Public Hearing Presentation for the Draft Environmental Impact Statement Activities to Implement 2005 Base Realignment and Closure Actions at National Naval Medical Center (NNMC) Bethesda, Maryland

Navy Hearing Officer
CAPT Michael Malanoski, MC, USN
Deputy Commander, NNMC

January 9, 2008
January 10, 2008
<table>
<thead>
<tr>
<th>Overview of DEIS Public Hearing Schedule</th>
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<tr>
<td><strong>Call to Order</strong></td>
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<td><strong>Review of Public Hearing Protocols</strong></td>
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<td><strong>Introduction of Public Comment Moderator</strong></td>
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<td><strong>Closing Remarks and Adjournment by Hearing Officer</strong></td>
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</table>
Anyone may appear or have a designated representative.

Hearing officer ensures orderly expeditious hearing.

Official comments are from elected and appointed government officials by order of precedence, followed by those from the general public.

Public comments/questions are directed to the Record for Navy environmental evaluation.

There are no provisions for a “question and answer” period or responses.

Please condense oral statements to fit 3-minute timeframe. Lengthy written statements should be summarized orally and submitted for written record in their entirety.

Following the Public Hearing you may submit any additional comments until 28 January. Submit by fax, email, or mail via the contacts provided in the handout at registration table.
Actions are directed by the Defense Base Closure and Realignment Act of 1990 (BRAC Law) as amended in 2005. The BRAC Law directs:

- Relocate tertiary and complex care elements from Walter Reed Army Medical Center (WRAMC) to Bethesda
- Establish new premier Walter Reed National Military Medical Center, Bethesda MD
- Balance of primary care and non-complex specialty care from WRAMC shifts to a new Army Community Hospital at Fort Belvoir, VA
- BRAC Law specifies FULL implementation on/before 15 Sept 2011

The exact language of the BRAC law is identified on the poster board at the rear of the room.
BRAC adds 2,500 staff and 1,862 daily patients and visitors Monday – Friday. This requires 1.6 million SF of new or renovated facilities to deliver required additional outpatient and inpatient care capacity:

- Covers range of key medical and administrative facilities
- Adds estimated net new 1,800 parking spaces for patients, visitors, and staff to support increased health care volume
- Intrepid Center of Excellence for Traumatic Brain Injury and Post Traumatic Stress (TBI/PTSD) inpatient and aftercare
- Joint Warrior Transition Unit clinic and medical admin space for transitional aftercare and patient-family education
- Bachelor Enlisted Quarters to billet junior enlisted staff
- Replacement fitness center serving added patients and staff
- Two Fisher Houses™ delivering home-like reintegration setting and lodging for recovering patients and their families
Alternatives One and Two: Avoid disturbing wetlands and habitat by using existing developed areas on Base.
### 27 Traffic Intersections Analyzed for Potential Impacts

<table>
<thead>
<tr>
<th>No.</th>
<th>Intersection Locations</th>
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<tbody>
<tr>
<td>1</td>
<td>Tuckerman North &amp; Rockville Pike</td>
</tr>
<tr>
<td>2</td>
<td>Tuckerman South &amp; Rockville Pike</td>
</tr>
<tr>
<td>3</td>
<td>Grosvenor Lane &amp; Rockville Pike</td>
</tr>
<tr>
<td>4</td>
<td>Pooks Hill Road &amp; Rockville Pike</td>
</tr>
<tr>
<td>5</td>
<td>Rockville Pike &amp; West Cedar Lane</td>
</tr>
<tr>
<td>6</td>
<td>West Cedar Lane &amp; Old Georgetown Road</td>
</tr>
<tr>
<td>7</td>
<td>West Cedar Lane &amp; West Drive</td>
</tr>
<tr>
<td>8</td>
<td>Rockville Pike &amp; North Drive</td>
</tr>
<tr>
<td>9</td>
<td>Rockville Pike &amp; North Wood Road</td>
</tr>
<tr>
<td>10</td>
<td>Rockville Pike &amp; Wilson Drive</td>
</tr>
<tr>
<td>11</td>
<td>Rockville Pike &amp; South Wood Road</td>
</tr>
<tr>
<td>12</td>
<td>Rockville Pike &amp; Jones Bridge Road</td>
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<tr>
<td>13</td>
<td>Jones Bridge Road &amp; Gunnell Road</td>
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<tr>
<td>14</td>
<td>Jones Bridge Road &amp; Grier Road</td>
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<tr>
<td>15</td>
<td>Jones Bridge Road &amp; University Drive</td>
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<tr>
<td>16</td>
<td>Jones Bridge Road &amp; Connecticut Avenue</td>
</tr>
<tr>
<td>17</td>
<td>Jones Bridge Road &amp; Manor Road</td>
</tr>
<tr>
<td>18</td>
<td>Jones Bridge Road &amp; Jones Mill Road</td>
</tr>
<tr>
<td>19</td>
<td>Jones Mill Road &amp; East - West Highway</td>
</tr>
<tr>
<td>20</td>
<td>Wisconsin Avenue &amp; Woodmont Avenue</td>
</tr>
<tr>
<td>21</td>
<td>Rockville Pike &amp; Battery Lane</td>
</tr>
<tr>
<td>22</td>
<td>Rockville Pike &amp; Cordell Avenue</td>
</tr>
<tr>
<td>23</td>
<td>Rockville &amp; Cheltenham Drive</td>
</tr>
<tr>
<td>24</td>
<td>Woodmont Ave &amp; Battery Lane</td>
</tr>
<tr>
<td>25</td>
<td>Woodmont Ave &amp; Cordell Avenue</td>
</tr>
<tr>
<td>26</td>
<td>Woodmont Ave &amp; St. Elmo Drive</td>
</tr>
<tr>
<td>27</td>
<td>Woodmont Ave &amp; Cheltenham Drive</td>
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</table>
3 of 27 intersections are currently at or exceed county CLV standards (1600): Rockville Pike at West Cedar Lane (AM & PM), Jones Bridge Road at Rockville Pike (PM), and Jones Bridge Road at Connecticut Avenue (PM).

