

# STAFF RECOMMENDATION

E. Keller

NCPC File No. MP215

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## NATIONAL MARITIME INTELLIGENCE CENTER MASTER PLAN

Suitland, Prince George's County, Maryland

Submitted by the Office of Naval Intelligence

April 24, 2008

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### Abstract

The Office of Naval Intelligence has submitted a master plan for the National Maritime Intelligence Center (NMIC) in Suitland, Maryland. The NMIC, which is the home of the Office of Naval Intelligence, is located two miles from Washington, in Prince George's County, on a 42-acre site at the Suitland Federal Center (SFC). The NMIC facilities are owned and operated by Naval Support Activity Washington (NSAW), and NMIC is a separate operation from the other federal uses of the SFC that are managed by the General Services Administration.

### Commission Action Requested by Applicant

Approval of master plan pursuant to 40 U.S.C. § 8722(b)(1).

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### Executive Director's Recommendation

The Commission:

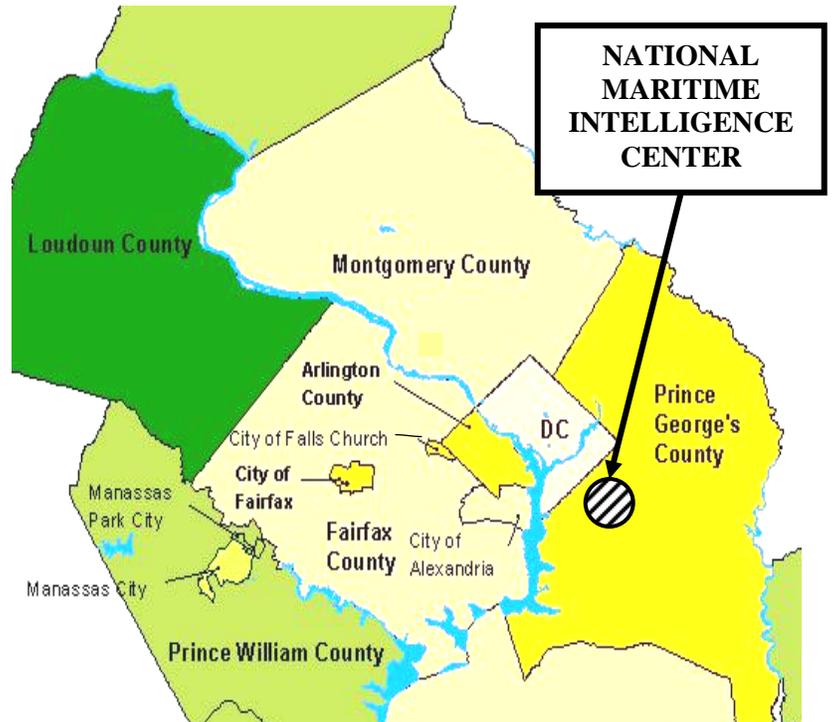
**Approves** the final master plan for the National Maritime Intelligence Center, depicted in the Area Development Plan, National Maritime Intelligence Center, Washington, D.C., dated April 2007, and shown on NCPC Map File No. 3205.12(05.00)-42292.

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PROJECT DESCRIPTION

Site

The National Maritime Intelligence Center (NMIC) is a self-contained facility embedded within the Suitland Federal Center (SFC) campus, with its own security fences and gates. The facility was built in 1993 to house the newly consolidated Office of Naval Intelligence and is owned and operated by Naval Support Activity Washington (NSAW). It is operational 24 hours a day. The NMIC includes a range of on-site facilities, including a credit union and fitness center for its employees. The main building encompasses 608,000 square feet, excluding out-buildings for storage and guardhouse functions, etc.

