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**MEMORANDUM OF AGREEMENT
AMONG
THE UNITED STATES GENERAL SERVICES ADMINISTRATION,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
THE DISTRICT OF COLUMBIA HISTORIC PRESERVATION OFFICE,
THE UNITED STATES FEDERAL HIGHWAY ADMINISTRATION,
THE NATIONAL CAPITAL PLANNING COMMISSION,
AND
THE UNITED STATES DEPARTMENT OF HOMELAND SECURITY,
REGARDING THE CONSTRUCTION OF THE ACCESS ROAD
AT ST. ELIZABETHS NATIONAL HISTORIC LANDMARK,
WASHINGTON, D.C.**

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This Memorandum of Agreement (“MOA”) is made as of this ^{30th} day of September 2011, by and among the United States General Services Administration (“GSA”), the Advisory Council on Historic Preservation (“ACHP”), the District of Columbia Historic Preservation Office (“DCHPO”), the United States Federal Highway Administration (“FHWA”), the National Capital Planning Commission (“NCPC”), and the United States Department of Homeland Security (“DHS”) (all referred to collectively herein as the “Signatories” or individually as a “Signatory” or as the “Parties” or individually as a “Party”), pursuant to Sections 106 and 110 of the National Historic Preservation Act (“NHPA”), 16 U.S.C. §§ 470f and 470h-2(f), and the Section 106 implementing regulations at 36 C.F.R. Part 800 and pursuant to the Programmatic Agreement (“PA”) (Exhibit 1) among GSA, ACHP, DCHPO, FHWA, NCPC, and DHS regarding the Redevelopment of St. Elizabeths National Historic Landmark (“NHL”), Washington, DC, dated December 9, 2008, which contemplated a multi-phased redevelopment project and the execution of one or several separate Memoranda of Agreement (“MOAs”) per 36 C.F.R § 800.6, of which this is the fourth for Phase I (“Phase I”); and

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WHEREAS, the Undertaking (hereinafter defined) contemplated by this MOA is part of a larger undertaking, addressed in the PA and the Master Plan (“Master Plan”), which proposes GSA’s redevelopment of the entire West Campus (“West Campus”) of St. Elizabeths (“St. Elizabeths”) and the North Campus Parcel (“North Campus Parcel”) of the East Campus (“East Campus”) for use as a high-security federal campus for the DHS Headquarters, and FHWA’s and GSA’s implementation of certain new roadway and interchange construction within portions of National Park Service (“NPS”) parkland known as Shepherd Parkway (“Shepherd Parkway”), to provide ingress and egress to the West Campus; and

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WHEREAS, the purpose of this MOA is to ensure continued compliance with NHPA, including Sections 106 and 110(f), whereby GSA shall carry out consultation for each phase of development and, prior to any effort that may directly or adversely affect the Site (hereinafter defined) shall to the maximum extent possible, undertake planning and actions as may be necessary to minimize harm while satisfying the programmatic requirements of DHS and shall afford the DCHPO, ACHP, and Consulting Parties (hereinafter defined) a reasonable opportunity to comment, respectively; and

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WHEREAS, St. Elizabeths is located in the Southeast quadrant of Washington, D.C. (“D.C.”) and includes the 176-acre West Campus and an adjacent 173-acre East Campus (Exhibit 2; St. Elizabeths Regional Plan). GSA has determined the Area of Potential Effect (“APE”), revised on April 26, 2011, (Exhibit 3) as defined in 36 C.F.R. § 800.16(d) for the Undertaking includes both physical and visual areas; and

52 WHEREAS, to satisfy DHS's transportation access and requirements to support Phase I,
53 GSA proposes to construct a new Access Road and realign the Security Perimeter Fence
54 associated with a new Access Road and the addition of ten bus bays ("Access Road") along the
55 western boundary edge within the West Campus of St. Elizabeths (the "Site") (Exhibit 4);
56 construct road improvements associated with the Firth Sterling intersection, which is outside the
57 site; install utilities, lighting and signage associated with the Access Road; and protect and
58 rehabilitate Contributing Landscape Features ("Contributing Landscape Features") associated
59 with the site work within the Limit of Disturbance (as defined herein); collectively referred to as
60 the Undertaking ("Undertaking"); and

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62 WHEREAS, GSA has conducted additional detailed traffic studies and extensive
63 coordination with the District of Columbia Department of Transportation ("DDOT") on the road
64 improvements associated with the Firth Sterling intersection which are referenced in this
65 Undertaking due to the functional need to provide access to the Access Road through the Firth
66 Sterling intersection; and

67
68 WHEREAS, GSA shall obtain permission from DDOT to access and construct road
69 improvements outside of the Site, and DDOT shall assume maintenance responsibilities of the
70 Firth Sterling intersection and associated roads outside of the Site upon construction completion;
71 and

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73 WHEREAS, GSA, as property owner and lead agency for this Undertaking, is responsible
74 for the ongoing stabilization, maintenance, upkeep and ongoing protection of the West Campus
75 in accordance with the Maintenance Program and the separate National Capital Region
76 Programmatic Agreement and throughout redevelopment and in perpetuity as long as the West
77 Campus remains in its control and jurisdiction *provided that* if GSA proposes to transfer the West
78 Campus or any portion thereof to any non-federal entity, such an undertaking would be subject to
79 the provisions of 36 C.F.R. Part 800; and

80
81 WHEREAS, GSA has applied the Criteria of Adverse Effect (36 C.F.R. § 800.5(a)(1)) and
82 found that the Undertaking shall have an adverse effect on the St. Elizabeths NHL, including
83 Contributing Landscape Features as listed in a table (Exhibit 5), which is based on information
84 developed for the St. Elizabeths West Campus Master Plan Final Environmental Impact
85 Statement ("FEIS"), the Record of Decision Addendum ("ROD Addendum") (Exhibit 6), and will
86 be submitted to NCPC on September 30, 2011 and derived from the St. Elizabeths West
87 Campus CLR (hereinafter defined) and LPMP (hereinafter defined); and

88
89 WHEREAS, GSA notified DCHPO and ACHP of its adverse effect determination for this
90 Undertaking in accordance with the PA, and GSA has continued its ongoing consultation with
91 DCHPO, ACHP and Consulting Parties to fulfill GSA, DHS and NCPC obligations under NHPA;
92 and

93
94 WHEREAS, to complete the Undertaking, GSA and DHS have entered into ten-year
95 preliminary Occupancy Agreements (OA) for Phase I of the project prior to occupancy of the Site
96 and are reviewing additional preliminary OAs for future phases wherein DHS shall occupy the
97 West Campus together with the North Campus Parcel of the East Campus of St. Elizabeths
98 creating a high-security Interagency Security Committee ("ISC") Level 5 facility that meets DHS'
99 program and functional requirements consistent with the Master Plan; and

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101 WHEREAS, GSA submitted the final Master Plan to NCPC and the U.S. Commission of
102 Fine Arts ("CFA") on November 10, 2008 and approval was granted on November 20, 2008 by
103 CFA and on January 8, 2009 by NCPC at their regularly scheduled meetings; and
104

105 WHEREAS the components of DHS to be housed at St. Elizabeths for Phase I
106 occupancy shall be approximately 3,900 DHS employees utilizing approximately 975 employee
107 parking spaces and 179 visitor spaces on the West Campus, as included in the DHS National
108 Capital Region Housing Plan and as set forth in the Master Plan and ROD Addendum; and
109

110 WHEREAS, in accordance with Section III.B (Modifications to Master Plan) of the PA,
111 GSA, through the ongoing Section 106 process, and in response to the conditions set forth by
112 NCPC in January 2009, has refined the Master Plan and the Final Access Road Design
113 Submission ("Final Access Road Design Submission") (Exhibit 7) to include : (a) construction of
114 ten bus bays and associated bus shelters and pedestrian areas along the Access Road between
115 Gates 4 and 6 to accommodate transit requirements; (b) realignment of the Perimeter Security
116 Fence eastward along the western edge of the site to accommodate the bus bays; (c)
117 modifications to the two bus turn-arounds at the north and southern edges of the access road to
118 accommodate transit traffic; (d) construction of a multi-purpose trail along the eastern edge of the
119 Access Road; (e) elimination of the media truck parking along the access road; (f) incorporation
120 of lighting, landscape and signage associated with the final design of the Access Road; and (g)
121 design modifications associated with the Firth Sterling intersection and coordinated with DDOT
122 including: one traffic island, no channelized right turns, no realignment of existing streetcar
123 tracks, and other intersection approach engineering modifications; and
124

125 WHEREAS, the Final Access Road Design Submission (Exhibit 7) was reviewed by the
126 Consulting Parties and it was agreed that the content of this submission reflects the
127 modifications to the Master Plan, Access Road design plans, and other agreements reached in
128 consultation for this Undertaking; and
129

130 WHEREAS, GSA acknowledges that future phases of the larger redevelopment outlined
131 in the PA may require further refinements to the Master Plan and that those refinements shall be
132 addressed in ongoing consultation relative to the particular undertaking being considered and
133 from which the modification is resulting; and
134

135 WHEREAS, GSA has identified in accordance with 36 C.F.R. § 63.2 the existing
136 Contributing Landscape Features (Exhibit 5) on the Site that contribute to the character and
137 significance of the NHL and proposes to retain, to the maximum extent possible, Contributing
138 Landscape Features and to otherwise be guided by landscape restoration, treatment and
139 maintenance guidelines outlined in the *Preservation, Design & Development Guidelines* ("Design
140 Guidelines"), the Cultural Landscape Report ("CLR") and the associated Historic Landscape
141 Preservation and Management Plan ("LPMP") (Exhibit 8); and
142

143 WHEREAS, GSA, in accordance with Section III.D.1.a of the PA, completed Historic
144 American Landscape Survey ("HALS") on January 12, 2010 for the overall West Campus
145 documentation (Exhibit 9); and
146

147 WHEREAS, GSA completed the Phase I archaeological survey, *Phase I Archaeological*
148 *Survey of Portions of the St. Elizabeths Hospital West Campus, Washington, DC* by Kreisa,
149 McDowell, and Kermes (2008) (Exhibit 10), to which the DCHPO concurred, as part of a phased
150 approach to the identification and evaluation of archaeological resources, pursuant to 36 C.F.R.

151 § 800.4(b)(2), and to the application of criteria of adverse effect, pursuant to 36 C.F.R. §
152 800.5(a)(3), as appropriate; and

153
154 WHEREAS, completion of this Undertaking is necessary for the occupancy of the United
155 States Coast Guard ("USCG") building, which is being developed in accordance with the
156 *Memorandum of Agreement among the United States General Services Administration, the*
157 *Advisory Council on Historic Preservation, the District of Columbia Historic Preservation Office,*
158 *the National Capital Planning Commission, and the United States Department of Homeland*
159 *Security Regarding the Development of the United States Coast Guard Headquarters at St.*
160 *Elizabeths National Historic Landmark, Washington, DC* executed on December 18, 2009
161 ("USCG MOA") and to respond to deadlines associated with the American Recovery and
162 Reinvestment Act ("ARRA"); and

163
164 WHEREAS, the undertaking set forth in the *Memorandum of Agreement among the*
165 *United States General Services Administration, the Advisory Council on Historic Preservation,*
166 *the District of Columbia Historic Preservation Office, the National Capital Planning Commission,*
167 *and the United States Department of Homeland Security, Regarding the Development of the*
168 *Interagency Security Committee (ISC) Level 5 Perimeter Security Improvements at St.*
169 *Elizabeths National Historic Landmark, Washington, DC,* executed on March 4, 2010 ("Security
170 Perimeter MOA"), is affected by the realignment of the Perimeter Security Fence along the
171 western edge of the site to accommodate the bus bays associated with this Undertaking; and

172
173 WHEREAS, the footprints associated with this Undertaking and the area immediately
174 surrounding (See Exhibit 4, "Constructing Staging Plan") are designated as Limit of Disturbance
175 ("LOD") areas (Exhibit 4) for this Undertaking; and

176
177 WHEREAS, pursuant to 36 C.F.R. § 800.3(f), GSA identified and consulted with, in
178 addition to the Signatories identified above, the following Consulting Parties: Advisory
179 Neighborhood Commissions 8A, 8B, 8C, 8D, and 8E, American Society of Landscape Architects,
180 Anacostia Historical Society, Brookings Institution, Committee of 100 on the Federal City,
181 Cultural Landscape Foundation, D.C. Preservation League, DDOT, District of Columbia Office of
182 Planning, Friends of St. Elizabeths, Institute for Public Representation at Georgetown University
183 Law Center, National Association of Olmsted Parks, Medical and Professional Society of St.
184 Elizabeths Hospital, National Coalition to Save Our Mall, National Historic Landmark Stewards
185 Association, National Museum of Civil War Medicine, National Trust for Historic Preservation,
186 Office of Councilmember Marion Barry, Representative Eleanor Holmes Norton, St. Elizabeths
187 Hospital (DC Department of Mental Health), CFA, U.S. Department of the Interior, National Park
188 Service, (referred to collectively herein as the "Consulting Parties"); and

189
190 WHEREAS, in accordance with the PA, GSA has consulted with the DCHPO to conclude
191 there are no federally recognized tribes in the District of Columbia, Maryland or Virginia, nor are
192 there any tribes who have relocated to a different area that reasonably have any documented
193 historic ties to the Site. If any federally recognized tribe should come forward to demonstrate
194 historic ties to the Site, and be interested in developing consultation procedures for projects
195 resulting from any undertaking that has not already been approved pursuant to the PA and this
196 MOA that may affect historic properties with which the tribe has historic ties, it may consult with
197 GSA to develop such procedures pursuant to 36 C.F.R § 800.2 (c)(2)(ii)(E); and

