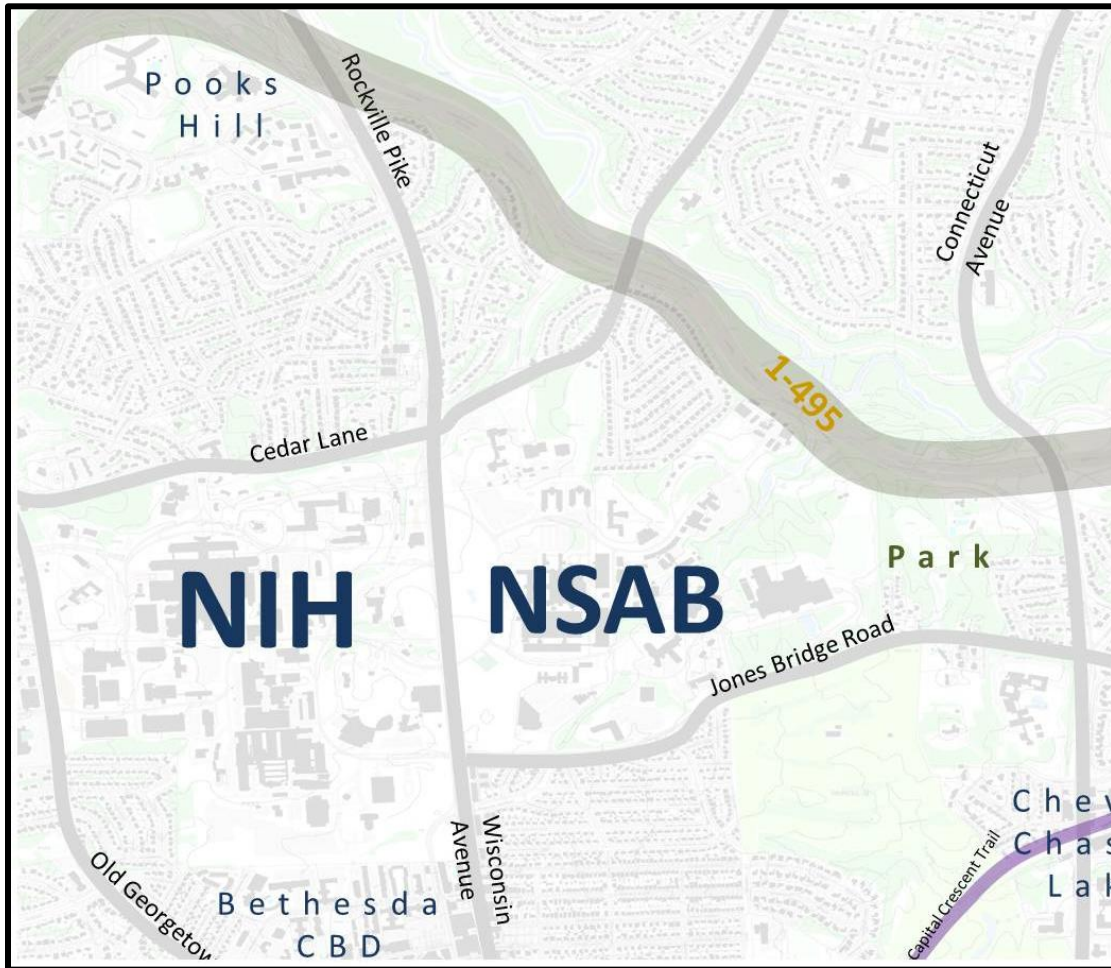
Description	The Campus The Focus of Planning Board Review
The Community	Summary of Outreach and Key Issues
The Draft NSAB Master Plan	Summary of NSAB Master Plan Recommendations and Development Guidelines Staff Comments and Recommendations
The Draft Environmental Impact Statement	Summary of Medical Faculties Expansion Alternatives Staff Comments and Recommendations Summary of the University Expansion Alternatives Staff Comments and Recommendations
The Transportation Management Plan	Summary of the Transportation Management Plan Staff Comments and Recommendations
Comments to Transmit	
Attachments	

Description

The Campus

The NSAB Campus is approximately 243 acres. The principal boundaries of the site are Wisconsin Avenue/MD [355] on the west, Stone Ridge School of the Sacred Heart and a residential neighborhood on the north, I-495 on the northeast; North Chevy Chase Park to the northeast, and a residential

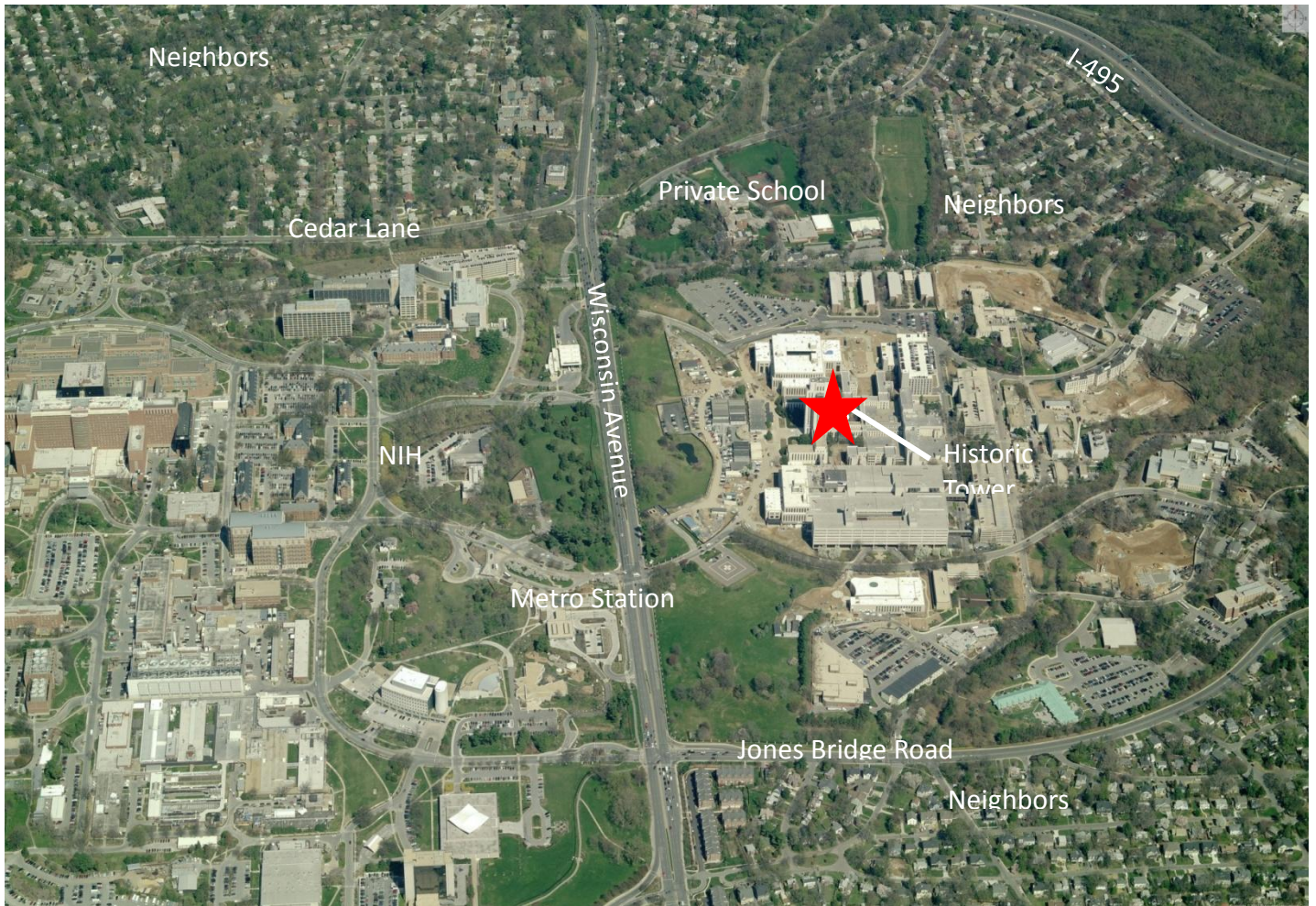
neighborhood to the southeast on historic Hawkins Lane. On the west, across Rockville Pike is the campus of the National Institutes of Health. The NSAB campus is situated on rolling to hilly topography with significant areas of mature trees that in some locations provide a buffer for adjoining land uses. A forested area around Stoney Creek and its 100-year flood plain bisects the campus from southwest to northeast. The area around the stream is a major organizing feature on the campus, presenting both an attractive natural environment and a significant barrier between the south and north regions of the campus. Much of the non-forested land has been developed in an urban condition. The campus includes the original and now historic, tower of the hospital formerly known as the Bethesda Naval Hospital, (Building 1), which is 20 stories tall and 264 feet in height. The principal impression from outside the campus is one of a broad monumental lawn, on a gently rolling terrain, with two monumental entrances on Wisconsin Avenue and a central grand tower. The Medical Center Metro Station which serves this campus is across Wisconsin Avenue. The following is an image of the larger area.



