

STAFF RECOMMENDATION

NCPC File No. MP 048/6726



AIR NATIONAL GUARD HEADQUARTERS AND READINESS CENTER
ANDREWS AIR FORCE BASE
Pennsylvania Avenue and Fetchet Avenue
Camp Springs, Maryland

Submitted by the Department of the Air Force

March 29, 2007

Abstract

On behalf of the Air National Guard, the Department of the Air Force is submitting a sub-area master plan modification as well as concept site and building plans for an Air National Guard Headquarters and Readiness Center that will be located at the intersection of Fetchet and Pennsylvania Avenues on Andrews Air Force Base in Camp Springs, Maryland.

The existing 31.8 acre site houses several Air National Guard functions in temporary and permanent structures. The existing and proposed development is inconsistent with the current land use, Family Housing and Buffer and Open Space, in the approved 1979 Andrews Air Force Base Master Plan.

The proposed 170,000-square-foot, four and two-story headquarters building will be linked to the existing Conway Hall (Building 3500). The site design will provide 1,019 parking spaces for employees and visitors of the existing and proposed facilities. The proposal also includes the demolition of an existing water tower and six buildings and the removal of some of the existing roadways and parking areas within the confines of the site.

Commission Action Requested by Applicant

Commission action requested: approval of master plan modification and concept site and building plans pursuant to 40 U.S.C. § 8722(b)(1)).

Executive Director's Recommendation

The Commission:

Approves the sub-area plan modification to the approved 1979 Andrews Air Force Base master plan, as shown on NCPC Map File No. 32.07(05.14)42186, and **comments favorably** on the

concept site and building plans for the Air National Guard Headquarters and Readiness Center (Building 3501) located in Andrews Air Force Base in Camp Springs, Maryland, as shown on NCPC Map File No. 32.07(38.00)42186.

Notes that the applicant's proposed parking ratio of 1:1.4 is inconsistent with the Commission's Comprehensive Plan for the National Capital that sets as a goal for this location a parking ratio in the range of 1:1.5 to 1:2. **Requires** the applicant to justify its proposed parking ratio in a Transportation Management Plan with the next submission for this project in accordance with the policies of the Comprehensive Plan.

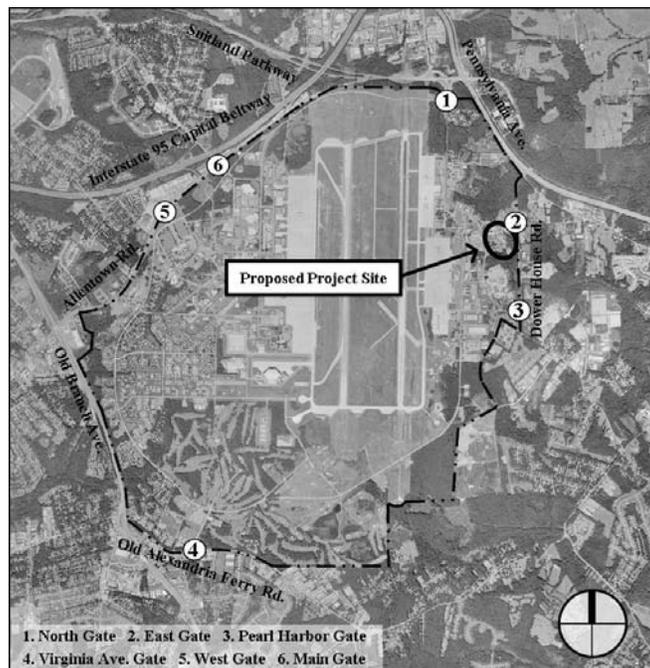
Strongly recommends that the Department of the Air Force update their 1979 Andrews Air Force Base master plan in anticipation of future capital improvements and/or BRAC project submissions for Andrews AFB and to avoid incremental sub-area plan modifications and project reviews.

