



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MEMORANDUM**

DATE: April 28, 2003

TO: Margaret Rifkin, Community Based Planning Division

VIA: Mary Dolan, Environmental Planning Division *MD*

FROM: Marion Clark, Environmental Planning Division *MC*

SUBJECT: Mandatory Referral 03103-NCPC-1  
Walter Reed Army Medical Facility 2002 Master Plan

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Environmental Planning staff has reviewed the mandatory referral referenced above and has the following comments:

This Master Plan should comply with the Montgomery County Forest Conservation Law and Environmental Guidelines. In addition, protecting the sensitive environmental areas is one of the objectives identified in the Master Plan Update Long Range Plans under goal 3 (page 7-3). Therefore, all efforts should be made to protect the existing forests and stream valley buffer. To this end the plan should reflect the following actions:

- Remove all new development shown located within the stream valley buffer.
- Remove new and expanding development shown located in forested areas.
- Include a conceptual stormwater management plan as a component of the Master Plan.
- Consider use of low impact development and green technology in all future development.
- Use native plant species in areas adjacent to Maryland National Capital Park and Planning Commission park property.
- Perform a noise analysis that demonstrates adherence to the Montgomery County Noise Ordinance and Montgomery County standards.
- Submit a final Forest Conservation Plan with site plan review of any new development.

Forest Conservation

This application includes an Environmental Assessment approved as a modified Natural Resource Inventory/Forest Stand Delineation (NRI/FSD). The Preliminary and Final Forest Conservation Plan should identify location, condition, and critical root zone of all specimen trees (30" dbh and over). Critical root zones are calculated at 1.5' for every 1" dbh. All future

site planning should retain a minimum of two thirds of the critical root zone for any specimen tree.

### Environmental Guidelines

The Montgomery County Environmental Guidelines should be applied to the master plan and any future site design development plans. All efforts should be made to remove existing impervious surfaces or stormwater management structures from the stream valley buffer. No new buildings, parking areas, or impervious surfaces of any kind should be located within the stream valley buffer.

Unresolved issues with respect to development in environmentally sensitive areas are:

- The area identified in Section 7 of the Master Plan Report on Plates 15 Concept Plan and 16 Proposed Land Use Plan as Supply/Storage (Future Maintenance); and also identified in the Environmental Assessment on Figure 7 Future Land Use as Long Range Maintenance Use should be removed from the high priority forest area located in the stream valley buffer.
- The areas identified in Section 5 of the Master Plan Report on Plate 7 Development Potential as 1, 2 and 10B should be removed from the forest and forested stream valley buffer. The report remarks that Areas 1 and 2 are suitable for recreation development, however parts of these areas are located in the stream valley buffer where the only suitable recreation use is natural surface trails. Section 10B is almost wholly within the stream valley buffer and should not be developed at all. Stormwater management facilities should not be located in this area. Existing stormwater management facilities located in stream valley buffers should not be expanded.
- New chain link fencing indicated on Figure 5 Sensitive Natural Resource Areas should be removed from the stream valley buffer and relocated to the area immediately adjacent to the parking lot.

