

STAFF RECOMMENDATION

J. McIntyre



NCPC File No. MP-55/6709

**UNITED STATES COAST GUARD
SUB-AREA PLAN MODIFICATION AND
COMMAND AND CONTROL BUILDING
BOLLING AIR FORCE BASE
Washington, D.C.**

Submitted by the Department of the Air Force

October 26, 2006

Abstract

On behalf of the United States Coast Guard (USCG), the Department of the Air Force is submitting a sub-area plan modification to the Bolling Air Force Base 1998 master plan and preliminary and final site and building plans for the United States Coast Guard Command and Control Building on Bolling Air Force Base at the intersection of McGuire Avenue, SW and Giovonnoli Street, SW in Washington, D.C.

Commission Action Requested by Applicant

Approval of the sub-area plan modification and preliminary and final site and building plans pursuant to Section 610(a) of Public Law 93-166.

Executive Director's Recommendation

The Commission:

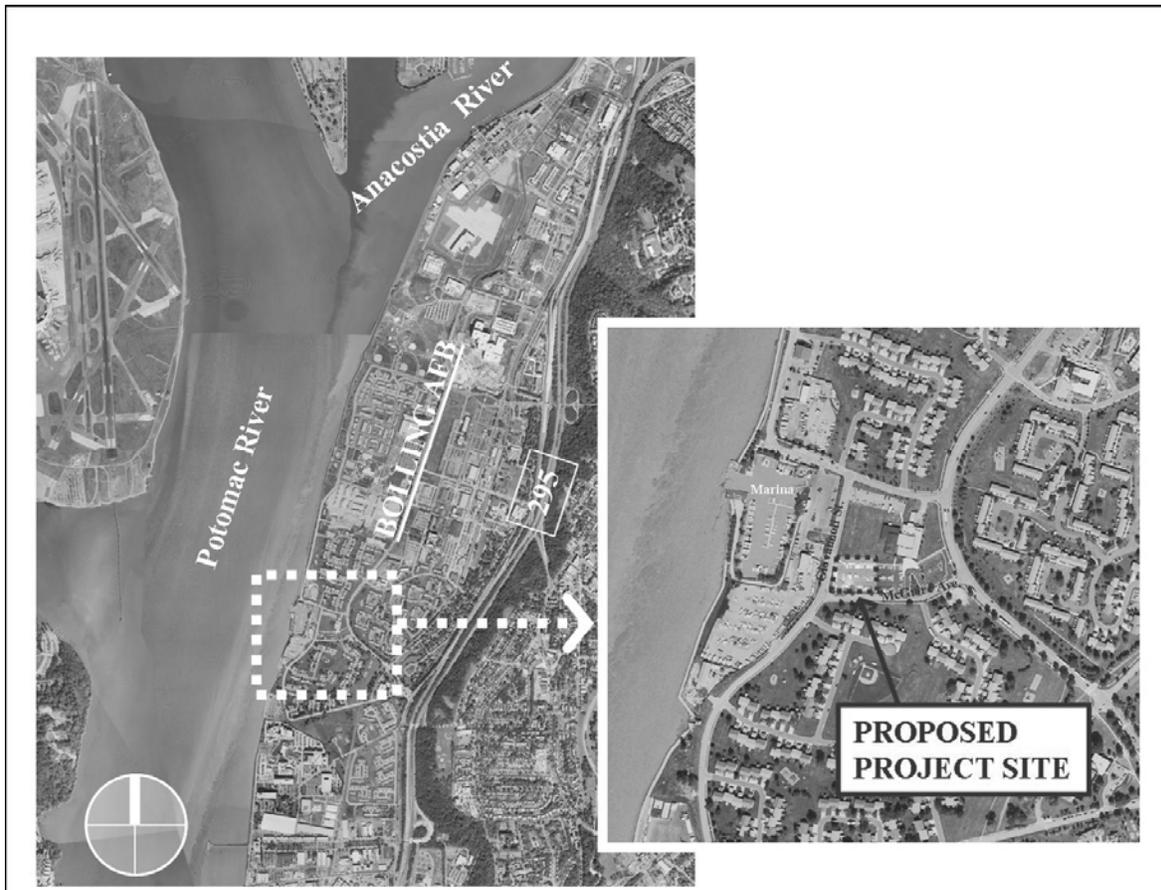
Approves sub-area plan modification to the Bolling Air Force Base 1998 master plan and the preliminary and final site and building plans for the United States Coast Guard Command and Control Building on Bolling Air Force Base at the intersection of McGuire Avenue, SW and Giovonnoli Street, SW in Washington, D.C. as shown on NCPC Map File No. 84.21(05.13)4236 and 84.21(38.00)42129 respectively.