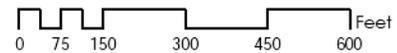
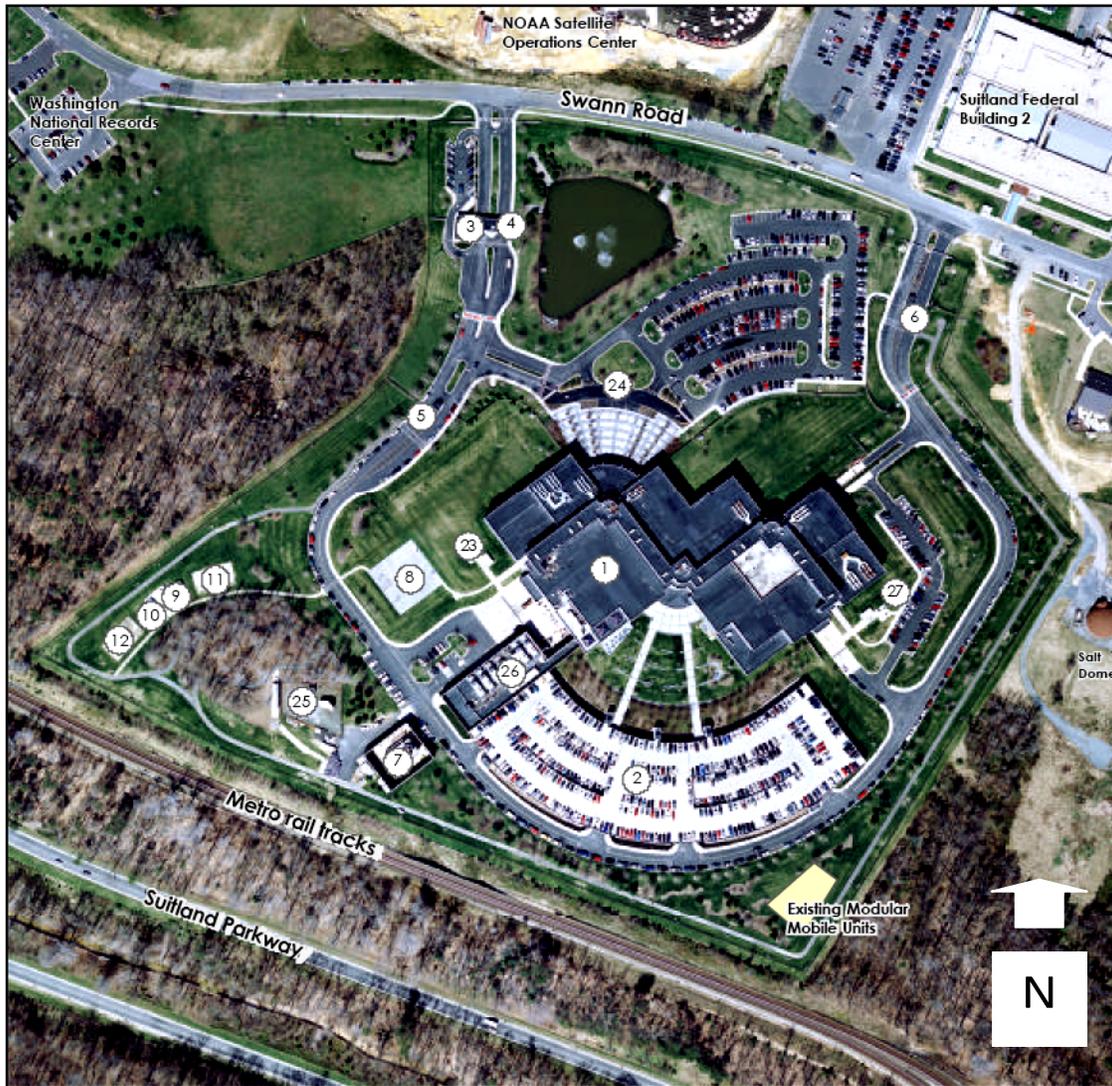


**REGIONAL LOCATION**

The NMIC is 4 miles from interchanges at Interstate 495 to the east and Interstate 295 to the west.