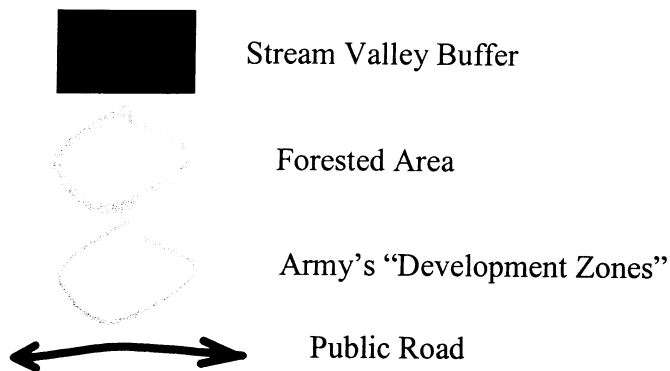
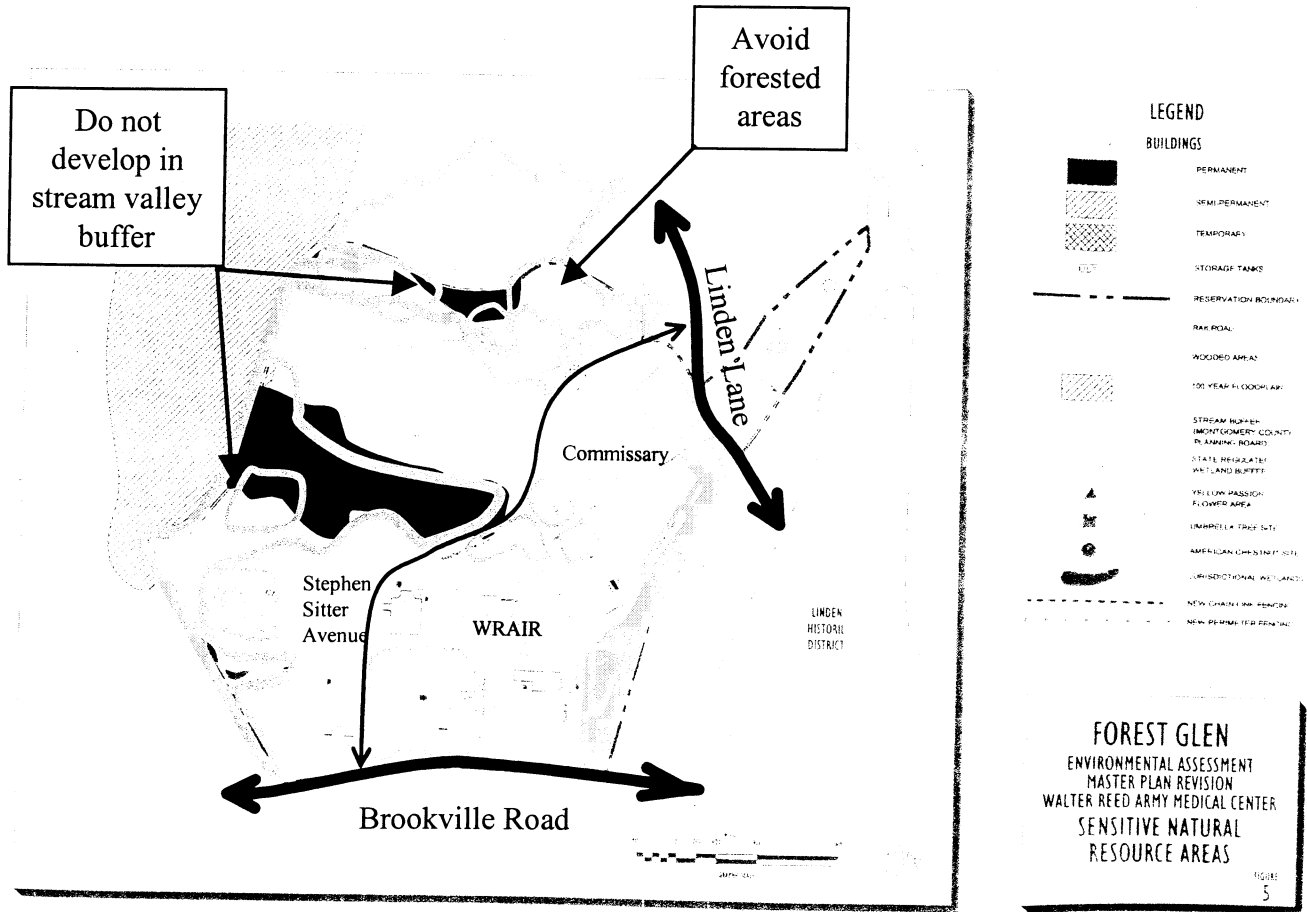
### Stormwater Management

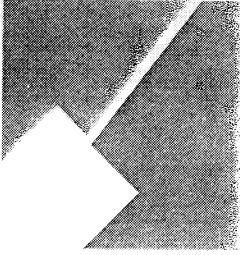
The Environmental Assessment discusses a new AFIP repository building to be constructed between the two existing repositories (Buildings 509 and 510). The new building is shown positioned on top of the existing storm water management pond. Resolution of this conflict should be addressed in the Master Plan Update and the impacts should be evaluated in the Environmental Assessment. Any new stormwater management facilities should not be placed within forested portions of the site or within stream valley buffers. Stormwater management plans should opt for review by Montgomery County Department of Permitting Services rather than State of Maryland Department of the Environment.

