

MARYLAND-NATIONAL CAPITAL PARK AND
PLANNING COMMISSION

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MONTGOMERY COUNTY PLANNING BOARD

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DRAFT BETHESDA PURPLE LINE STATION MINOR
MASTER PLAN AMENDMENT PUBLIC HEARING

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THURSDAY, NOVEMBER 7, 2013

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The Montgomery County Planning Board
met in the Montgomery County Planning
Department Auditorium, 8787 Georgia Avenue,
Silver Spring, Maryland, at 6:00 p.m.,
Francoise Carrier, Planning Board Chair,
presiding.

PRESENT:

FRANCOISE CARRIER, Planning Board Chair

MARYE WELLS-HARLEY, Planning Board Vice
Chair

CASEY ANDERSON, Planning Board Commissioner

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1 P-R-O-C-E-E-D-I-N-G-S

2 6:06 p.m.

3 CHAIR CARRIER: Good evening. This
4 is our public hearing on the Bethesda Purple
5 Line Station Minor Master Plan Amendment.

6 And Mr. Hisel-McCoy is going to
7 start it off.

8 MR. HISEL-McCOY: Thank you. For
9 the record, Elza Hisel-McCoy from Area 1
10 Division.

11 As you said, this is a public
12 hearing on the Public Hearing Draft Bethesda
13 Purple Line Station Minor Master Plan
14 Amendment, which was advertised in the Gazette
15 on October 2nd, 2013.

16 The sector plan is an amendment to
17 the 1994 approved and adopted Bethesda CBD
18 Sector Plan, as amended; as well as the
19 General Plan On Wedges & Corridors for the
20 physical development of the
21 Maryland/Washington Regional District in
22 Montgomery and Prince George's Counties, as

1 amended; the 2010 Purple Line Functional Plan,
2 as amended; the Master Plan of Highways Within
3 Montgomery County, as amended; and the Master
4 Plan of Bikeways, as amended. The
5 accompanying technical appendix is a resource
6 document, and is not part of the minor Master
7 Plan amendment.

8 Staff requests that the public
9 record remain open for one week after the
10 public hearing, until end of business on
11 Thursday, November 14th, 2013.

12 We have received email testimony
13 on the plan since the opening of the public
14 record on October 2nd, and those emails are
15 included in the public record.

16 CHAIR CARRIER: Thank you very
17 much.

18 We have only seven people signed up to speak,
19 so I'll call up the first four: Robert Dyer,
20 David Witmer, Bill Kominers and Ronit Dancis.

21 Okay. Would you like to come up
22 instead, Mr. Ross? You were next on the list,

1 as it happens. Oh, Mr. Dyer isn't here
2 either. Okay. Well, we'll start with you
3 three.

4 Mr. Witmer?

5 MR. KOMINERS: Madam Chair, Bill
6 Kominers, Lerch, Early & Brewer, for the
7 record. Mr. Witmer and I are here together.
8 We will share our presentation and combine
9 that for you.

10 CHAIR CARRIER: Okay.

11 MR. KOMINERS: He will begin.

12 MR. WITMER: Good evening. I am
13 David Witmer and I serve as the Vice President
14 -- Senior Vice President and Chief Operating
15 Officer for the American Society of Health
16 System Pharmacists.

17 CHAIR CARRIER: I think I need to
18 ask you to bring your microphone a little
19 closer, because the folks at home will not be
20 able to hear you. I know it's not convenient.
21 I apologize.

22 MR. WITMER: That's quite all

1 right.

2 CHAIR CARRIER: Thank you.

3 MR. WITMER: No problem. Is that
4 better?

5 CHAIR CARRIER: That's better.

6 MR. WITMER: Thank you. As I
7 said, I'm the Senior Vice President and Chief
8 Operating Officer for the American Society of
9 Health System Pharmacists.

10 Thank you for this opportunity to
11 share our views on the proposed Bethesda
12 Purple Line Station Minor Master Plan
13 Amendment currently under consideration by the
14 Planning Board.