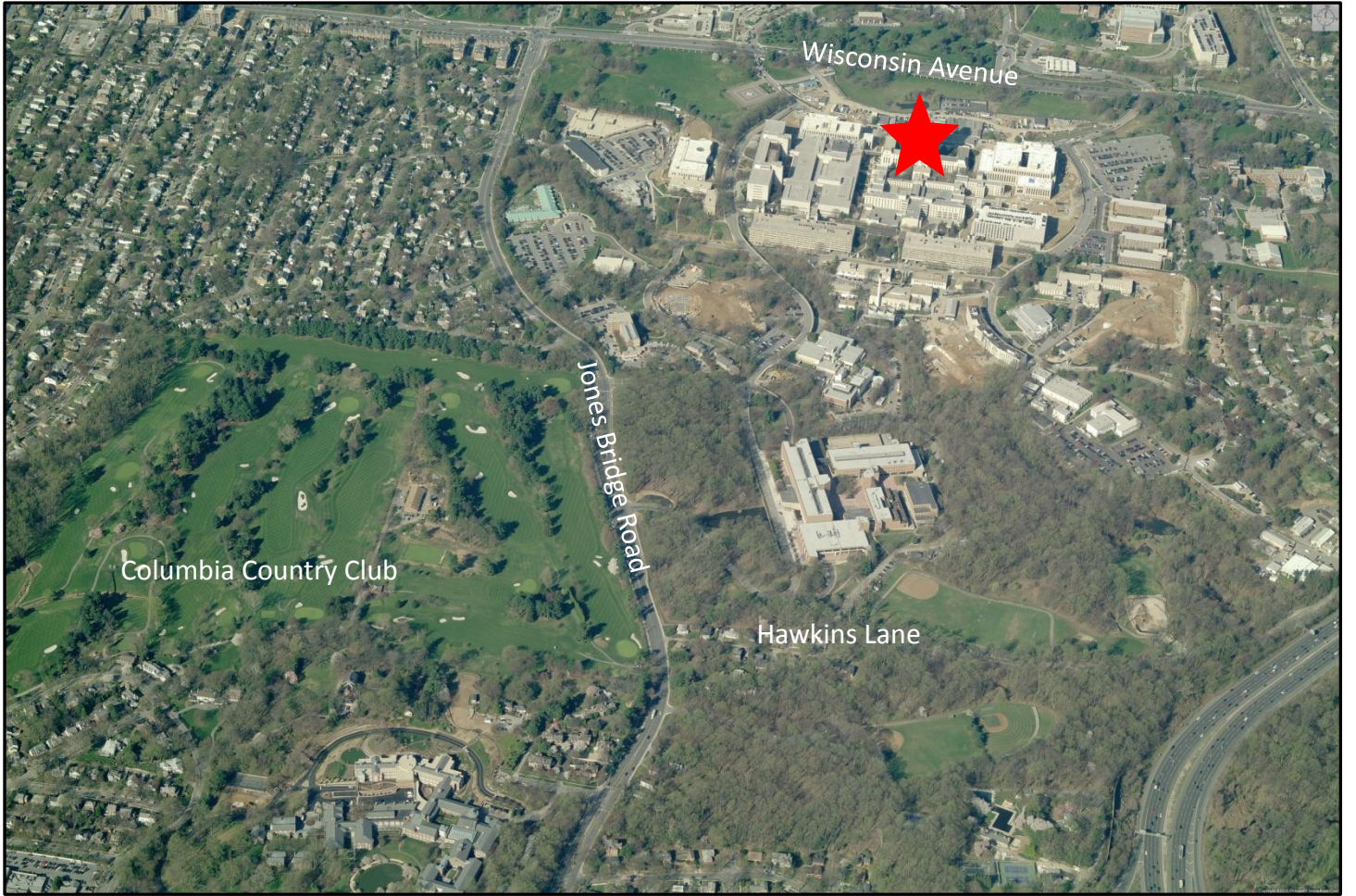
Vicinity Map



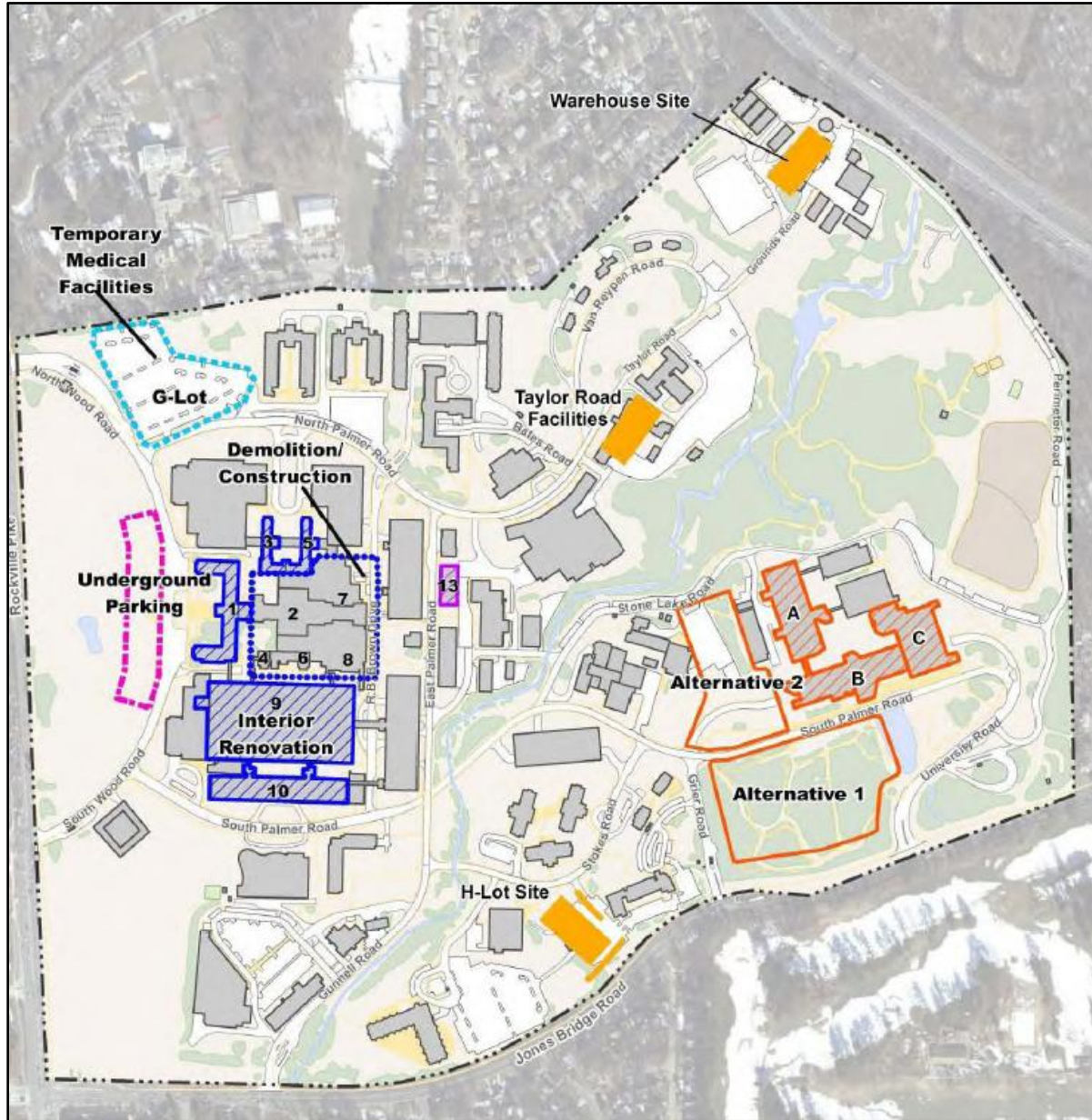
View Looking North



View Looking West



Proposed Medical Facilities Development and University Expansion and Alternatives



MEDFAC			
	Demolition/Construction		MED Facilities Alternative Parking Footprint
	Interior Renovation		USU Interior Renovation
	MED Facilities Underground Parking		University Alternative Sites
	Temporary Facilities		
	Building 13 Renovations		

The Focus of the Planning Board Review

The main interests of the Montgomery County Planning Department, as they relate to the NSAB and its campus planning activities are clear and important ones. The Planning Department has an interest in:

- How well NSAB supports the vision of the General Plan, the Bethesda Chevy Chase Master Plan and the Bethesda CBD Sector Plan, concerning how the entire community should function and grow.
- How well the NSAB fits with the immediate neighborhood; particularly how well the campus achieves compatibility with the surrounding community.
- How well the campus provides environmental stewardship. The campus is over 200 acres of land that is part of the interconnected natural systems of Montgomery County, and the region.
- How well the campus provides for a variety of options for people to travel to and from the campus, since this has a significant impact on how well County residents and other workers can move about.
- How well the health, adequacy and access to community parks are addressed. The NSAB is next to Chevy Chase Local Park and near Rock Creek Park.

The bullet points above are reviewed in detail of the report and include comments and comments and recommendations for the Planning Board to transmit to the Navy and NCPC for significant consideration.

The Community

Summary of Outreach and Key Issues

The NSAB held two public hearings on the Draft Environmental Impact Statement and Transportation Management Plan, as required by the National Environmental Policy Act (NEPA) process. The hearings were held on Thursday October 4th in the afternoon, and Thursday October 11th in the evening at the Pooks Hill Marriott. The Planning Board's public hearing is the outreach on the draft Master Plan. The Planning Department sent out notices to community associations regarding the Planning Board hearing on October 18th.

It is important to note that there have been major concerns within the community over time, about traffic congestion and compatibility of the proposed development on the campus with the adjoining neighborhood. The latter was a particular concern regarding the construction of Building 62 on the north side of the campus. The building's bulk, height and location, as well as the accompanying loss of

trees and buffer were an issue. The Planning Board did not have the opportunity to conduct a public hearing or provide comments on that building project, nor on a Forest Conservation Plan since none was required.