### Noise

The Montgomery County Noise Ordinance limits noise levels along residential property lines to 60 dba during daytime hours. A noise study should be performed to determine the noise levels generated by mechanicals on and operations around Building 503. Consider noise abatement, if noise levels are found to be in excess of County standards.

# Sensitive Natural Resources and Army's "Development Zones"





May 1, 2003

**MEMORANDUM**

TO: Margaret K. Rifkin, Planner/Coordinator  
Community Based Planning Division

VIA: Daniel K. Hardy, Supervisor *DKH JEG*  
Transportation Planning Division

FROM: Janet E. Gregor, Planner/Coordinator *JEG*  
Transportation Planning

SUBJECT: Mandatory Referral No. 03103-NCPC-1  
Walter Reed Army Medical Center (WRAMC)  
Forest Glen Section Master Plan Update  
Silver Spring/Takoma Park Policy Area  
NCPC File No. MP005

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This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject mandatory referral.

**RECOMMENDATIONS**

Transportation Planning staff recommends the following as part of the Planning Board's comments to Walter Reed Army Medical Center (WRAMC) regarding the APF test for this mandatory referral:

1. Continue to provide access to the Rock Creek Trail along the northwestern site boundary and establish maintenance responsibility for this trail.
2. Require trucks traveling to WRAMC to use the main gate on Stephen Sitter Avenue at Brookville Road for inspection and Post access.
3. Once the functions along Smith Drive have been relocated to the Main Post, permit the use of Smith Drive as an access point to the National Park Seminary (NPS) site.

**Attachment7**

4. Provide sidewalks along the site frontage on Brookville Road and Linden Lane in conjunction with streetscaping as recommended on pages 73 and 75 of the North and West Silver Spring Master Plan (Master Plan).
5. Dedicate from the roadway centerline any right-of-way needed to comply with Master Plan recommended right-of-way widths at the time of future plat recordation.
6. Coordinate any ridesharing and/or transit programs with the future users of the NPS site.
7. Continue the current traffic monitoring to determine the effectiveness of the implemented employee traffic mitigation measures and any need for modifications.
8. Defer APF review of the specific development proposals until the time of mandatory referral for each specific development proposal.
9. Refine guidelines for visitor and community access to the Post that maintain community accessibility for pedestrians and bicyclists along Stephen Sitter Avenue without violating appropriate security practices.
  - a. Develop guidelines for visitor access onto campus that vary according to threat levels under the Homeland Security Advisory System.
  - b. Provide for visitor access (pedestrians and bicyclists) onto and across the site between the Capital Crescent Trail and the NPS site for Low and Guarded threat levels.
10. Amend the July 1992 Memorandum of Understanding (MOU) regarding implementation of a Transportation Management Program (TMP) to address needed revisions and clarifications while maintaining TMP's intents and purposes.

## **DISCUSSION**

### Background

In November 1991, WRAMC prepared an updated Master Plan report for the Forest Glen section of the medical facility. The main focus of the Master Plan update was the addition of a major new building of approximately 520,400 square feet to house the Walter Reed Army Institute of Research with approximately 700 new employees. This new facility established a strong research function not previously present at the Forest Glen facility altering the character of the facility.

Concerns about the traffic associated with such a large facility being served by limited roadway capacity resulted in the negotiation of a July 1992 MOU between WRAMC and the National Capital Planning Commission, the planning agency for federal governmental facilities in the Washington, D.C., region. The MOU included as a signatory the Maryland-National Capital Park and Planning Commission (M-NCPPC) since the Forest Glen facility is located in Montgomery County, Maryland, placing it under the jurisdiction of the Montgomery County Planning Board and M-NCPPC. The MOU required mitigation of the new employee traffic and set goals to be achieved through the mitigation. Monitoring of the traffic was required to ensure that the goals were met and impacts to local roadways and neighborhoods adjacent to the Forest Glen facility were minimized.

### Bi-County Transitway

The Bi-County Transitway (previously known as the Purple Line), with several variations as to mode and alignment, has been under study for approximately ten years. The origin of the Bi-County Transitway is the Georgetown Branch Trolley/Trail, a light-rail line linking the two ends of the Metrorail Red Line by directly connecting Bethesda to Silver Spring. This option utilized a shared right-of-way with a portion of the existing Georgetown Branch Hiker/Biker Trail.

