



## Executive Director's Recommendation

Commission Meeting: March 1, 2018

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<b>PROJECT</b> <b>Final Installation Master Plan</b> Marine Barracks Washington 8th and I Streets, SE Washington, DC	<b>NCPC FILE NUMBER</b> MP204
	<b>NCPC MAP FILE NUMBER</b> 41.00(05.00)43862
<b>SUBMITTED BY</b> United States Department of Defense, Department of the Navy	<b>APPLICANT'S REQUEST</b> Approval of final master plan
<b>REVIEW AUTHORITY</b> Approval of Master Plans for use by the Commission per 40 U.S.C. § 8722 (a) and (b)(1)	<b>PROPOSED ACTION</b> Approval of final master plan as requested
	<b>ACTION ITEM TYPE</b> Staff Presentation

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### PROJECT SUMMARY

The Department of the Navy, in concert with the United States Marine Corps, has developed an installation master plan for the Marine Barracks Washington (“MBW”). The MBW is located in Southeast Washington and is comprised of two districts, referred to as Districts 1 and 2. These two districts are in close proximity to the 8th Street, SE retail corridor (“Barracks Row”) south of G Street, SE and north of L Street, SE. District 1 consists of the Main Post and a barracks known as Building 20. District 2 consists of the Marine Barracks Washington Annex (MBW Annex). The Main Post was established in 1805 and is the home of the Marine Corps Commandant’s House, one of the only buildings to survive the burning of Washington by the British during the War of 1812. Building 20 and the MBW Annex are both residential quarters for enlisted personnel.

The final installation master plan includes a transportation management program for MBW and also contains a vision plan, a framework plan, an installation development plan, and development standards and program. The foundation of the vision plan is a concise guiding statement that articulates the installation’s desired planning direction, encompasses mission objectives and activities, and maximizes long-range capability, flexibility and capacity.

The main project associated with this final master plan is the relocation of the Building 20 residents into a new facility proposed to be located on the MBW Annex site. The Marines plan to vacate Building 20 because it does not meet the new anti-terrorism/force protection standards. The Navy has not determined the future of Building 20. In addition to the relocation of Building 20, there are many small renovation projects, ADA access and installation improvements associated with this final master plan. These smaller projects include: improvements to pedestrian access around and into this installation, improvements to the parade grounds, and enhancement of the landscape setting of the installation.

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## KEY INFORMATION

- Marine Barracks Washington (MBW) Main Post was established in 1805 and was designated a historic district on the National Register of Historic Places.
- Building 20, constructed in the 1970s, is not a historic building. The Navy is proposing to relocate the barracks from Building 20 because it does not meet current anti-terrorism/force protection setback requirements.
- The Navy explored five separate sites in the immediate vicinity for relocating the barracks from Building 20. Potential sites included two federally-owned sites and three privately-owned sites.
- MBW Annex and the Washington Navy Yard are the only two federally-owned sites in the immediate vicinity where the new barracks could be located. There are no barracks at the Navy Yard, as this installation is predominately for administrative offices for the Navy. At the MBW Annex site, the main land uses are residential and open space.
- The District of Columbia Office of Planning expressed some concern about the Navy's possible use of privately-owned land for the new barracks which would affect the property tax base and impact historic properties. This sentiment was also expressed by local citizen groups during a similar planning process for the new barracks approximately five years ago. The Navy identified some federally held land as preferable for this facility in the final environmental impact statement and is not pursuing any of the privately owned parcels for the barracks.
- The preferred site for the proposed new barracks is within the federally-owned MBW Annex, built in 2006. The preferred site is comprised of several land uses, including parkland previously owned by the National Park Service (NPS).
- On June 26, 2001, the Navy, NPS and the District of Columbia State Historic Preservation Officer (DC SHPO) signed a memorandum of agreement (MOA) to address impacts to the K Street and 6<sup>th</sup> Street, SE right-of-way viewsheds within these L'Enfant Plan streets.
- In 2002, the NPS transferred 2.6 acres to the Navy, which currently functions as 2.8 acres of open space.
- In 2002, the Navy and NPS signed a covenant, as part of the transfer of jurisdiction that identified K and 6<sup>th</sup> Streets rights-of way as protected viewsheds and designated new recreation space to be accessible for public use in perpetuity. The covenant does not allow structures to be constructed in these rights-of-way and will need to be revisited if the Navy decides to change plans and construct the barracks on them.
- The master plan does not place new development in the K or 6<sup>th</sup> Streets rights-of-way.
- The Navy is not proposing to develop any new parking spaces with the new barracks, but will use the parking that exists below Building 20 and will maintain a parking ratio of 1:6.95 for the installation. This parking ratio was identified as 1:4.27 in the draft master plan, however at that time the ratio only included the commuting population and not the full installation population, who the Navy has confirmed all work at MBW.
- The Navy informed staff that it will conduct a study on the reuse or redevelopment of Building 20 during 2018.

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## RECOMMENDATION

The Commission:

**Supports** the Marine Barracks Washington Final Master Plan as an appropriate, comprehensive guide for future growth at the installation, located in a densely redeveloping area in Southeast Washington, DC.

**Notes** that since the Commission's review of the draft master plan in October 2015, the Navy has addressed all of the Commission's recommendations regarding urban design, land use, historic preservation and transportation, including the removal of the new marine barracks from the 6<sup>th</sup> Street right-of-way.

**Commends** the Navy for working closely with consulting parties in the Section 106 process to develop an alternative design for the new barracks that maintains the 6<sup>th</sup> Street, SE viewshed while providing the space and function needed by the Navy.

**Notes** that the Navy will conduct a study for the reuse or redevelopment of Building 20, an existing barracks located south of I Street, SE, upon completion of the master plan.

**Requests** the Navy to work with the District Department of Transportation and the National Park Service, among others, on the Building 20 redevelopment study.

**Requests** that the Navy submit an amendment to the Marine Barracks Washington Master Plan to incorporate the future use of Building 20 once the study is completed.

Therefore, **approves** the Marine Barracks Washington Master Plan for use by the Commission as a guide for future reviews of individual site and building projects.

## PROJECT REVIEW TIMELINE

<b>Previous actions</b>	<b>January 2002</b> – Approved sub-area master plan revision and preliminary and final site and building plans for the Barracks and Band Building (MBW Annex) <b>April 2002</b> – Approved the site and building plans for the parking garage at the MBW Annex. <b>October 2015</b> – Approved comments on the draft master plan
<b>Remaining actions (anticipated)</b>	<b>TBD</b> - Preliminary and final site and building plans for the new barracks at the MBW Annex.

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## PROJECT ANALYSIS

### Executive Summary

Staff evaluated the final master plan by determining its consistency with the relevant policies within the Historic Preservation, Urban Design, Federal Workplace, and Transportation Elements of the Comprehensive Plan for the National Capital. After reviewing the master plan and meeting with the applicant over the past few years to address the Commission's comments from October 2015, staff finds that this master plan is consistent with the Comprehensive Plan policies. These policies including those that site federal facilities on existing federal land, ensure safe and accessible workplaces, support the integration of federal facilities and buildings into the existing urban fabric and promote multi-modal commuting to reduce traffic on roadways and air pollution.