15 ASHP is a national professional
16 organization. We have over 40,000 members,
17 including pharmacists, pharmacy technicians,
18 student pharmacists, who provide health care
19 services in a variety of health system
20 settings.

21 ASHP has been a contributing
22 member of the Bethesda community for more than

1 45 years and hosts thousands of guests and
2 visitors annually, contributing to the success
3 of the Bethesda Central Business District.

4 We've monitored the plans for the
5 Purple Line since purchasing the Apex Building
6 in 1992. You can imagine our surprise when we
7 discovered earlier this year that a proposal
8 had been filed to amend the Master Plan for
9 our property, with the expectation that by the
10 end of the year we would have to make a
11 decision as to whether to agree to vacate our
12 building and demolish it within two years.

13 Even more surprising to us was the
14 fact that MTA had set a rather aggressive,
15 unusually aggressive, deadline for us to
16 commit to those two major decisions.

17 The minor master amendment
18 proposes that the Apex Building be demolished,
19 and the property be redeveloped to accommodate
20 the Purple Line Station, and Red Line Metro
21 South Entrance and Capital Crescent Trail
22 within the redeveloped property.

1 This is no small decision and
2 clearly requires adequate time and
3 consultation to complete the due diligence
4 that is necessary.

5 Under any scenario, the sale of
6 the Apex site, purchase and lease of new
7 property, and redevelopment of the property,
8 represents a complex and time-consuming
9 transaction that carries with it significant
10 risk. Such an undertaking will result in
11 substantial interruption to our core
12 operations. Indeed, we've already begun
13 expending considerable time and resources to
14 assess this opportunity.

15 Therefore, for us to consider such
16 a transaction, there must be a clear and
17 compelling benefit to ASHP.

18 We've not had sufficient time to
19 complete our analysis at this time, but we
20 believe that the plan, as currently proposed,
21 imposes significant burdens on the property
22 owner that would limit interest in commercial

1 redevelopment.

2 We believe the current plan
3 requirements, such as the incorporation of two
4 tunnels, integration of ventilation, the new
5 addition of a shell-ready Purple Line Station,
6 and limitations to the ground level, will
7 significantly limit the ability to effectively
8 utilize the additional density resulting from
9 the modest increase in FAR.

10 Without modification to the plan
11 to better balance transit and commercial
12 interests, and additional incentives outside
13 the plan, we are concerned there may not be
14 sufficient benefit to our pursuing such a
15 disruptive undertaking.

16 In conclusion, in order for us to
17 entertain such a significant disruption to our
18 mission and undertake the associated risk of
19 such a transaction, there must be benefits to
20 us, both now and in the future.

21 While we've not completed our
22 analysis, we believe that it's clear that the

1 current plan, as proposed, significantly
2 limits commercial development in the future,
3 therefore provides little economic incentive
4 to contemplate a sale.

5 Given adequate time for analysis
6 and negotiations, we still think it may be
7 possible to find a solution that sufficiently
8 benefits both ASHP and the County, and we
9 remain willing to explore that feasibility but
10 require more time to conduct analysis and
11 engage in the necessary negotiations.

12 Thank you very much.

13 CHAIR CARRIER: Thank you. It's
14 not, of course, the answer that we wanted to
15 hear, but I'm very glad that you took the time
16 to come and speak to us. We may need to hear
17 from you in work sessions as well.

18 MR. WITMER: Okay.

19 CHAIR CARRIER: Mr. Kominers?

20 MR. KOMINERS: Mr. Witmer has said
21 everything that I would have said, so I will
22 give you back the remainder of our time.

1 CHAIR CARRIER: Okay. Thank you,
2 gentlemen.

3 Mr. Ross?

4 MR. ROSS: I'm Ben Ross. I'm
5 speaking as an individual. I live one block
6 from the site that's in question, and I simply
7 wanted to come here and speak in favor of the
8 concept of replacing and redeveloping the Apex
9 Building for a better Purple Line station. It
10 would be a great benefit to Bethesda. It
11 would be a great benefit to the whole County.