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PROJECT DESCRIPTION

Site

Phase one for the newly established USCG Station Washington will be located adjacent to the Potomac River in Washington, D.C. and within the Bolling Air Force Base (BAFB). The proposed Command and Control Building will be located on a one acre site at the intersection of Giovannoli Street, SW and McGuire Avenue, SW, and east of the BAFB marina. Currently the proposed site is a paved parking area.



VICINITY & SITE AERIALS

Background

Immediately following September 11th, USCG units established a deterrent presence on highly accessible waterways that are in close proximity to high profile military facilities, government buildings and national monuments in the D.C. metropolitan area. Monitoring these waterways has become a high USCG operational priority. Additionally, the USCG is regularly tasked to support other federal agencies with law enforcement-capable platforms for monitoring and detection activities in the D.C. metropolitan Area of Responsibility (AOR). This created a boat force capability gap that USCG Commandant directed District 5 to fill.

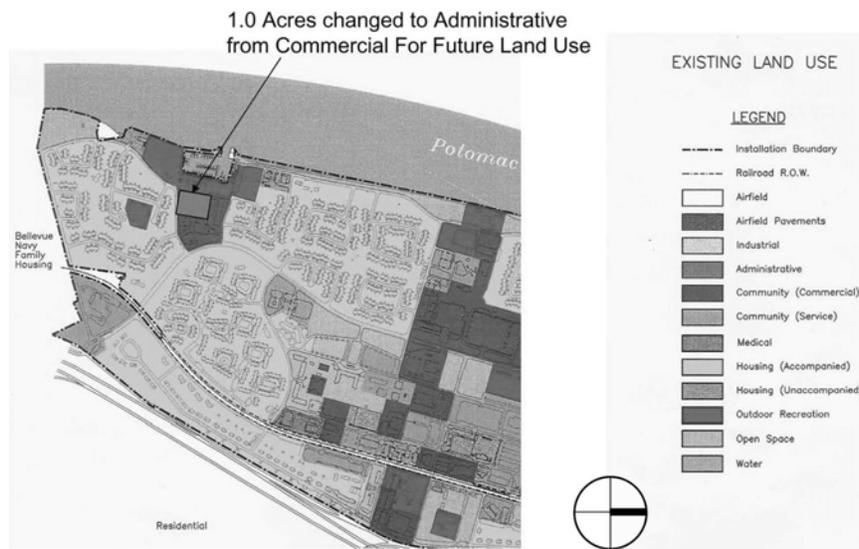
Prior to the establishment of Station Washington, USCG Activities Baltimore supported operations in the DC area by utilizing recently assigned RB-HS's (Response Boats-Homeland Security) and other craft moored at Naval Station Anacostia (NSA). Crews were a combination of temporary duty (TAD) active duty and regularly assigned reserve personnel. Continuing to resource this operational requirement ad hoc was not a viable solution to support long-term needs. Unsupported TAD costs, difficulty supporting remote engineering needs, the need to establish secure communications capability and the absence of shore-side office/shop space/duty room infrastructure detracted from an efficient and effective operation.

Station Washington was formally established in the second quarter of FY03 as a class SA-8 station component of Activities Baltimore. Since then, the USCG continues to collaborate with other agencies, including the FBI and the Department of Energy, in the execution of waterway security sweeps and with pre-positioned platforms to support continuity of operations.

Previously, at its November 2005 meeting, the Commission gave the USCG preliminary and final site and building plan approval for the installation of an eighty foot high, triangular-shaped antenna tower located on this site. This antenna project was in anticipation of the first phase of the Command and Control facility.

Proposal

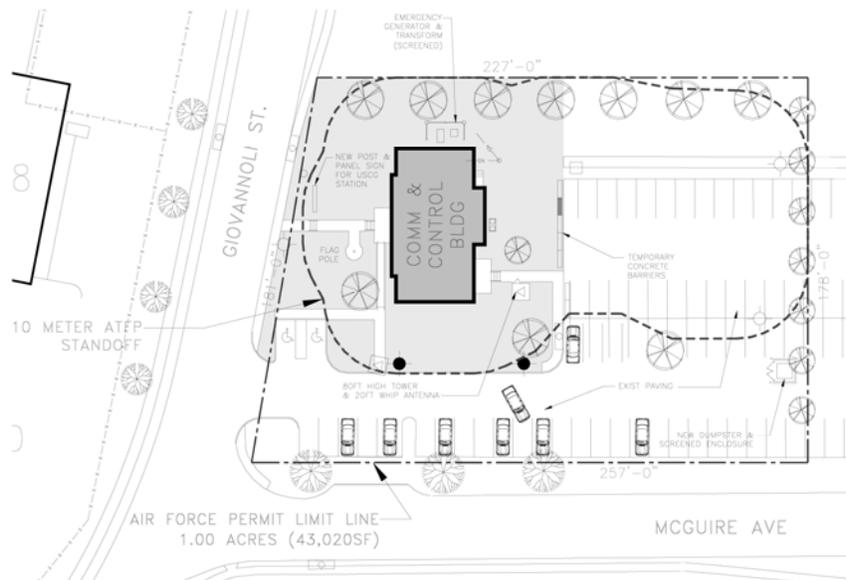
BAFB has submitted a sub-area plan modification to their approved 1998 master plan. BAFB proposes to modify the land use for the one acre site of the proposed USCG Command and Control Building, from Commercial to Administrative land use. With this land use modification, the proposed project will be consistent with the BAFB master plan.