The Georgetown Branch concept has been extended to include an additional segment linking Silver Spring to the New Carrollton Metrorail Station in Prince George's County. Referred to in the North and West Silver Spring Master Plan as the "Georgetown Branch Transitway", this transit improvement is funded for planning in the Maryland Department of Transportation's Consolidated Transportation Program.

A Final Environmental Impact Statement is being completed for the Bethesda to Silver Spring segment, including the proposed Lyttonsville (or West Silver Spring) station, which will provide fixed-guideway transit access to the Forest Glen section. In March 2003, Governor Ehrlich included the Bi-County Transitway in his package of transit projects seeking federal funding in the "TEA-3" six-year reauthorization bill scheduled to be passed by Congress this autumn.

### Location Access and Circulation

The WRAMC Forest Glen Annex is located south of the Capital Beltway (I-495), west of the CSX railroad tracks, north of Garfield Avenue, east of Rock Creek Park, and northwest of Brookville Road in the Forest Glen neighborhood of North Silver Spring.

Direct access to the site is via either Linden Lane to the north or Brookville Road to the southeast. Linden Lane provides access to the west via Forsythe Avenue and Beach Drive, to the northwest via Capitol View Avenue and to the east via Forest Glen Road. Brookville Road provides access to the west via Lyttonsville Road and Lyttonsville Place to East-West Highway (MD 410) and to the east via Seminary Road to Georgia Avenue (MD 97).

Access to the Post is provided via four locations:

- Stephen Sitter Avenue north of its intersection with Brookville Road (main gate)
- Research Drive north of its intersection with Brookville Road
- Stephen Sitter Avenue south of its intersection with Linden Lane
- Smith Drive north of its intersection with Linden Lane

The first three access points are to the portion of the site closed to the public and controlled via secure gates with guardhouses. The fourth access point, via Smith Drive, provides access to the portion of the site north of Linden Lane. Smith Drive is not a publicly maintained roadway and currently provides access only to the WRAMC site. However, staff recommends that the Smith Drive access point be considered as a potential access point to the NPS portion of the site to be exsessed.

Pedestrian access facilities from outside the Forest Glen Annex portion of the Post do not exist. Pedestrian access inside the Post is under the jurisdiction of the army.

#### Master Plan Roadways and Bikeways

The North and West Silver Spring Master Plan classifies streets and highways in the vicinity of the site as follows:

Brookville Road is classified as an arterial street (A-60) with a recommended 80-foot right-of-way. Brookville Road is one of only two roads that provide direct access to the Forest Glen section. The sidewalk on WRAMC frontage of Brookville Road is part of the North and West Silver Spring Master Plan bikeway system.

Linden Lane, the second street providing direct access to the site, is classified as a commercial/industrial road from Stephen Sitter Avenue to Fraser Avenue with a recommended 70-foot right-of-way. Between Fraser Avenue and Brookville Road, Linden Lane is classified as a primary residential street (P-4) with a recommended 70-foot right-of-way.

The Forest Glen Annex is centrally located with respect to the Montgomery County and the Washington regional roadway network. Direct access to the site, however, requires use of streets of lower classification that transverse residential and neighborhood commercial areas creating conflicts resulting in the need to provide controls on the amount of traffic entering and exiting the site.

The North and West Silver Spring Master Plan recommends an on-road bike path on Stephen Sitter Avenue, a road owned and operated by the Army. The WRAMC Master Plan recommends, however, that this road remain closed to the general public

as part of the increased security measures being taken at Forest Glen. The on-road bike path would similarly need to be restricted.

From a broader transportation planning and master planning perspective, the proposal to maintain a closed, secure Post has implications regarding accessibility for the adjacent community, particularly the future users of the NPS site to be accessed from the WRAMC site.

Staff expects any future use of the NPS site to rely heavily on transportation demand management programs to minimize the impact of traffic on the local roadway network. The NPS site is approximately as far from the master planned Lyttonville (or West Silver Spring) station on the Bi-County Transitway as it is from the Forest Glen Metrorail station. **The Bi-County Transitway could therefore be a viable means of access for NPS site employees and visitors if pedestrian access across the WRAMC Post is allowed during periods of low threat levels.**

Staff proposes that the implications of various levels of campus closure be formalized through guidelines that relate access to the current threat level of the Homeland Security Advisory System. Staff recommends that when threat levels are low, pedestrians and bicyclists should be allowed access to the campus as they did prior to September 11, 2001. Staff recognizes that during periods of elevated threat levels, visitor access will logically be constrained.