The Commission reviewed the draft master plan in October 2015 and determined that it was not consistent with the Comprehensive Plan policies to protect and restore the L'Enfant Plan street network. At that time, the draft master plan included a proposal to located the barracks on a portion of the 6<sup>th</sup> Street, NW right of way which is included as part of the L'Enfant Street network. Following the October 2015 Commission review of the master plan, the Navy worked with NCPC staff, the National Park Service, the Advisory Council on Historic Preservation, the District of Columbia State Historic Preservation Office staff and local representatives to develop a plan that will not impact the historic L'Enfant Plan. Staff now recommends that the Commission **support this master plan, which is an appropriate, comprehensive guide for future growth at the Marine Barracks Washington, located in a dense, redeveloping urban area of Southeast, Washington, DC.** Therefore, staff recommends that the Commission **approve the Marine Barracks Washington Master Plan for use by the Commission as a guide for future reviews of individual site and building projects.**

The analysis that follows will describe how the Navy has addressed the concerns raised as part of the draft master plan review in October 2018 regarding historic preservation, urban design, land use and transportation.

### Analysis

Staff determined that the final installation master plan is consistent with Comprehensive Plan policies contained within the Urban Design, Transportation, Historic Preservation and Federal Environment Elements. As described below, the Navy has worked with NCPC staff and others to develop a plan that addresses the concerns raised as part of the draft review in 2015.

#### *Historic Preservation*

The Navy identified a number of historic resources including the L'Enfant Plan street network that needed to be protected from adverse impacts. The L'Enfant Plan is listed on the National Register of Historic Places. The other nearby historic resources include historic districts and a few historic sites. The viewshed along 6<sup>th</sup> Street, SE would have been impacted if the proposed barracks remained at the location proposed in the 2015 draft master plan.

The October 2015 Commission action indicated that the Navy take a number of steps to protect and minimize impacts to the L'Enfant Plan:

- Develop an agreement with DC SHPO that would maintain the K Street, SE right of way viewshed between 5th and 7th Streets, SE.
- Determine appropriate mitigation to include in the MOA with the DC SHPO for impacting the 6th Street, SE right of way between the K Street right of way and L Street, SE.
- Develop an agreement or a new covenant with the National Park Service addressing the change in land use from park/recreation to mixed-use/housing, and addressing the views.
- Identify how to maintain all of the existing recreational activities at this site or establish new recreation facilities in close proximity to the MBW Annex site.

Since the October 2015 meeting, the Navy has undertaken and completed the Section 106 Consulting Party process for multiple projects at the Marine Barracks Washington holding a number of meetings with NCPC staff, the U.S. Commission Fine Arts staff, the National Park Service, the DC State Historic Preservation Office, the Advisory Council on Historic Preservation, the Advisory Neighborhood Commission, and neighborhood groups. During this process, the Navy worked with the consulting parties to develop a design that will no longer impact the 6<sup>th</sup> Street or K Street, SE rights-of-way. Because of this design change, the Navy does not need to amend the existing covenant, develop a new agreement to address any viewshed impacts or identify any mitigation for this project. Staff is supportive of the new barracks location outside of any L'Enfant street right of way as it fulfills the Navy's goals without impacting any federal interests. Staff therefore recommends that the Commission **note that since the Commission's review of the draft master plan in October 2015, the Navy has addressed all of the Commission's recommendations regarding urban design, land use, historic preservation and transportation, including the removal of the new marine barracks from the 6th Street right-of-way.**

#### *Urban Design*

Staff has also reviewed this project with respect to the Urban Design Element of the Comprehensive Plan. The October 2015 Commission Action included recommendations for the Navy to:

- Consult with NCPC, the Commission of Fine Arts and DC SHPO on the design and configuration of the new barracks building to find ways to minimize the massing of the proposed barracks so it is in keeping with the adjacent development.
- Maintain a clear viewshed along the K Street, SE right of way between 5th and 7th Streets, SE which is a closed L'Enfant Street.

Between 2013 and 2017, the Navy developed an Environmental Impact Statement (EIS) for several projects in the master plan. As part of the EIS, the Navy undertook a siting process that evaluated five separate sites in order to determine the most appropriate location for the new replacement barracks. These sites needed to be located within close walking distance to the Main Post because many of the personnel frequently participated in events at the parade grounds located on the Main Post. Only two of the five sites were located on federal land: the MBW Annex site and the Washington Navy Yard. The MBW Annex site currently has a compatible residential land use,

while the Washington Navy Yard site is surrounded by administrative uses with only a small amount of officer residences. Therefore, the Navy determined that the MBW Annex site is more compatible with the proposed new barracks building.

As staff noted previously, the Navy has undertaken a consultation process since the October 2015 NCPC hearing with federal and local agencies and the neighborhood to refine the location and design of the new barracks building. As a result of the consultation, this new building will be between seven and ten stories in height, will be located behind the existing barracks building at the MBW Annex site and will not be placed in the 6<sup>th</sup> or K Street, SE rights of way. The allowable building under the Height Act is 110 feet because L Street is a 90-foot right of way and this would be considered a business street. Staff is satisfied that the Navy has addressed the Commission's concerns. Staff **commends the Navy for working closely with consulting parties in the Section 106 process for multiple projects at the Marine Barracks Washington to develop an alternative design for the new barracks on the annex site that maintains the 6th Street, SE viewshed while providing the space and function needed by the Navy.**

#### *Land Use*

There were two issues regarding land use concerns that were raised in the October 2015 Commission Action, and they are as follows:

- Change the future land use designation for the site of the proposed barracks on the Future Land Use Map, included in the draft master plan, from open space to mixed-use/housing.
- Prepare analysis and recommendations regarding potential alternative uses for the future of Building 20.

Staff has confirmed that the Navy has changed the future land use designation for the site of the proposed barracks on the future land use map from open space to mixed use/housing. Staff is satisfied that this has been addressed.

Regarding the analysis of the future of Building 20, the Navy has included the following response to the Commission's recommendation that it prepare an analysis and recommendation regarding potential reuse of this site "...The disposition of the 222,597 square-foot Building 20, following the relocation of its current functions to the replacement BEQ Complex, has not been confirmed and requires further analysis. Options for the Building 20 site would retain the existing underground parking for installation use, and may include demolition or repurposing of the remaining site for low occupancy DoD uses or other private or public functions."

The Navy notes that it will need to study the disposition of Building 20 further and has held a public meeting to kick off this process on February 21, 2018. Staff is encouraged that the Navy has initiated this study and therefore recommends that the Commission **note that the Navy will conduct a study for the reuse or redevelopment of the former marine barracks building, Building 20, south of I Street, SE upon completion of the master plan.** Staff also requests that the Navy submit an amendment to the Marine Barracks Washington Master Plan to incorporate the future use of Building 20 once the study is completed.

As this project may impact the local transportation network and since there is an existing covenant on the MBW Annex land, staff **requests the Navy to work with the District Department of Transportation and the National Park Service, among others, on the Building 20 redevelopment study.**

#### *Transportation*

The Navy is not proposing to develop any new parking spaces with this new barracks, but will use the parking that exists below Building 20 and will maintain a parking ratio of 1:6.95 for the installation. This parking ratio was identified as 1:4.27 in the draft master plan, however at that time the ratio only included the commuting population and not the full installation population who all work at MBW. The total installation population of 1,043 staff includes those who commute to the installation for work and those who live and work on the installation. Staff has reviewed this issue and believes that this is fully consistent with how the Commission reviews parking ratios at the other installations in the NCR and would concur with the Navy in its calculation.

## **CONFORMANCE**

### **Comprehensive Plan for the National Capital**

As noted above, this project meets many policies within the Comprehensive Plan. The policies within the Historic Element of the Comprehensive Plan will be addressed specifically during the Section 106 consultation and design consultation processes when the specific projects are submitted for review.