198
199 WHEREAS, GSA shall comply with the provisions contained in the Energy Policy Act of
200 2005, P.L. 109-58, 199 STAT. 614, § 109, *Federal Building Performance Standards*, (increasing
201 efficiency to exceed the thirty percent energy savings of ASHRAE 90.1) by using renewable

202 energy sources, lowering energy consumption per square foot by three percent per year, and
203 contributing to increased energy security by expanding Federal supply of energy, and will comply
204 with all energy and sustainability Executive Orders, in coordination with the Governing
205 Documents (hereinafter defined); and
206

207 WHEREAS, GSA, in accordance with Section III.C.1.b of the PA, continued consultation
208 for the redevelopment of St. Elizabeths since approval of the Master Plan in January 2009.
209 Consultation for the development of the Access Road was initiated on October 9, 2009 (Exhibit
210 11). GSA, in accordance with Section III.C.1.c of the PA, invited NCPC and CFA to participate in
211 this consultation and worked with both agencies to determine appropriate submittal dates for the
212 Final Access Road Design Submission; and
213

214 WHEREAS, GSA, in accordance with Sections III.C.2, III.C.3 of the PA, has consulted on
215 and provided design submissions for the Undertaking to the Signatories and Consulting Parties
216 for review. In accordance with Section III.C.4 of the PA, GSA has reviewed and taken all
217 Signatory and Consulting Party comments into consideration; and
218

219 WHEREAS, GSA, in accordance with Section III.C.5 of the PA, has conducted
220 consultation for this Undertaking to facilitate the execution of a signed MOA concurrent with final
221 design submission to NCPC; and
222

223 WHEREAS, in accordance with the 30-day submission requirement requested by NCPC
224 for this Undertaking, GSA shall submit the Final Access Road Design Submission (Exhibit 7) to
225 NCPC on September 30, 2011, for consideration at the November 3, 2011, NCPC meeting; and
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227 WHEREAS, CFA approved the Master Plan on November 20, 2008, GSA shall submit
228 the Final Access Road Design Submission to CFA on October 6, 2011, for consideration at the
229 October 20, 2011 meeting CFA meeting; and
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231 WHEREAS, GSA shall continue to provide an opportunity for public involvement in the
232 development of future Undertakings of the project in accordance with the PA and 36 C.F.R. §
233 800.2(d) and § 800.6(a)(4); and
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235 WHEREAS, GSA shall continue to make consultation and non-sensitive Undertaking-
236 related documents accessible to the public through a project website. This MOA includes
237 Sensitive-But-Unclassified (“SBU”) related elements which are included within specific exhibits of
238 this MOA. Any exhibits considered to be SBU, or marked as such, may not be released to any
239 party who does not have a valid and demonstrated “Need to Know”. Nor shall any SBU material
240 be released to a media source or published on any public website that is not accredited to
241 support SBU materials in accordance with SBU guidelines and procedures (Exhibit 12); and
242

243 WHEREAS, GSA shall ensure that the Undertaking is carried out in accordance with the
244 Master Plan and informed by the Design Guidelines, the LPMP, the Archaeological Resources
245 Management Plan (“ARMP”), the ROD Addendum, and the Secretary of the Interior’s Standards
246 and in consultation with DCHPO, ACHP and Consulting Parties. GSA worked collaboratively
247 with the Consulting Parties to evaluate alternatives or modifications to the Undertaking that
248 would avoid, minimize or mitigate adverse effects per 36 C.F.R. § 800.6(a); and
249

250 WHEREAS, GSA, in accordance with Section III.D.1.f of the PA, has substantially
251 completed the LPMP for the West Campus which acknowledges the ever-changing existence of

252 the cultural landscape and inter-relationship of treatment and ongoing maintenance (Exhibit 8);
253 and
254

255 NOW THEREFORE, the Signatories agree that the Undertaking shall be implemented in
256 accordance with the following stipulations (“Stipulations”) in order to take into account the effect
257 of the Undertaking on Contributing Buildings, Contributing Landscape Features and Potential
258 Archaeological Resources.
259

260 **STIPULATIONS**

261 GSA shall ensure that the following measures are carried out:
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263

264 **I. GENERAL REQUIREMENTS**

265 **A. Reference Documents and Documentation**

266 GSA shall carry out this Undertaking in accordance with the Master Plan, and informed
267 by the Preservation Design and Design Development Guidelines, the LPMP (Exhibit 8),
268 the ARMP, the Secretary of the Interior’s Standards , the ROD Addendum (Exhibit 6), and
269 the Final Access Road Design Submission (Exhibit 7), and the HALS (Exhibit 9)
270 (collectively, “Governing Documents”); and GSA shall also comply with applicable
271 Building and Life Safety Codes.
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275 **B. Alterations to Project Documents**

276
277 1. In accordance with Section IX.A of the PA, GSA shall carry forth the following
278 practices and procedures regarding Alterations to Project Documents associated with
279 this Undertaking:
280

281 If GSA desires any material or substantial additions or deletions from the Final Access
282 Road Design Submission (Exhibit 7), Construction Staging Plan (inclusive of Site
283 Area and LOD) (Exhibit 4), or other documents that have been reviewed and
284 commented on pursuant to this MOA, which material or substantial changes,
285 additions and/or deletions GSA determines may result in potential adverse effects,
286 GSA shall furnish the Signatories and the Consulting Parties with a statement of the
287 requested material changes, additions and/or deletions, submitting with such
288 statement appropriate plans, specifications or other documentation showing in detail
289 the nature of the material changes, additions and/or deletions requested. If the
290 changes are found to cause or constitute adverse effects on Contributing Buildings,
291 Contributing Landscape Features and archaeological resources, GSA shall then
292 consult further regarding these potential effects in accordance with Section III.C.1 of
293 the PA.
294

295 2. GSA shall notify the Signatories and the Consulting Parties of substantive
296 modifications to the Undertaking which GSA has determined either do not pose an
297 adverse effect, or which reduce an adverse effect already contemplated herein. GSA
298 shall then consult upon such substantive modifications with the Signatories and the
299 Consulting Parties.
300

301 GSA's consultation, and, if applicable, the Signatories' concurrence with GSA's
302 determination, shall be documented via a letter from GSA and received by the
303 Signatories prior to commencement of associated work. Any attachments to this
304 MOA which are associated with such substantive modifications will be revised by
305 GSA and distributed to the Signatories for their records, as accompaniment to the
306 above mentioned letter from GSA to the Signatories.

307 308 **C. Construction Staging Documents**

309
310 As stipulated in the PA, GSA shall ensure that all construction contractors and teams
311 selected to perform work that may result in adverse effects to Contributing Buildings or
312 Landscape Features, follow the Construction Staging Plan ("Construction Staging Plan")
313 approved by GSA.

314
315 The Construction Staging Plan and LOD for this Undertaking (Exhibit 4), which was
316 developed in consultation with the Consulting Parties and is consistent with GSA Master
317 Specifications, Building and Life Safety Codes, and construction best practices, identifies
318 Contributing Buildings, Contributing Landscape Features and archaeological resources,
319 potentially affected by the Undertaking and associated construction staging activities, and
320 outlines the following measures to avoid and minimize harm to these resources, while
321 providing the necessary access and flexibility to efficiently and effectively complete the
322 Undertaking. GSA shall ensure that the following measures be taken to address these
323 requirements:

- 324
325 1. Temporary Construction Trailers: Office trailers shall be located within the LOD as
326 indicated on Exhibit 4 for the duration of construction for this Undertaking. GSA shall
327 ensure that the areas be restored per Exhibit 5 at the end of the construction phase
328 once all temporary trailers have been removed.
- 329
330 2. Protection of Contributing Landscape Features: GSA shall ensure that the protection
331 measures recorded in Exhibit 5 are coordinated with the LOD (Exhibit 4) and are
332 carried out for the Contributing Landscape Features identified in the LPMP and
333 potentially affected by this Undertaking.
- 334
335 3. Protection of Human Burials: GSA shall ensure that measures are in place so that
336 construction activities shall not affect human burials within the Cemetery
337 ("Cemetery").
- 338
339 4. Protection of Archaeological Resources: A professional archaeologist shall be on site
340 during initial excavation of areas agreed upon by DCHPO and GSA and shall provide
341 appropriate documentation as required per the PA, this MOA, and, upon completion,
342 the ARMP, in accordance with Section III.C.3.

343 344 **II. UNDERTAKING SCOPE**

345
346 GSA shall complete the Undertaking, the major elements of which are described in detail
347 below and are shown in the Final Access Road Design Submission (Exhibit 7), in
348 accordance with Stipulation I. of this MOA.

351 A. Access Road
352 Excavation and construction associated with a new Access Road located on the western
353 boundary of the site extending from Firth Sterling to Gate 4 of the site. The access road
354 improvements also include: (a) construction of ten (10) bus bays and associated bus
355 shelters and pedestrian areas along the Access Road to accommodate transit
356 requirements; (b) realignment of the Perimeter Security Fence along the western edge of
357 the site to accommodate the bus bays; (c) construction of two (2) bus turn-arounds at the
358 north and southern edges of the access road to accommodate for transit traffic; (d)
359 construction of a multi-purpose trail along the eastern edge of the Access Road; (e)
360 incorporation of lighting, landscape and signage associated with the final design of the
361 Access Road; and (f) construction of an inner and outer stone retaining wall along the
362 Access Road.
363

364 B. Firth Sterling Intersection
365 Construct road improvements required to connect the Access Road to Firth Sterling in
366 accordance with DDOT policy and standards. The Access Road will extend offsite and
367 cross the CSX and DDOT rights-of-way in order to connect to a new intersection with a
368 realigned Firth Sterling Avenue. The new intersection will modify the existing intersection
369 of Firth Sterling Avenue at Barry Road and Stevens Road. The new intersection will be
370 signalized. Under the selected alternative cars moving westbound on Firth Sterling would
371 be able to make a left turn onto the new Access Road or continue straight on Firth
372 Sterling Avenue. The recently constructed streetcar tracks on Firth Sterling will remain in
373 place with a relocation of one streetcar platform. Eaton Road would be extended from its
374 current terminus at Firth Sterling (local) to intersect with Firth Sterling (main) and Barry
375 Road. These road improvements are within DDOT's right-of-way. GSA shall coordinate
376 the realignment of Firth Sterling and its signalization with DDOT prior to finalizing the
377 design. GSA does not anticipate any additional adverse effects on the St. Elizabeths
378 NHL will be associated with the Firth Sterling Intersection final design.
379

380 III. AVOIDANCE, MINIMIZATION AND MITIGATION MEASURES

381
382 In accordance with Stipulation I. of this MOA, GSA shall carry out actions for avoiding,
383 minimizing, and mitigating adverse effects, as noted below.

384 A. Contributing Landscape Features

385 1. Avoidance:

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387
388 GSA shall take the following actions to avoid unanticipated adverse effects to the
389 Contributing Landscape Features, in accordance with Stipulation I. of this MOA:

- 390
391
392 i. Contributing Landscape Features adjacent to construction and other areas
393 of disturbance shall be protected during construction to the extent
394 possible, per the Construction Staging Plan;

395 2. Minimization:

396
397
398 GSA shall take the following actions to minimize adverse effects to the
399 Contributing Landscape Features, in accordance with Stipulation I. of this MOA:
400

- 401 i. Minimize width of the Access Road to the extent possible while
402 accommodating transportation requirements;
- 403
- 404 ii. Lower the profile of the roadway improvements to more closely align with
405 the existing topography;
- 406
- 407 iii. Minimize height of the inner and outer retaining walls to the extent possible
408 while maintaining code and accessibility requirements;
- 409
- 410 iv. Temporary construction fencing and/or netting, whichever is less invasive
411 and will protect the tree root systems, shall be placed along and around
412 significant specimens to identify, protect the specimen(s), avoid, or
413 minimize effects to the greatest extent possible;
- 414
- 415 v. Protect and retain the existing trees and setting, identified as Character
416 Defining Features (“CDFs”) in Exhibits 5 and 8, along the Access Road to
417 the extent possible through the above measures;
- 418

419 3. Mitigation:

420 GSA shall take the following actions to mitigate adverse effects to Contributing
421 Landscape Features, in accordance with Stipulation I. of this MOA:

- 422
- 423
- 424 i. Materials for the retaining walls shall be a similar stone used in the USCG
425 Headquarters and Parking Garage designs, in accordance with the Design
426 Guidelines;
- 427
- 428 ii. Woodland cover with associated views, identified as CDFs in Exhibits 5 and
429 8, shall be replanted per the LPMP, where possible;
- 430
- 431 iii. Landscape features, identified as CDFs in Exhibits 5 and 8, disturbed shall
432 be replanted, wherever possible, per the LPMP;
- 433
- 434 iv. In areas used temporarily for constructing staging within the LOD,
435 Contributing Landscape Features shall be restored upon completion of
436 construction.
- 437

438 B. Archaeology

- 439
- 440 1. Archaeological Resources Management Plan (“ARMP”): GSA has issued a Notice to
441 Proceed for the commencement and execution of an ARMP in accordance with
442 mitigation measures agreed upon with DCHPO and Section III.D.1.g of the PA. GSA
443 shall continue to consult with DCHPO on the elements associated with this plan. It is
444 anticipated this plan shall be finalized by spring 2012.
- 445
- 446 2. Archaeological Investigations:
447 The LOD associated with this Undertaking has not been investigated for the presence
448 of archaeological resources. As ground-disturbing activities will occur within the
449 defined LOD, GSA will conduct investigations to determine whether archaeological
450 resources are present. GSA will undertake a geoarchaeological evaluation of the
451 LOD to determine whether past activities have impacted the potential for the presence

452 of archaeological resources. GSA will provide DCHPO with an opportunity to review
453 and comment on the findings of the investigation. If as a result of the
454 geoarchaeological evaluation it is determined that areas within the LOD have the
455 potential for intact archaeological resources, GSA will consult with DCHPO on
456 measures to investigate such areas. Further, if NRHP-eligible archaeological
457 resources are found, GSA will consult with DCHPO on measures to avoid, minimize,
458 or mitigate adverse impacts associated with this Undertaking in accordance with the
459 PA.