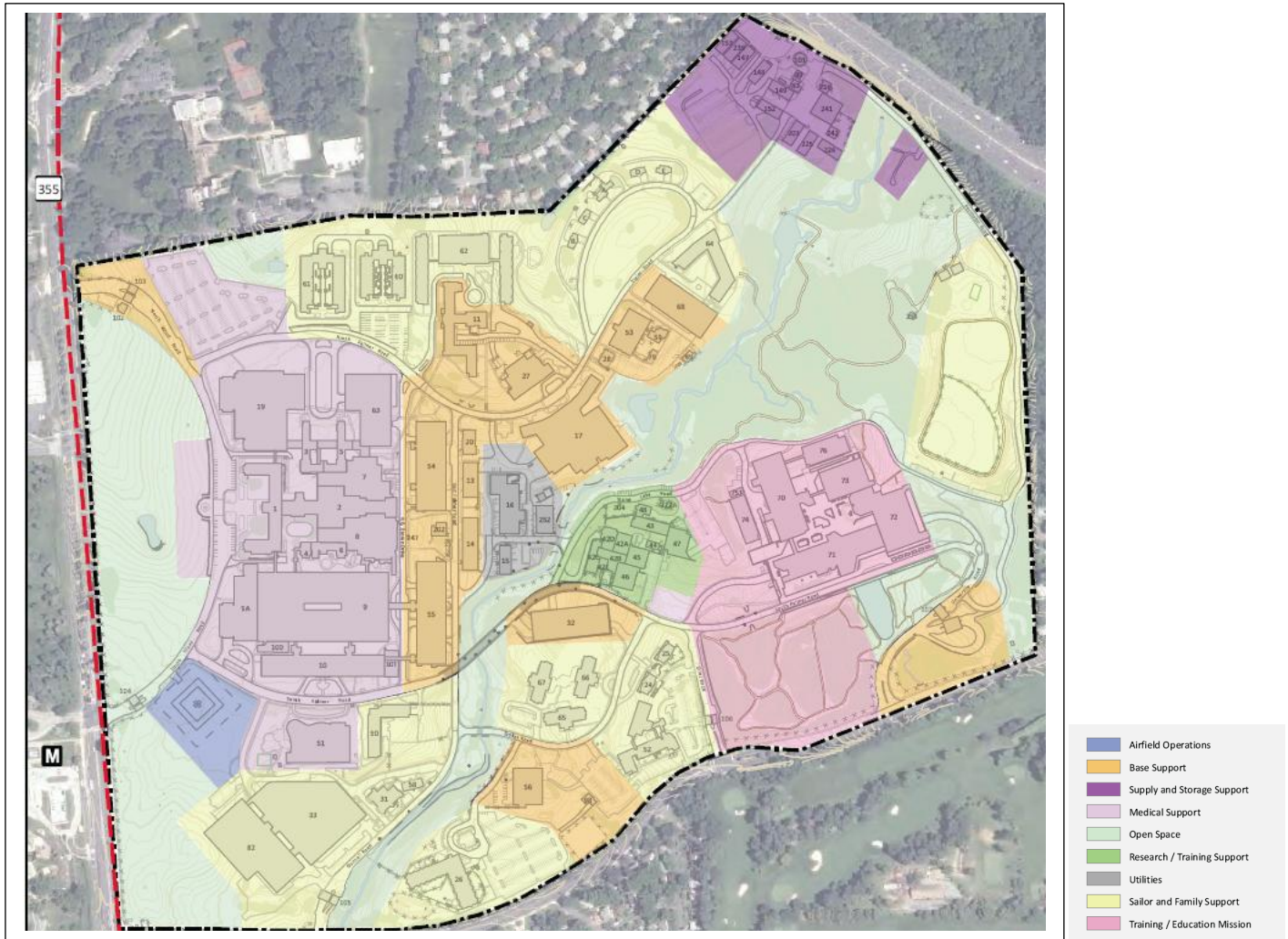
The Draft NSAB Master Plan

Organization of this Section

- a. Summary of NSAB Master Plan Concept, Recommendations and Development Guidelines
- b. Staff Comments and Recommendations

Summary of the NSAB Master Plan Concept, Development Guidelines and Recommendations

Future Land Use Plan



NSA Bethesda 2013 Master Plan Update, DEIS for Two Projects, Transportation Management Plan
M-NCPPC MR 2012035 MR No 201309 MR 201307 October 10, 2012

Future Building Development Plan



Summary of the NSAB Master Plan Concept

This is a summary of the activities and development proposed for the NASB campus

- The substantial completion of Defense Base Closure and Realignment (BRAC) construction and the transfer of operations for the entire campus to Naval Support Activities Bethesda presented an opportunity for the reevaluation of the 2008 Master Plan. The purpose of the proposed Master Plan is to provide a plan for the entire campus that covers all tenants. This Master Plan brings the existing 2008 Master Plan up to date and uses post-BRAC construction conditions as the starting point.
- The NSAB Master Plan has a time frame of ten years.
- The NSAB Master Plan is a framework for orderly physical development. Further studies that will be required for projects within the Master Plan include A Transportation Management Program/Plan, and NEPA documentation.
- NSAB Master Plan Concepts:
 - The two largest tenants are the Medical Center and the University. The Medical Center will remain located within the medical hub at the west side of campus and is planned to rebuild the core of the complex as part of its mandate to be a world class facility. Two opportunities for mission expansion are proposed to the north and south of the existing medical center complex. The University will expand within the eastern side of the campus adjacent to its existing complex across South Palmer Road.
 - Research functions of the Armed Forces Radiobiology Research Institute remain in its existing location.
 - The central utility core remains in its existing location.
 - The north side of the installation will be reinforced as the residential area for Bachelor Enlisted Quarters, one family dwellings and Warrior Transition Units.
 - Community and family support uses will intensify within the existing “comfort zone” in the south.
 - Recreation and green space is an essential part of a campus as a healing environment and the natural resources of the stream and eastern woodlands and recreational field.
 - The northeast corner of the campus currently houses the back-of-house storage and support and is a prime area for efficient future growth of those functions that do not directly serve patient care and educational missions.
 - Opportunities have been identified for potential new utilities plant buildings.

- The goal of stormwater management for future development will be to retain and treat stormwater pollutants as close to the source as possible, with the secondary goal of recharging as much stormwater as possible into the ground on site.
- Other long term opportunity areas are identified that will improve the overall circulation and function of the installation. These include:
 - Options for an additional north south connection between North Palmer Road and Stony Lake Road.
 - Redevelopment of the site of Building 50. (see Chapter 5)

Summary of the Development Guidelines

These are general recommendations aimed at providing a consistent character with respect to campus development as NSAB continues to evolve.

The guidelines recognize the historic prominence of the campus and aim to reconcile those principles with emerging needs while maintaining the character and integrity of the installation.

The guidelines are organized into general framework plans in the following categories:

- Building Siting – including building setbacks (82-148 feet) from the perimeter and height transitions to the perimeter (pages 146 Figure 6-1 Major Building Setbacks) and page 149 Figure 6-5 and 6-6)
- Pedestrian Circulation
- Vehicle Circulation
- Signage
- Lighting- including a light pollution control zone along edges near existing neighborhoods
- Landscape-including maintaining a buffer at the southern, eastern, and northern perimeters in consideration of the residential and institutional neighbors.

There are also specific guidelines and development criteria for landscape treatments and the siting of specific recreation types throughout the installation.

Other related Internal Navy Guidance documents which shape the planning and development of NSAB include:

- The Integrated Cultural Resources Master Plan - updated in 2009
- the NSAB Accessibility Plan -completed in 2011
- The Installation Appearance Plan -completed in 2010
- NSAB Baseline Health Impact Assessment – in progress

Staff Comments and Recommendations On the NSAB Master Plan

Community Vision and Neighborhood Fit

The Bethesda Chevy Chase Master Plan was completed in 1990 and sets the vision for the larger community as well as objectives and specific recommendations. It is the guiding land use document for the larger area in which the campus resides. Recommendations from the B-CC Plan are cited below followed by staff comments concerning how the NSAB planning documents respond to the intent and guidance in the B-CC Plan.

The Bethesda Chevy Chase Master Plan Recommends:

Page 91-2 “3.6 Federal Employment Centers”:

“This Plan recognizes that Federal installations involved in medical research and related fields of study are important to the economy of B-CC and the County as a whole.Although the Master Plan supports this type of Federal employment, increases in number of employees ... should occur in a constrained fashion.”

“This Plan recommends that any future expansion of jobs or parking at Federal facilities be considered only in conjunction with an effective ridesharing/transit incentive program and after demonstrating that local streets will not be unduly burdened by additional traffic.”

“This Plan supports moderate employment levels to allow operational flexibility but development must be within the transportation system capacity constraints of the B-CC area.”

Staff Analysis of NSAB draft Master Plan

The plan shows an increase in number of employees on the campus from 11,686 in 2011, to 12,611 by 2022. The B-CC Master Plan did not anticipate the Base Realignment and Closure that resulted in the move of Walter Reed to this campus. However, this draft master plan does reflect what can be considered a “constrained” increase over the next ten years, barring unexpected national policy decisions such as the one that was the basis for BRAC. Consistent with the intent of the B-CC Plan, the recent NSAB expansion, and the future expansion reflected in the NSAB master plan, is occurring in conjunction with a Transportation Management Plan

The Bethesda Chevy Chase Master Plan Recommends:

“This Plan recommends continued involvement by M-NCPPC in the mandatory referral process and encourages stronger coordination between agencies and earlier involvement in review of proposed changes to these Federal properties”

Staff Analysis of NSAB draft Master Plan

This review is considered an early review by NSAB and is occurring as a precursor to the finalization of the NSAB draft plan. The plan will be brought to the National Capital Planning Commission twice. Once

on November 1, 2012, when the Planning Board's comments on this draft will be taken into consideration. At that time, the NCPC will provide formal comments to the NSAB to provide recommendations on the finalization of the plan. The plan will then return to NCPC for a second time. This will occur in early 2013, after the Navy determines what revision it will make in response to comments from the M-NCPPC and NCPC. A strong coordination between agencies and early involvement that provides updates on the process would be appreciated.

The Bethesda Chevy Chase Master Plan Recommends:

"This Plan recommends careful design review of future Federal construction projects to assess the visual impact on the adjacent neighborhoods and on the open space character of the sites."... "The review should focus on neighborhood compatibility, setbacks from campus borders, building heights, and peripheral landscaping and buffering."