Local access from Washington, DC, is via Suitland Parkway, Pennsylvania Avenue (MD Route 4), or Branch Avenue (MD Route 5). Main transportation corridors for accessing the NMIC include Silver Hill Road (MD Route 458), a six-lane, divided arterial road that carries an average of 44,950 vehicles per day and connects with Pennsylvania Avenue and Suitland Parkway; and Suitland Road, a three lane connector road that carries an average of 20,250 vehicles per day and connects with I-95 and Suitland Parkway. However, only 27 percent of the NMIC employees arrive during the road network peak morning traffic period, and only 15 percent leave at the peak hour in the afternoon. The balance of staff arrives or departs beyond the peak rush hours of the region.

To the north of the NMIC, off of Swann Road, is the SFB-2, an existing older federal building operated by GSA, and the new National Oceanic and Atmospheric Administration (NOAA) satellite operations building. Southeast of the NMIC is the Suitland Metrorail station that is 4,200 feet from the main NMIC entry point.



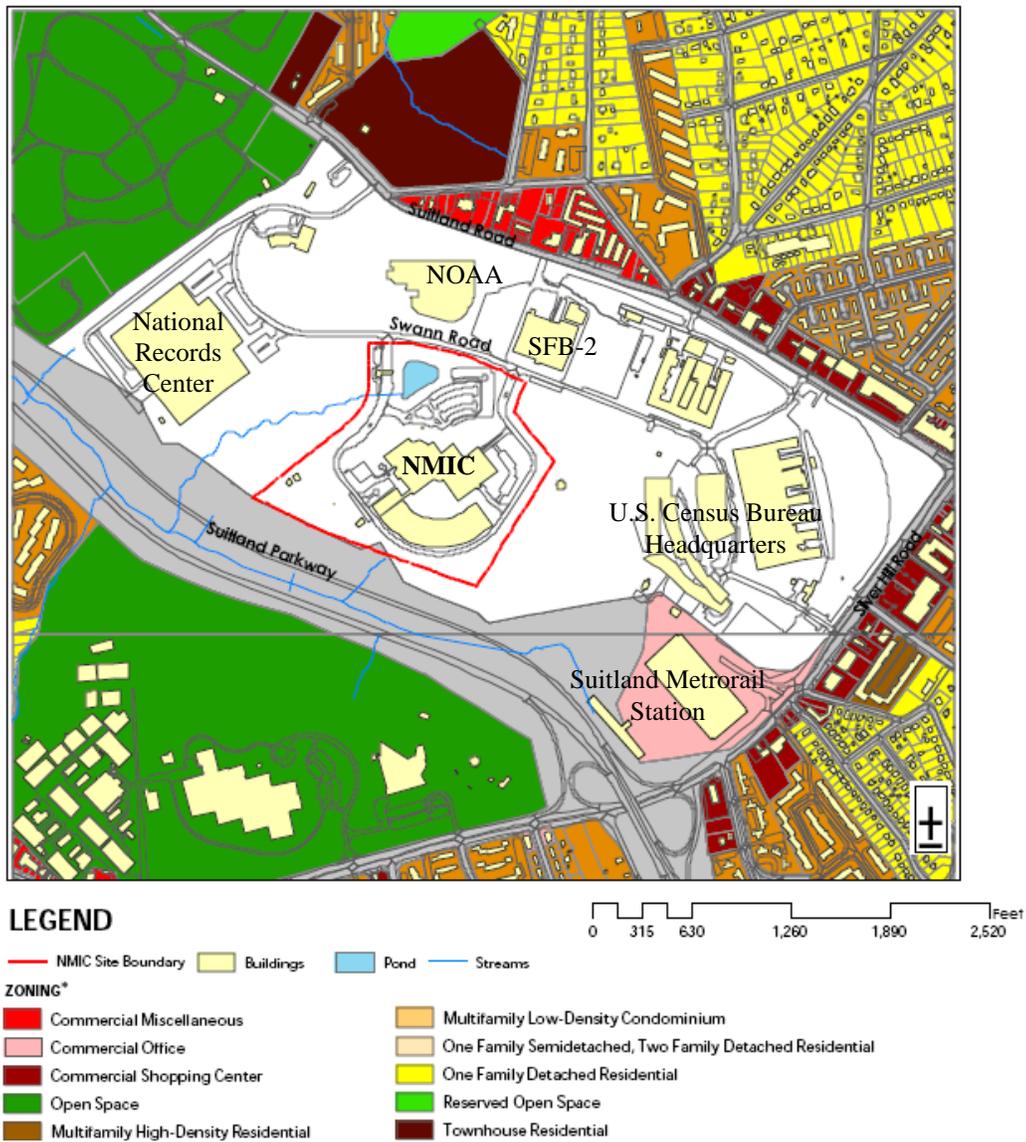
**Facility Key**

<u>Number</u>	<u>Facility Name</u>	<u>Number</u>	<u>Facility Name</u>	<u>Number</u>	<u>Facility Name</u>
1	NMIC	7	Cooling Tower Enclosure	23	Designated Smokers Area
2	NMIC Parking Building	8	Basketball Court	24	Flagpole
3	Pass Office	9	Recreation Pavilion 1	25	Communications Building
4	Pass Office Guard House	10	Recreation Pavilion 2	26	Mechanical Building
5	Guard House 2	11	Volleyball Court 1	27	Designated Smokers Area
6	Guard House 3	12	Volleyball Court 2		

**EXISTING NATIONAL MARITIME INTELLIGENCE CENTER (NMIC) CAMPUS**

Background

In April 1990, the Commission approved the final site and building plans for the Naval Intelligence Command Headquarters (NIC) at the SFC in Suitland, Prince George's County, Maryland, as shown on NCPC Map File No. 3205.12(38.00)-30352. In addition, the Commission urged the Department of the Navy to continue coordination with the GSA and the National Park Service to resolve any outstanding issues regarding the restoration of land that was disturbed along the Suitland Parkway as a result of site work for the new NIC facility. Earlier, Commission reviews of 1988 and 1989 approved grading and foundation work for the new location of the headquarters.



**ADJACENT LAND USE AT SUITLAND FEDERAL CENTER**

## Proposal

The submitted master plan is a revision to the earlier plans of 1989-1990. The current submission, because of several additional structures now present on the 42 acre site, was recommended by NCPC staff to be submitted as a master plan, since the facility is under different federal agency jurisdiction than the whole of the Suitland Federal Center.