### **National Historic Preservation Act**

NCPC does not have a National Historic Preservation Act (NHPA) responsibility for master plans. The Navy notes that its regulations do not require it to conduct Section 106 review for master plans. The Navy, however, did conduct a parallel Section 106 process entitled *Multiple Projects in Support of the Marine Barracks Washington* that consisted of many projects included in the master plan. This parallel Section 106 process led to the Navy, the DC State Historic Preservation Officer, the National Park Service, the Advisory Council for Historic Preservation and NCPC signing a programmatic agreement in October 2017 for these projects. The projects included in the PA were as follows: the Bachelors Enlisted Quarters complex on the MBW Annex site; renovation of Building 7 at MBW; a new pedestrian gate at the MBW Annex along 7<sup>th</sup> Street, SE; and improvements to building façades, fencing, infrastructure, pedestrian amenities, and landscaping throughout both the MBW and MBW Annex sites. The Navy states it will conduct Section 106 review for individual projects as they are submitted in the future.

### **National Environmental Policy Act**

NCPC does not have a National Environmental Policy Act (NEPA) responsibility for master plans. The Navy notes that its regulations do not require it to conduct NEPA for master plans and this is consistent with other Naval installations in Washington DC, namely the Washington Navy Yard and the Naval Observatory. As with the Section 106 process, the Navy did conduct a parallel Environmental Impact Statement (EIS) process entitled *Multiple Projects in Support of Marine Barracks Washington* that consisted of many projects included in the master plan. The projects

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included in the EIS were as follows: the Bachelors Enlisted Quarters complex on the MBW Annex site; renovation of Building 7 at MBW; a new pedestrian gate at the MWB Annex along 7th Street, SE; and improvements to building façades, fencing, infrastructure, pedestrian amenities, and landscaping throughout both the MBW and MBW Annex sites. The EIS evaluated impacts for the following topic areas on the five alternate sites: land use, transportation/circulation, cultural resources, socioeconomics, environmental justice, public health and safety, utilities, public services, noise, geology and soils, water resources, biological resources, and air quality. The Navy's preferred site for the replacement BEQ at the MBW Annex, Alternative 5, will not impact the L'Enfant street right of way which was a concern during the Commission's previous review of the draft master plan in 2015. The Navy circulated the EIS for public comment in late 2017 and then subsequently signed a record of decision on January 24, 2018. The Navy states it will conduct NEPA review for individual projects as they are submitted in the future.

## **CONSULTATION**

### **Coordinating Committee**

The Coordinating Committee reviewed the proposed final master plan at its February 7, 2018 meeting. The Committee forwarded it to the Commission with the statement that it has been coordinated with all participating agencies with the exception of the National Park Service and the DC State Historic Preservation Office who noted that they had not received a copy of the master plan. Subsequent to the meeting the Navy has shared the master plan with these agencies. The participating agencies were: NCPC; the District of Columbia Office of Planning; the State Historic Preservation Officer; the District of Columbia Department of Transportation, the General Services Administration; the National Park Service and the Washington Metropolitan Area Transit Authority.

### **U.S. Commission of Fine Arts**

The Navy has not submitted the project for review at this time.

## **ONLINE REFERENCE**

The following supporting documents for this project are available online:

- Final Master Plan
- Final Transportation Management Plan

Prepared by C. Hart  
2/23/18

## **POWERPOINT (ATTACHED)**

# NCPC File #:MP204 Marine Barracks Washington Master Plan

8<sup>th</sup> and I Streets, SE  
Washington, DC

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Submitted by the Department of Defense, Department of the Navy

Final Master Plan

**Commission meeting date:** March 1, 2018

**NCPA review authority:** 40 USC 8722(a)

**Applicant request:** Comments on final master plan

**Delegated / consent / open / executive session:** Open session

**NCPA Review Officer:** Hart

**NCPA File number:** MP 204

**Project summary:**

The Navy in concert with the Marine Corps has developed an installation master plan and planning vision statement, goals and objectives to provide according to them “...the ideal principles and direction for maximizing Marine Barracks Washington, DC’s (MBW’s) long-term capabilities.” The Marine Barracks Washington is located in Southeast Washington and is comprised of two districts located in close proximity to each other near the 8<sup>th</sup> Street, SE retail corridor south of G Street, SE and north of L Street, SE. These are referred to as District 1 (Main Post and Building 20) and District 2 (MBW Annex).

The final master plan consists of an installation master plan and a transportation management program. The final master plan is separated into a vision plan, a framework plan, an installation development plan, standards, and a development program.

The foundation of the Vision Plan is a clear and concise guiding statement that articulates the installation’s desired planning direction and preferred end-state, encompasses essential mission objectives and activities, and maximizes long-range capability, flexibility and capacity.

The main project associated with this final master plan is to relocate the marines living in the Building 20 barracks to a new facility to be built on the District 2, MBW Annex site. The Marines need to vacate Building 20 because the building does not meet the new anti-terrorism/force protection standards. The other projects included in this master plan are primarily small projects in District 1.

### Project summary continued:

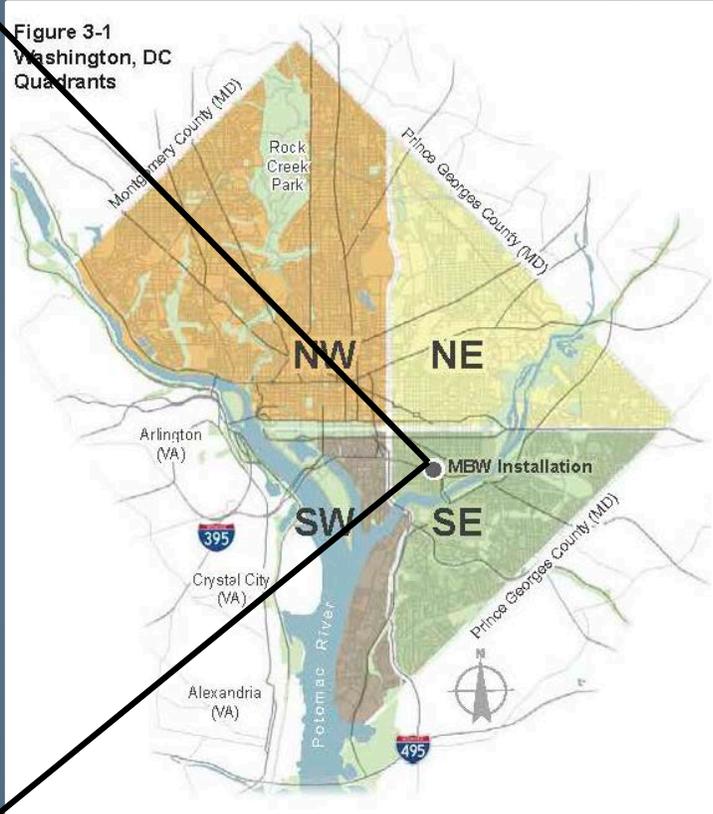
The big change between the 2015 draft master plan and the 2018 final master plan is the relocating of the proposed new barracks building on the Annex site which was in the L'Enfant ROW but is now proposed to be only on federal land and not on a L'Enfant ROW. This is possible because the Navy is proposing a 7 – 10 story BEQ behind its existing BEQ which will allow it enough space to accommodate its personnel.