460
461 3. Archaeological discoveries including sites, features and artifacts recovered from
462 surface or ground-disturbing activities prior to or during construction phases shall be
463 evaluated by a qualified historic preservation, archaeologist and/or cultural resources
464 specialist in consultation with the DCHPO, and in accordance with the “Unanticipated
465 Discoveries” Exhibit 14 of the PA.
466

467 **IV. PUBLIC ACCESS**

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469 In accordance with the PA and the USCG MOA, GSA continues to work with DHS to
470 develop a Public Access Program (“Access Program”) for St. Elizabeths that respects the
471 operational and functional needs of DHS and shares the experience, exceptional history
472 and significance of the West Campus with the general public. The Public Access
473 program is not applicable to this MOA with the exception of the construction period in
474 which GSA shall coordinate limited public access to the West Campus through DHS
475 Security once construction has commenced for this Undertaking, in accordance with
476 DHS’ access requirements and in accordance with the screening procedures outlined in
477 Section III of the USCG MOA.
478

479 **V. UNANTICIPATED ADVERSE EFFECTS AND CASUALTY LOSS**

480
481 A. Unanticipated Adverse Effects

482
483 An unanticipated adverse effect is accidental, or previously not considered, damage or
484 destruction of a Contributing Building or Landscape Feature or archaeological resource at
485 the Site. Should any contributing features be subject to unanticipated adverse effects,
486 GSA shall immediately notify the DCHPO and ACHP. GSA shall ensure that the
487 Signatories and Consulting Parties are notified of the unanticipated adverse effect within
488 one (1) business day of its learning of such unanticipated adverse effects. GSA shall
489 enter into Consultation in accordance with the PA, Section III.C.
490

491 B. Casualty Loss

492
493 GSA shall ensure that, if there is damage to a Contributing Building or Landscape
494 Feature or archaeological resource resulting from casualty loss, GSA shall preserve,
495 repair or rehabilitate as appropriate and in accordance with the approved Master Plan, its
496 Design Guidelines, Landscape Preservation Management Plan, and the Secretary’s
497 Standards, unless it is not feasible. If it is not feasible to preserve, repair or rehabilitate
498 as required, GSA shall:
499

500 1. Engage in consultation with the Signatories and the Consulting Parties, as
501 appropriate, on alternatives consistent with the Secretary’s Standards;

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2. Bear the cost and expense and responsibility of developing and implementing a construction and/or treatment plan;
3. If the Signatories and Consulting Parties fail to respond to GSA's request for comments on proposed treatment plans within thirty (30) calendar days, or within an agreed upon timeframe, assume consent to the proposed treatment/alternative.

VI. DISPUTE RESOLUTION

A. For Signatories

1. **Objection:** Should any of the Signatories to this MOA object in writing to GSA regarding any action proposed to be carried out with respect to the Undertaking or implementation of this MOA, GSA shall consult with the objecting Party to resolve the objection. If, after initiating such consultation, GSA determines that the objection cannot be resolved through consultation, GSA shall forward all documentation relevant to the dispute to the ACHP, including GSA's proposed response to the objection. Within fourteen (14) calendar days or within an agreed upon timeframe after receipt of all pertinent documentation, the ACHP shall:
 - a. Advise GSA that the ACHP concurs in GSA's proposed response to the objection, whereupon GSA shall respond to the objection accordingly;
 - b. Provide GSA with recommendations. Such recommendations must be considered by GSA, but are not binding. Once GSA takes these recommendations into account and responds, GSA can proceed to make a final decision regarding the dispute; or
 - c. Refer the dispute to ACHP membership for comment pursuant to 36 C.F.R. §800.7(c), and shall notify GSA about such referral. The resulting comment must be considered by GSA, but is not binding. GSA shall take into account, and respond to, the resulting comment in accordance with 36 C.F.R. § 800.7(c) and Section 110(l) of the NHPA, and then proceed to make a final decision regarding the dispute.
2. **Failure to Comment:** Should the ACHP not exercise one of the above options within fourteen (14) calendar days or within an agreed upon timeframe after receipt of all pertinent documentation, GSA may proceed with its proposed response to the objection.
3. **Subject of Dispute:** GSA shall take into account any ACHP recommendation or comment provided in accordance with this Stipulation with reference only to the subject of the dispute; GSA's responsibility to carry out all actions under this MOA that are not the subject of the objection shall remain unchanged and in full force and effect.

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B. For Consulting Parties

1. Objection: A Consulting Party may object in writing to GSA, with copies to the other Signatories and Consulting Parties regarding any action proposed to be carried out with respect to the Undertaking or implementation of this MOA. GSA shall take such an objection into account and may consult about it with the objecting party, other Consulting Parties and Signatories as it deems appropriate. GSA shall then respond to the objecting party in writing, with copies to the Signatories. If GSA subsequently determines that the objection cannot be resolved through consultation, GSA shall notify the objecting party, the DCHPO, and ACHP which of the following options it shall exercise:
 - a. Seek the assistance of the ACHP in resolving the objection, pursuant to Stipulation VI.A above; or
 - b. Provide a formal written response to the objection within thirty (30) days of notice to the objecting party.

VII. AMENDMENTS

Modifications to this MOA shall be carried forth in accordance with consultation processes and procedures outlined in Stipulation III.C.I of the PA. This MOA may be amended when such an amendment is agreed to in writing by all Signatories. The Signatories to this MOA recognize that some modifications may be minor and may not result in adverse effects. GSA shall ensure that the extent and effect of each modification is identified and the appropriate level of review agency involvement is determined. The amendment shall be effective on the date a copy signed by all of the Signatories is filed with the ACHP.

VIII. TERMINATION

- A. Proposal to Terminate: If for any reason, a Signatory determines that the terms of this MOA cannot be implemented or that this MOA is not being properly implemented, in accordance with the NHPA, the Signatory may propose that this MOA be terminated.
- B. Notification: The Signatory proposing to terminate this MOA shall so notify all other Signatories, explaining the reasons for the proposed termination and affording them at least thirty (30) calendar days or within an agreed upon timeframe to consult and seek alternatives to termination.
- C. Termination Due to Failure to Agree: If such consultation fails and the Signatories cannot agree on an alternative to termination, this MOA may thereafter be terminated by the Signatories. In the event of termination, GSA shall ensure that each action that would otherwise be covered in this MOA is reviewed in accordance with 36 C.F.R. Part 800.
- D. Responsibilities upon Termination: If this MOA is terminated, then the Signatories shall take such actions as are necessary to comply with all requirements of 36 C.F.R. Part 800.

602 **IX. ADMINISTRATION OF AGREEMENT**

603
604 Cooperation: During the implementation of this MOA, and until the Signatories agree in
605 writing that the terms of this MOA have been fulfilled; each Party agrees to cooperate
606 with the other Parties to facilitate the satisfaction of their respective obligations under this
607 MOA. The Parties agree to work in good faith with the other Parties to meet their
608 respective obligations in a timely manner.
609

610 **X. EFFECTIVE DATE OF AGREEMENT**

611
612 This MOA shall become effective when executed by the last of the Signatories (“Effective
613 Date”).
614

615 **XI. DURATION OF AGREEMENT**

616
617 This MOA shall be in effect for five (5) years from the date of its execution. If its terms
618 have not been carried out within that time, or if the Undertaking is not completed, or in the
619 event that mitigation related to necessary response actions for a new or previously
620 unknown security threat must be applied, GSA shall consult with the other Signatories to
621 amend the MOA in accordance with Stipulation VII herein.
622

623 **XII. MISCELLANEOUS**

- 624
- 625 A. Monitoring: The ACHP and the DCHPO may monitor any activities carried out pursuant
626 to the MOA. GSA shall cooperate with the DCHPO and ACHP in carrying out these
627 monitoring responsibilities.
628
 - 629 B. Availability of Funds: This MOA is subject to applicable laws and regulations. As to the
630 Signatories only, fulfillment of this MOA and all of the provisions herein are subject,
631 pursuant to the Anti-Deficiency Act, 31 U.S.C. § 1341 *et seq.*, to the availability of funds.
632 This MOA is not an obligation of funds in advance of an appropriation of such funds, and
633 it does not constitute authority for the expenditure of funds. If a Signatory does not have
634 sufficient funds available to fulfill the stipulations of this MOA, such Signatory shall so
635 notify the other Signatories and shall take such actions as are necessary to comply with
636 all requirements of 36 C.F.R. Part 800. Nothing in this MOA shall be deemed to
637 authorize an expenditure of funds in violation of the Anti-Deficiency Act, 31 U.S.C. § 1341
638 *et seq.* GSA, DHS and ACHP shall make reasonable and good faith efforts to seek
639 funding for implementing this MOA.
640
 - 641 C. Recitals: The recitals (Whereas clauses) are incorporated herein as a substantive part of
642 this MOA.
643
 - 644 D. Definitions: Certain capitalized terms’ definitions that are not contained in this MOA may
645 be found in the PA for the DHS Headquarters of December 9, 2008 (Exhibit 1).
646
 - 647 E. Authority of Signers: Each Signatory hereto represents that the person or persons
648 executing this MOA on behalf of such Signatory has full authority to do so.
649

650 F. Emergency Actions: In addition to Section IX.D of the PA, the provisions of this MOA
651 shall not restrict or otherwise impede DHS from taking immediate actions deemed
652 necessary to protect life and property in order to deter, detect or otherwise respond to a
653 credible terrorist threat or attack upon the St. Elizabeths Campus. Should such action be
654 deemed necessary by DHS, any adverse impacts, should they occur, will be addressed
655 through Article V.
656

657 **XIII. COMMUNICATIONS WITH CONSULTING PARTIES**

- 658
- 659 A. GSA shall provide Consulting Parties with address and contact information for the
660 appropriate office within GSA for the receipt of any comments provided by them under
661 this MOA.
662
- 663 B. GSA shall maintain a list of Consulting Party contacts, presumably by e-mail, which shall
664 be updated by the Consulting Parties with changes should they occur.
665

666 **XIV. SIGNATURES**

667

668 Execution and implementation of this MOA by the Signatories, and implementation of its
669 terms, shall evidence that GSA has afforded the ACHP and DCHPO an opportunity to
670 comment on the Undertaking and its effects, and that GSA has taken into account the
671 effects of the Undertaking on historic properties in compliance with 36 C.F.R. Part. 800
672 and Sections 106 and 110 of the NHPA.

673

674 [signatures follow]
675

676 GENERAL SERVICES ADMINISTRATION

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686

By:

Cathleen C. Kronopolus
Regional Commissioner
Public Buildings Service
National Capital Region

Date:

687 GENERAL SERVICES ADMINISTRATION

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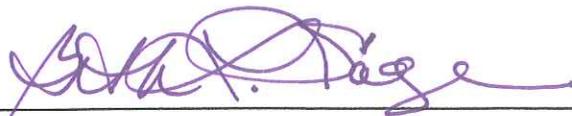
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By:



9/23/11

Date:

Beth L. Savage
Director, Center for Historic Buildings
Federal Preservation Officer

699 District Of Columbia STATE HISTORIC PRESERVATION OFFICER

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By:  _____ Date: 9/30/2011

David Maloney
State Historic Preservation Officer

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ADVISORY COUNCIL ON HISTORIC PRESERVATION

John M. Fowler

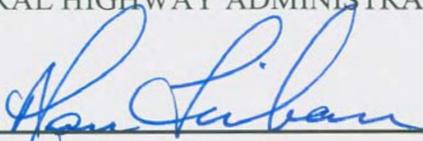
9/30/11

By:

John M. Fowler
Executive Director

Date:

FEDERAL HIGHWAY ADMINISTRATION



9/30/11

By:

Date:



Karen A. Schmidt

Director, Program Administration, Eastern Federal Lands Highway Division

731 NATIONAL CAPITAL PLANNING COMMISSION

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9/29/11

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By:

Date:

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Marcel C. Acosta

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Executive Director

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DEPARTMENT OF HOMELAND SECURITY

RKMcGruder _____ *9/27/2011*
By: _____ Date: _____
Richard K. McGruder
Director, Headquarters Management & Development

EXHIBIT LIST

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Available online at www.stelizabethsdevelopment.com and in hard copy form from the Library and Archives at the U.S. General Services Administration, National Capital Region, Regional Office Building, 7th & D Streets SW, Room 2021, Washington DC 20407-000; Phone (202) 358-3086; Fax (202) 708-4925