The NMIC anticipates substantial increases in space requirements for their operations in coming years, established on a basis for the year 2010. The submitted master plan recommends facilities to be constructed and renovated at the NMIC to meet these demands. The plan integrates the required facilities and places them onto the existing site, incorporating development constraints, planning guidelines, and development opportunities.

The major proposed plan improvement is the addition of a 190,000 to 200,000 square-foot, five-story wing on the west side of the existing main building, adjacent to the loading dock of the current headquarters building. Three levels would be entirely above ground, one level would be a full basement, and one level would be a partial basement with ground-level entry on the south side, creating an addition no higher than the existing NMIC facility. A basketball court would be relocated next to the existing volleyball courts.

The plan also proposes that NMIC would increase its parking at the site by NSAW's renovation of the existing parking garage, which will provide the same amount of parking as presently exists.

To mitigate potential impacts on the Suitland Parkway viewshed in the context of the new building addition, the NMIC would introduce a vegetative buffer between the NMIC site and the parkway with appropriate tree screening for this west perimeter.

As part of the master plan submission, a Transportation Management Plan (TMP) was prepared. The TMP specifies measurable objectives for the NMIC by 2009, including increasing the percentage of employees using public transit from 4 percent to 8 percent, increasing the percentage of employees who commute regularly by carpool from 8 percent to 12 percent, reducing the percentage of commuters using primarily single occupant vehicle (SOV) trips from 84 percent to 75 percent, and increasing the percentage of commuters using nonmotorized means (i.e., biking or walking) from one percent to three percent. The TMP recommendations for achieving these objectives included establishing a centralized commuter information office for transportation and commuter information; making public transit use more attractive by offering fare discounts, an improved shuttle service, and upgrades to the pedestrian network; making driving alone less attractive by implementing parking fees and parking restrictions; and providing additional car pool spaces.