12 And my only other comment was that
13 you should look at the other side of Wisconsin
14 to see if you can get the ideal bike path
15 entrance by removing the parking lot behind
16 the building on the south side of Elm Street
17 and replacing it with some kind of structure.
18 There's plenty of parking across the street
19 there, and a surface parking lot in that
20 location is really incompatible with the urban
21 nature of downtown Bethesda anyway.

22 So, I think that that is, I know,

1 one more complication, but I think it would be
2 worth pursuing as part of this.

3 Thank you.

4 CHAIR CARRIER: Thank you, Mr.
5 Ross, and thank you all for speaking tonight.

6 I'm going to call up Mr. Dyer, who
7 I saw walk in. Yes. And Mr. Wayne -- how do
8 I say your last name -- Phyllaier. I should
9 know that, I know you've spoken to us before.
10 And Pat Burda.

11 And, Mr. Ross, if Ms. Dancis comes
12 in, will you let me know? Okay, Mr. Dyer, you
13 are next.

14 MR. DYER: Thank you Madam Chair
15 and Commissioners. I'm Robert Dyer, a life-
16 long resident of Bethesda, and I'll preface my
17 comments by saying I don't necessarily agree
18 with the Minor Master Plan Amendment process,
19 but we're engaged in it now, so I'm going to
20 testify on this.

21 I think that the issue of the Apex
22 Building that when it was originally

1 constructed it did comply with what the County
2 had planned at the time, and really what's
3 changed is the Purple Line plan. The concept
4 has gotten much larger and we have a bike
5 trail now.

6 And so we're really now looking at
7 a different project. So, I don't necessarily
8 think the building owners are responsible for
9 this. They complied at the time, but looking
10 at the situation now, I think that there is
11 some justification for the redevelopment of
12 the building.

13 I don't want to see the building
14 come down, but I think when we are looking at
15 the issue of having the trail be able to go
16 under the building rather than out on
17 Wisconsin Avenue, when we're considering all
18 modes of transportation being equal, really,
19 the Capital Crescent Trail is a transportation
20 facility more than just a recreational trail.
21 And so anything that facilitates -- it's a
22 much more desirable commuting option if people

1 can pass through more quickly on bicycles.

2 And so I am also concerned about
3 the way the State went about this. They put
4 the taxpayer really in a bad situation, and I
5 was intrigued with Commissioner Anderson's
6 suggestion about eminent domain. That would
7 not be my first option, but it's something to
8 consider as part of the negotiations.

9 But, finally, the major point
10 about this, I would not support redeveloping
11 this building unless we get a movie theater,
12 because this is something the restaurants in
13 downtown Bethesda really rely on the dinner
14 and a movie business. And I thought the
15 report was out of touch with reality when they
16 said there would be no impact. There will be
17 a huge impact, and I don't see how they, or
18 the staff, can explain to us how this helps
19 the nighttime economy or walkable communities
20 to not have a movie theater, the only urban
21 area in the County without one. So, we really
22 must have the movie theater as part of the new

1 project in order for me to support this.

2 Thank you.

3 CHAIR CARRIER: Thank you.

4 Mr. Phyllaier.

5 MR. PHYILLAIER: Good evening. My
6 name is Wayne Phyllaier and I'm speaking this
7 evening for the Coalition for the Capital
8 Crescent Trail. Our Coalition is all-
9 volunteer organization formed in 1986, and
10 it's been operating since then for the purpose
11 of completing the Capital Crescent Trail,
12 making it more attractive and safer to use.

13 We continue to take no position to
14 either support or oppose the Purple Line, but
15 if the community does choose to build the
16 Purple Line, we insist that the Capital
17 Crescent Trail be rebuilt to a high standard
18 in the Georgetown Branch corridor, and then
19 completed into Silver Spring.