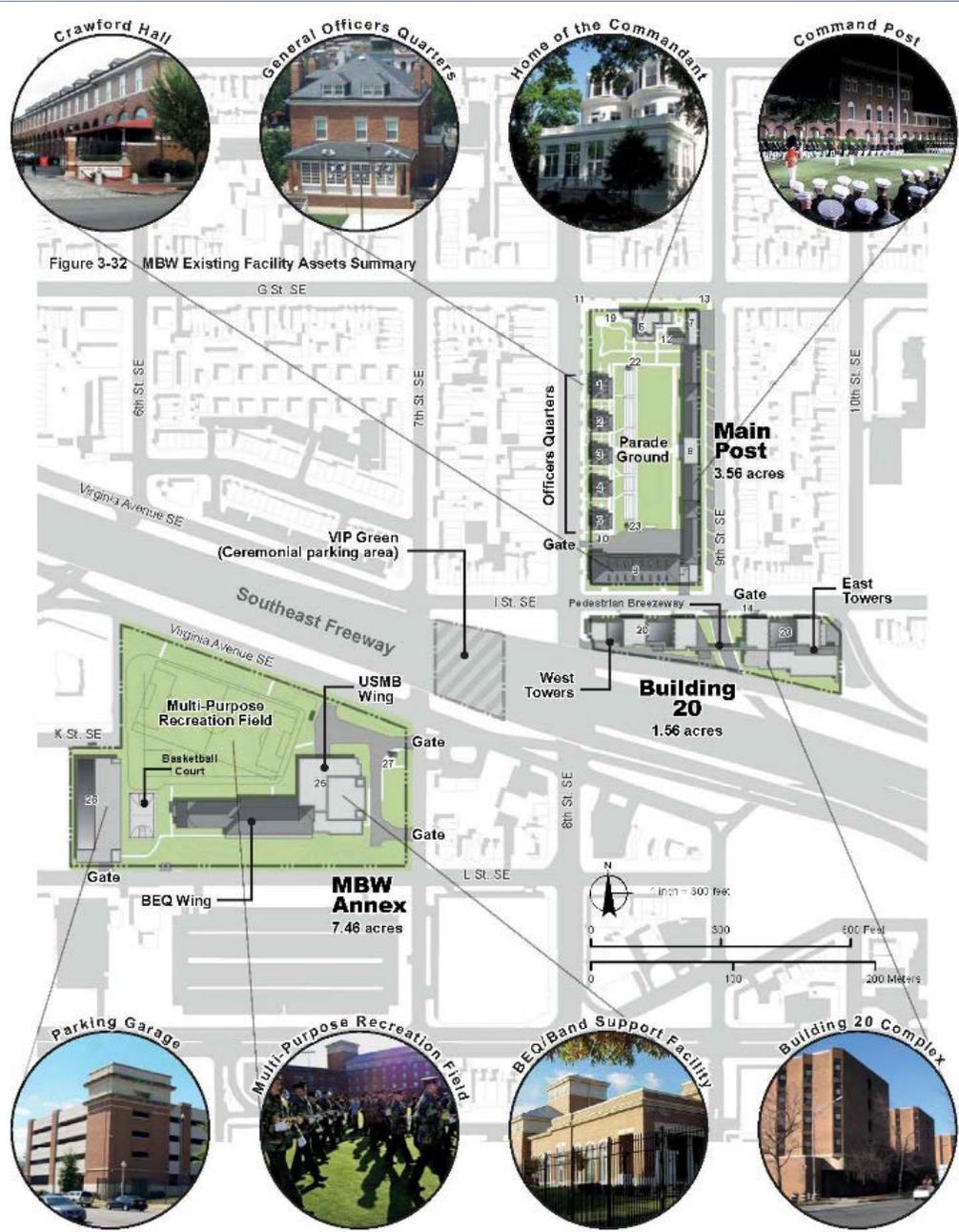
The Navy developed the following vision for this installation:

*Marine Barracks Washington, DC will be "...responsible stewards of our resources, while enhancing the living and working environment for our personnel and the community. We will create an integrated community of sustainable, secure and functional facilities in a campus-oriented environment."*

There are 5 goals as follows:

- Goal 1 - Enhance mission capability
- Goal 2 - Foster integration with the community
- Goal 3 - Develop sustainable facilities
- Goal 4 - Optimize functionality
- Goal 5 - Promote a pedestrian friendly campus





Installation Information

- Established (year) – 1801
- 2 Districts in 12.58 acres in total (District 1 = 5.12 acres, District 2 = 7.56 acres)
- Commuter population – 641 staff,
- 150 commuter parking spaces (534 total parking spaces)
- 1:6.95 parking ratio (1043 population and 150 commuter parking spaces)

**Key Anacostia Waterfront Initiative (AWI) Transportation Improvement Initiatives**

-  Major DDOT transportation projects (within AWI)
-  Near Southeast
-  Southwest Waterfront
-  11th Street Bridge Project
-  Anacostia Riverwalk Trail
-  Barney Circle and Southeast Boulevard Transportation Planning Study
-  M Street SE/SW Transportation Study
-  Parkside Pedestrian Bridge
-  Pennsylvania and Potomac Avenue Intersection
-  South Capitol Street Corridor



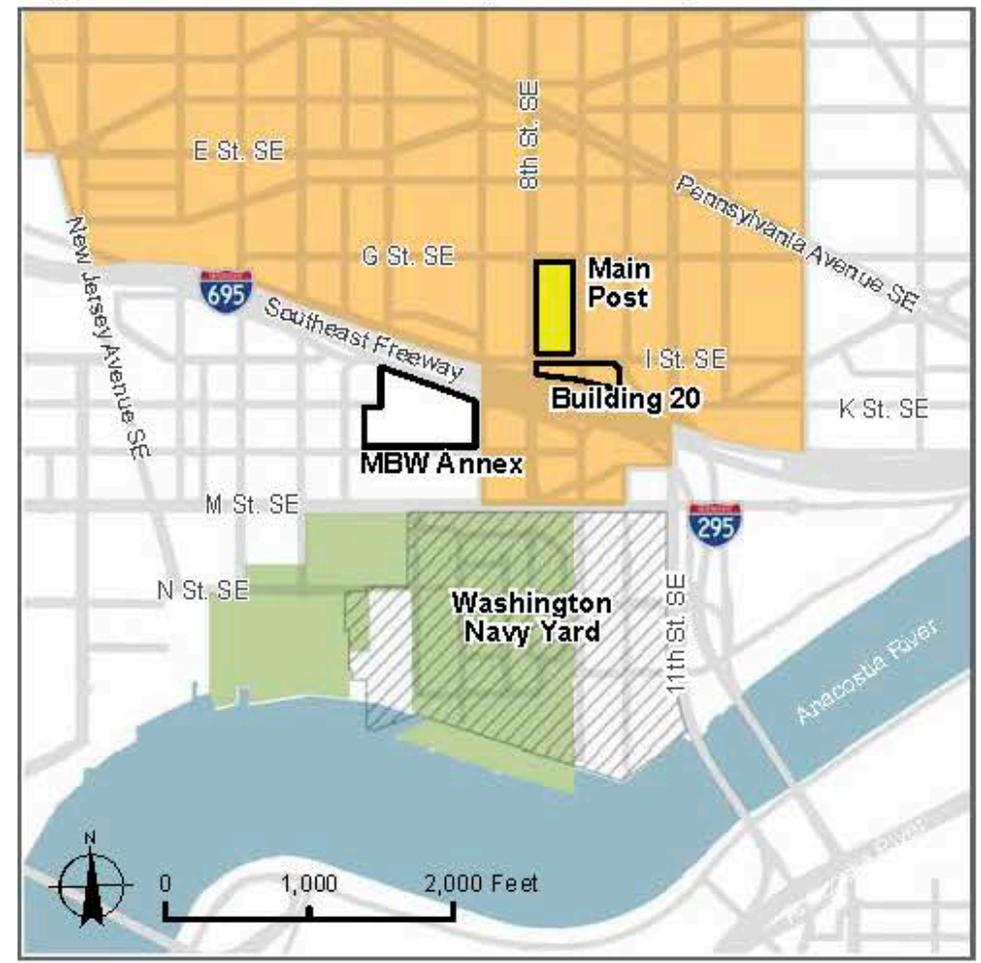
**Other Local Development Initiatives**

-  Additional development plans and key planning initiatives with potential impact to MBW
-  Arthur Capper Carrollsburg Redevelopment
-  The Yards and Yards Park
-  Near Southeast Urban Design Framework Plan
-  Boathouse Planning Study/1333 M Street
-  Poplar Point Development
-  Nationals Park
-  CSX Virginia Avenue Tunnel Reconstruction Project
-  DC United Stadium/Buzzard Point
-  DC Water Headquarters
-  Department of Homeland Security Headquarters at Saint Elizabeths