By 2011, baseline traffic adds 4th intersection above standards: West Cedar Lane at Old Georgetown Road (PM).

In 2011, BRAC adds 5th intersection above standards: Rockville Pike at North Drive with CLV 1605 vs 1600 standard (AM).

Additional traffic volumes added by BRAC compared to 2011 baseline for intersections exceeding capacity are: 3%, 2%, 3%, 4% 12%, and 7% (in order discussed above).
Proposed or Potential Traffic Improvements

On Base Improvements for BRAC Funding:

- Improvements to the two primary Base gates on Rockville Pike and improvements to the NNMC Perimeter Road
- New engineering study to optimize any improvements made to the existing NNMC entry and exit gates.
- Complete new Traffic Management Plan with Installation Master Plan in FY08 to develop measures to encourage use of mass transit, safe pedestrian modes, bicycle commuting, and related initiatives.

Potential Off Base Improvements for County or State Implementation

- Turning and/or Additional Vehicle Lanes:
  - Rockville Pike (MD 355) at Cedar Lane and at Jones Bridge Road
  - Old Georgetown Road (MD 187) at Cedar Lane
  - Connecticut Avenue (MD 185) at Jones Bridge Road
- Pedestrian Connection and a Metrorail Link to NNMC
Other DEIS Impacts

**Cultural Resources:** NNMC is pursuing formal Section 106 consultation to resolve any adverse effects to historic properties.

**Air Quality:** Pollutants are below USEPA *de minimis* levels.

**Noise:** There will be typical noise from construction-related activities 2008-2011. Projected NNMC helicopter evacuations increase 1-2 flights per month.

**Utilities:** Movement of functions from WRAMC does not change regional demand and supply from Area providers is projected as adequate.

**Land Use:** All direct effects to land use are within NNMC.

**Socioeconomics:** BRAC construction will increase regional sales and employment. Peak and off-peak traffic increases.

**Cumulative Impacts:** Traffic Study within the DEIS includes other off-base projects within the traffic baseline. On Base projects will not develop significant incremental impacts.
The EIS Process and Schedule

Decision to Prepare an EIS

- Scoping of EIS
- Preparation of Draft EIS
- Comment Review Period (45-days)
  - Public Hearings
  - Supplemental Studies if Required

Supplemental Studies if Required

- We Are Here
  - Notice of Intent (NOI)
  - Draft EIS Distribution
  - 14 December 2007

Preparation of Final EIS

- Wait Period (No Action Period) (30-days)
  - 4 April – 5 May 2008

Final EIS Distribution/Notice of Availability

- 4 April 2008

Decision on Action

- Record of Decision (ROD)
  - 23 May 2008

Public Involvement

- 4 April – 5 May 2008
- Public Hearings

Draft EIS Distribution

- 14 December 2007

NNMC EIS Process

- Public Involvement

Final EIS Distribution/Notice of Availability

- 4 April 2008

Record of Decision (ROD)

- 23 May 2008
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