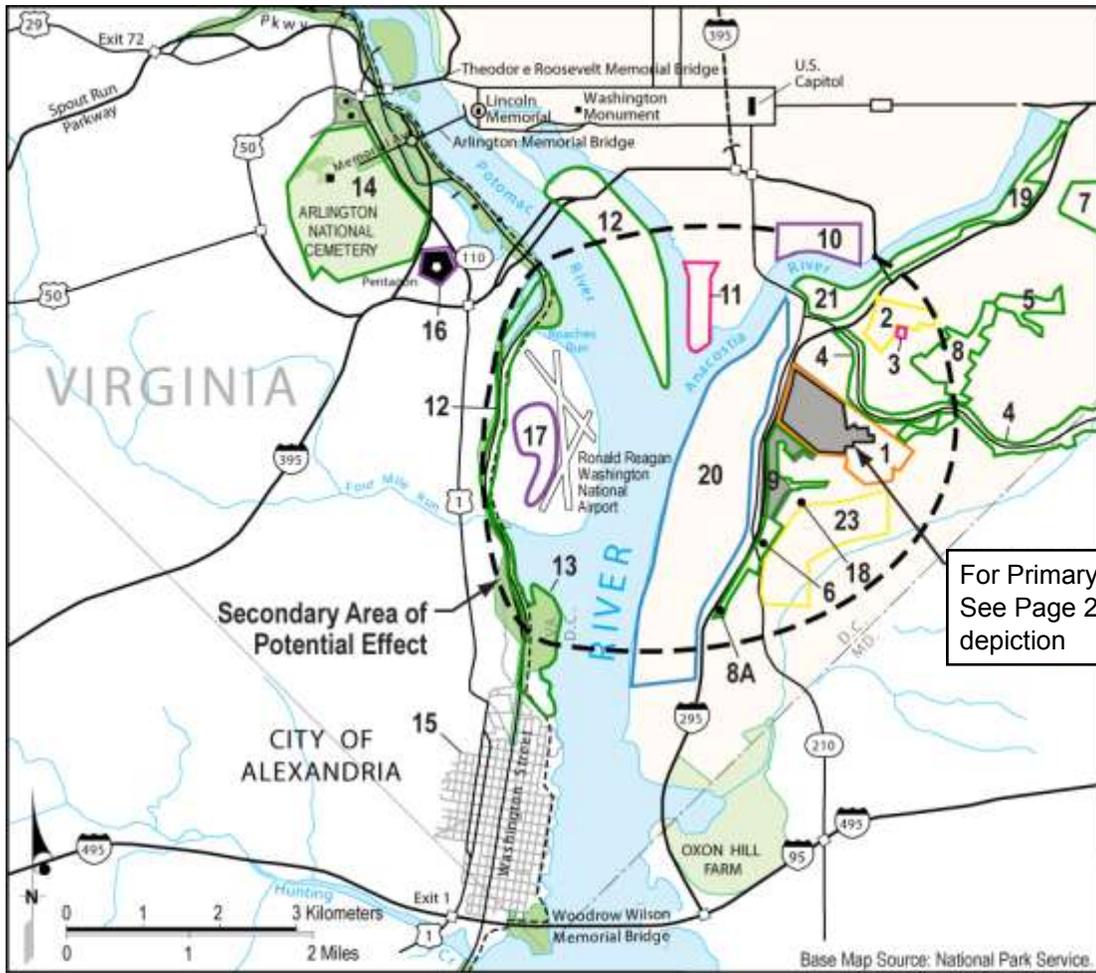
- Exhibit 1 Programmatic Agreement
(Exhibit can be found on the project website at http://www.stelizabethsdevelopment.com/document_center)
- Exhibit 2 Regional Plan
- Exhibit 3 Area of Potential Effect (APE)
- Exhibit 4 Construction Staging Plan (inclusive of Site Area and LOD)
Exhibit is considered SBU. For permissions and access to this exhibit, in accordance with Exhibit 12, please contact GSA.
- Exhibit 5 Contributing Landscape Features
- Exhibit 6 Record of Decision Addendum
- Exhibit 7 September 30, 2011 NCPC Final Access Road Design Submission
Exhibit is considered SBU. For permissions and access to this exhibit, in accordance with Exhibit 12, please contact GSA.
- Exhibit 8 Landscape Preservation and Management Plan
(Exhibit can be found on the project website at http://www.stelizabethsdevelopment.com/document_center)
- Exhibit 9 Historic American Landscape Survey (HALS)
(Exhibit can be found on the project website at http://www.stelizabethsdevelopment.com/document_center)
- Exhibit 10 Phase I Archaeological Survey
Exhibit is considered SBU. For permissions and access to this exhibit, in accordance with Exhibit 12, please contact GSA.
- Exhibit 11 October 9, 2009 Consultation Letter
- Exhibit 12 Sensitive But Unclassified Guidelines and Procedures



1 Introduction and Background



Figure 1-3. St. Elizabeths in Relation to U.S. Capitol and the White House



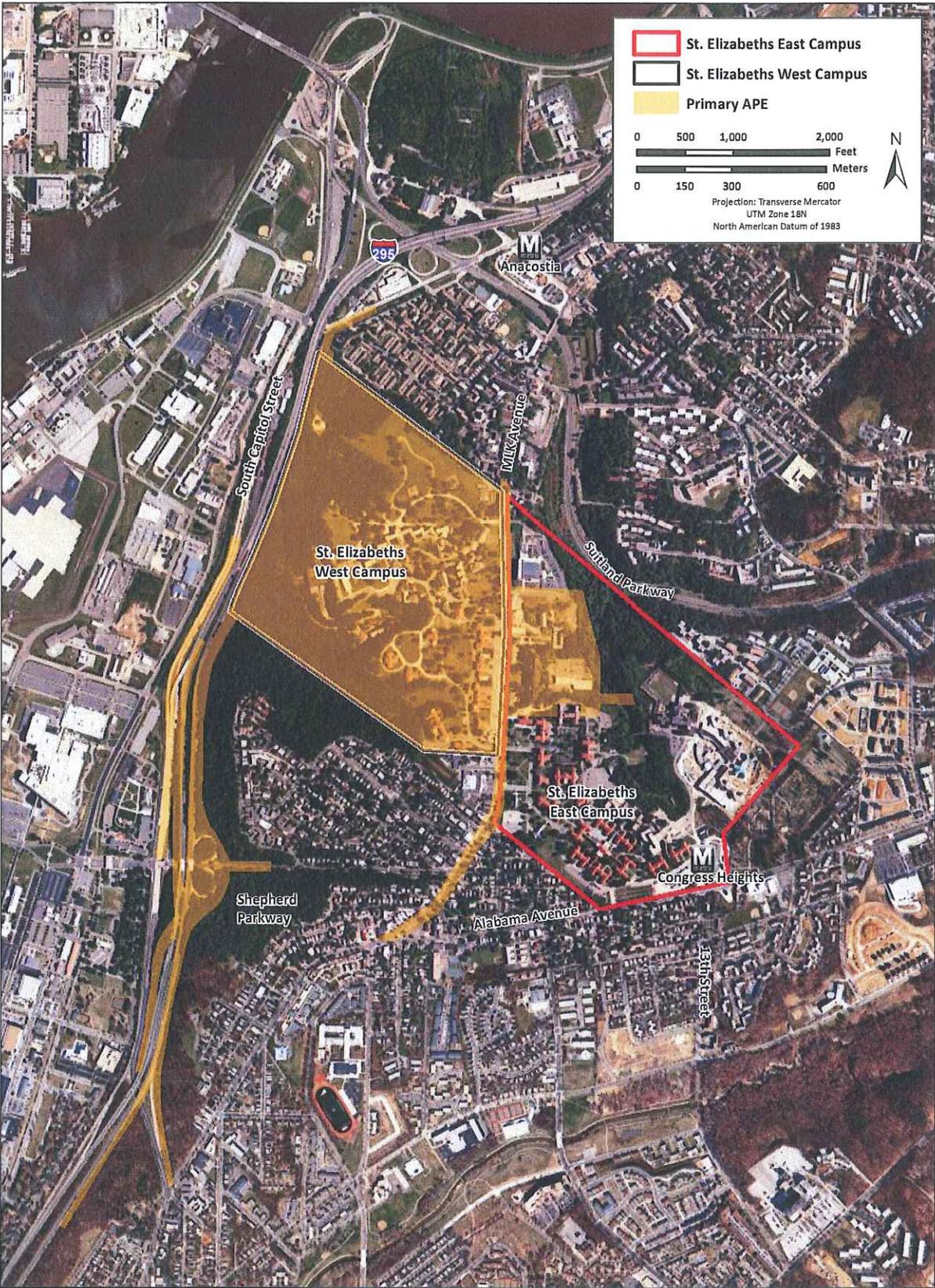
Historic Resources and Areas of Potential Effect

National Register Listed

- 1 St. Elizabeths NHL
- 2 Anacostia Historic District
- 3 Frederick Douglass National Historic Site (Cedar Hill)
- 4 Suitland Parkway
- Civil War Fort Sites and Fort Circle Park System
 - 5 Battery Ricketts
 - 6 Fort Carroll
 - 7 Fort Dupont
 - 8 Fort Stanton
 - 8A Fort Greble
 - 9 Shepherd Parkway
- 10 Washington Navy Yard
 - Commandant's Office
 - Quarters A and Quarters B
 - Main Gate
 - Washington Navy Yard Annex Historic District

- 11 Fort McNair
 - Army War College
- 12 East Potomac Park
- 13 George Washington Memorial Parkway
- 14 Arlington Cemetery, Custis Lee Mansion
- 15 City of Alexandria Historic District
- 16 Pentagon
- 17 Ronald Reagan Washington National Airport
- 18 Congress Heights Firehouse
- National Register Eligible**
 - 19 Anacostia Freeway
 - 20 Bolling Air Force Base/Naval Annex
 - 21 Anacostia Park
 - 22 Congress Heights Historic District

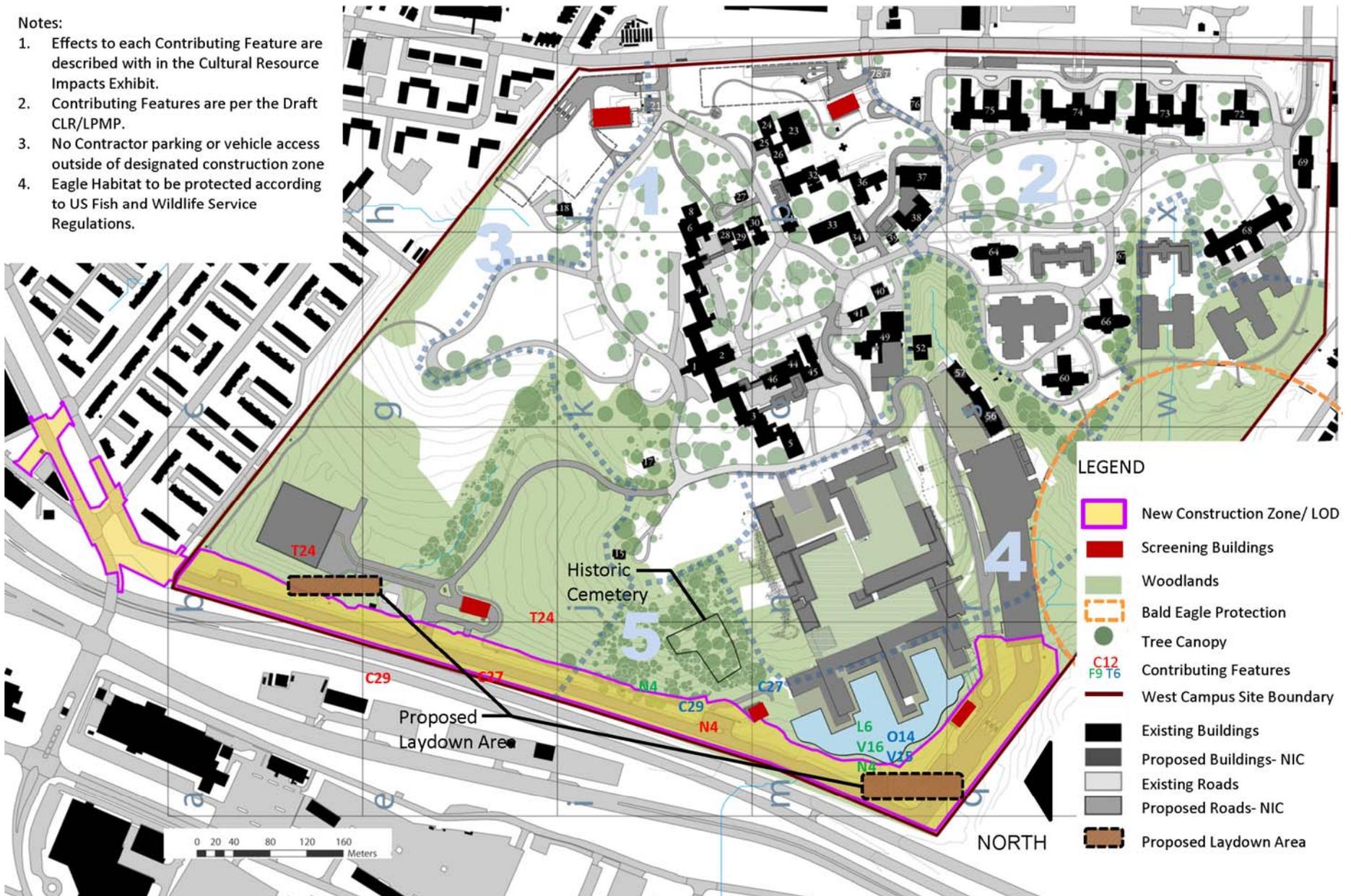
(Color outlines are for clarity only.)