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PROJECT DESCRIPTION

Site

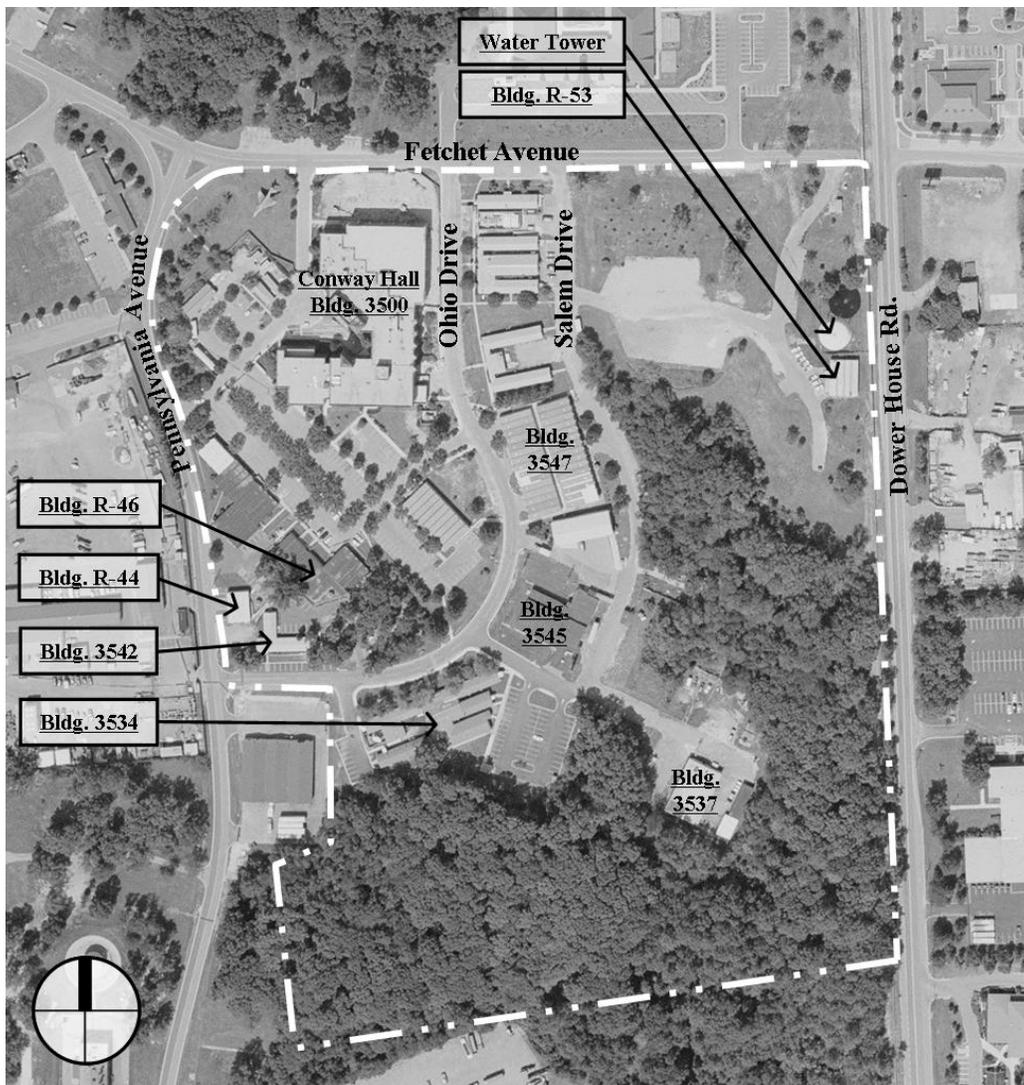
Andrews Air Force Base (Andrews AFB) is the home of the 89 Airlift Wing (AMC) and Air Force One. It frequently plays host to the President and Vice President of the United States, congressional delegations, foreign heads of state and many other dignitaries and distinguished visitors. More than 60 other separate units and special missions are located there. Andrews AFB is adjacent to Camp Springs, in Prince George's County, Maryland, and is ten miles southeast of Washington, D.C. The 4,320-acre base hosts more than 20,000 active duty military people, civilian employees and family members.