The Bethesda Chevy Chase Master Plan Recommends (p 93):

"The landscaped buffer zones, particularly along the borders with the residential communities, and the open space character of the site, which were designated in the 1984 Master Plan, should be reconfirmed in any future update of the Naval Medical Command Plan. This will assure that the visual quality of the campus remains an important open space resource for this part of the Bethesda Chevy Chase area as downtown Bethesda becomes increasingly urbanized."

Staff Analysis of NSAB draft Master Plan

The draft NSAB master plan sets the stage for more detailed future design review of construction projects by identifying the need to address visual impact on the adjacent neighborhoods and on the open space system of the site.

Page 158 of the Draft Plan includes:

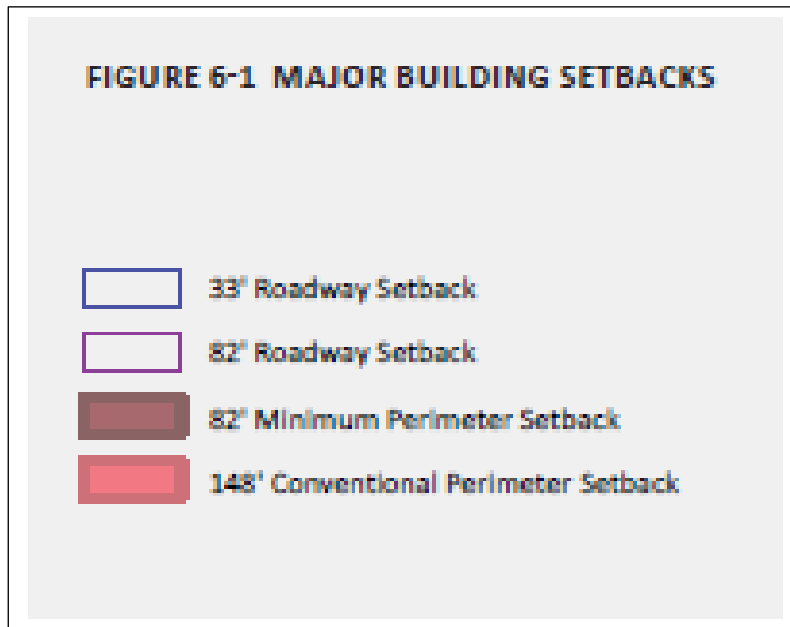
"The following landscape design guidelines apply to the NSAB as a whole:

- *Maintain a landscaped buffer at the southern, eastern, and northern perimeters in consideration of the residential and institutional neighbors."*



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NSA Bethesda I Installation Master Plan - DRAFT



However, on page 149 under Figure 6-6 “Sections C & D showing recommended building envelopes and their relationship to height, one another and a residential neighborhood. A notation reads:

“Recommended building envelopes are intended as guidelines only. Program requirements and site –specific conditions may require modification of these guidelines. It is recommended that all new development be reviewed for compatibility with existing campus planning.”

This note should emphasize as well, the importance of compatibility with the neighborhoods at the edges of the campus.

In addition, the NSAB plan should provide more guidance on how compatibility will be achieved. If this has already been addressed in another NSAB planning document that is in effect, such as the Installation Appearance Plan referenced in Section 6.1 Reference Documents p 144), then this should be clarified. Public involvement and engagement of local agencies, including the M-NCPPC should be a part of that strategy.

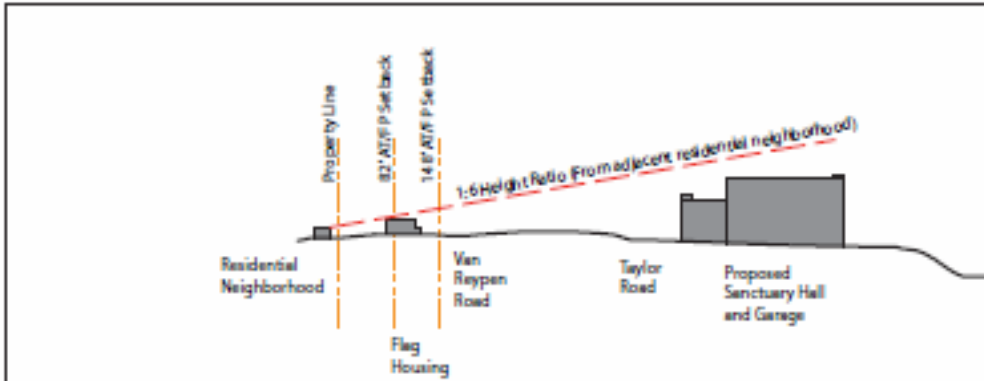


FIGURE 6-5 SECTION C- RECOMMENDED BUILDING ENVELOPE FOR NORTHEAST CAMPUS AREA- VIEW TOWARD EAST

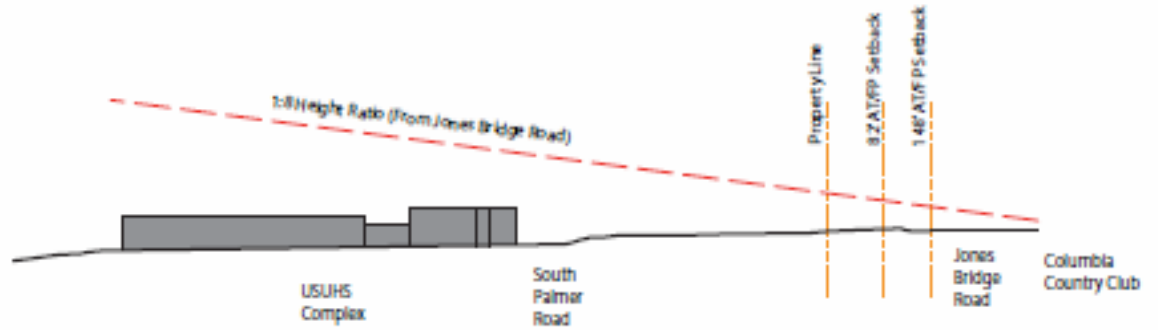


FIGURE 6-6 SECTION D- RECOMMENDED BUILDING ENVELOPE FOR SOUTHEAST CAMPUS AREA- VIEW TOWARD EAST



SECTION KEY MAP

An additional concern is the fact that the NSAB draft master plan recommends a 145 foot buffer around the perimeter of the site. This raises several issues. One is whether or not the 145 buffer is adequate. It is based on security requirements rather than visual impact objectives. This compares with the 200 foot buffer established by the National Institutes of Health to ensure compatibility and an attractive transition to residential neighbors. A 200 foot buffer also seems reasonable and appropriate for the NSAB Campus.

Another concern is the visual impact of existing structures and uses already located within the NSAB proposed buffer, and how those uses will be addressed. Strategies for evaluating these impacts should be addressed in the NSAB plan. Of particular concern is the northern edge of the campus next to an established single family neighborhood. NSAB should consider higher standards for the buffer rather than what is currently reflected in the draft master plan. Limits on activities, either temporary or permanent, as well as design guidelines for planting and screening should be addressed. The presence of Building 62 on the northern edge is reminder of the importance of establishing and respecting appropriate design guidelines for compatibility.

The construction of Building 62 also involved removing a significant number of trees. The resulting visual impact of the building on the existing neighborhood is significant, and raises concerns about any future changes to the campus and similar impacts occurring. This is of particular concern elsewhere along the northern edge of the campus. Of particular concern is the area shown in the northeastern corner (see below) that is designated as being available for a future parking structure and includes a maintenance yard with outdoor storage. It is near I-495; however, it is also near the existing neighborhood.



NSA Bethesda 2013 Master Plan Update, DEIS for Two Projects, Transportation Management Plan
M-NCPPC MR 2012035 MR No 201309 MR 201307 October 10, 2012