MOA EXHIBIT 5 - CONTRIBUTING LANDSCAPE FEATURES

Notes:

1. Effects to each Contributing Feature are described with in the Cultural Resource Impacts Exhibit.
2. Contributing Features are per the Draft CLR/LPMP.
3. No Contractor parking or vehicle access outside of designated construction zone
4. Eagle Habitat to be protected according to US Fish and Wildlife Service Regulations.



LEGEND

- New Construction Zone/ LOD
- Screening Buildings
- Woodlands
- Bald Eagle Protection
- Tree Canopy
- C12
 F9 T6
- West Campus Site Boundary
- Existing Buildings
- Proposed Buildings- NIC
- Existing Roads
- Proposed Roads- NIC
- Proposed Laydown Area

CDF Code	UNIT Location	Landscape Character - Defining Features	2009 Status	2016 Treatment	Affected in Security Fence & Gatehouses Construction	Additional Affected in West Access Road Construction	Protection/ Preservation, Relocation, Rehabilitation, Introduction
Natural Systems and Features							
N4	5i, 5j, 5m, 5q	Woodland cover on west slope	Expanded New Regenerated	Preserve/ Rehabilitate	X	X	This CDF will be rehabilitated using Beech Mixed-Oak Native Plant community woodland. Woodland edges after clearing for the security fence will be sealed.
Land Uses and Cultural Traditions							
L6	5	Service and support land uses	Removed	Rehabilitate	X		This CDF will be rehabilitated. The access road to the plateau will also serve as the service and support route for the land uses.
Spatial Organization and Land Patterns							
O14	5	Civil War Cemetery and West Slope	Retained	Preserve/ Rehabilitate	X		This CDF will be partially rehabilitated with the woodland edge restoration and pond edge planting.
Views and Visual Relationships							
V15	3, 5	Views across wooded areas	Expanded	Preserve/ Rehabilitate	X	X	This CDF will be rehabilitated. Portions of the woods will be cleared to allow for the security fence construction. Portions of the edges of the clearings will be replanted and restored.
V16	3, 5	Views from points across the river to the Topographic Bowl of the wooded Anacostia River bank and St. Elizabeths Hospital	Expanded	Preserve/ Rehabilitate	X	X	This CDF will be rehabilitated. Portions of the woods will be cleared to allow for the security fence construction. The edges of the clearings will be replanted and restored.
Vegetation							
T24	2w, 5w, 2s, 4s, 4r, 4o, 4n, 5i, 5j, 3f, 3g, 3k, 3j	Woodland along west slopes toward Anacostia River, along northwest, west, and southwest property boundaries (Oak, beech, maple, elm species)	Expanded/ Regenerated	Preserve	X	X	This CDF will only be partially preserved. The woodland edge will be re-established (Beech Mixed-Oak Native Plant community)
Circulation							
C27	5m, 5q, 5r, 4r	Unpaved carriage trail at southwestern property line	Degraded	None	X	X	This CDF will not be recaptured.
C29		Single-track railroad spur route to N property line	Removed	None	X		This CDF will not be recaptured.



GSA National Capital Region

September 30, 2011

Mr. Marcel Acosta
Executive Director
National Capital Planning Commission
401 9th Street, NW, Suite 500
Washington, DC 20576

RE: NCPC Preliminary/Final Design Submission for the On-Site Access Road

Dear Mr. Acosta:

The General Services Administration (GSA) is submitting Final Design plans for the On-Site Access Road located at the St. Elizabeths West Campus to house the Department of Homeland Security Headquarters proposed in the District of Columbia for the Commission's November 3, 2011 meeting. This document has been prepared per NCPC's submission requirements and is in accordance with a project Master Plan that was approved by NCPC in January of 2009.

The elements associated with this submission for the Preliminary/Final Design are as follows:

- Re-alignment of the inner and outer fence/barrier system associated with the previously approved (March 2010) Perimeter Security Fence Improvements on the western boundary of the site to accommodate the On-Site Access Road preliminary/final design and associated bus bays;
- An On-Site Access Road from the Firth Sterling intersection to Gate 4 on the western boundary of the site;
- Ten (10) bus bays along the On-Site Access Road inclusive of ten (10) bus shelters;
- Stone retaining walls to support the On-Site Access Road located along the outer perimeter security fence at the site and along the I-295 side of the access road;
- Firth Sterling interchange improvements to accommodate access to the On-Site Access Road;
- Landscape, lighting, signage, utilities and site work within the Limits of Disturbance (LOD) associated with the construction of the On-Site Access Road.
- Selection of more contemporary street light fixtures and benches in response to CFA comments on the Access Road Concept Design submission (July 2011).

The items above directly reference the Memorandum of Agreement ("MOA") GSA has prepared with the associated signatories pursuant to Sections 106 and 110 of the National Preservation Act and the December 2008 Programmatic Agreement for the Campus Master Plan. GSA will submit the executed MOA to NCPC as part of the submission requirements.

Due to Phase 1 construction and occupancy schedules associated with this project, GSA has prepared a Record of Decision ("ROD") Addendum to satisfy the NEPA requirements associated with the on-Site Access Road and the Firth Sterling intersection. GSA will submit the ROD Addendum to NCPC as part of the submission requirements.

Enclosed are copies of the design submission. If you have any questions about this project or need additional information, please contact William Willis at (202) 561-8009.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mina Wright', written in a cursive style.

Mina Wright
Director, Office of Planning and Design Quality

DHS Headquarters Consolidation at St. Elizabeths
NCPC Preliminary/Final Design Submission – On-Site Access Road
Project Report

**DHS Headquarters Consolidation at St. Elizabeths
On-Site Access Road**

**National Capital Planning Commission
Preliminary/Final Design Submission**

PROJECT REPORT

**U.S. Coast Guard Headquarters
2701 Martin Luther King Jr. Avenue, SE
Washington D.C. 20032**

Submitted by the U.S. General Services Administration

September 30, 2011

Project Report

Contents

Introduction 3

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- On-Site Access Road*
- Landscape Architecture*
- Hardscape and Street Furniture*
- Stormwater Management*
- Existing Conditions Affected*
- Site Area*
- Intersection at Firth and Sterling Description*
- Relationship to Master Plan*
- Government Coordination*
- Community Participation*
- Project Schedule*
- Transportation Management Plan (TMP)*
- Environmental Documentation (EIS)*
- Historic Preservation Documentation*
- Flood Plains Management and Protection*

Appendix A Attachments

West Access Road Drawing Submission (half size)

- Drawings: Civil*
- Transportation*
- Landscape*
- Structural*
- Architectural*
- Electrical*

Plans of proposed Firth Sterling Avenue Intersection Improvements Drawing Submission (half size)

- Drawings: Civil*
- Landscape*

Appendix B *Preliminary/Final Design Submission Presentation: On-Site Access Road*

Project Report

Introduction

This document has been prepared for the Department of Homeland Security (DHS) Headquarters Consolidation at St. Elizabeths On-Site Access Road from Firth Sterling to Gate 4 (United States Coast Guard Entry Access Point) Preliminary/Final Design Submission for review by NCPC at the November 3, 2011 meeting. GSA is seeking approval from NCPC on the following elements associated with the Phase 1 Development of the United States DHS Headquarters Consolidation at St. Elizabeths in accordance with a project Master Plan that was approved by CFA in November of 2008 and NCPC in January of 2009; and in accordance with a project Master Plan Amendment that is currently underway and slated for completion in Winter/Spring 2012.

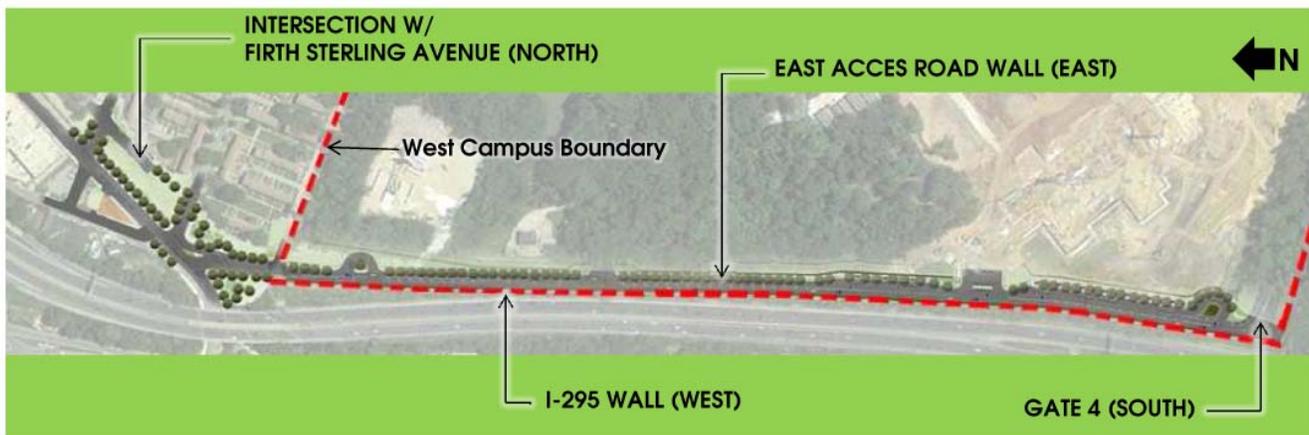


Fig 1. St. Elizabeths West Campus Project Limits

The elements associated with this submission for the Preliminary/Final Design are as follows:

- Re-alignment of the inner and outer fence/barrier system associated with the previously approved (March 2010) Perimeter Security Fence Improvements on the western boundary of the site to accommodate the On-Site Access Road preliminary/final design and associated bus bays;
- An On-Site Access Road from the Firth Sterling intersection to Gate 4 on the western boundary of the site;
- Ten (10) bus bays along the On-Site Access Road inclusive of ten (10) bus shelters;
- Stone retaining walls to support the On-Site Access Road located along the outer perimeter security fence at the site and along the I-295 side of the access road;
- Firth Sterling interchange improvements to accommodate access to the On-Site Access Road;
- Landscape, lighting, signage, utilities and site work within the Limits of Disturbance (LOD) associated with the construction of the On-Site Access Road.

The items above directly reference the Memorandum of Agreement (“MOA”) GSA has prepared with the associated signatories pursuant to Sections 106 and 110 of the National Preservation Act and the December 2008 Programmatic Agreement for the Campus Master Plan. GSA will submit the executed MOA to NCPC as part of the submission requirements.

Due to Phase 1 construction and occupancy schedules associated with this project, GSA has prepared a Record of Decision (“ROD”) Addendum to satisfy the NEPA requirements associated with the on-Site Access Road and the Firth Sterling intersection. GSA will submit the ROD Addendum to NCPC as part of the submission requirements.

DHS Headquarters Consolidation at St. Elizabeths
NCPC Preliminary/Final Design Submission – On-Site Access Road
Project Report

This submission references other projects that are not part of this submission in an effort to provide clarity and for ease of reference to this submission. These projects/elements include:

United States Coast Guard Headquarters and associated Garage Parking at Gate 4

This project was previously submitted and Final Design was approved by NCPC in January 2010

Perimeter Security Improvements

This project was previously submitted and Final Design was approved by NCPC in April 2010

Access Road through Shepherd Parkway

GSA intends to continue the access road from Gate 4 through Shepherd Parkway to Malcolm X. These transportation improvements are part of the ongoing Master Plan Amendment and will be presented to NCPC in Winter/Spring 2012.

The balance of this project narrative and the associated submission documents respond to the NCPC submission requirements for a Preliminary/Final Design Submission for the On-Site Access Road project as described above.

Project Report

Agency Project Manager

US General Services Administration
William Willis, Project Manager
WP – Public Buildings Service
2701 Martin Luther King Jr. Ave., SE
Building 40
Washington, DC 20032
Desk: 202-561-8009
Fax: 202-373-0164

Project Description

Located on the historic St. Elizabeths West Campus, and overlooking the Anacostia River and Washington DC's monumental core, the combined projects at the site include approximately 3.8 Million Square Feet of restoration and redevelopment. This project submission includes the On-Site Access Road from Firth Sterling to Gate 4 located parallel to I-295 along the western edge of the site.

The On-Site Access Road, totaling approximately 0.54 miles in length, will provide for vehicular (car and bus) access to the site and specifically the USCG headquarters building by formally connecting it to Firth Sterling Avenue at the northwest corner of the Campus. Staff arriving by car and bus transportation will travel south along the new On-Site Access Road that runs parallel to I-295. Cars will then pass through a security checkpoint at Gate 4 before gaining access to the parking garage and/or USCG Head quarters building (Figure 1). Buses will park within one of ten bus bays along the access road outside of the security perimeter to drop off staff who will then utilize the pedestrian entrance at Gate 4 to enter the site. Firth Sterling is the main entrance to the campus, and is designed to accommodate traffic flow. The bus bays are strategically placed further down the access road to decrease congestion at Firth Sterling.



Fig. 2. A continuous perimeter security wall and no-climb fence will separate the Campus from the access road.