Staffing increases are anticipated in the master plan to meet additional mission objectives of the Navy. These staff levels are indicated in the chart at page 6.

Current parking levels at the NMIC provide 1,397 spaces for 2,644 employees. Thus, the present parking ratio is 1:1.89. The addition of approximately 540 personnel to the existing parking ratio improves it to 1:2.3.

Presently all of the SFC managed by GSA has an established Commission approved parking ratio of 1:2. The proposed NMIC master plan adheres to the Commission’s goals.

The submitted TMP focuses on several management objectives to reduce the number of SOV. These include:

- **Parking Management.** Parking management is a set of strategies used to balance the supply and demand for parking. The decision of commuters to drive alone, carpool, vanpool, or use mass transit depends a great deal on the availability, and the location of parking. Management of parking for federal facilities primarily relates to the availability of spaces and their location.
- **Carpooling.** Various forms of incentives are critical to the success of rideshare programs. One of the most significant incentives is to provide carpoolers with savings in travel time in comparison to single occupant vehicle usage. Incentives include preferential parking locations.
- **Vanpool Programs.** For the purpose of subsidies, a vanpool must have a seating capacity of at least six adults (not including the driver). Vanpooling would be most appropriate for employees who live at least 15 miles from the work place. Several present van pools exist at NMIC, but the TMP intends to expand their use.
- **Transit Services.** Buses and rail transport can play a role in limiting SOV usage. Although traditional transit services cannot meet all transportation needs in a cost-effective manner, marketing transit services along with other transportation alternatives is a definite approach for the project area. Public transit is available in the form of bus and rail service (Metrorail), including park and ride services and limited stop services. A key to increasing utilization of transit services is to provide convenient access to and from the services that are provided. This includes services that come within convenient walking distance of major destinations and the provision of passenger amenities such as adequate walking paths and sheltered waiting areas.

Organization	Persons (PN)
<b>ONI Personnel</b>	
ONI - 0	144
ONI - 1	653
ONI - 2	629
ONI - 3	178
ONI - 4	368
ONI - 5	328
<b>Subtotal</b>	<b>2,300</b>
<b>ONI Partners</b>	
NSAW	11
JDISS	126
MCIA	105
NIOC	255
CIPO	20
USCG	304
<b>Subtotal</b>	<b>821</b>
<b>Contractors</b>	
Wackenhut	66
<b>Subtotal</b>	<b>66</b>
<b>Total</b>	<b>3,187</b>

**NMIC TOTAL STAFFING ESTIMATED FOR  
FY 2010**

- Economic Incentives – Subsidies. Subsidies are beneficial in that they make driving in a single occupant vehicle less attractive and more costly than other transportation modes.
- Bicycling/Walking. Alternative commuting management can effectively promote these options by providing access to information and helping to ensure that on-site facilities are provided to support them.



**LEGEND**

- Existing Structures
- Proposed Building Addition
- Proposed Basketball Court Relocation
- Existing Pond
- Paved Surface
- Site Boundary
- Metro Rail Tracks
- Streams
- Vegetative Screening



FACILITY KEY			
Number	Facility Name	Number	Facility Name
1	NMRC	9	Recreation Pavilion 1
2	NMRC Parking Building	10	Recreation Pavilion 2
3	Pass Office	11	Volleyball Court 1
4	Pass Office Guard House	12	Volleyball Court 2
5	Guard House 2	24	Flagpole
6	Guard House 3	25	Communications Building
7	Cooling Tower Enclosure	26	Mechanical Building

**PROPOSED NMIC MASTER PLAN**

- Telecommuting/Teleworking. Telecommuting refers to the option of working at home or at an office close to home on a full (four to five times a week) or part time (once every other week to two to three days per week) basis. A number of telecommuting centers have been established in the region to serve as remote offices for employees wanting to work near home rather than commute to a more distant worksite. It is unclear at this time the extent such an option would be made available to the NMIC due to its sensitive information work and the existence of that work product outside normal controlled areas.
  