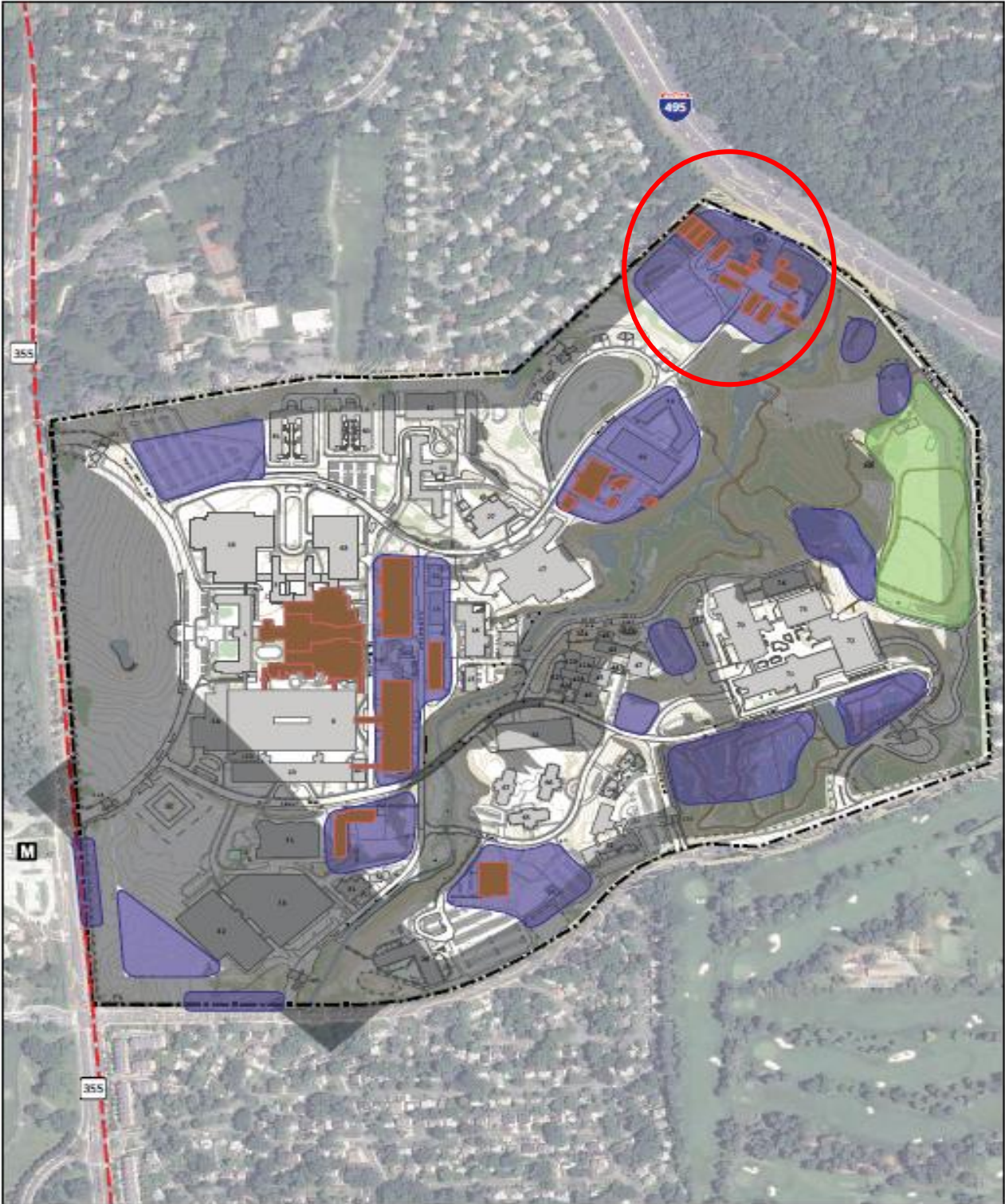


FIGURE 4-41 DEVELOPMENT/REDEVELOPMENT OPPORTUNITY AREAS DIAGRAM



The B-CC Master Plan recommends careful design review for future projects. According to the mandatory referral process for federal facilities, once the NSAB master plan is endorsed by NCPC, any future projects that are consistent with that NSAB master plan, are exempt from further mandatory referral review. This means that to achieve the careful design review of federal projects recommended in the B-CC Master Plan, either this NSAB master plan should provide more detailed design guidelines or the NSAB should agree that any future construction projects based on the NSAB master plan, will be submitted to the M-NCPPC for advisory design review. In either case there should be ample opportunity for members of the community to provide input to M-NCPPC, if not directly to NSAB.

The Bethesda Chevy Chase Master Plan recommends:

“- The Master Plan of Bikeways shows a proposed bike path along the western perimeter of the property which would link with the existing system to Rockville Pike and provide a connection to the NIH Metro station across Wisconsin Avenue. This path should be built to complete that portion of the County system.”

Staff Analysis of the NSAB Master Plan: The shared-use path currently exists along the west side of Rockville Pike and provides a connection to the Medical Center Metro Station and to the Bethesda CBD via the Woodmont Avenue and the Bethesda Trolley Trail.

The Bethesda Chevy Chase Master Plan Recommends:

“An important consideration concerning the proximity of the Naval Medical Command to the NIH Metro stop is the provision for pedestrian safety at the crosswalk across Wisconsin Avenue. This should be addressed as part of the transportation management program discussed above.”

Staff Analysis of NSAB draft Master Plan

As part of BRAC, a MD 355 pedestrian tunnel crossing project is now funded. The project is expected to start construction in September 2014 and be completed in September 2016.

The Bethesda Chevy Chase Master Plan Recommends:

“The Bethesda Naval Hospital Tower is identified on the Master Plan for Historic Preservation as Site #35/8. It is also on the National Register of Historic Places.

Staff Analysis regarding cultural resources of NSAB draft Master Plan

The NSAB has long recognized the significance of this historic resource and the plan reflects this. The Plan recognizes the significance of the Bethesda Naval Hospital Tower and provides protection. The NSAB also refers (p 144) to another NSAB planning document that is used as a resource, entitled “Integrated Cultural Resource Management Plan” It guides their approach to historic preservation consistent with federal and state requirements.

Environmental Stewardship

- The Navy meets the Executive Order 13423 to implement sustainable principles including low impact development meeting a LEED Silver Rating for the Medical Facilities. We recommend further efforts should be taken whenever feasible to exceed LEED Silver and consider the Department of Energy’s Guiding Principles for High Performance Sustainable Buildings and Existing Building strategies to maximize building performance, and reduce operational costs, energy demands, and environmental impacts.
- Staff recommends the employment of deconstruction methods whenever feasible to reduce landfill deposits, promote sustainability, and recycle or reuse nonrenewable resources where possible.
- Staff requests the use of porous surfaces within the proposed ADA woodland trail network to

reduce the need for stormwater management facilities to treat the runoff from the new and/or expanded trail network.

- Staff suggests the Navy implement an ongoing maintenance and training program for the proper maintenance of the proposed impervious surfaces throughout the campus. Without proper care filtration will be reduced and stormwater treatment will be compromised.
- Consider including:
 - Electric vehicle stations
 - A campus bike share program
 - Locations for solar/geothermal energy generation facilities
- Evaluate the existing steel footbridge over Stony Creek for cultural value. Consider restoring the bridge for continued use, or reusing the existing crossing location for one of the two new bridges proposed. This may minimize impacts to undisturbed stream valley.
- The master plan references a document called the 2010 Installation Appearance Plan (IAP) which among other things identifies planting areas throughout the campus. This document was not presented for review to the M-NCPPC. If not specified in the IAP, staff suggests increasing the tree and shrub cover within the buffer of Stony Creek. In addition, provide increased tree canopy cover in the open areas throughout the campus including all ADA trails and walkways.
- Staff recommends a comprehensive stormwater management plan that provides additional restoration along the discharge points within Stony Creek. This would stabilize the stream banks and reduce velocity and scour of the creek.
- The master plan identifies two areas of high quality forest (behind building 59, 68 and to the north of buildings 70, 74, and 76), which are proposed for roads that will cross the stream and require forest removal. This is not addressed in the DEIS. Planning staff requests a thorough analysis of the forest, slope, and resource loss proposed, in addition to the consideration for a no-build alternative.
- Consider long-term opportunities to daylight springs and seeps within the campus that have been piped and/or channeled over the multiple years of property development.
- Two proposed bridges over Stony Creek require the excavation of 450 cubic yards. Describe the proposed bridges and their long and short-term impacts on the forest. Consider using helical piers to reduce construction costs, soil excavation, and forest and ecological consequences.
- The proposed bituminous pavement for the expansion of the Helipad will be increased by 22,500

square feet.

- Explain stormwater management treatments proposed.
- Consider porous pavement on the helipad.
- Consider expanding the helipad to the south and east to avoid the need for multiple tree removal.

The Draft Environmental Impact Statement

Summary of the Medical Facilities Expansion and Alternatives

The environmental impact statement evaluates the potential environmental effects associated with the proposed actions at Naval Support Activities Bethesda. The first proposed action is to achieve the congressional mandate to achieve world-class standards for military medicine at the Walter Reed National Military Medical Center.

The 2008 National Naval Medical Center Master Plan update, which is the plan currently being updated, provided a framework for physical changes to the campus to accommodate the 2005 BRAC relocations, which transitioned four inpatient hospitals into two, and concluded in September 2011.

The Medical Facilities Development is needed because current space is insufficient to meet world-class standards that have been established. These include decompression to single occupancy patient rooms (converting semi-private rooms to single rooms), a state of the art simulation center, and a health innovation center.

To enhance operations, the Medical Facilities Master Plan proposes a parking garage for visitors, patients and VIPs. The construction of the proposed parking garage would reduce the parking space deficit. The current available parking at the installation is 7,686. According to NSAB and the 2008 Transportation Management Plan there will be a 1217 space deficit.

The Medical Facilities Development would include:

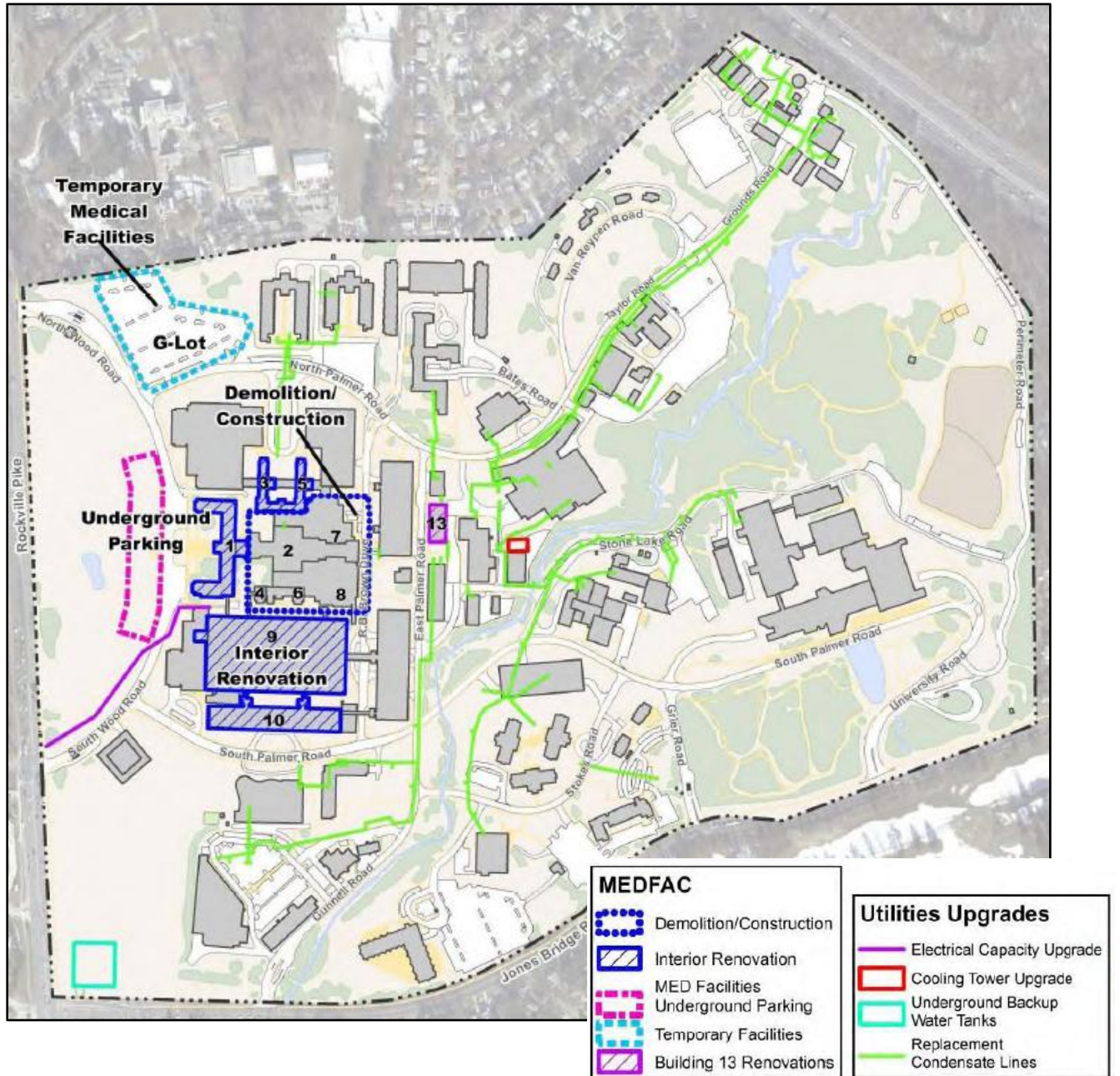
- The demolition of five hospital buildings and construction of a single 5-story facility and associated parking garage for visitors, patients, and very important persons.
- Internal renovation of five hospital buildings
- Temporary medical facilities to provide uninterrupted patient care during construction
- Utility capacity upgrades
- Accessibility and appearance improvement projects
- Internal and external renovations of a workshop/warehouse to office space

The DEIS identified alternatives. The existing buildings referenced in the alternatives below are Buildings 2, 4, 6, 7, and 8.

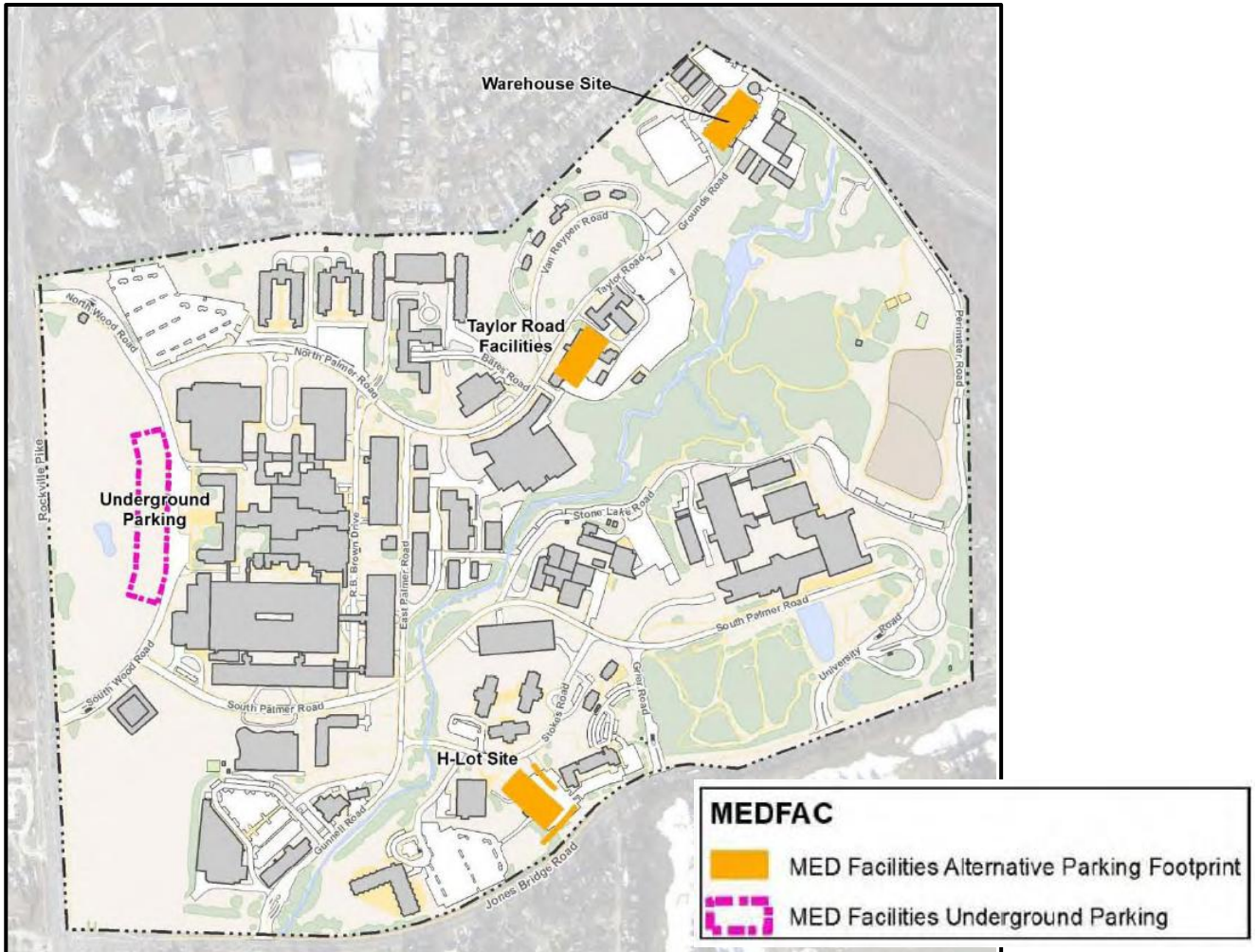
1. Renovate existing buildings and no new construction;

2. Renovate existing buildings and build balance of what is required, on base;
3. Renovate existing buildings and build balance of what is required off-base; and
4. Demolish existing buildings and build new space for full requirement including an underground parking garage in front of Building 1 (The Tower).

Alternative 4 was selected by which involves demolition of existing buildings and construction of new space. This is shown in the below



The DEIS also evaluates three locations as alternative sites for the proposed underground parking structure that is part of preferred Alternative 4. The alternatives are shown in the graphic below and involve construction of a 500 space above-ground parking garage. Shown in graphic below. The underground parking structure was selected as the preferred Alternative.



Staff Comments and Recommendations on the Medical Facilities Expansion

Environmental Stewardship

Throughout the DEIS it is clear that good stewardship is a thoughtful consideration. Significant efforts are being considered for preserving the sites resources as well as providing a sense of community, a pedestrian friendly campus, and sustainable building and site initiatives.

- Staff recommends the highest level of environmental stewardship by complying with the local Montgomery County regulatory requirements for:
 - Forest Conservation
 - Noise Control for external and internal levels
 - Stormwater Management
 - Erosion and Sediment Control
- Staff does not favor using University Pond as a stormwater management facility and prefers other onsite Low Impact Development stormwater control techniques such as green roofs, porous surfaces, underground cisterns or catchment facilities, and bio infiltration systems which would reduce direct pollution discharge to the pond.
- DEIS states that the spring feeding Lake Eleanor is “anticipated” to not be within the shallow aquifer. If impacts to the shallow aquifer are encountered during the construction of the underground parking facility, ensure maintaining a fresh water supply to feed Lake Eleanor.
- Describe further how the permanent dewatering device needed for the construction of the underground parking lot will be channeled and pumped back into the shallow aquifer.

Parks

- The undeveloped area of NSA property adjacent to North Chevy Chase Local Park totaling approximately 37 acres that comprises several ball fields, forested area and stream valley associated with Stoney Creek run is of long term interest to the M-NCPPC. If this area or portions of this area are ever deemed appropriate for the Federal Government to surplus, the M-NCPPC would like to evaluate acquisition as an extension to North Chevy Chase Local Park. This 37 acre area currently provides vital recreational benefits to the NSA Campus and includes ball fields, a picnic pavilion, and a hard surface trail system through the woods. These natural resources and recreation amenities are directly adjacent to North Chevy Chase Local Park.
- NSA should consider discussions with M-NCPPC Department of Parks regarding the potential formalization of an improved access connection from NSA to North Chevy Chase Local Park to increase recreation amenities for the Navy and ease of access to the park from the NSA campus.
- As 103 acres of the existing 243 acre NSA campus is maintained as impervious area, the M-NCPPC supports future measures that reduce surface parking lots and measures that develop a greater open-space campus environment. Expansion should use previously developed sites for new construction.
- The M-NCPPC does not endorse the use of existing ball fields as a staging area for future construction, due to the temporary or long term loss of use of those fields.

- The Stoney Creek trail system should be expanded to formalize a connection with forested area identified as Alternative 1 to provide and promote greater recreational use of the campus.
- The Bethesda Chevy Chase Master Plan (M-NCPPC, 1990) states that landscaped buffer zones along NSA Bethesda’s borders with neighborhood communities should be reconfirmed so as to preserve the open space character of the site as development in the CBD of Bethesda intensifies.
- There are no significant impacts from implementing any of the alternatives with regard to bicycle and pedestrian accessibility at NSA Bethesda.
- The North Chevy Chase Recreation Center should be referred to as the North Chevy Chase Local Park.

The University Expansion (Uniformed Services University of the Health Sciences Expansion)

Organization of this Section

- Summary of the Uniformed Services University of Health Sciences Expansion and Alternatives**
- Staff Comments and Recommendations**

The Draft Environmental Impact Statement (DEIS) evaluates the potential environmental effects associated with the proposed expansion of the University and Medical Facilities. The University Expansion would address the space and operational limitations at the Uniformed Services University of Health Sciences.