20 It should be rebuilt in a manner
21 that's consistent with it being the most
22 heavily used off-road trail in the state, and

1 a very key part of a regional trail network.

2 It's very important to us that we
3 continue to have a direct grade separated
4 crossing of Wisconsin Avenue in the heart of
5 Bethesda.

6 We had received repeated
7 assurances from MTA for many years that we
8 would be able to stay in the Bethesda Tunnel,
9 although in an overhead structure above the
10 transit tracks. And we were quite
11 disappointed and upset when about a year and
12 half ago a decision was taken to take us out
13 of the tunnel because that was considered too
14 expensive and too risky to the building.

15 Now you have before you a Master
16 Plan Amendment that could give you an
17 opportunity to set this back in the proper
18 position again by giving us that grade
19 separated crossing, a new tunnel.

20 In fact, the new tunnel design in
21 this Master Plan alignment has the potential
22 to better than the alignment would have been

1 in the overhead. It could be a tunnel for us
2 that would be straighter, and shorter, and
3 take us into a plaza area with a bike
4 facility. It would be much superior to what
5 we would have had in the overhead.

6 However, our big concern with the
7 plan is, with this tunnel alignment, is that
8 the possibility of having a very dangerous
9 grade on the east side. Mr. Ross alluded to
10 that in his testimony. If you're not able to
11 close that parking lot, and you can only take
12 about a half block of that section between
13 47th Street and Wisconsin Avenue for the ramp
14 into the portal of the tunnel, then the grade
15 of that ramp would be 8 percent or higher. We
16 consider that to be wholly unacceptable. This
17 would be a very high-use area, with a lot of
18 pedestrians. You've got an elevator entrance
19 possibly at the bottom of that ramp, a lot of
20 congestion, a lot of conflicts, and throwing
21 in an 8 percent grade into that mix which
22 would be disastrous.

1 If you're not able to close that
2 parking lot to give us a ramp that has a 5
3 percent grade or better, than we would urge
4 you to reconsider the option two tunnel
5 alignment that had been presented at the
6 community plans. We recognize that's a longer
7 tunnel. We recognize that it has a curve in
8 it, that it intrudes into the park more, but
9 we feel that overall it would be much safer
10 for the trail users and more inviting.

11 Finally, I would like to point out
12 it's our strong position that this tunnel
13 should not be taken as an alternative or a
14 replacement for the surface route. The
15 surface route down Bethesda Avenue remains
16 very important to us. It will be our only
17 trail route for the many months when the
18 Purple Line Station is under construction. It
19 will continue to be important after the tunnel
20 opens for the many trail users who would like
21 to go to surface destinations on the streets
22 of Bethesda, or the many cyclists who might

1 like to avoid going through the tunnel during
2 the high congestion periods where there's
3 going to be a lot of pedestrian activity in
4 the tunnel and the Woodmont Plaza.

5 That's it. Basically, we think
6 this amendment gives you an opportunity to
7 give the trail users a great tunnel. It also
8 could give you a much better Woodmont Plaza
9 without having a ventilation tower or so much
10 intrusion from the tracks. It can help spare
11 the changes at Elm Street. We feel overall
12 this is worth pursuing, and we encourage you
13 to aggressively pursue this Master Plan
14 Amendment.

15 Thank you.

16 CHAIR CARRIER: Thank you.

17 Ms. Burda?

18 MS. BURDA: Hi. I'm Pat Burda.
19 I'm the Mayor for the Town of Chevy Chase, and
20 unlike the Coalition for the Capital Crescent
21 Trail, we have taken a position on the Purple
22 Line, but that's not why I'm here tonight.

1 I appreciate the opportunity to
2 provide comments on behalf of the Town on the
3 proposed Bethesda Purple Line Station Minor
4 Master Plan Amendment.