- Alternate Work Schedules. Alternate work schedules allow the scheduling of work hours outside the normal 9:00 AM to 5:00 PM pattern. Alternate work schedules can help manage transportation demand in a number of ways. One is by allowing employees to work only four days per week or nine days in a two-week period, thus reducing the total number of commute trips. Another is to allow commuters to work earlier or later than the traditional peak period, thereby allowing them to commute during less congested time periods. To a degree, the NMIC already utilizes alternative working schedules because of its 24/7 mission of operations.

### Development Program

Applicant: The Office of Naval Intelligence

Estimated Cost: Presently no costs are assigned to the master plan initiatives since the planning and individual project elements must receive further review within the NSAW, and Naval Facilities Engineering Command (NAVFAC).

Architect: The ONYX Group, Washington, D.C.

Completion Date: Portions of the master plan would begin construction in 2009-2010.

### COORDINATION

Navy planners and the NMIC initiated consultation with NCPC staff concerning the master plan in 2006 and early 2007. In its overall efforts, the Navy and its design team has maintained communications in the planning initiative for National Geospatial Intelligence Agency (NGA) and has conducted two meetings with NCPC on the initiative. NMIC planners have also communicated with GSA staff regarding some of its findings and in particular the consideration of acquiring the SFB-2 parking area. Discussions on this topic occurred in June and July 2007.

Additional coordination of the NMIC planning was undertaken by NCPC staff in requesting comment on the plans from the Maryland National Capital Park and Planning Commission (M-NCPPC) of Prince George's County, Maryland and the Prince George's County Planning Department.

The NMIC and their consultants have also conducted a discussion of the master plan with the Maryland Historical Trust and the M-NCPPC.

The County Planning Department issued comments on the project on September 6, 2007 (see attachment). In its review, the Department recommended implementation of low-impact development stormwater drainage development to any future construction activities. Additionally, the Department believes because both the SFC and the NMIC are within an area of County revitalization planning and the completion of its Suitland Mixed-Use Town Center Development Plan, efforts to make the NMIC and SFC more transit oriented and pedestrian friendly should be pursued. The Department expressed support of the NMIC TMP goals.

## PROJECT ANALYSIS

Staff review finds the submitted master plan's overall goals and planning information well organized and adheres to Commission's master plan requirements.

In context with the overall design intent and concept approach for master plan improvements at the NMIC, staff feels the renovation and continued use of existing facilities and the construction of limited new facilities is supportable. The existing configuration of the NMIC provides secure points for separate visitor and staff access to the site and building, and relocation of major features such as the building entrance and visitor parking is deemed not readily feasible.

Development potential does exist adjacent to the existing main building to the north, east, and west, providing space for a secure building wing to alleviate the current crowded conditions and inefficient office configurations. Staff concludes, of these three options, the addition of a wing on the western side of the existing building provides the best opportunity for enhancing the NMIC site.

The other issue substantially weighing on the master plan is the parking required in the future for the NMIC. A variety of parking options were considered as part of the master planning effort by NMIC consultants, but the Navy planners made the decision to only improve existing parking.

NCPC staff has consulted with the GSA on the NMIC parking at the existing campus. According to SFC GSA asset managers, the agency does not support sale of any SFC property to the Navy regardless of any future parking need. GSA has negotiated with NMIC to provide the Navy with a 5 acre site, near the entrance to the NMIC property, on an interim basis to be used as a construction laydown area. This agreement was completed in November 2007.

GSA clearly has conveyed to NCPC staff that any permanent use of any SFC area is not a viable direction for future NMIC planning initiatives. GSA managers indicate they support only structured parking within the confines of the SFC and do not believe the GSA developed SFC master plan can, or would in the future, support any substantial surface parking development.

GSA confirms it is their intention, pursuant to the NCPC-approved master plan, to demolish SFB-2 and its parking at SFC.

With the noted attribute of the submitted master plan for no parking expansion, **the staff recommends the Commission approve the final master plan of the NMIC Suitland campus.**

## CONFORMANCE

### Master Plan

Prior to the preparation of this submitted plan, no master plan had existed for the NMIC, since its initial development and construction was established as a single structure in 1993. Since that time many ancillary construction efforts have occurred, with subsequent land use modifications and minor site improvements. Consequently, the extent of present developed now defines the facility as a campus complex supported by the need for a master plan.