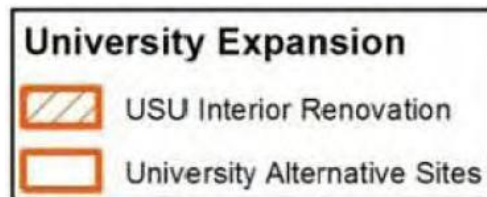
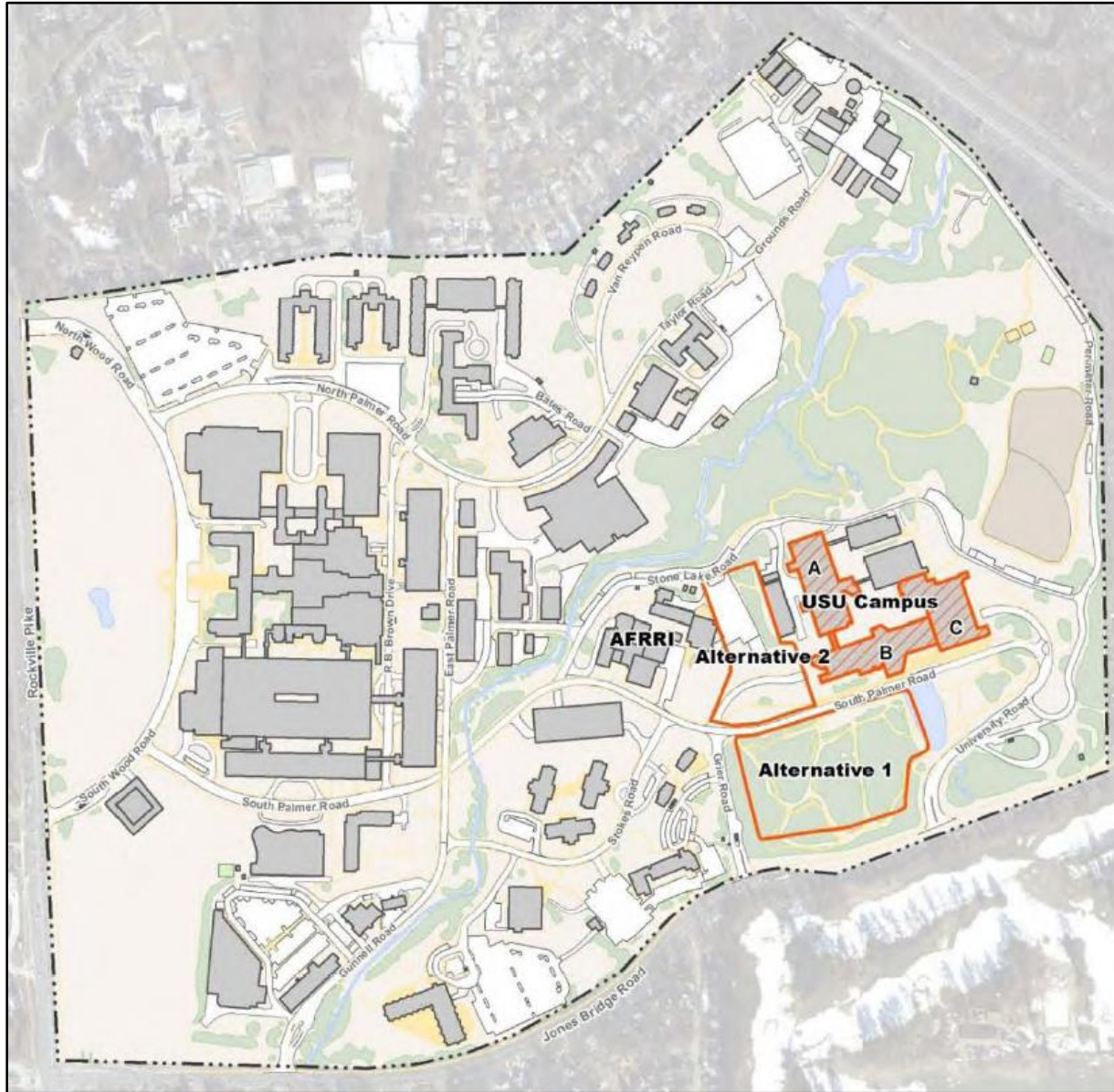
The University is a major tenant of NSAB and is a component of the Military Health System. The institution is the nation’s only fully accredited Federal School of Medicine. The University was chartered by an act of Congress in 1972. It has the unique mission to provide the nation with health professional dedicated to career service in the Department of Defense and the United States Public Health Service

The expansion would include:

- the construction of a new education/research facility of approximately 341,151 SF
- an associated above-ground parking garage 144,000 SF for 400 spaces
- Internal renovation of existing university buildings.

Two alternative sites were studied and Alternative 2 has been selected as the preferred alternative. It is located near existing buildings and is outside of the wooded buffer area along the perimeter of the campus.

Proposed University Expansion: Alternative 1 and Alternative 2.



Staff Comments and Recommendations

Staff Comments and Recommendations on the University Expansion

Environmental Stewardship:

- Within the DEIS, two locations for the University Expansion are presented, Alternative 1 and Alternative 2. Mentioned within the DEIS is a preference for Alternative 2. The M-NCPPC agrees and strongly supports Alternative 2 over Alternative 1. Alternative 1 would be devastating to 4.2 acres of high quality forest with steep slopes . In addition to the ecological loss of this forest, future use of this outdoor woodland habitat for recreational and rehabilitation purposes would be permanently destroyed.
- The construction of the Stony Creek Trail System may impact up to 0.11 acres of “potential” wetlands. Wetland mitigation should be onsite, if that is not feasible, off-site mitigation should be as close to the area of impact as possible or, at a minimum, within the existing impacted watershed.

The Draft Transportation Management Plan

The Navy prepared a traffic study for the DEIS as well as a draft Transportation Management Plan that are part of this review. The traffic study analyzed intersection capacity at 17 different intersections. The impacts were evaluated of the various alternatives studied in the DEIS for the Medical Facilities Expansion and the University Expansion. The Transportation Management Plan includes a host of strategies such as appointing both a Transportation Program Manager and a Coordinator. The following is the staff analysis.

Staff Comments and Recommendations of the Draft Transportation Management Plan

Provide as recommended, an update of the **Transportation Management Plan (TMP)** every two years until the full employee population of 12,611 at the Installation is realized. The following recommendation should be considered as part of any update to the TMP:

1. Coordinate with Montgomery County Department of Transportation (MCDOT) to kick-start a project to implement the Kiss and Ride Facility. The Planning Department supports the candidate locations for the Kiss and Ride facility shown in the Master Plan. (Figure 5-2 Future Building Development Plan), along Rockville Pike and along Jones Bridge Road.
2. The Planning Department concurs with the draft traffic study included with the DEIS and asks that NSAB continue to monitor traffic conditions at the 17 external intersections where manual turning movement count data was collected during the last two weeks in October 2011 (post –BRAC) on a periodic basis to ensure operation of these intersections within the Policy Area congestion standard.
3. Incorporate into the final 2012 Transportation Management Plan Update and the final Environmental Impact Statement a commitment to:
 - a. Implement a bike share program at the Installation by proactively coordinating with MCDOT and other major employers nearby (such as NIH and Suburban Hospital) to explore the feasibility of enhancing bike share opportunities for staff and visitors at the Installation, with bike share stations at gate locations along Rockville Pike and Jones Bridge Road.
 - b. Further improve pedestrian and especially bikeway facilities within and around the Installation. The key bikeway facilities within and around the campus must be identified and improved to a minimum width of 10-12 feet.

- c. Coordinate transportation management resources and programs with that of NIH to the extent possible.
 - d. Develop a “live-near-work” program to further enhance the pool of employees who could walk, bike, or take a short shuttle or transit trip to/from the Installation.
4. Provide the Montgomery County Planning Department and the Montgomery County Department of Transportation, the annual report on the Transportation Management Plan progress that is prepared by the Installation Transportation Program Manager (TPM)/Transportation Program Coordinator (TPC).

Conclusion

Staff recommends that the Planning Board provide the following comments to the Naval Support Activities Bethesda concerning the draft Master Plan, the Draft Environmental Impact Statement and the Transportation Management Plan.

Summary of All Comments for Transmittal

Comments that Address All Three Documents (The Draft Master Plan, The Environmental Impact Statement and The Transportation Management Plan)

1. **The Planning Department concurs** with the draft **traffic study** included with the DEIS and asks that NSAB **continue to monitor traffic conditions** at the 17 external intersections where manual turning movement count data was collected during the last two weeks in October 2011 (post –BRAC) on a periodic basis to ensure operation of these intersections within the Policy Area congestion standard.
2. Achieve **the highest level of environmental stewardship** by complying with the local Montgomery County regulatory requirements for:
 - a. Erosion and Sediment Control
 - b. Stormwater Management
 - c. Forest Conservation
3. **The Environmental Impact Statement addresses impacts of the two projects fro the two largest tenants on the site but does not cover the entire campus.** For example, it does not evaluate the potential impacts on the stream valley and forest of the new stream crossings and ADA trail network recommended in the NSAB master plan. We suggest that a comprehensive, campus-wide EIS be prepared to address all the master plan’s recommendations.
4. Comply with the **Montgomery County Noise Control Ordinance** particularly during construction.