5 I'd also like to thank Elza Hisel-
6 McCoy and David Ansbacher for taking the time
7 to brief the town's Long-Range Planning
8 Committee on some of the details of the
9 proposal that is under consideration. It
10 helped to clarify many of our questions.

11 The proposal focuses on two key
12 elements: the redevelopment of the Apex site
13 with a new building that better integrates the
14 proposed Purple Line and Red Line Stations,
15 and a new tunnel under Wisconsin Avenue to
16 handle bike and pedestrian traffic on the
17 Capital Crescent Trail.

18 While recognizing that both of
19 these elements have some attractive
20 characteristics, we believe that because this
21 project is being rushed through, and rushed
22 along, all the details and implications have

1 not yet been fully considered.

2 Some of our major concerns. The
3 first one is the proposed Master Plan
4 Amendment should be made conditional on full
5 funding and planned construction for the
6 Purple Line. This approach was taken in the
7 recent case of the Chevy Chase Lake Master
8 Plan, and it's even more appropriate in this
9 case. The one and only reason for this Minor
10 Master Plan Amendment is to accommodate the
11 complexities of a multi-modal transit station
12 at the site. If the Purple Line is not built,
13 or is substantially delayed, the entire
14 rationale for the proposed minor amendment to
15 the Master Plan disappears.

16 Thus, the minor amendment should
17 be made contingent on funding and planned
18 construction of the Purple Line, and if that
19 fails to materialize, then the block should be
20 addressed in the context of a new Master Plan
21 for the entire Bethesda CBD.

22 Second concern, under the

1 Commercial-Residential CR Zone optional method
2 proposed on the plan, there is no assurance
3 that any new development on the Apex site will
4 actually be required to accommodate this new
5 station.

6 Quite frankly, we are concerned
7 that without compulsory language to assure the
8 inclusion of the new station, the developer
9 could decide to use the points from other
10 benefits to get additional density and opt out
11 of the station design. Then we would just
12 have a big building and no integrated transit
13 stop.

14 The County needs to take
15 additional steps to ensure that if the Minor
16 Master Plan Amendment is adopted and the
17 redevelopment of the Apex building occurs, the
18 amendment includes a binding list of desired
19 features.

20 Third concern, the Minor Master
21 Plan Amendment should have more accurate
22 safeguards -- adequate safeguards, to protect

1 the little remaining open space left in
2 downtown Bethesda.

3 The current amendment envisions that the new
4 Apex building developer may transfer
5 development density to adjacent sites. This
6 could include the Woodmont East project site,
7 and could result in the redesign of this site
8 and the elimination of one of the few
9 remaining open spaces in downtown Bethesda.

10 As I'm sure you all remember, only
11 a few years ago the Planning Board responded
12 to public outcry and required the developer to
13 create an open-air pedestrian plaza in front
14 of the Landmark Theatres. The Map Amendment
15 should specify that adequate open space at
16 this location should remain a priority.

17 Our fourth concern is that the
18 second tunnel should be a mandatory, core
19 element to the Purple Line plan, and not link
20 in any way to redevelopment of the Apex site.
21 You are contemplating spending \$30 million on
22 this tunnel; we think that it's really a

1 needed, needed amenity.

2 By relying on bicyclists to cross
3 Wisconsin Avenue using the surface route, we
4 believe we are creating a safety nightmare.
5 And I've testified before you about the number
6 of pedestrian incidents that have occurred on
7 this stretch of Wisconsin Avenue.

8 We believe that it should be a
9 critical required element if the Purple Line
10 coming to reality, and it should be included
11 in the MCA and County plans, regardless of
12 whether the Apex building is redeveloped.

13 If the building redevelopment does
14 move forward as contemplated, we feel the
15 County should be required to commit the
16 necessary resources to build the second tunnel
17 before any approvals are given for the
18 redevelopment of the site with increased
19 density. There's great skepticism in the
20 community that the tunnel will actually ever
21 materialize under any scenario.