The North and West Silver Spring Master Plan recommends maintaining the existing connection between Linden Lane and the Rock Creek Park Trail along the northwestern boundary of the WRAMC site, generally parallel to Ireland Drive. **The WRAMC Master Plan would allow this trail connection between Linden Lane and the Rock Creek Trail to be maintained.**

#### Local Area Transportation Review (LATR)

The Master Plan Report for the WRAMC, Forest Glen section, and the Plan's February 2003 TMP report provide sufficient information for M-NCPPC staff to generally assess the transportation impacts associated with the specific development proposals.

The February 2003 TMP report does not, however, comply with the specific procedures contained in the M-NCPPC's LATR guidelines, as required by the Planning Board's Adopted Mandatory Referral Uniform Standards. **Staff, therefore, recommends deferring APF review of the specific development proposals until time of mandatory referral for each specific development proposal.**

The Master Plan identifies four specific proposed developments that would generate vehicular traffic; the fire station, veterinary facility, AFIP repository/storage facility, and the vehicle wash facility. The Army submitted an April 2003 traffic statement indicating that these four specific developments would be expected to generate a total of 117 (of which 71 would be entering the site and 46 leaving the site)



and 114 (of which 49 would be entering the site and 65 leaving the site) vehicle trips during the morning and evening peak-hours, respectively, of the weekday peak period. If this were a subdivision case, an LATR study would be required as the total site with the specific development proposals would generate more than 50 peak-hour trips.

The MOU identifies vehicle trip generation limits of 415 vehicle trips entering the site during the morning peak-hour and 506 vehicle trips leaving the site during the evening peak-hour. **Traffic counts taken in October 2001 indicate that the MOU goals were met with 189 vehicle trips entering the site during the morning peak-hour and 265 vehicle trips leaving the site during the evening peak-hour.** Staff notes that these observed traffic counts reflect the status of the Post as closed to through traffic after the events of September 11, 2001. Prior to September 11, 2001, the total traffic entering and leaving the site had exceeded the MOU goals during both morning and evening peak-hours.

The April 2003 traffic statement indicated that with the additional trips generated by the four specific development proposals, the site would generate 260 trips entering the site during the morning peak-hour and 330 trips leaving the site during the evening peak-hour. These forecasted trip levels would remain below the MOU goals.

#### Transportation Management Program (TMP)

WRAMC has implemented a TMP per the 1992 MOU and documented in a February 2003 report submitted as a companion document to the Master Plan. The TMP evaluates traffic conditions in the vicinity of the site and identifies current and proposed measures to meet the traffic mitigation goals of the MOU. **The TMP is oriented to achieve a reduction in parking demand from the current 1.2 employees per available parking space to 3.0 employees per available parking space.**

The TMP recommends continuing the current travel demand management elements, primarily allowing flexible work hours (enjoyed by approximately 80 percent of respondents to a May 2001 employee survey), provision of transit subsidies administered by USDOT, and encouraging participation in the regional Guaranteed Ride Home carpool program.

The TMP recommends considering several additional strategies, including:

- Designating an Employee Transportation Coordinator to establish a database to match potential carpool and ridesharing members
- More aggressively marketing commute options to employees, including mass-transit, ridesharing, walking, and bicycling
- Establishing a Commuter Center at the Commissary or PX to better distribute TMP information and provide personalized attention in customer service
- Facilitating the establishment of vanpools to be run by employees
- Implementing expanded flex-time options including compressed work weeks

- Managing the parking supply
- Continued monitoring of traffic volumes, parking demand, employee behavior and satisfaction

The ability to achieve long-range transportation demand management success should be enhanced by the implementation of the Bi-County Transitway. The Lyttonsville (or West Silver Spring) station planned for the Bi-County Transitway is located approximately one quarter-mile from the WRAMC main gate.