**Other Local Development Initiatives**

-  Additional development plans and key planning initiatives with potential impact to MBW
-  Arthur Capper Carrollsburg Redevelopment
-  The Yards and Yards Park
-  Near Southeast Urban Design Framework Plan
-  Boathouse Planning Study/1333 M Street

Figure 3-25 Historic Districts, MBW Vicinity

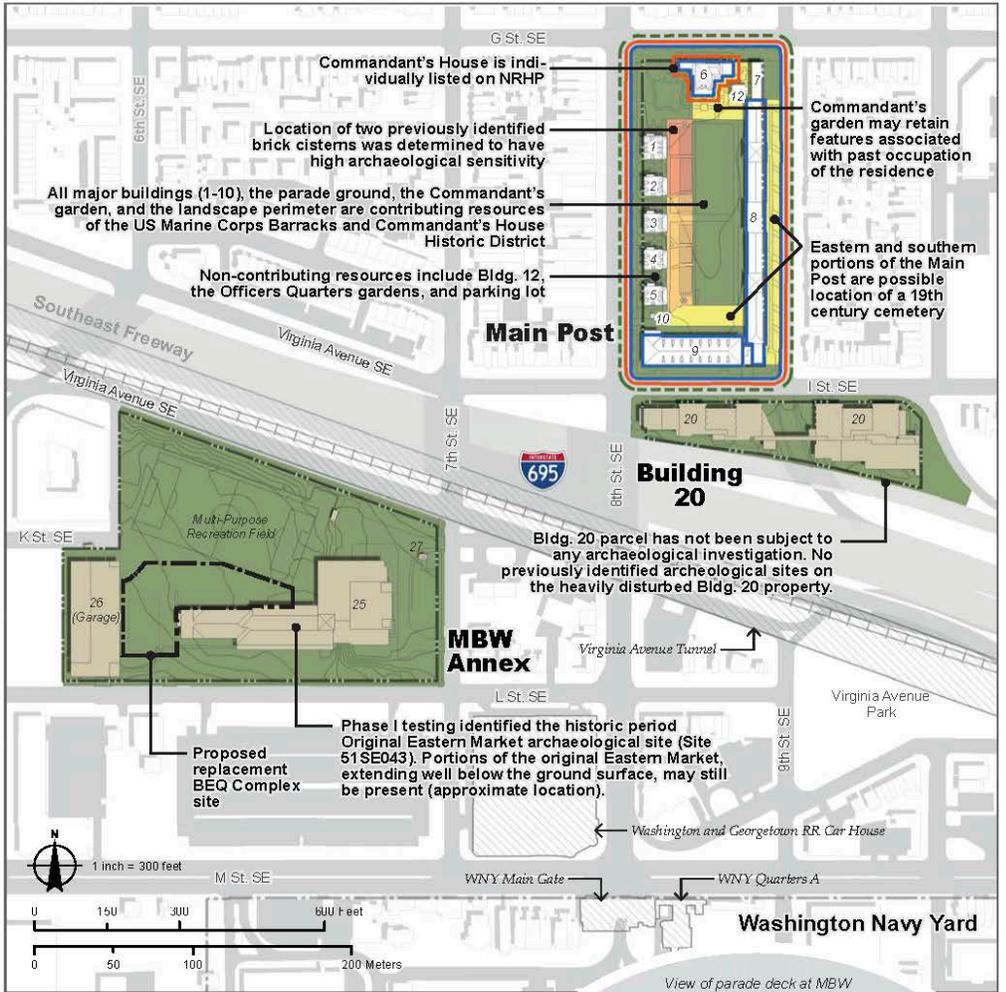


## Legend

### Historic Properties

-  Capitol Hill Historic District (National Register)
-  Marine Barracks (National Historic Landmark)
-  Washington Navy Yard (National Historic Landmark)

At over 200 years old, the Barracks Main Post located at 8th and I Streets is the oldest continuously active Marine Corps installation in the United States. MBW has served as the residence of the US Marine Corps Commandant since 1805 and is home to the US Marine Band, the oldest musical organization in the country.

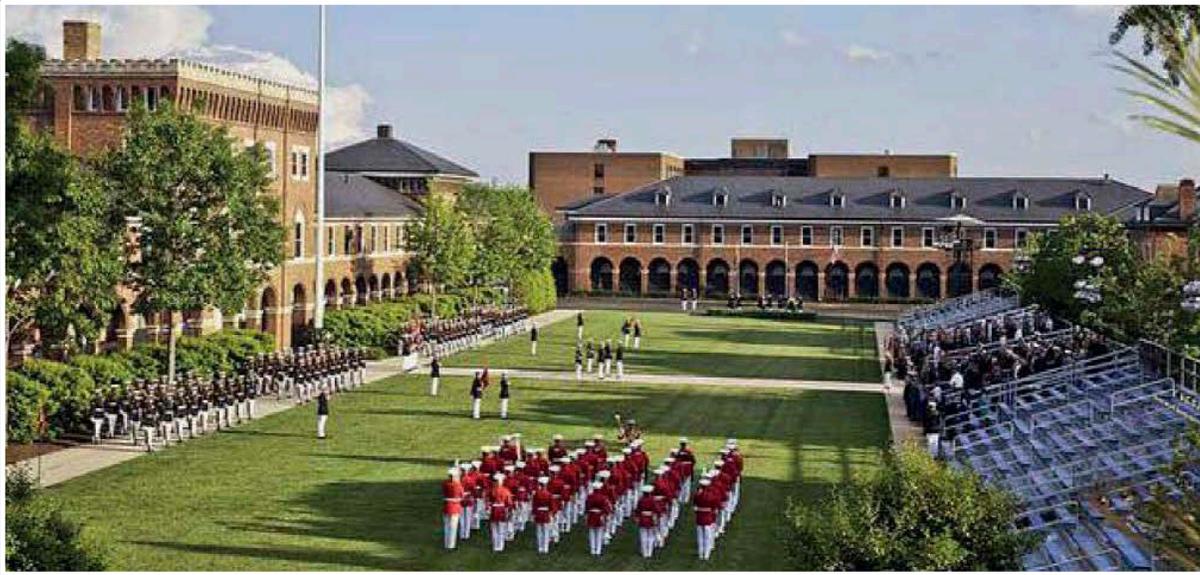


**Legend**

- |                            |                                     |
|----------------------------|-------------------------------------|
| Archaeological Sensitivity | National Historic Landmark          |
| High                       | DC Inventory of Historic Sites      |
| Moderate                   | National Register Listed Properties |
| Moderate-Low               | Contributing Structures             |
| Low-None                   | Installation Boundary               |
|                            | Adjacent Historic Properties*       |



At over 200 years old, the Barracks Main Post located at 8th and I Streets is the oldest continuously active Marine Corps installation in the United States. MBW has served as the residence of the US Marine Corps Commandant since 1805 and is home to the US Marine Band, the oldest musical organization in the country.