22 And, finally, we are concerned

1 that neither of the two proposed design
2 options for the tunnel seem optimal. We think
3 that you should probably take a look, as Mr.
4 Phyllaier mentioned, you know, doing
5 something to try to decrease the grade and
6 also have less impacts on the park.

7 Right now, we just feel like the
8 two designs are not ready for prime time, and
9 we do have residents who have raised many
10 concerns about the safety of a separate
11 tunnel, and so we would really very much want
12 to work with the County to try to assure the
13 design incorporates adequate safety features.

14 So, thank you very much for the
15 opportunity to testify, and I'm here to answer
16 any questions you might have.

17 CHAIR CARRIER: I appreciate the
18 specificity of your comments. That always
19 makes it a lot easier for us to address them.

20 MS. BURDA: Great.

21 CHAIR CARRIER: I believe our last
22 speaker has come in, Ronit Dancis, so please

1 come up and join the other speakers.

2 MS. DANCIS: My apologies for
3 being late. I was stuck in traffic.

4 CHAIR CARRIER: Not at all. We've
5 heard of traffic in this county.

6 COMMISSIONER ANDERSON: That won't
7 be a problem with the Purple Line.

8 MS. DANCIS: Exactly. I won't
9 have to sit on the J4.

10 COMMISSIONER ANDERSON: You could
11 ride your bike in.

12 MS. DANCIS: Exactly.

13 COMMISSIONER ANDERSON: Through
14 the tunnel.

15 MS. DANCIS: Absolutely. Thanks
16 for the opportunity to speak. I'm here to
17 express the Action Committee for Transit's
18 long approval to the Minor Master Plan
19 Amendment to Bethesda Station.

20 As we all know, Bethesda is going
21 to be a key Purple Line Station, one of the
22 four stations where the Purple Line intersects

1 with the Metro. Bethesda itself is already
2 one of the Metro stations where equal numbers
3 of people enter as exit during the rush hour.
4 It is projected that more than 10,000 people
5 will be using the Purple Line station in
6 Bethesda each day.

7 The station needs to be as large
8 as possible, and it needs to move as many
9 people as fast as possible. Because the
10 Wisconsin Avenue Bridge and the building
11 density that already exists in Bethesda,
12 building a small station now, and then trying
13 to enlarge and improve it in the future, would
14 be prohibitively expensive, in addition to
15 being impractical, and it could also be a
16 potential safety issue or hazard.

17 The new design does the best job
18 of meeting these goals to make the station as
19 big and as good as possible, given the
20 conditions available in a dense urban area.
21 Rebuilding the Apex building will allow the
22 station to be much larger and work much

1 better.

2 If the building is not demolished
3 and rebuilt, there will not be enough space
4 for a wide track. Passengers would then have
5 to cross the train tracks to get on and off
6 the train. The train station could be delayed
7 each and every time the passengers cross the
8 track.

9 If the new design is approved,
10 there will be also enough space for a bike
11 tunnel under Wisconsin Avenue, providing bike
12 riders with the uninterrupted trail they've
13 been asking for for a long time.

14 There is one area where I hope the
15 Board will make improvements in this new
16 design. The current bike tunnel plans are
17 constrained by the need to keep street access
18 open to a ten-car parking lot on Elm Street.
19 Again, that's a ten-car parking lot. The
20 result is a tunnel with a grade that's
21 considerably steeper than desirable. The
22 Planning Board staff presented a second tunnel

1 option at the Bethesda open house. It had an
2 even steeper grade and only met ADA
3 requirements by including an elevator at Elm
4 and Wisconsin.

5 Parents, in particular, would
6 prefer a much gentler grade as they bike with
7 their kids on the trail. We strongly urge the
8 Board to modify the design so the County can
9 purchase the parking lot. The ten people who
10 use the parking lot can be provided with
11 reserved parking spaces directly across Elm
12 Street in the parking lot on 7315 Wisconsin
13 Avenue.

