

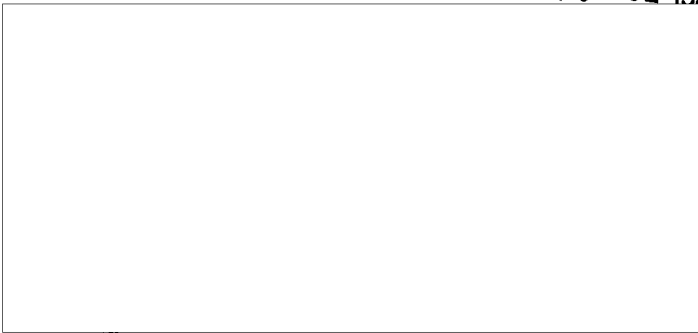
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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

15 JUL 1983

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McLean, Virginia 22101

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Dear

This letter is in response to your letter of 23 June 1983 apprising us of your concerns and those of your fellow citizens.

We are delighted that the public meeting held here at the Agency on 28 June was of some assistance in airing these concerns. That, of course, was our goal, and we were and continue to be happy to oblige you. I would therefore like to deal with the points in your letter.

Your concerns for the adequacy of our parking facilities apparently stemmed from an impression that we are planning against a three-to-one carpool ratio, which you now know is not the assumption we have used. Our planned carpool ratio, which is significantly lower, is commensurate with ratios found at other Federal installations and is approximately the same as the ratio that existed here in the late 1960s and 1970s.

At your request, we have indeed been discussing increasing the planned size of the parking facility with members of the National Capital Planning Commission's staff. In fairness, you should know that their initial reaction has been lukewarm. They insist upon seeing a very strong supporting rationale before they will consider recommending approval of such a change, and it is frankly difficult for us to justify seeking a lesser parking ratio than other Government elements similarly located. To reassure you, should on-street parking ever become an issue--which we consider highly unlikely--the CIA would support a request for a local parking ordinance.

Your expressed concerns for the reasonableness and adequacy of local road improvements is certainly understandable. This is clearly the concern of most local residents. In recognition of this, we have asked the Virginia Department of Highways and Transportation (VDH&T) to assist us in the design of improvements. Their ultimate responsibility for the safety and adequacy of any improvement should provide an added level of assurance that road design will be done properly. Moreover,

because we heard your voices loudly and clearly at the public meeting of 28 June, we have invited the McLean Citizens Association and the Park Service each to name a representative to join us and VDH&T representatives in an advisory committee intended to provide yet another level of assurance that all concerns and issues are considered in the formulation of the ultimate traffic solution associated with our planned expansion.

While the complete engineering design of road improvements is expected to take until early 1985, the selection of the design to be developed should occur by the end of this calendar year. This should give the community confidence that an acceptable road solution will be in hand before the Agency starts construction in the spring of 1984. We look forward to working together with the community toward this end.

With respect to increased employee usage of the George Washington Memorial Parkway, which is already used by a large number of our people, we recognize our charge to look for additional options and we intend to do so. We have already requested VDH&T to expand the scope of its consultant study to seek additional ways to increase our usage of the Parkway.

Park Service representatives have advised us that routing truck traffic down the Parkway is a problem as a result of the Parkway design. Road beds, curbing, curve radii, and sight distances have been designed for passenger cars. Large commercial vehicles on this roadway create safety and maintenance problems. We will continue to pursue this subject on a case-by-case basis as the numbers and types of vehicles to be used by a construction contractor become known. Of course contractor employees can still use the Parkway for commuting, and they will be encouraged to do so.

With your support and assistance, we should be able to see the necessary road improvements in place before the new building is ready for occupancy. Should unforeseen problems arise that prevent this from occurring, we will at least try to time our occupancy plans to coincide with the capacity of the local road network. The Agency does not plan to force occupancy of the new facility if it creates unwarranted traffic problems for the community and our employees.

The Agency does not have a transcript of the 28 June meeting. Congressman Wolf has advised us that he will be providing a newsletter containing a summary of concerns and actions agreed upon at the 28 June meeting.

We look forward to working with you as an officer of the McLean Citizens Association in trying to achieve a traffic solution acceptable to all concerned. We have been attempting to deal with local citizen concerns in an evenhanded way. Having citizen participation in our planning to deal with community concerns should help us both.

Thank you for the very clear expression of your concerns. I hope this has addressed them for the moment.

Sincerely,

Harry E. Fitzwater

Harry E. Fitzwater
Deputy Director
for
Administration

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