## National Register of Historic Places and National Historic Landmarks

- US Marine Corps Commandants House
- US Marine Corps Barracks



Figure 3-11 L'Enfant Plan of the City of Washington, 1791



**ENFANT STREETS NETWORK ROWS AND VISTAS**

Figure 3-11 shows the L'Enfant Plan of the City of Washington, 1791, later to be named the L'Enfant Plan of the City of Washington (L'Enfant Plan). Andrew Ellicott mapped the plan the following year (Figures 3-11 and 3-12). L'Enfant developed a baroque plan for the city of Washington, which features open ceremonial spaces, grand avenues, and vistas of monuments and sites over the federal land. The L'Enfant Plan and subsequent McMillan Plan (1901) both continue to have a profound influence on American city planning.

The L'Enfant Plan is included in the NRHP (4 April 1977) and listed in the DC Inventory of Historic Sites (19 January 1971, expanded 23 January 1997). The historic city of Washington, DC is the only example in America of a major US city based on a baroque urban plan that consists of a grid of orthogonal streets within four quad-

Figure 3-12 L'Enfant Plan, 1791

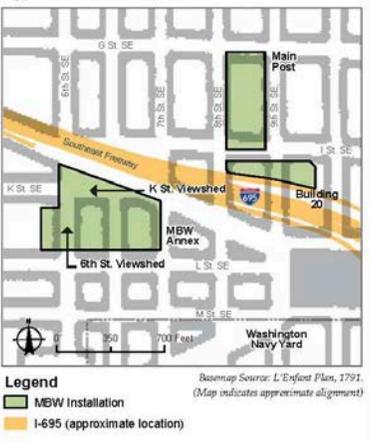


Figure 3-13 Boschke Plan, 1861



Figure 3-14 DC Office of Planning, 1990

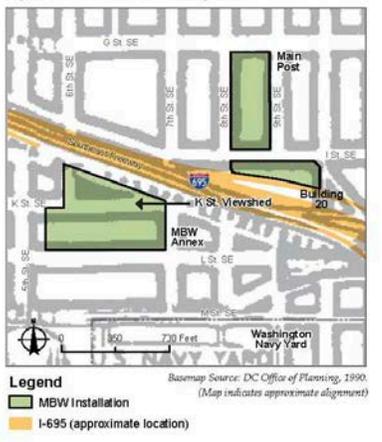
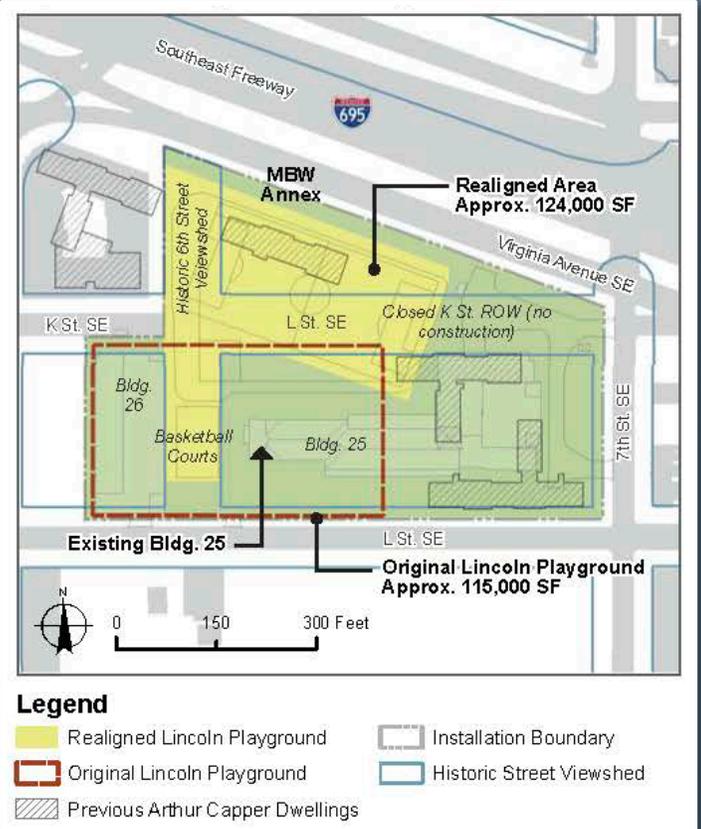
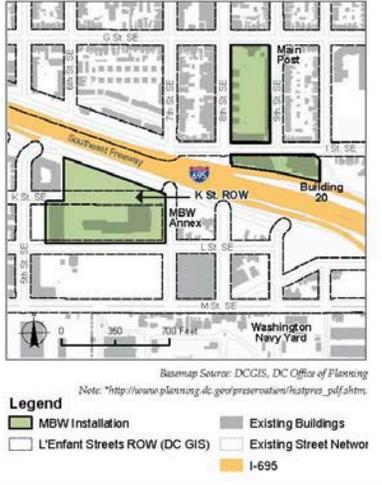