DHS Headquarters Consolidation at St. Elizabeths
NCPC Preliminary/Final Design Submission – On-Site Access Road
Project Report

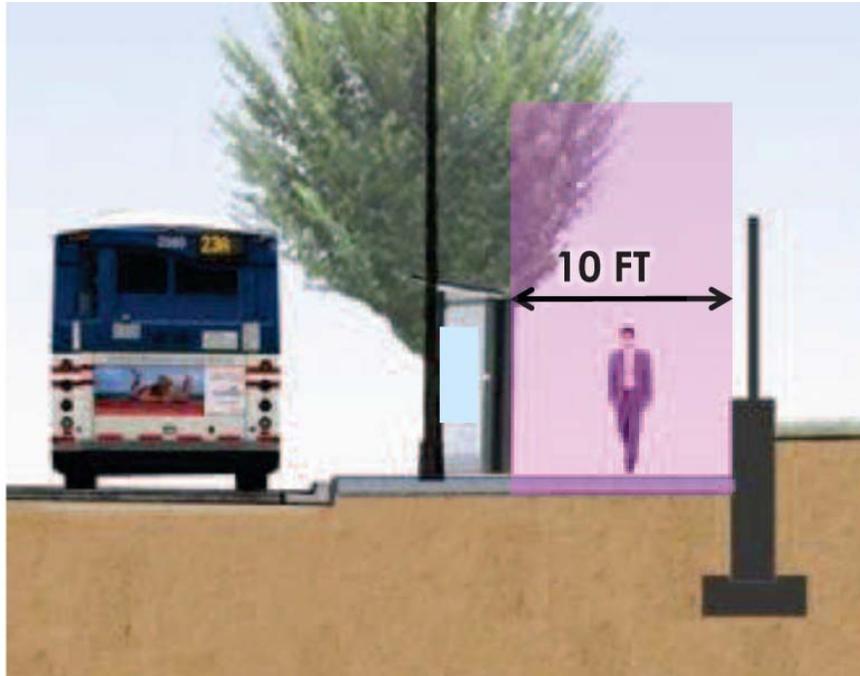


Fig 3. Pedestrian and bicycle use will be facilitated by a continuous 10 ft wide multi use path.

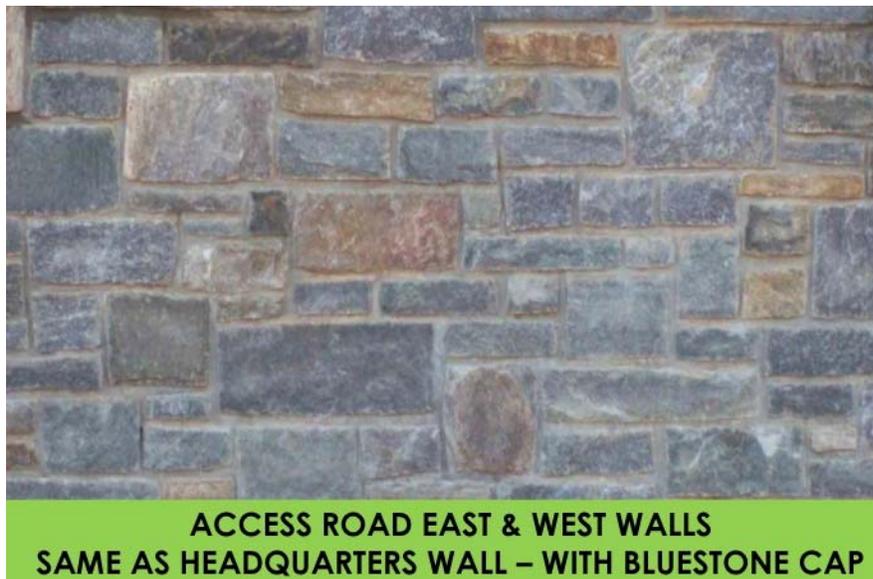


Fig 4. All project walls will be clad in stone similar to that applied to the USCG Headquarters.

Roads & Site Access

The primary access to the site will be from the proposed entrance at Gate 4. Gate 4 is a new access point that will be created from the proposed Access Road that will parallel I-295 along the western edge of the site for direct access to the parking garage.

DHS Headquarters Consolidation at St. Elizabeths
NCPC Preliminary/Final Design Submission – On-Site Access Road
Project Report

The total length of the new Access Road from the northern property boundary at Firth Sterling to the southern property boundary at the National Park Service land consists of approximately 2,800 feet or 0.54 miles. The new access road will be constructed along the western edge of the St. Elizabeths West Campus. This new access road will extend to the site (Gate 4) from the north from Firth Sterling Avenue, SE. Gate 5 will be the entrance to the Child Care facility which is located within the USCG Building. The access road will terminate at Gate 4 until such time as future improvements are constructed to extend the roadway through Shepherd Parkway to Malcolm X Avenue. The roadway will consist of two southbound lanes from the Firth Sterling intersection and one northbound lane from gate 4 back to Firth Sterling. The overall roadway width is 33 feet, with three 11 feet wide lanes. Two bus turn around areas are provided, as well as both parallel and sawtooth bus stop areas, with space for a total of 10 buses. A direct ADA compliant access from the bus drop off area to the primary entrance at gate 4 is provided. In addition, a 10' multi-purpose trail runs the entire length of the access road.



Fig. 5 Firth Sterling Intersection



Fig. 6 Gates Five and Four

The design and construction of Gate 4, Gate 5 and the Perimeter Security Improvements have been submitted separately and previously approved by NCPD and are not part of this design submission package with the exception of the re-alignment of the Perimeter Security Fence along the western edge of the site as described within this submission.

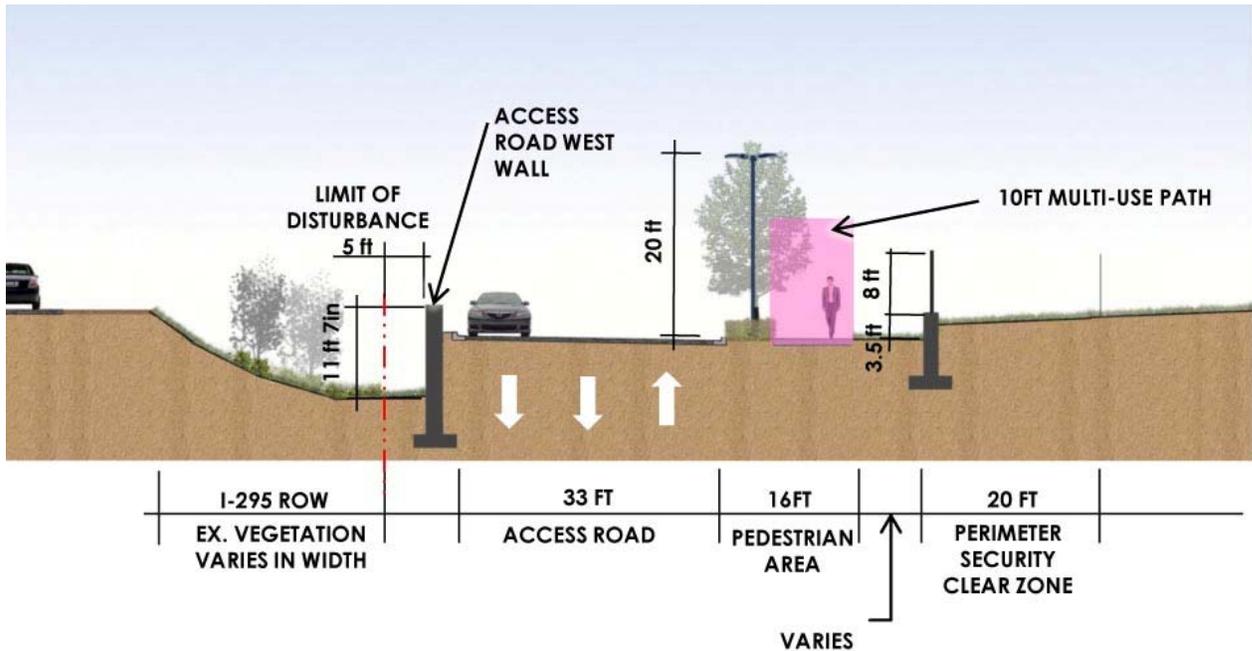


Fig 7. The access road alignment is situated between the western slope of the campus' topography and the east side of the I-295 right of way.

Perimeter Security Fence Re-Alignment and Retaining Walls

As a result of the design development associated with the On-Site Access Road, inclusive of ten bus bays, the Perimeter Security fences and retaining walls along the western boundary of the site require modification to what was previously approved in March 2010. The revisions are included in this submission and are summarized below:

The retaining walls that are used to secure the campus will move further east from their current location. The result will be that these walls will be higher and longer in some locations since they are retaining more earth due to being higher up the hill. The stone walls vary in height from 4 feet 11 inches to 19 feet 5 inches. As the retaining walls move east, the outer and inner fences which define the secured clear zone will move eastward and one of the security booths will move further east as well.

The entry to the campus at Gate 4 has been changed geometrically, and the rain garden has been relocated and resized. The entry at Gate 5 requires the vehicular approach and a pedestrian crosswalk, which has been reconfigured to suit. The media and satellite trucks have been relocated within the campus near Gate 6, rather than along the access road as previously approved.

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With the relocation of the secured clear zone, between the outer and inner fences, to the east, some of the inlets for the storm water have been relocated and there have been revisions to the forest edge restoration intended for this area along the western edge of the campus.

Landscape Architecture

The access road serves as a gateway to the campus. The landscape architecture design focuses on continuing the natural and sustainable design theme of the USCG Headquarters building to create a cohesive visual and sustainable character from Firth Sterling Avenue into the Campus. Both pedestrians as well as motorists will experience a diverse and vivid plant palette as they travel along the access road.

Street Trees

Three species of hardy street trees are proposed for the access road:

- Sweetgum
- Princeton Elm
- Tulip Tree

In addition, a specimen canopy tree is proposed in the south turnaround as an accent tree. This tree will be selected either from a nursery or relocated from another location within the site. The intent is to plant a large tree which will be able to withstand the harsh conditions of the streetscape, and provide a captivating site for those approaching gate 4.

For the majority of the project, the street trees will be planted within linear bio-filtration areas which will aid in treating stormwater runoff from the project. The street trees will be planted at an average distance of 30 ft on-center. Typical height at planting will be around 16 ft overall height with a 10 year growth projection at 30 ft overall height at which time some adjacent canopies will begin touching and providing continuous shade along the 10 ft multi-use path.

Along the bus bays area of the project where maximizing pedestrian walkable surface is a priority, the street trees will be planted in large cast-iron tree grates. The soil volume will be amended by CU Structural soil which allows for proper root growth to occur underneath sidewalks, while providing adequate compaction for sidewalks.

Understory Planting

The understory consists of a variety of understory plantings, most of which are being used in the USCG Headquarters. The understory planting focuses on hardy/ drought-tolerant plants that add visual interest as well as provide bio-filtration for the storm water run-off. The design of the understory planting is again based on a more natural theme being proposed for the USCG Headquarters building which includes greater variety of combinations of plants and less repetition and uniformity of planting beds. Understory shrubs and ornamental grasses include:

- Dwarf Inkberry
- Sweetspire
- Oakleaf Hydrangea
- Dwarf Winterberry
- Broomsedge
- Arrowood Viburnum
- Little Bluestem Grass
- Switch Grass



SOUTH TURN AROUND SPECIMEN TREE SPECIFICATIONS:

- TALL BRANCHING FOR VISIBILITY
- ELEGANT STRUCTURE
- POSSIBLE SEASONAL COLORING
- LARGER THAN OTHER TREES AT INITIAL PLANTING
- MATURE HEIGHT WILL BE LARGER THAN STREETScape TREES
- HARDY AND DURABLE TO URBAN/ CONSTRAINED CONDITIONS
- DEEP ROOTED
- ON-SITE SELECTION FROM NURSERY OR RELOCATE

POSSIBLE TREES:

- SWAMP WHITE OAK
- SHINGLE OAK
- CHESTNUT OAK
- SCARLET OAK (DC STATE TREE)
- LONDON PLAIN TREE
- YELLOW WOOD
- ALLEE ELM

Fig. 8. Street tree palette for the access road focuses on a series of hardy trees that continues the natural and sustainable planting concept of the USCG Headquarters building.

SHRUBS

DWARF INKBERRY (BIO-FILTRATION)

SWEETSPIRE (TURN AROUND)

OAKLEAF HYDRANGEA (TURN AROUND)

DWARF WINTERBERRY (BIO-FILTRATION)

ARROWOOD VIBURNUM (TURN AROUND)

HERBACEOUS

LITTLE BLUESTEM GRASS (TURN AROUND/ PLANTING VERGE)

SWITCH GRASS (BIO-FILTRATION)

BROOMSEDGE BLUESTEM (BIO-FILTRATION)

Fig. 9. The understory planting palette for the access road focuses on sustainability and diversity to enhance the both the visual quality as well as the ability to filtrate stormwater run-off along the access road.