Several of the TMP elements, particularly regarding ridesharing coordination and commute options marketing, lend themselves to collaboration with the future occupants of the NPS site. **Staff recommends that the WRAMC TMP include active incorporation of future NPS users for those elements for which Post security would not be compromised.**

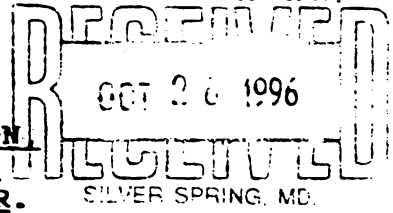
The TMP was developed primarily to assess the impacts associated with the opening of the Walter Reed Army Institute of Research building. The overall purpose and intent of the TMP remains valid as additional changes are master planned for the WRAMC Forest Glen Annex campus. However, changes have occurred to several local and regional transportation and travel demand management programs in the past 11 years. These changes range from typographical (e.g., the term "Georgetown Branch") to functional (e.g., the development of the regional Guaranteed Ride Home Program). Other items, primarily regarding the relationship between individual TMP elements and the TMP goals and the frequency and duration of monitoring efforts, should be clarified. **The 1992 MOU should be amended to address these revisions and clarifications while maintaining its intents and purposes.**

#### Policy Area Review

The Forest Glen section of WRAMC is located in the Silver Spring/Takoma Park Policy Area. As of March 31, 2003, this policy area had a remaining capacity of 1,238 jobs.

JG:ct

mmo to rifkin re wramc.doc



MEMORANDUM OF UNDERSTANDING  
BY AND AMONG  
NATIONAL CAPITAL PLANNING COMMISSION  
MONTGOMERY COUNTY PLANNING BOARD,  
AND WALTER REED ARMY MEDICAL CENTER.

This Memorandum of Understanding (MOU) sets forth the agreement among the National Capital Planning Commission (NCPC), Montgomery County Planning Board (MCPB), and the Walter Reed Army Medical Center (WRAMC) regarding implementation of a Transportation Management Program (TMP) for WRAMC, Forest Glen Annex (FGA).

WHEREAS, NCPC's project plans submission requirements require that sponsoring agencies' TMPs incorporate the following:

- o Summary of existing and proposed parking by type and assignment;
- o Goals for trip reduction;
- o Strategies to minimize vehicle work trips and discourage single occupancy commuting;
- o Discussion of projected transportation impacts and description of mitigation measures;
- o Description of applicable local, state, and regional transportation management requirements and recommendations for implementation;
- o Measures for monitoring, auditing, evaluating, and adjusting.

WHEREAS, WRAMC has prepared a TMP that established short-term and long-term implementation strategies and program goals.

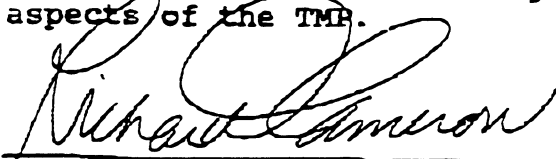
WHEREAS, on November 4, 1991, the MCPB recommended that NCPC defer action on the proposed TMP and FGA Master Plan until all conditions explained in its transportation, historic, urban design, and environmental planning divisions memorandum of November 1, 1991 are satisfactorily resolved, including a requirement that WRAMC execute a contractual agreement to implement the TMP.

IT IS THEREFORE AGREED THAT:

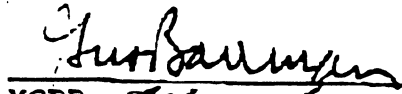
1. WRAMC will use existing operational funds or seek additional funding to achieve and maintain TMP goals and implement all TMP components, tallies, evaluations, and audits, as outlined in the attached addendum.
2. WRAMC will submit to NCPC and MCPB quarterly tallies and audits, and annual evaluations on the effectiveness of WRAMC's

TMP strategies, including the degree of success in preventing traffic impacts of its incremental development on roadways which serve the FGA.


3. NCPC and MCPB will evaluate the proposed future employment and parking growth at the WRAMC FGA in light of WRAMC's success in achieving and maintaining the TMP goals and implementing all aspects of the TMP.

  
\_\_\_\_\_  
WRAMC, Commander

Date 23 JUN 1992

  
\_\_\_\_\_  
MCPB, Chairman

Date 7/15/92

  
\_\_\_\_\_  
NCPC, Chairman

Date 7/16/92

## ADDENDUM

### GOALS OF THE WRAMC FGA TRANSPORTATION MANAGEMENT PROGRAM

1. Improve the efficient use of parking spaces on FGA for WRAMC personnel, visitors, and handicapped persons.
2. Mitigate the traffic impacts of further FGA development on the roadways serving the WRAMC FGA (such that the level of congestion during the peak hours along the roadways serving WRAMC FGA is not worse than if development did not occur).
3. Maintain a "good neighbor" relationship with the surrounding Forest Glen community and a "good faith" relationship with the MCPB.