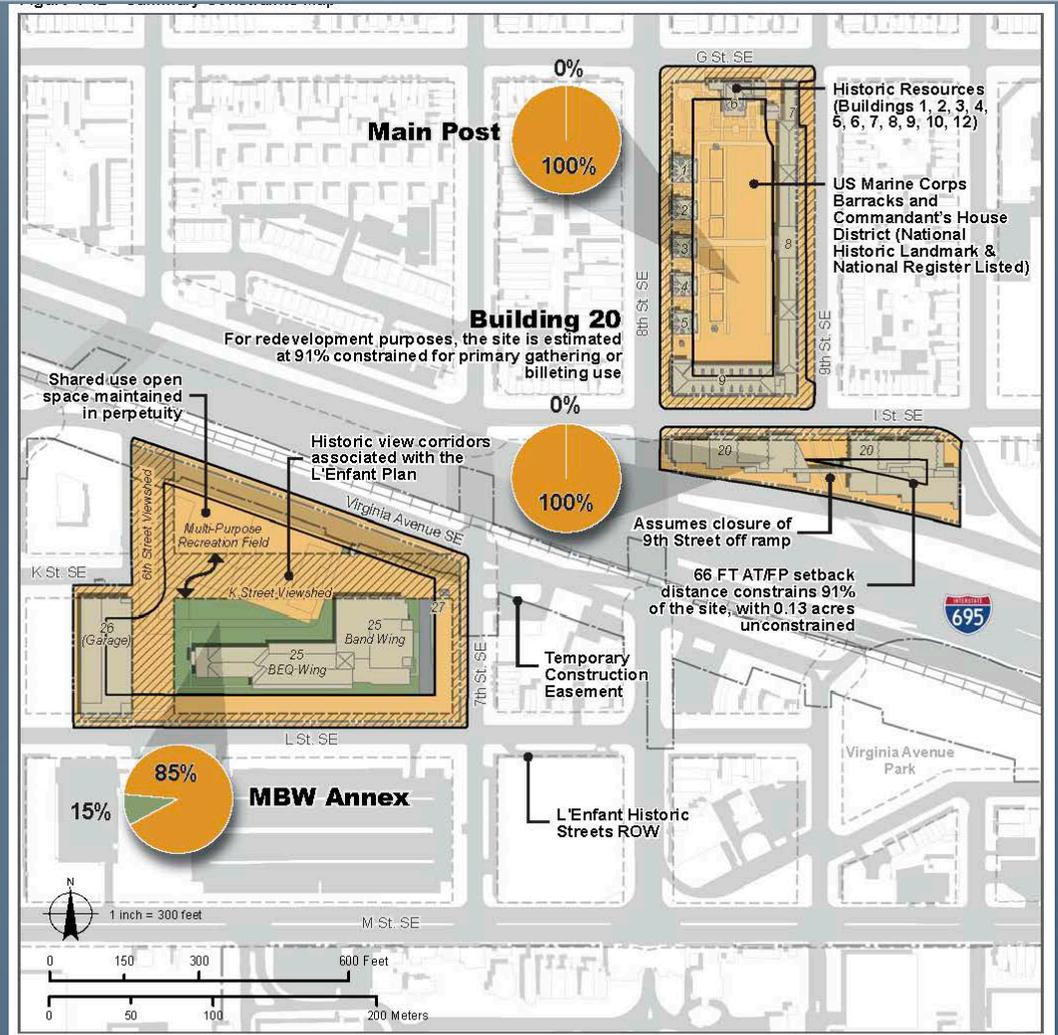
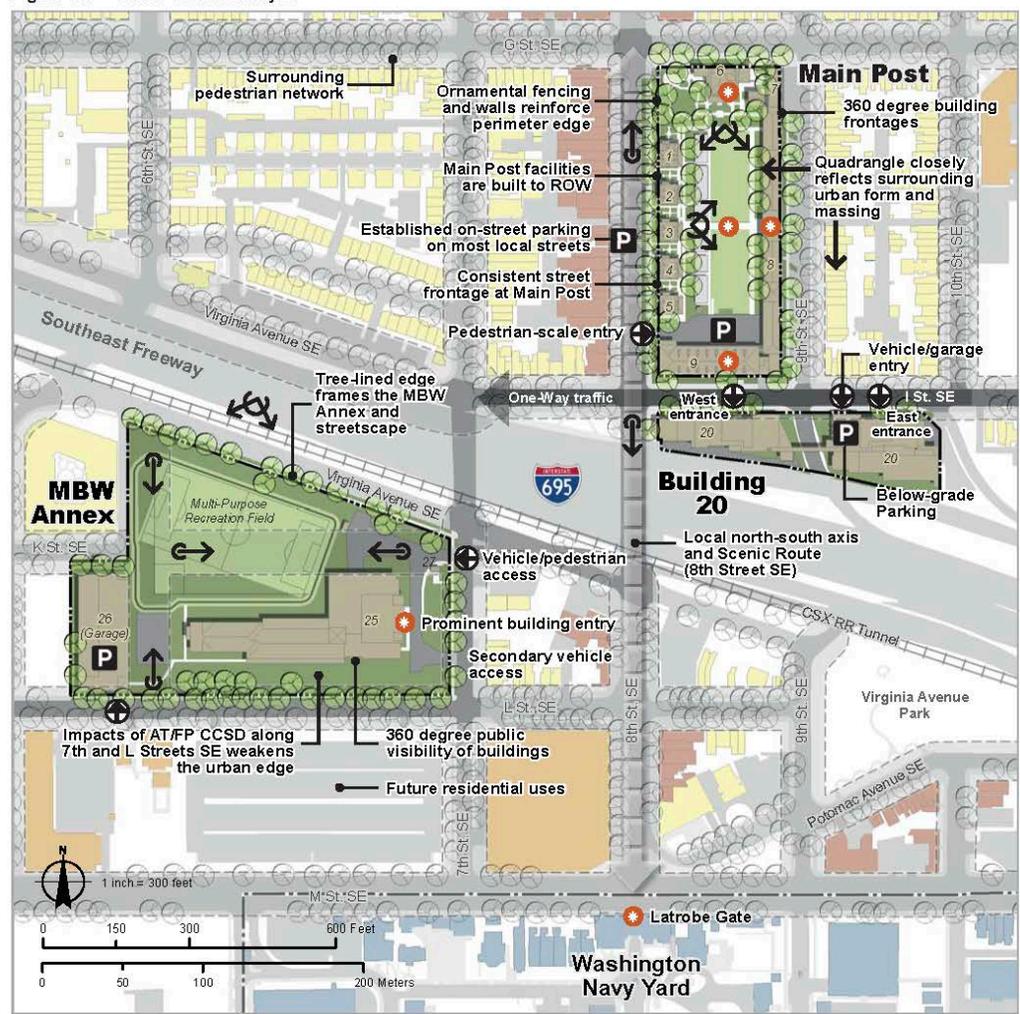
Figure 3-15 Historic Streets ROW



NPS transferred Lincoln Playground, which was located at this site, to the Navy and this agreement included a deed restriction stating "...the realigned multi-purpose recreation field will remain dedicated to that purpose and shall be available for public use in perpetuity."