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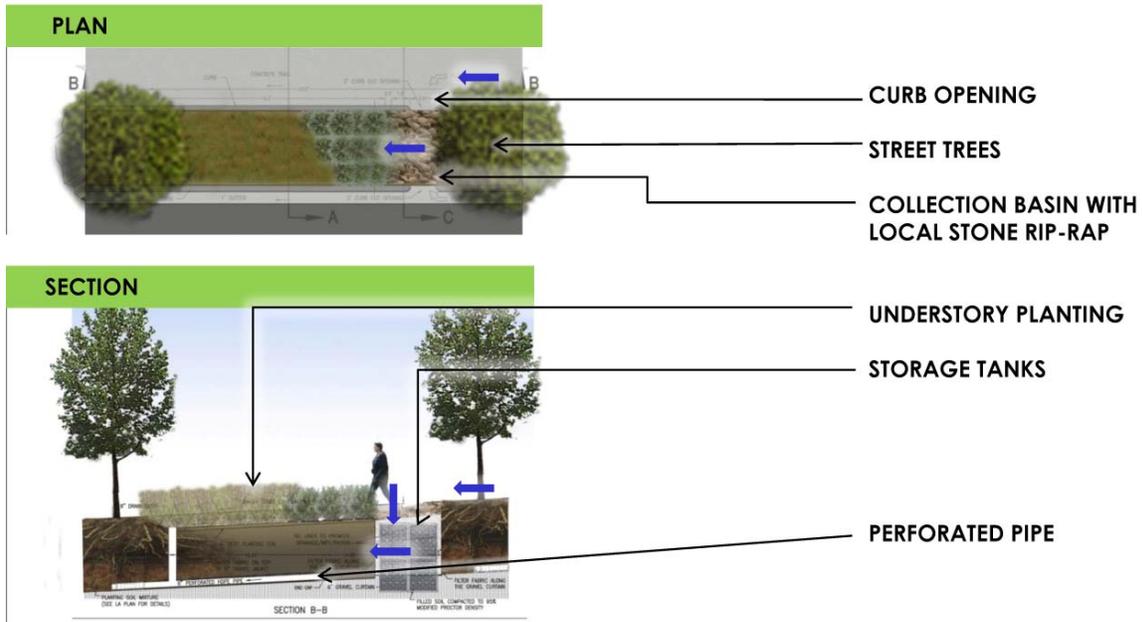


Fig. 10. Linear bio-filtration areas are proposed along a majority of the access road. These areas will help treat storm water runoff before it reaches the storm system. A wide variety of shrubs/ ornamental grass planting combinations will be planted along these areas as well as street trees at 30 ft on-center.

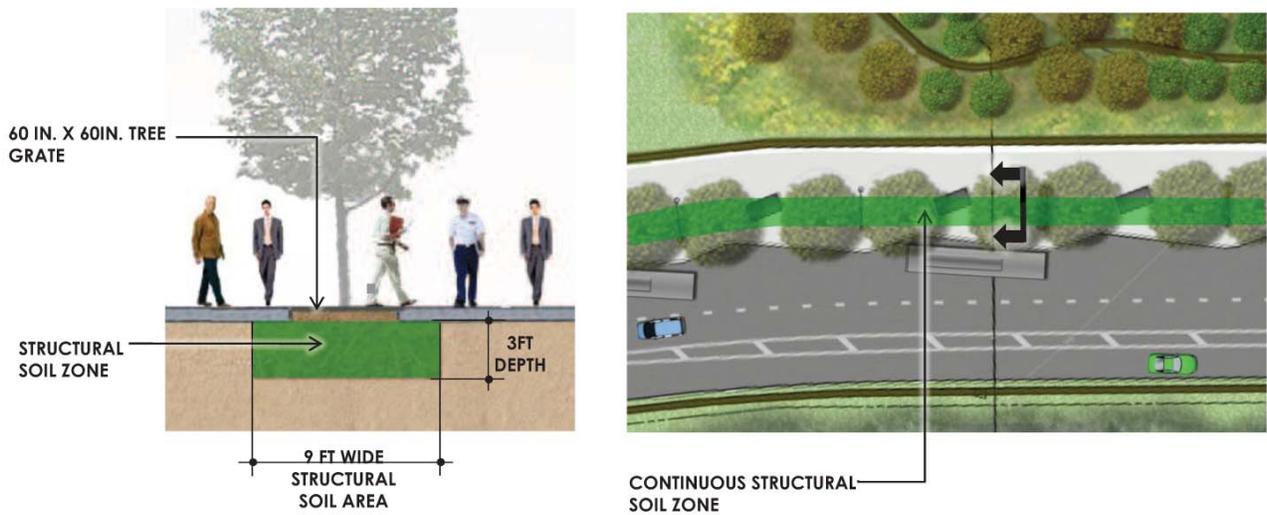


Fig. 11. Along the bus bay areas of the access road, the street trees will be planted within tree grates. Soil volumes will be augmented by incorporating CU Structural soil, which allows for proper root growth to occur underneath the sidewalks while providing adequate soil compaction for concrete sidewalks.

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Hardscape and Street Furniture

Supplementing the planting palette will be a series of hardscape materials and street furniture all designed as an extension of the USCG Headquarters building and which emphasizes the cohesive design intent of the project.

Hardscape

Hardscape materials for the access road include the 10 ft concrete multi-use path and the stone-veneer retaining walls which flank the project. The West prominent retaining wall ranges in height from 4 feet 11 inches to 19 feet 5 inches, and is 1,350 feet in length. The less prominent East retaining wall is constructed with the same materials as the West retaining wall, and is the base for the initial security fence. (Please see figure 13 to view the relationship between the West and East walls.) The concrete 10 ft path will be standard gray scored concrete. The stone veneer walls will be fully covered by the same fieldstone as the USCG Headquarters retaining walls.

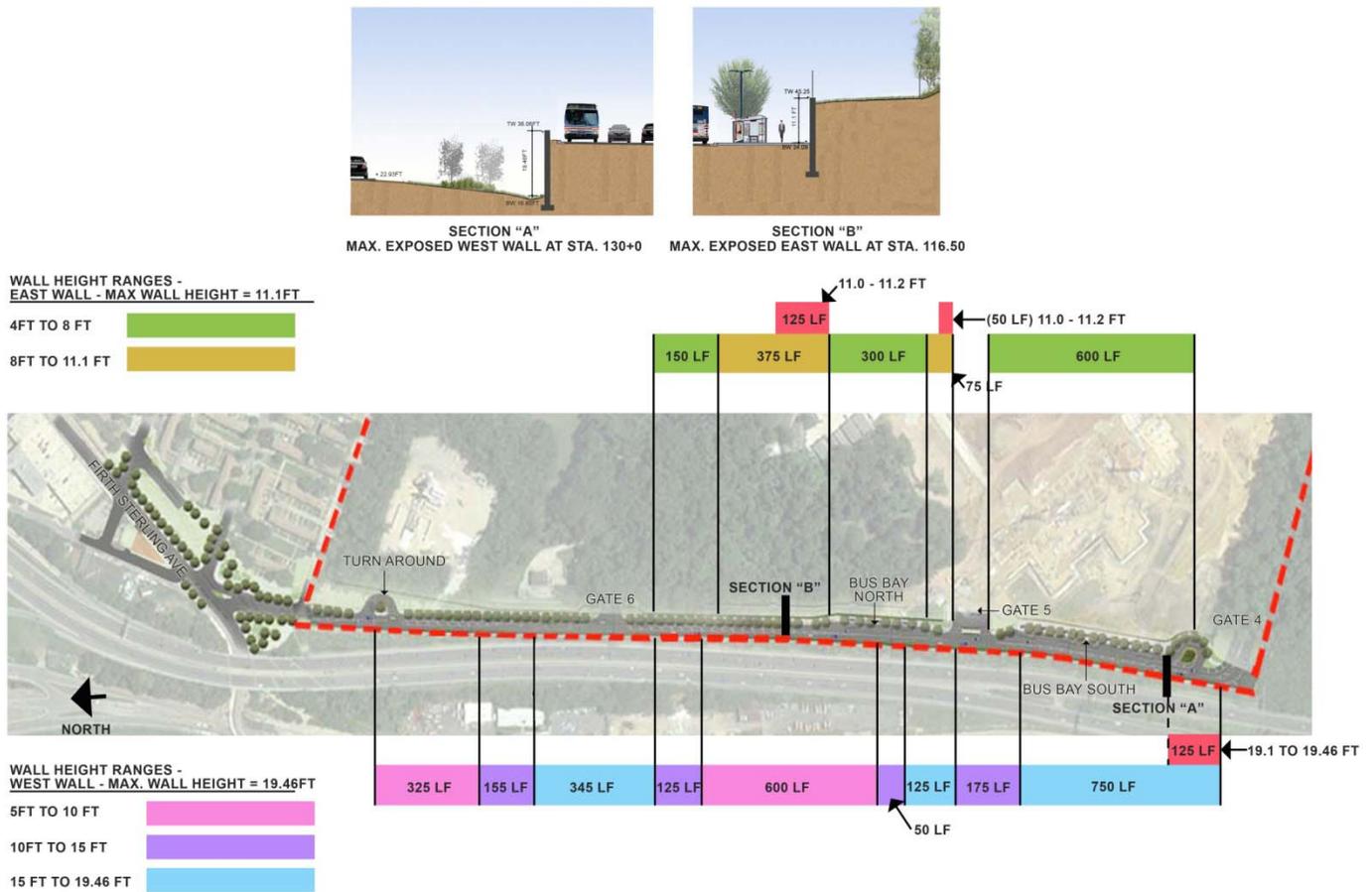


Fig. 12. Wall elevations for both east and west access road walls. The different height ranges of exposed wall are shown in different colors. Both walls are completely veneered in decorative stone (see fig. 4)

Street Furniture

The street furniture palette includes the following:

- Street lights: The streetlights will be a contemporary minimalist extruded aluminum pole with double low-profile L.E.D. down-light fixtures mounted on short arms. Style will be a down light mounted on an arm. Spacing will be approximately 60 ft on center. Color = light gray.
- Bus shelters: WMATA standard bus shelter without advertisements. There are a total of 10 bus shelters in this project (3 at bus bay north and 7 at bus bay south). The proposed shelters are 14 feet 2 inches in length by 5 feet 6 inches wide, providing approximately 80 square feet of shelter; GSA continues to work with DDOT to refine and finalize the size of the shelters.
- Trash receptacles: Located predominantly along the bus bays. Trash receptacles are Victor Stanley steel ribbon trash receptacles. 36 in. diameter. Color = black.
- Benches: Located predominantly along the bus bays. Benches will likewise be contemporary in design, with a minimalist style metal and wood slats combination. The bench form also resembles the rectangular massing of the USCG Headquarters building. Color = metallic gray metal and European Ash wood slats.
- Tree Grate: Tree grates are proposed for high-pedestrian areas. Tree grates will be 60 in x 60 in Ironsmith cast-iron tree grates. Color = metallic gray.



Fig. 13. Proposed street furniture palette for the access road.

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Stormwater Management

Stormwater Management for the design of the access road is provided in conjunction with the campus wide overall stormwater program. The program is designed to comply with three separate criteria as follows: compliance with Leadership in Energy & Environmental Design (LEED) criteria, compliance with the new Section 438 of the Energy Independence and Security Act of 2007 (EISA) regulations, and compliance with the District of Columbia Department of Environment (DDOE), Watershed Protection Division. The roadway development is specifically subject to the District of Columbia's Storm Water Management Regulations (District of Columbia Municipal Regulations (DCMR) Title 21, Chapter 5) which became effective on January 1, 1988. The application of the provisions and the procedures stated in 21 DCMR, Chapter 5, together with the specific design criteria stated in the Storm Water Guidebook, establishes the District of Columbia's Storm Water Management program. The Watershed Protection Division, within the District Department of the Environment (DDOE) is responsible for coordinating and enforcing the provisions stated in 21 DCMR, Chapter 5.

The overall campus provides Stormwater Management Quantity Control for the impervious areas associated with the On-Site Access Road in the form of a large detention facility currently under construction with the US Coast Guard Headquarters facility. BMP or Quality Control for the roadway design is provided within the roadway design documentation. Multiple facilities adjacent to the roadway provide for the required pollutant removal associated with each subarea of impervious cover associated with the design. Two primary types of facilities are utilized. Where space allows, bioretention facilities are provided with native plant species and have designed in conjunction with the streetscape plantings. In the areas of the bus drop-off and pick-up, pre-engineered filtering systems are utilized. The filtering systems selected are Stormfilters, which are also in use elsewhere on the campus. These consist of a precast concrete vault similar to a curb inlet, which contain filter cartridges to achieve the desired pollutant removal. Each system includes a pretreatment volume, a water quality volume, and an overflow or bypass mechanism. The design has been reviewed and approved by DDOE and meets all regulatory criteria.

Existing Conditions Affected

The November 7, 2008 Final Environmental Impact Statement ("FEIS") and the September 2011 ROD Addendum provide a full assessment of the environmental resource impacts affected. Historic landscape matrices associated with this project were further developed and discussed during S106 Consultation meetings. These additional information sources are exhibits to the Access Road MOA and are also available at <http://www.stelizabethsdevelopment.com/documentcenter>.

The following images illustrate the potential visual impact of the project along the I-295 corridor. The design of the access road strives to reduce the visual impact from I-295 by leaving the existing vegetated swale separating the access road and I-295 in place.

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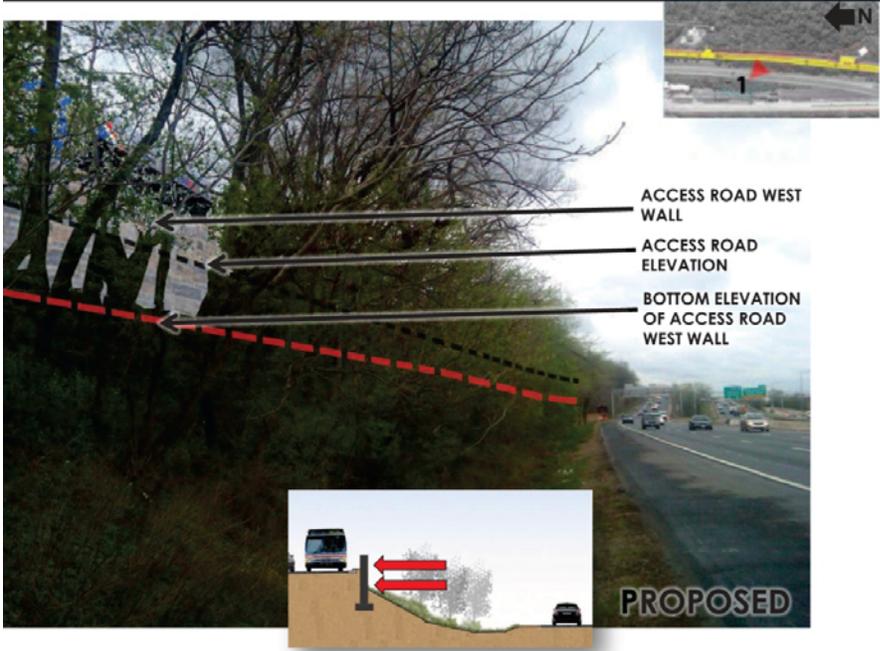


Fig. 14. Existing and Proposed images of the access road impact along I-295. Looking south from I-295 north bound.