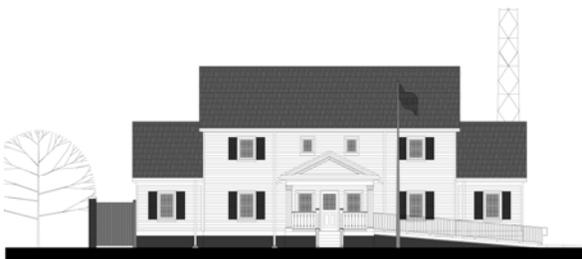
PROPOSED SUB-AREA PLAN MODIFICATION TO 1998 MASTER PLAN

The proposed Phase One, 4,100 square-foot Command and Control Building will provide the USCG with space for administrative and land operation mission functions housing twenty-six employees and will include office and communications spaces, a training room and wet rooms. The project will retain a portion of the existing surface parking area located on the site. Phase Two, which is not part of this submission, will include a separate but adjacent building for watchstander berthing and boat maintenance.

The two-story building will reinterpret the residential character and form of traditional Coast Guard Life Saving Stations. The building will be finished with a red brick water table, white clapboard siding, grey roof shingles, and double-hung windows with green shutters.



PROPOSED SITE PLAN



PROPOSED WEST ELEVATION



PROPOSED SOUTH ELEVATION

Development Program

Applicant:	United States Coast Guard
Architect:	The Onyx Group
Cost:	\$1,800,000
Schedule:	August 2007 completion

PROJECT ANALYSIS

Executive Summary

Staff has had extensive consultations with the USCG and BAFB during the design development of the Command and Control Building and fully supports the proposed project. The project will provide an important role in waterway security and the structure will enhance the BAFB community.

Staff encourages BAFB to update their 1998 master plan in consultation with NCPC.

CONFORMANCE

Comprehensive Plan for the National Capital

Staff has determined that proposed project is consistent with the *Comprehensive Plan for the National Capital: Federal Elements*, in particular the Federal Workplace Element.

Federal Capital Improvements Plan

This proposed project is included in the FY 2007-2012 Federal Capital Improvements Plan.

BAFB Master Plan

The proposed Command and Control Building is inconsistent with the approved 1998 BAFB master plan. BAFB has submitted a sub-area plan to modify the land use from Commercial to Administrative land use for the proposed site. This will bring the proposed building and the master plan into conformance.

National Environmental Protection Act (NEPA)

Pursuant to the regulations implementing the National Environmental Policy Act, the USCG Environmental Assessment, dated December 7, 2005, has determined a finding of no significant impact (FONSI). Staff has reviewed the Environmental Assessment and project information and has determined the proposed project is a categorical exclusion in conformance with the NCPC requirements under §8(C)(21) of the Commission's Environmental and Historic Preservation Policies.

National Historic Preservation Act (NHPA)

GSA has completed its Section 106 responsibilities. On September 26, 2006, the District of Columbia State Historic Preservation Office (DCSHPO) concurred with the applicant's determination of no adverse effect. The proposed project is located outside and not adjacent to BAFB's historic district. DCSHPO reminded the applicant that both historic and prehistoric

archaeological resources have been unearthed at BAFB and their office should be contacted if any artifacts or features are revealed during excavation.

CONSULTATION

Coordinating Committee

The Coordinating Committee reviewed this item at its meeting on October 11, 2006, and forwarded the proposal to the Commission with the statement that the project has been coordinated with all agencies participating. The participating agencies were NCPC; the District of Columbia Office of Planning; the District Department of Transportation; the District of Columbia Fire Department, the General Services Administration, and the Washington Metropolitan Area Transit Authority.

Commission of Fine Arts (CFA)

On May 19, 2005, the Commission of Fine Arts (CFA) reviewed and approved the concept design. The applicant will be returning to CFA for final approval following the award of the design-build contract.