AERIAL: ANDREWS AFB

The 31.8-acre site for the proposed Air National Guard Headquarters and Readiness Center is located on the east portion of Andrews AFB and is bounded by Pennsylvania Avenue to the west, Fetchet Avenue to the north and the base perimeter fence and Dower House Road to the east. Existing woodlands are located within the southern and eastern portions of the site. Currently 550 ANG employees work in several permanent and temporary buildings. Conway Hall (Bldg 3500) serves as the existing ANG Readiness Center. The site provides 390 parking spaces in various parking areas. The site also has several support and maintenance structures, including a water tower.

The existing 31.8 acre site houses several Air National Guard functions in temporary and permanent structures. The current land use, for the existing and proposed development, is inconsistent with the 1979 Andrews Air Force Base Master Plan.



AERIAL: EXISTING SITE

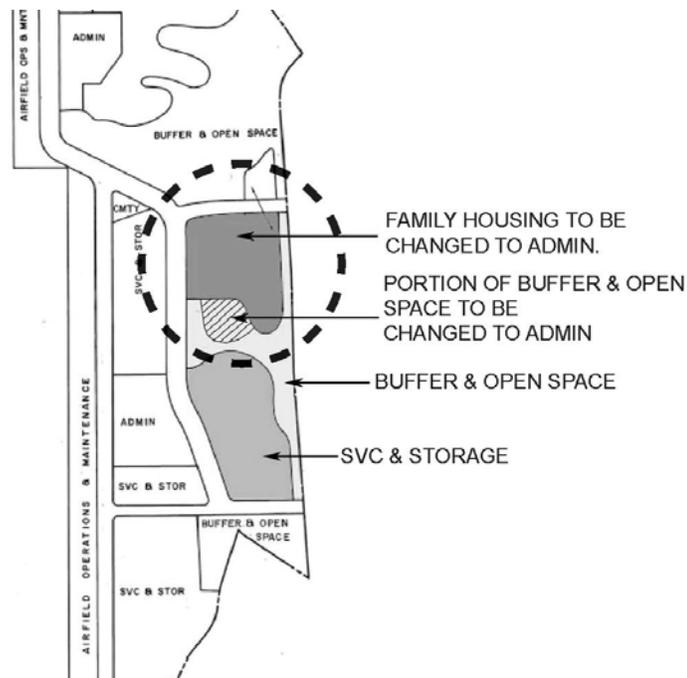
[NOTE: Buildings not identified within the site have been demolished.]

Background

The Department of Defense 2005 Base Realignment and Closure (BRAC) determined that key elements of the Air National Guard (ANG) Headquarters, currently located in lease space in Crystal City, Virginia, would be relocated and consolidated with other existing ANG functions at Andrews AFB.

Proposal

The Department of the Air Force has submitted a sub-area plan modification to their approved 1979 Andrews AFB Master Plan. The land use within the 31.8 acre site for the proposed Air National Guard Headquarters and Readiness Center would be modified from Family Housing and Buffer and Open Space to Administrative land use. With this modification, the existing and proposed development will be consistent with the approved 1979 Andrews AFB Master Plan.