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Fig. 15. Existing and Proposed images of the access road impact along I-295. Looking south from I-295 south bound.

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Fig. 16. Existing and Proposed images of the access road impact along I-295. Looking south from S. Capitol Street

Site Area

The project site is located on the western edge of St. Elizabeths West Campus. The site area impacted by the On-Site Access Road is approximately 369,164 sf or 8.5 acres, and by the Firth Sterling Avenue it is 76,666 sf or 1.76 acres.

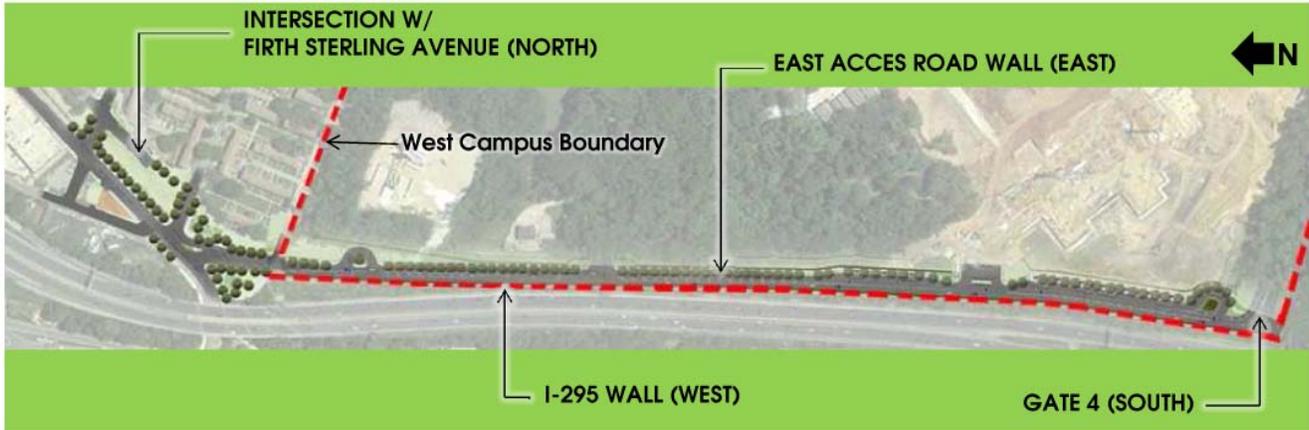


Fig. 17. Access Road Project Limits

Site Access & Circulation

Primary staff access to the site will be from the proposed entrance at Gate 4. Gate 4 is a new access point that will be created from the new access road that will parallel I-295 along the western edge of the site.

Intersection at Firth Sterling description

Construct road improvements required to provide functional access to the Access Road in accordance with DDOT guidance and approvals during consultation. The Firth Sterling 30% design plans dated April 29, 2011 were submitted to DDOT and other DC agencies for review. A 30% review meeting was held with the design team and DDOT review team on May 29, 2011. DDOT written comments were then received on June 13, 2011 and a DDOT PDRM was scheduled for July 7, 2011. Per DDOT’s request, a traffic light analysis has been submitted to DDOT for their review and comments. On August 23, 2011 a meeting was scheduled with DDOT to review their comments. We are currently finalizing the traffic light analysis, and upon completion will submit the 60% construction documentation. The 100% Firth Sterling documents will be completed within three months of receipt of DDOT’s pending comments.

The Access Road will extend off-site and cross the CSX right-of-way to a new intersection at Firth Sterling. The new intersection will modify the existing intersection of Firth Sterling at Barry Road/Stevens Road. The new intersection will be signalized. Under the selected alternative cars moving westbound on Firth Sterling would be able to make a left turn onto the new West Campus Access Road or continue straight on Firth Sterling Avenue. The recently constructed street car tracks in Firth Sterling will be maintained in place. Eaton Road would be extended from its current terminus of Firth Sterling (local) to intersect with Firth Sterling and Barry Road. A new traffic signal will be added at the new intersection at Eaton Road and Firth Sterling intersection. The new intersection plans to include the new traffic signals will be reviewed and approved by DDOT prior to construction, and are subject to modification based on DDOT comments during the review and approval process. DDOT will maintain the intersection upon completion of construction.



Fig. 18. Limit of work at Firth Sterling intersection

Relationship to Master Plan

The design of the On-Site Access Road is consistent with the approved St. Elizabeths Master Plan in terms of alignment, site access, circulation, security and stormwater management. The design solutions depicted in this submission have been influenced by the master plan, the historic preservation guidelines and further developed to incorporate the Consulting Parties guidance and comments throughout the Section 106 consultation process. As a result, the design is stronger, as several areas of the current solution have been improved. Improvements have focused on minimizing impacts to the site and reducing the height and visual impacts of the retaining walls while accommodating updated vehicular and bus traffic projections identified in the Master Plan Amendment. The exposed height of the West wall is determined by the elevations of the access roadway, which is set by ADA requirements and DDOT engineering for safe vehicular and fire truck movement. The design solutions have also caused a few deviations from the approved Master Plan. These deviations have also contributed to an improved design solution which responds to S106 consultation with the Consulting Party members, extensive DDOT consultation and guidance, additional detailed transportation studies, and CFA Commission concept review comments.

Deviation #1: Construction of ten bus bays and associated bus shelters and pedestrian areas along the Access Road between Gates 4 and 6 to accommodate transit requirements.

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Deviation #2: Realignment of the Perimeter Security Fence eastward along the western edge of the site to accommodate the bus bays.

Deviation #3: Modifications to the two bus turn-arounds at the north and southern edges of the access road to accommodate transit traffic.

Deviation #4: Construction of a multi-purpose trail along the eastern edge of the Access Road.

Deviation #5: Elimination of the media truck parking along the access road.

Deviation #6: Incorporation of lighting, landscape and signage associated with the final design of the Access Road.

Deviation #7: Design modifications associated with the Firth Sterling intersection and coordinated with DDOT include: one traffic island, no channelized right turns, no realignment of existing streetcar tracks, and other intersection approach engineering modifications.

The Access Road design is in alignment with the St. Elizabeths Master Plan in terms of roadway location, width and length. Exceptions are associated with the minimization and consultation efforts noted above. The landscaping solution will promote the continuity of the topographical bowl of the District of Columbia. The building materials used for the Access Road and associated retaining walls will match or be similar to the elements found on St. Elizabeths Campus site. Security elements for the Access Road are in compliance with the November 10, 2008 Security Master Plan and are in compliance with the Interagency Security Committee (ISC) standards for a Level 5 facility. Construction access for the new road shall occur from the northwest corner of the St. Elizabeths West Campus located near the intersection of Firth Sterling Avenue, and US Highway I-295. Construction access will be constrained to the existing temporary construction access road. The temporary access road will in the future be converted to the new west access road for the St. Elizabeths West Campus.

Government Coordination

This project was coordinated with the District of Columbia and associated DC agencies including the DC Mayor's Office in conjunction with the consulting parties and community meetings. In October 2011, NCPC's Coordinating Committee will review this project for final coordination with DC agencies. The Coordinating Committee consists of GSA, WMATA, National Park Service, DC Office of Planning, DC Public Works, DC Water and Sewer, and DC Housing and Community Development. The Firth Sterling portion of the project continues to be coordinated with the District of Columbia and associated DC agencies including the DC Mayor's Office, DDOT, WMATA and DC Office of Planning.

Community Participation

GSA has continued its Community Outreach related to the USCG design efforts through continuing to invite the ANCs and Ward 8 Business Council to the Section 106 Consultation meetings, and participate in a variety of community meetings as requested. On October 8, 2009, GSA held a Public Scoping Meeting for the St. Elizabeths Master Plan Amendment, which will include the detailed development of a portion of DHS on the St. Elizabeths East Campus. Overall, the community responses were very positive. On October 26, 2009, GSA held an Industry Day forum for the Development at St. Elizabeths. At the Industry Day event, GSA provided information to approximately 1,000 attendees on the employment opportunities associated with the development on the campus. Last fall and in January 2011, GSA in conjunction with the District Department of

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Transportation and the Federal Highway Administration participated in two community specifically focused on the transportation study. The results of the study are included as an exhibit to the Draft EIS and summarized in the Draft Technical Transportation Report, which is available to the public. GSA also participates in the Councilmember's Transportation Task Force monthly meetings.

Throughout the past few years, GSA has attended multiple ANC meetings, made community presentations and conducted business opportunity forums to continue to involve the community in the development of the DHS Headquarters Consolidation at St. Elizabeths. The community has provided GSA with three key themes associated with this development:

- **Economic Development:** The community wants to promote the use of local services to aid in the economic development of this area to ensure the campus is an integrated part of the community and not a walled off compound without connectivity to the local business community. There is a strong desire for community individuals and businesses to become involved in the economic development and benefits to the Ward 8 community for both the long and short term through:
 - Local Businesses providing goods, food and support/amenity services to the campus development and occupancy in both the short and long-term
 - Construction/Employment Opportunities
 - Longer term Employment Opportunities with DHS

GSA continues to work with the community on these issues by conducting outreach with the Ward 8 Business Council to assist small businesses with learning more about opportunities associated with the project; locating a jobs trailer on the campus to assist with the job employment opportunities; and conducting pre-apprenticeship programs in the community.

- **Traffic Congestion:** The community is concerned about the worsening of traffic conditions in the local area surrounding St. Elizabeths and Martin Luther King, Jr. Ave. As part of the Master Plan and the Transportation Management Plan, GSA has planned for 70% of the transportation to reach the site via the new Access Road and to aid in minimizing transportation impacts along MLK. GSA continues to work with FHWA and DDOT on the Access Road as well as additional transportation improvements along MLK to further minimize the campus developments impact to traffic congestion in the area. GSA, DHS and WMATA are coordinating extensively on ways for WMATA to service employees as a supplement to the shuttle service or replacing some portion of the shuttle service with its existing fleet that currently service the neighborhood.
- **Public Access:** The community has requested GSA provide a reasonable level of public access to the Point, Cemetery and Auditorium. GSA has committed along with DHS to work on a Public Access Program that will allow for a reasonable level of public access to these areas.

Project Schedule

Construction commence: Fall/Winter 2011

Road Operational: Spring 2013

Project Budget

Total Access Road Funding: Approximately \$30,000,000

Portions of funding have been appropriated to GSA

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Transportation Management Plan (TMP)

The Transportation Management Program for the DHS Headquarters Consolidation at St. Elizabeths dated December 4, 2008, can be referenced at: <http://www.stelizabethsdevelopment.com/document center>. GSA anticipates completion of the updated Final Master Plan Amendment TMP in Winter/Spring 2012. The draft of the updated TMP is currently out for review to DDOT, WMATA, NCPC and NPS.

Environmental Documentation (EIS)

The Final Environmental Impact Statement (FEIS) for the DHS Headquarters Consolidation at St. Elizabeths dated November 7, 2008 can be referenced at <http://www.stelizabethsdevelopment.com/document center>. GSA anticipates completion of the Final Master Plan Amendment FEIS in Winter/Spring 2012.

Due to Phase 1 construction and occupancy schedules associated with this project, GSA has prepared a Record of Decision (“ROD”) Addendum to satisfy the NEPA requirements associated with the on-Site Access Road and the Firth Sterling intersection. GSA will submit the ROD Addendum to NCPC as part of the submission requirements.

Historic Preservation Documentation

Since the conclusion of the December 2008 Master Plan consultation, GSA has conducted 13 Section 106 Consulting Party Meetings to review and discuss comments on the various aspects of the On-Site Access Road; these meetings were held on October 21, November 10, November 17 and December 1 of 2009, May 4, May 25, June 8, July 13, September 28, November 10 and December 14 of 2010, June 14 and September 13 of 2011. The presentation documentation and agenda topics for these meetings are available at <http://www.stelizabethsdevelopment.com/document center>.

On October 9, 2009, GSA issued a letter to the Advisory Council on Historic Preservation, which referenced GSA’s seamless continuation of Section 106 consultations under the St. Elizabeths Master Plan inclusive of Shepherd Parkway and formally notified the ACHP of its consultations of the Access Road design inclusive of the Firth Sterling Intersection.

GSA, the Consulting Parties and MOA Signatories have finalized language on the Access Road MOA pursuant to Sections 106 and 110 of the National Preservation Act and the December 2008 Programmatic Agreement for the Campus Master Plan. GSA will submit the executed MOA to NCPC as part of the submission requirements.

Flood Plains Management and Protection

No additional Flood Plains Management and Protection Documentation has occurred since the issuance of the FEIS. Flood Plains Management and Protection Documentation was referenced in the Final Environmental Impact Statement dated November 7, 2008. This document is available at: <http://www.stelizabethsdevelopment.com/document center>. If updates are deemed necessary, GSA will include them as part of the Final Master Plan Amendment FEIS in Winter/Spring 2012.