### National Environmental Policy Act (NEPA)

In conformance with its NEPA compliance procedures, the NMIC completed an Environmental Assessment for the master plan in September 2005. A final Navy Finding of No Significant Impact determination was signed by Navy Installations Command on March 26, 2008.

NCPC staff has reviewed the NEPA documents and master plan. The project is a proposal in the environs outside the District of Columbia and consequently the Commission does not have an independent NEPA responsibility because it has an advisory role.

### National Historic Preservation Act (NHPA)

The NMIC facilities at the 42 acre campus are not historic eligible properties.

An archaeological investigation of the NMIC property conducted in support of the original construction revealed that there are no significant archaeological sites located within the Navy property. In a letter dated August 2, 1996, the Maryland Historical Trust (MHT) agreed with a Navy opinion that it is highly unlikely that National Register-eligible archaeological resources exist within the NMIC property and that further archaeological investigations are not warranted.

The MHT did at that time identify two historic properties nearby, the Suitland Parkway and the Suitland House, which could be affected by future Navy construction at the NMIC.

Suitland Parkway is a 9.35-mile scenic parkway connecting Andrews Air Force Base to the District of Columbia. A portion of the parkway is near the southern boundary of the NMIC, with an intervening right-of-way for Metrorail between the Parkway and NMIC. Construction of the parkway was completed in 1943 in partial fulfillment of the McMillan Plan of 1902, which advocated a system of roads and parkways to serve as entryways to the US Capitol. Throughout the time period of World War II, Suitland Parkway was considered vital as a transportation link between Andrews Air Force Base and Bolling Field. Today the parkway is listed in the National Register of Historic Places for its association with World War II and its design. To mitigate potential impacts on the Suitland Parkway viewshed, the NMIC is proposing in its master plan the introduction of an augmented vegetation buffer between the NMIC site and the Parkway to be reinforced with appropriate tree screening.

Suitland House is located 1,200 feet southeast of the NMIC building. Built in 1937, this two-and-one-half-story Colonial Revival-style house once served as a private residence. Its historical significance derives in part from its survival under federal stewardship. Prior to construction of the new Census Bureau headquarters, it housed Census Bureau employees. The house presently is an element of the GSA SFC master plan. NMIC has coordinated a formal review of the master plan by the Maryland Historical Trust starting in November 2005. On June 8, 2006 the Maryland Historical Trust concurred in the Office of Naval Intelligence determination that the proposed improvements would have no direct adverse effects on historic properties and that the incorporation of the measures to lessen effects of lighting and shielding of structures by vegetation would minimize the visual effects to proposed improvements. This action completed the Section 106 compliance by the Navy for the plan. NCPC does not have independent responsibility under NHPA because the project is in the environs outside of the District of Columbia and the Commission has an advisory role.

#### Comprehensive Plan for the National Capital

The proposed NGA concept proposal is consistent with the *Comprehensive Plan for the National Capital: Federal Elements*. The *Comprehensive Plan for the National Capital: Federal Elements* notes that "...federal workplaces that require extensive land and/or have little contact with the public...are primarily located in suburban and rural areas. These include intelligence, research, development, and testing activities. (Federal Workplace Element, p. 26).

Furthermore, the *Comprehensive Plan for the National Capital: Federal Elements* includes the following policy:

Guide the long-range development for all installations on which more than one principal building, structure, or activity is located or proposed through a master plan. Agencies should review master plans on a periodic basis to ensure that both inventory material and development proposals are current. ...Revisions to master plans should reflect changed conditions and provide an up-to-date plan for the development of the installation. (Federal Workplace Element, Development of Workplaces with Communities Policies-Coordination with the Community, Policy No.10)

#### Federal Capital Improvements Program

The 2008-2013 Federal Capital Improvements (FCIP) program identifies the proposed NMIC facilities master plan initiatives. The project was noted as recommended at a total cost of \$56,159,000 (estimated total project cost).