5. Provide as recommended, an update of the **Transportation Management Plan** every two years until the full employee population of 12,611 at the Installation is realized.
6. The Planning Department strongly **supports all efforts to achieve a maximum of compatibility with the surrounding neighbors and specifically with:**
 - a. **The NSA Draft Master Plan’s objective** (page 4)
“Provide compatibility with the surrounding neighbors by maintaining buffers on the perimeter as required.”
 - b. **The NSA Draft Master Plan’s statement** (page 5)
“A variety of land use is adjacent to the campus perimeter. It is paramount that the planning efforts within the campus recognize and be compatible with these land uses and mitigate negative impacts to surrounding neighbors.”
 - c. The creation of a continuous green buffer, with trees, shrubs and other plants, that is pervious, and increase from 148 feet to 200 feet in depth comparable to the one at the NIH Bethesda campus.
 - d. Mitigating negative impacts to surrounding neighbors by minimizing the visual and environmental impacts of existing structures that are within that area. Avoiding using the area for storage, maintenance activities, vehicular circulation and parking. Consider designating the area for compatible recreation uses by patients, visitors and staff or for environmental mitigation efforts. Coordinating with the local community and with the Planning Department.
7. Include “The M-NCPPC; Montgomery County Planning Department” as an official, designated “Cooperating Agency” ¹per the NEPA process in order to ensure on-going collaboration between NSAB and the Department for all present and future NEPA regulated projects on the campus.

Comments that Address the Draft Master Plan

Planning Staff Comments

1. Identify extensive areas for plantings in order to:
 - a. Increase tree canopy to the greatest degree possible

¹ **Cooperating Agency** (from EPA website 9/20/12) A federal, state, tribal or local agency having special expertise with respect to an environmental issue or jurisdiction by law may be a cooperating agency in the NEPA process. A cooperating agency has the responsibility to assist the lead agency by participating in the NEPA process at the earliest possible time; by participating in the scoping process; in developing information and preparing environmental analyses including portions of the environmental impact statement concerning which the cooperating agency has special expertise; and in making available staff support at the lead agency’s request to enhance the lead agency’s interdisciplinary capabilities.”

- b. Preserve and protect the stream buffer of Stoney Creek
- 2. Include strategies for bank stabilization and restoration at the multiple stormwater discharge points into Stoney Creek. Consider creating a campus stormwater and stream restoration plan.
- 3. Identify opportunities to daylight springs and seeps in the future to improve water quality in receiving ponds and Stoney Creek.
- 4. Consider including:
 - a. Electric vehicle stations
 - b. A campus bike share program
 - c. Locations for solar/geothermal energy generation facilities
 - d. Rainwater catchment facilities for irrigation
- 5. Evaluate the existing steel footbridge over Stoney Creek.
- 6. Coordinate with MCDOT to kick-start a project to implement the Kiss and Ride Facility. The Planning Department supports the candidate locations for the Kiss and Ride facility shown in the Master Plan. (Figure 5-2 Future Building Development Plan), along Rockville Pike and along Jones Bridge Road.
- 7. Reconsider the “Industrial/Warehouse Area Reconfiguration” shown in Figure 5-3, due to its proximity to the existing residential neighborhood. Increase the setback and provide additional screening and evaluate for negative noise and light impacts and address them.
- 8. Coordinate with Planning Department Staff to make revisions for accuracy related to Section 3 of the Plan which is titled “Regional Planning Context.”

Parks Department Comments

- 9. The undeveloped area of NSA property adjacent to North Chevy Chase Local Park totaling approximately 37 acres that comprises several ball fields, forested area and stream valley associated with Stoney Creek run is of long term interest to the M-NCPPC. If this area or portions of this area are ever deemed appropriate for the Federal Government to surplus, the M-NCPPC would like to evaluate acquisition as an extension to North Chevy Chase Local Park. This 37 acre area currently provides vital recreational benefits to the NSA Campus and includes ball fields, a picnic pavilion, and a hard surface trail system through the woods. These natural resources and recreation amenities are directly adjacent to North Chevy Chase Local Park.
- 10. NSA should consider discussions with M-NCPPC Department of Parks regarding the potential formalization of an improved access connection from NSA to North Chevy Chase Local Park to increase recreation amenities for the Navy and ease of access to the park from the NSA campus.

11. As 103 acres of the existing 243 acre NSA campus is maintained as impervious area, M-NCPPC supports future measures that reduce surface parking lots and measures that develop a greater open-space campus environment. Expansion should use previously developed sites for new construction.
12. M-NCPPC does not endorse the use of existing ball fields as a staging area for future construction, due to the temporary or long term loss of use of those fields.
13. The Stoney Creek Trail System should be expanded to formalize a connection with forested area identified as Alternative 1 to provide and promote greater recreational use of the campus.
14. There are no significant impacts from implementing any of the alternatives with regard to bicycle and pedestrian accessibility at NSA Bethesda
15. The North Chevy Chase Recreation Center should be referred to as the North Chevy Chase Local Park.

Comments that Address the Draft Environmental Impact Statement (for the Medical Facilities Development and University Expansion)

16. The Planning Department concurs with the conclusions and recommendations as follows:

Any proposal to demolish buildings adjacent to Building 1 and construct a new building will be done in a sensitive manner. The design of the new architecture must be undertaken with great care to avoid, reduce or mitigate adverse effects on Building 1, (noting that design will be reviewed by the State Historic Preservation Office and NCPC, and with the general design parameters outlined in the draft master plan on pages 4-129 and 4-130.

17. Retain Alternative 2 as the preferred Alternative. Support the elimination of Alternative 1 which locates new structures on a steeply sloped site with intact high quality mature forest near Jones Bridge Road and the surrounding community.
18. Emphasize onsite stormwater treatment including the use of low impact development techniques and avoid the use of University Pond as a stormwater management facility.
19. *Exceed* the LEED Silver standards and follow the Department of Energy's Guiding Principles for High Performance buildings.
20. Reduce net imperviousness on the campus, and ensure long term filtration capacity of the proposed pervious pavements through ongoing training of maintenance staff and development of maintenance programs.

21. Provide mitigation of any *unavoidable* impacts associated with the Stoney Creek Trail System. Provide this as close to the site of the impact as possible or, at a minimum, within the existing impacted watershed.
22. Provide additional bike parking areas at destination points reached via the woodland bike paths; such as picnic grounds and ball fields.

Comments that Address the Draft TMP (2012 Transportation Management Plan Update)

23. The Montgomery County Planning Department commends NSAB for:
 - a. The success achieved in maintaining an employee parking ratio that surpasses the “1 space for every 3 employees” level recommended by the Federal government.
 - b. The continued commitment to pursue further reduction in Single Occupant Vehicle travel through bike share, car share, and rideshare options, transit subsidies and shuttle services, telecommuting and alternative work schedule.
24. Incorporate into the final 2012 Transportation Management Plan Update and the final Environmental Impact Statement a commitment to:
25. implement a bike share program at the Installation by proactively coordinating with MCDOT and other major employers nearby (such as NIH and Suburban Hospital) to explore the feasibility of enhancing bike share opportunities for staff and visitors at the Installation, with bikeshare stations at gate locations along Rockville Pike and Jones Bridge Road.
26. Further improve pedestrian and especially bikeway facilities within and around the Installation. The key bikeway facilities within and around the campus must be identified and improved to a minimum width of 10-12 feet.
27. Coordinate transportation management resources and programs with that of NIH to the extent possible.
28. Develop a “live-near-work” program to further enhance the pool of employees who could walk, bike, or take a short shuttle or transit trip to/from the Installation.

Provide the Montgomery County Planning Department and the Montgomery County Department of Transportation, the annual report on the Transportation Management Plan progress that is prepared by the Installation Transportation Program Manager (TPM)/Transportation Program Coordinator (TPC).

Attachments:
 NSAB Final Draft Master Plan
 Flier Noticing PB Public Hearing

Reminder Notice
9/28/12

Reminder: Public Hearing

Montgomery County Planning Board

Thursday, October 18, 2012

CHECK THE AGENDA for TIME UPDATES at <http://www.montgomeryplanningboard.org/meetings>

Please note location corrections
 Check the week's notice

8787 Georgia Avenue, Silver Spring MD 20910

www.MontgomeryPlanning.org

Bethesda's Medical Campuses
National Institutes of Health
Naval Support Activities Bethesda
 (National Naval Medical Center)
Draft Master Plans
Draft Environmental Impact Statement
Traffic Management Plans

The following documents are available for your review at the Montgomery County Planning Department at the above address and online:
NATIONAL INSTITUTES OF HEALTH (NIH) 2012 Draft Master Plan and Transportation Management Plan
http://www.ncpc.gov/ncpc/Main/Tr21/PublicParticipation/Tr21/Public%20Participation/Tr31/PublicComment_/fromPages/MP02_NIH_Bethesda.htm
 NIH Draft Environmental Impact Statement - pending release
NAVAL SUPPORT ACTIVITIES BETHESDA (NSAB) Draft Master Plan & Transportation Management Plan
http://www.ncpc.gov/ncpc/Main/Tr21/PublicParticipation/Tr21/Public%20Participation/Tr31/PublicComment_/fromPages/MP059_NSA_Bethesda.html
 NSAB Draft Environmental Impact Statement – Volumes I and II for two projects
<http://www.wnmmc.commed.mil/PatientVisitors/SitePages/EIS.aspx>



OTHER PUBLIC HEARINGS

- October 4**
 1:00 pm-5 :00 pm
Topic: NSAB Draft DEIS & TMP
 Pooks Hill Marriott, Bethesda
 To Be Held by the Navy

- October 11**
 5:00 pm - 9 :00 pm
Topic: NSAB Draft DEIS & TMP
 Pooks Hill Marriott, Bethesda
 To Be Held by the Navy

- November 1**
 check online for time at <http://www.ncpc.gov/Home.asp>
Topic: NIH and NSAB Draft Master Plans
National Capital Planning Commission
 401 9th Street NW Washington, DC
 To Be Held by the National Capital Planning Commission

- Date To Be Determined**
Topic: NIH DEIS (pending release)
 Location to be Determined
 To Be Held by NIH



MONTGOMERY COUNTY PLANNING DEPARTMENT
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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