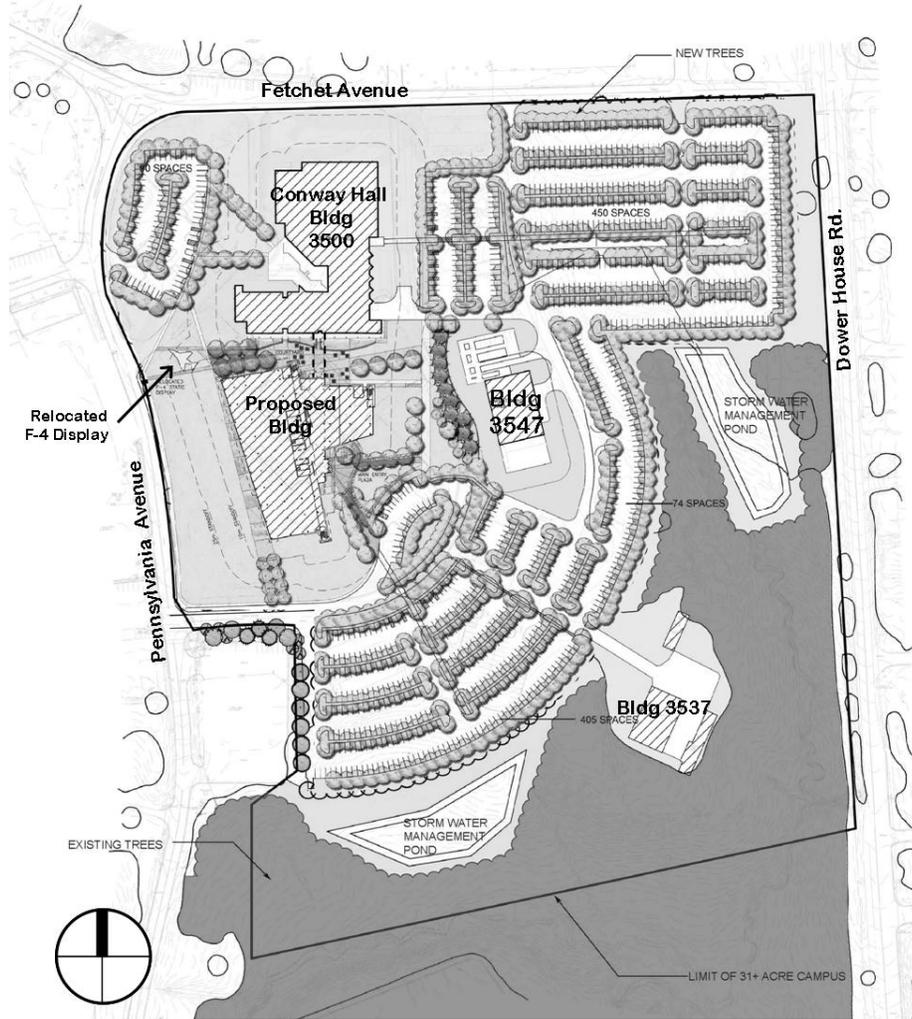
PROPOSED LAND USE MODIFICATION TO 1979 ANDREWS AFB MASTER PLAN

In order to accommodate the proposed development and consolidated functions, Buildings R-44, R-46, R-53, 3534, 3542 & 3545 and the existing water tower will be demolished. Several of the internal roadways and parking areas will be removed or reconfigured. Existing overhead utility lines will be relocated in new underground duct banks. In order to allow for extensive site development and storm water management, approximately 250 trees will be removed from the site and portions of the woodlands and be replaced by approximately 500 new trees throughout the proposed site.

The proposed 170,000-square-foot ANG Headquarters and Readiness Center (Building 3501) will provide space for approximately 605 employees in a 4-story office building and an adjoining 2-story building wing for conference functions. The building façade will be clad with glass and

metal panels and accented with stone veneer walls. The new facility will be linked to the existing Building 3500 via an elevated 2-story bridge connection. An open courtyard will be developed between the two buildings which will feature a landscaped memorial plaza focusing west to a relocated F-4 fighter jet display. The main, exterior entrance area of Building 3501 will be utilized as a ceremonial plaza. The new development will be designed to attain a certified LEEDS rating and will include energy efficient building systems and a green roof on the building wing.

The proposed site development will improve and incorporate Department of Defense standards for building stand-off distances from vehicles. The site will provide 1019 parking spaces (828 employee and 191 visitor spaces) for the 1155 on-site employees. The Two large, landscaped parking areas, one located east of Building 3500 and the other located southeast of the proposed building, will provide 929 parking spaces. A smaller landscaped parking area, to the west of Building 3500, will provide 90 parking spaces. The parking areas have been located to meet DoD Antiterrorism and Force Protection (ATFP) requirements. Two storm water management ponds will be located within the site.



PROPOSED SITE PLAN



PROPOSED EAST ELEVATION – MAIN ENTRANCE



PROPOSED VIEW FROM THE SOUTHEAST TO THE MAIN ENTRANCE

Development Program

Applicant: Department of the Air Force

Architect: DMJM Design|AECOM

Project Cost: \$66,800,000

Schedule: Site construction is estimated to begin in Fall 2007. Building construction is estimated to begin in early 2008 and be completed in early 2010.