### TRIP LIMITATION GOAL

The TMP shall have the following trip limitation goal: no more than 415 vehicle trips shall enter the subject property during any hour within the 7:00-9:00 a.m. peak period and no more than 506 vehicle trips shall leave the subject property during any hour within the 4:00-6:00 p.m. peak period. The trip limitation goal may be changed to account for any measurable annual fluctuations in through trips (trips passing completely through the subject property). However, such changes shall be permitted by NCPC and Planning Board staffs only if they are justified by audits of vehicular trips on the subject property. The trip limitation goal shall be achieved and maintained no later than one year after initial occupancy of the proposed WRAIR facility.

### PROGRAM COMPONENTS

The TMP shall have the following components:

1. Basic Traffic Mitigation Measures. The WRAMC shall be responsible for the provision of several basic traffic mitigation measures until such time that the NCPC and Planning Board determine that the measures are no longer appropriate or necessary. Prior to approval of the subject property's Master Plan, the WRAMC shall provide NCPC and Planning Board staff evidence that all of the basic traffic mitigation measures have commenced. The basic measures shall include:
  - a. Staggered Work Hours. The WRAIR shall establish a staggered work hours schedule that requires WRAIR employees in the subject property to arrive and leave work outside of the 7:00-9:00 a.m. and 4:00-6:00 p.m. peak periods.

- b. Transit and Vanpool Discounts. The WRAMC shall make available to all employees on the subject property the opportunity to participate in programs established under Public Law 101-509 or its successor(s) to the full extent permitted by Department of Army Policy. The WRAMC and WRAIR will seek the authority and funding to participate in these programs.
  - c. Reserved Carpool/Vanpool Spaces. The WRAMC shall reserve parking spaces for carpoolers and vanpoolers. The spaces shall be located as close to the building entrances as physically possible. The number of reserved spaces shall be increased as the demand for such spaces increases.
  - d. Shuttle Service. The WRAMC shall provide a free shuttle service between Forest Glen Metrorail station and the subject property during at least the morning and evening peak periods operating at 15 minutes or less headways as participation warrants. If and when a light-rail line is completed on the Georgetown Branch, the WRAMC shall also provide a similar shuttle service to and from the station closet to the subject property.
  - e. Personalized Rideshare Matching Service. The WRAMC shall participate in any personalized rideshare matching service that may be established for the Silver Spring/Takoma Park Policy Area. If a personalized Silver Spring/Takoma Park program does not exist just prior to the time the Master Plan is to be approved, then the WRAMC shall immediately implement its own in-house matching service. Details of the service, which shall be comparable to other privately-sponsored Share-A-Ride programs in Montgomery County, shall be approved by Planning Board staff.
  - f. Emergency Rides. WRAMC, and tenant organizations, shall provide free rides in cases of occasional family emergencies for carpoolers, vanpoolers and transit user as it becomes the policy of their Major Army Command.
2. Back-Up Traffic Mitigation Measures. If one or more of the basic traffic mitigation measures fails to operate as required and/or the trip limitation goal is not achieved or maintained, the WRAMC shall immediately implement, in addition to the basic measures, sufficient back-up measures to remedy the problem.

Back-up measures may include: 1) more frequent shuttle services from the existing Forest Glen Metrorail station and the possible light-rail station serving the subject property, 2) policies to allow telecommuting, and 3) additional measures that may be suggested by the WRAMC and approved by NCPC and Planning Board staffs.

3. Transportation Coordinator. The WRAMC has designated the Assistant Chief of Staff of Support Services Administration to serve as transportation coordinator. The coordinator shall promote and administer the basic and back-up traffic mitigation measures, as appropriate.
4. Bus Shelters. Upon commencement of construction of the proposed WRAIR building on the site, the WRAMC shall install bus shelters at all unprotected bus stops on the subject property. The shelters shall be equipped with wooden benches and shall otherwise conform with specifications approved by MCDOT, unless prohibited by law.