14 Thank you very much.

15 CHAIR CARRIER: Thank you.

16 Is there anybody else who is here
17 tonight that did not sign up to speak, and
18 would like to speak?

19 I see a hand. Okay. Fill out a
20 yellow form real quick, and then come speak.
21 Ms. Jackson, could you provide a yellow form
22 for this gentleman? She's already doing it.

1 Just put down your name for now, and then you
2 can fill it out later.

3 Just press the big button. Press
4 the big button and let go.

5 MR. SMYTHE: All right, thank you,
6 Madam Chairman. My name is Robert Smythe, S-
7 M-Y-T-H-E.

8 CHAIR CARRIER: Can I ask you to
9 pull the microphone a little closer?

10 MR. SMYTHE: Most certainly.

11 CHAIR CARRIER: Thank you.

12 MR. SMYTHE: All right.

13 CHAIR CARRIER: Perfect.

14 MR. SMYTHE: You got that? Okay.

15 I'm a resident of Wellington Drive in the
16 Sacks subdivision, which is directly south of
17 the Lot 31, and we are a 60-family residential
18 neighborhood.

19 I'd like to add my concerns to
20 those expressed by Wayne about the design for
21 this tunnel. I don't know -- I went to the
22 information meeting that they had. That was

1 the first I'd heard about it. And I said, an
2 8 percent slope? What is that going to be
3 like when it's icy, when it's raining, when
4 people with baby carriages are going up and
5 down there, bicycles and pedestrians are
6 trying to get through that space?

7 That's a totally unreasonable
8 option. I don't know what they were thinking,
9 but that has to be passable by people who are
10 not having to exert themselves to push a bike,
11 or a baby carriage, up an 8 percent slope in
12 the freezing rain. This is not a situation
13 that should be thought of as sunshine and 70
14 degree temperatures. We have to have
15 something that's practical.

16 I agree that the idea of having a
17 tunnel, separate from the Metro tunnel, is a
18 good one, and I was in favor of the idea of
19 having this second tunnel. But the steep
20 slope design version is just crazy, and I
21 think we need to look carefully at how safe
22 that is going to be. It may be necessary to

1 extend it considerably more than even the
2 current alternate design. But it's one thing
3 that concerns those of us who live there.

4 I guess I find -- I have mixed
5 feelings about the whole Purple Line, but if
6 we are going to have a viable Capital Crescent
7 Trail, it should be safe. I mean, it should
8 not be a dangerous slope that people have to
9 fight their way up or down.

10 So, that's the main concern I'd
11 like to underline, and if it's appropriate
12 I'll give you a written comment afterward, but
13 that's my main point. I'm the vice president
14 of the Sacks Neighborhood Association. But
15 I'm just speaking for myself tonight, because
16 I didn't prepare testimony.

17 CHAIR CARRIER: Thank you. You
18 are welcome to submit something in writing.
19 When does the record close again, Mr. Hisel-
20 McCoy?

21 MR. HISEL-McCOY: One week from
22 tonight.

1 CHAIR CARRIER: So, you have a week
2 to submit something. And if the Citizens
3 Association, you know, if you are able to get
4 something from the group by then, you are
5 welcome to do that, or do it as an individual.

6 MR. SMYTHE: Either way, it's just
7 -- it's a fundamental design flaw.

8 CHAIR CARRIER: Okay. Well, thank
9 you, everybody, for coming to give us your
10 thoughts on this. We will look forward to our
11 work sessions, and we are adjourned for the
12 night at 6:33 p.m.

13 (Whereupon, the meeting in the
14 above-entitled matter was concluded at 6:33
15 p.m.)

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This is to certify that the foregoing transcript

In the matter of: Purple Line Station

Before: MNCPPC

Date: 11-07-13

Place: Silver Spring, MD

was duly recorded and accurately transcribed under my direction; further, that said transcript is a true and accurate record of the proceedings.

Neal R Gross

Court Reporter

NEAL R. GROSS

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