PROJECT ANALYSIS

Executive Summary

The applicant has consulted with staff during the development of the concept site and building plans for the ANG Headquarters and Readiness Center in several consultation meetings with the applicant. Staff has reviewed the concept submission and generally did not identify any federal interest issues or concerns. The proposed consolidated development will improve existing site conditions and provide a distinctive architectural identity for the complex. The site and landscape design for the proposed buildings, outdoor spaces and parking areas will create appropriate settings and enhance the quality of life for ANG employees and visitors.

The proposed concept design will provide a 1:1.4 parking ratio (1155 employees and 828 parking spaces). Item 9.4, of the *Air National Guard Design Policy, ANG ETL 01-1-1 (Revised March 2004)*, requires that projects provide parking spaces for a minimum of 75 percent of on-site ANG employees. This ANG requirement translates into a minimum parking ratio of 1:1.33. **Staff notes that the parking ratios in the proposed concept design and ANG Design Policy are inconsistent with policy goals in the Commission's Comprehensive Plan for the National Capital.** For projects in suburban areas located beyond 2,000 feet from a Metrorail station, the Comp Plan sets as a goal a parking ratio in the range of 1:1.5 to 1:2. Policies in the Transportation Element state "for suburban federal facilities (located) beyond 2,000 feet of a Metrorail station, the parking ratio will reflect a phased approach linked to planned improvements over time." The applicant is in the process of preparing a Transportation Management Plan (TMP), for the preliminary project submission, which will provide additional parking analysis and justification for review by the Commission.

The 1979 Andrews Air Force Base Master Plan is outdated. Staff notes that the existing ANG functions and structures located on the site are inconsistent with the land use (Family Housing and Buffer and Open Space) as shown 1979 Andrews AFB master plan as approved by NCPC on May 31, 1979. The proposed sub-area modification to Administrative land use will allow the existing and proposed development on the site to be consistent with the Andrews AFB Master Plan. **Rather than an incremental planning approach with sub-area plan modifications, staff strongly recommends that the Department of the Air Force update their master plan in anticipation of future capital improvement and/or BRAC project submissions for Andrews AFB.**

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. The proposed project will utilize available federally owned land. However, **the parking ratios, as noted in the executive summary, are not in compliance with policies found in the Transportation Element.**

Federal Capital Improvements Plan

The proposed project has not been documented in the Federal Capital Improvements Plan (FCIP). The Air Force District of Washington will be submitting this project to be included in the upcoming FCIP for Fiscal Years 2008-2013.

Andrews Air Force Base Master Plan

The existing ANG functions and structures located on the site are inconsistent with the land use as shown 1979 Andrews AFB master plan. The proposed sub-area modification to Administrative land use will allow the existing and proposed development to be consistent with the Andrews AFB Master Plan as approved by NCPC on May 31, 1979. **Staff strongly recommends that the Department of the Air Force update their master plan in consultation with NCPC and submit it to the Commission for review and approval.**

National Environmental Protection Act (NEPA)

NCPC reviews federal projects in the environs as an advisor and does not have NEPA obligations and responsibilities for review and comment.

As a federal agency, the Department of the Air Force, on behalf of the ANG, has its own NEPA obligations. Andrews AFB is in the process of producing an Environmental Assessment (EA) for the entire base, including the proposed ANG site, and they anticipate issuing an environmental determination in September 2007. The draft EA is planned to be issued in July 2007 to the public for review and comment, including the Maryland Department of the Environment (MDE). The ANG intends to submit a stormwater management plan to MDE this month for review. Staff notes that NEPA review is required to be completed and documented for the preliminary project submission as specified by NCPC project submission requirements.

National Historic Preservation Act (NHPA)

On March 22, 2007 the Maryland Historical Trust concurred with the Air Force that the proposed undertaking will have no adverse effect on any historic properties. The Section 106 review process is complete.

CONSULTATION

Maryland Intergovernmental Review

Staff reminds the applicant that the project will need to be submitted for review by the Maryland Intergovernmental Review (MICR) which includes the Maryland Departments of Transportation, the Environment, Housing and Community Development, including the Maryland Historical Trust, Natural Resources; the County of Prince George's; and the Maryland Department of Planning.