#### QUARTERLY TALLIES AND ANNUAL EVALUATIONS

Immediately after commencement of the basic traffic mitigation measures and on an on-going basis thereafter, the transportation coordinator shall submit to NCPC and Planning Board staff quarterly tallies on the effectiveness of each component of the TMP. The tallies shall be in a format approved by NCPC and Planning Board staffs. The coordinator shall also submit an annual evaluation report to the Planning Board.

#### AUDITS

The NCPC and Planning Board staff shall audit the TMP by reviewing results of vehicular counts at all roads entrance and exits on the subject property during the peak periods. The counts shall be performed quarterly. The WRAMC shall make annual payments to a contractor, acceptable to NCPC and Planning Board staff, to conduct the counts in accordance with a format and schedule approved by NCPC and Planning Board staff. The results of the audits, averaged over a six-month period, shall be used to determine achievement and maintenance of the trip limitation goal.

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**From:** Kreger, Glenn  
**Sent:** Friday, March 28, 2003 9:56 AM  
**To:** Rifkin, Margaret; Hardy, Dan  
**Subject:** FW: Walter Reed Annex Traffic Plan

-----Original Message-----

From: Karen Vittone [mailto:karen@vittone.com]  
Sent: Friday, March 28, 2003 8:59 AM  
To: Kreger, Glenn  
Subject: Walter Reed Annex Traffic Plan

Glenn: Thought I would also send to you my note to Joan Malloy so that you are aware of where we are with the new WR Annex traffic plan. Thank you in advance for taking our thoughts & opinions into consideration. Please contact me if you have further questions.

Karen Vittone  
V.P., NWMHCA  
2017 Lanier Drive  
Silver Spring, MD 20910  
301/585-0592  
karen@vittone.com

----- Original Message -----

From: "Karen Vittone" <karen@vittone.com>  
To: "Malloy, Joan F Ms WRAMC-Wash DC" <Joan.Malloy@NA.AMEDD.ARMY.MIL>  
Sent: Thursday, March 27, 2003 3:09 PM  
Subject: Re: Question Ref. Addresses Etc.

Joan:

Thank you so much for organizing and helping to set up this council, so many problems can be resolved this way. We were all very impressed that so many of your folks (many high level) attended and at such a busy time for the military. This really demonstrated a high regard for this council and its mission. I wrote up a summary of the meeting and distributed it to the community on-line, as well as distributed at our community's general meeting last night.

Some feedback from our community concerning your new traffic plan. We were all truly astonished to find out that in your traffic planning for the Walter Reed Annex that none of the W.R. folks were aware of the Yeshiva moving into old Mont. Hills. While your plan will go to Park and Planning for review eventually, it seems unproductive that there isn't a process in place already to check on existing and future plans that might impact a new traffic pattern prior to beginning a new endeavor.

Since our community is constantly working on various traffic issues, two other items in regard to traffic, that may impact your plan. One, the Woodlin Elementary School has been given the green light for a new traffic plan for accessing their school. The plan under consideration is part of the Silver Spring Master Plan which has been finished for some time. We have not seen the blueprint yet, but the main scenario is that busses leaving off & picking up children would be accessed from Brookville rather than Luzerne (a residential street). As you can



understand, it is a very dangerous situation to leave children off on the curb of a street. About a month ago a five year old was struck by a bus (not hurt thankfully) while crossing Luzerne so the community is very anxious to get this resolved soon. We have been trying to resolve this issue for many years.

The above situations are relatively new. But there is also one other situation, which has been in place for sometime, that would further impact Brookville Road. That is the directional sign on East-West Hwy. which asks all traffic going to the beltway to detour via Brookville to access Ga. and the beltway. We're not against your new plan, it appears to be needed, it's just that Brookville could become quite congested and that wouldn't help any of us. We would just like the planners, and especially the county, to be aware of the total picture so that necessary accommodations can be made. For example, in this case, perhaps the county should think about extending the lanes on Brookville to at least three, maybe four -- part of Brookville Road is already three lanes. And perhaps the sign on East-West Hwy. should be removed.

The neighborhood would also like for you to emphasize that the fire trucks are not to use Second Ave. as they go back and forth to W.R. Medical Center. Second Avenue traffic is a constant battle for us.

One other question came up at our community meeting last night and that was whether the W.R. Annex has any type of Civil Alert System in case of a terrorist attack, etc?

Joan, perhaps you could forward the traffic portions of this email to Ms. Marcus and anyone else who would be involved . Again, thank you for making this forum available and we look forward to working with you.

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