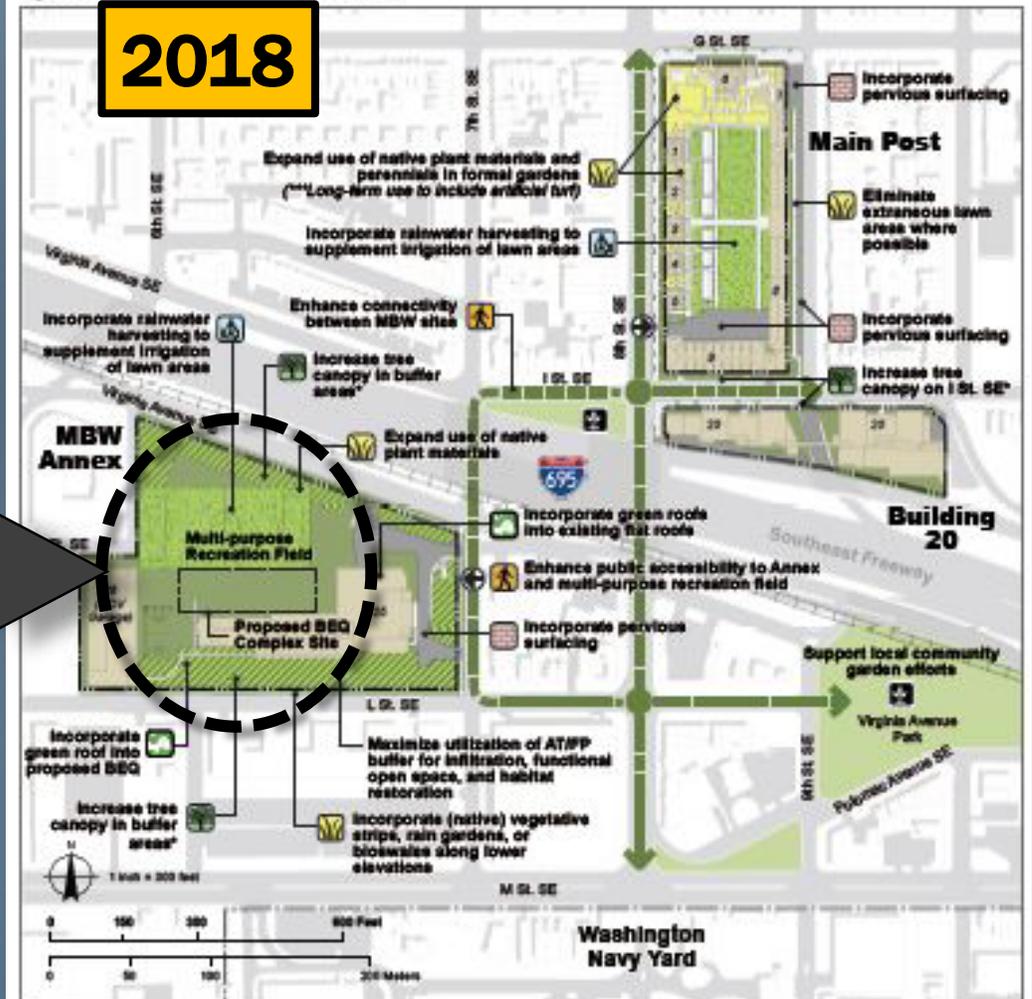
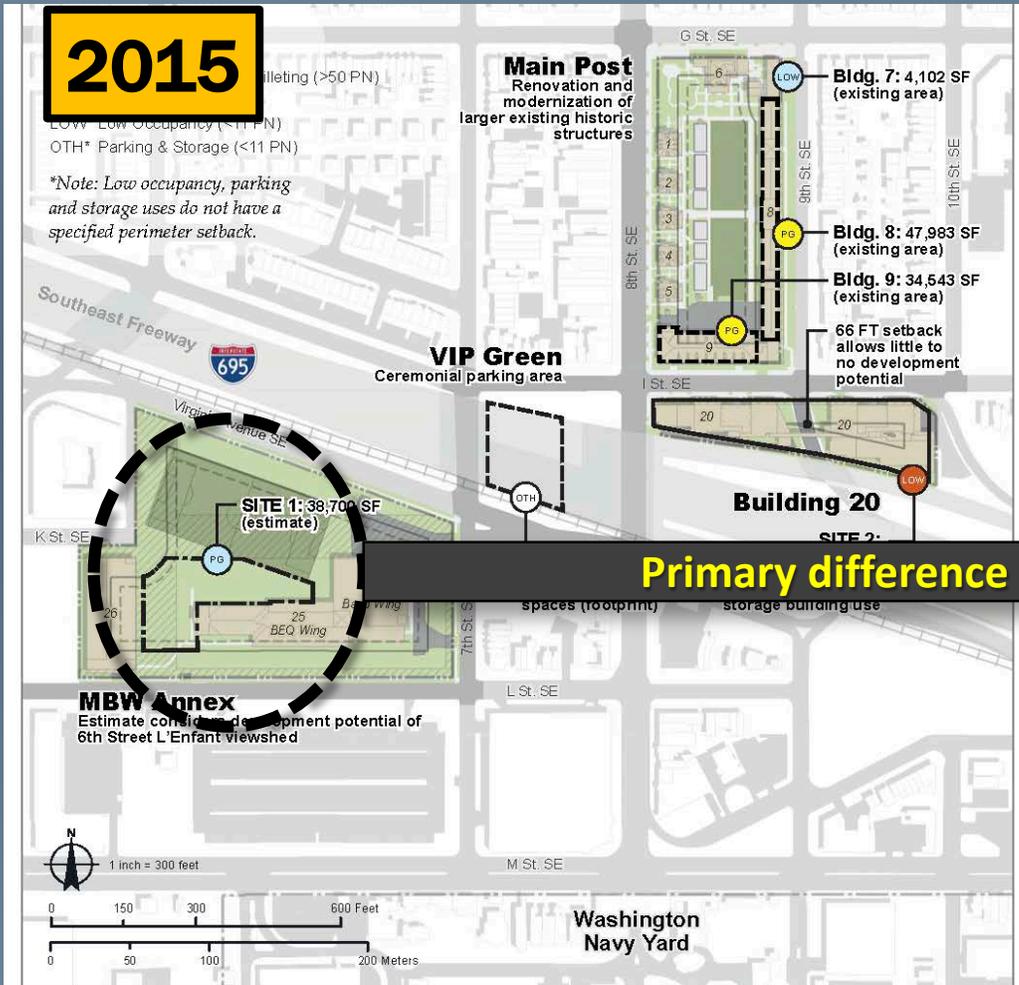
# Framework Plan

Figure 4-6 Urban Context Analysis



91%  
9%

**Overall, existing land assets at MBW are constrained by approximately 91 percent.**



**Legend**

- Installation Boundary
- Historic Streets View Corridor
- AT/FP CCSD (86 FT/26 M)
- AT/FP CCSD (66 FT/20 M)
- New Construction
- Redevelopment
- Renovation

**Development Type**

- Type A Land or facilities that can be improved immediately or with minimal preparation, relocation, or demolition.
- Type B Land or facilities that can be improved with some alteration, relocation or demolition.
- Type C Land or facilities that require extensive alteration, demolition or relocation to be accomplished.
- Type D Land or facilities leased by MBW or otherwise utilized through formal or informal agreements.

**Legend**

- Installation Boundary
- Formal/Public Open space
- Formal/Private Gardens
- Buffer Zones
- Unclassified Areas
- Public Point of Entry
- Existing Community Garden

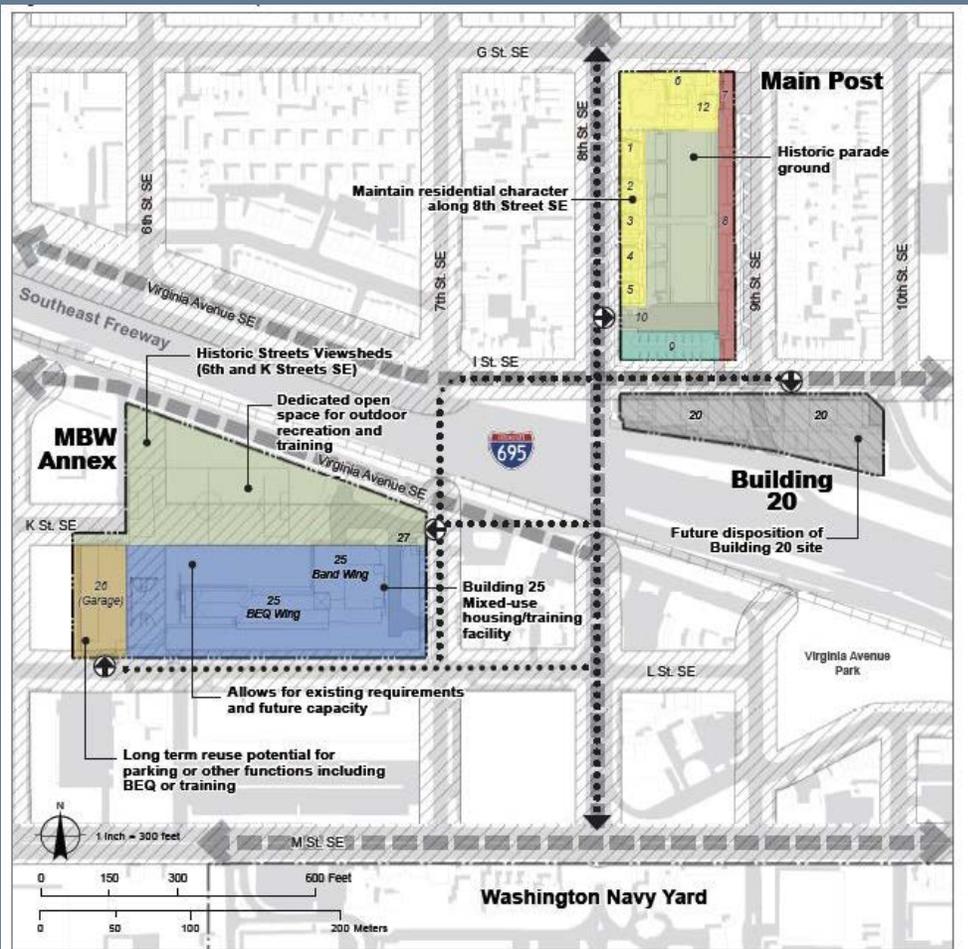
**Green Opportunities**

- Tree Canopy\*
- Pervious Surfacing
- Rainwater Recycling
- Native and Perennial Plant Material
- Pedestrian Connection
- Green Roof

**Notes:**

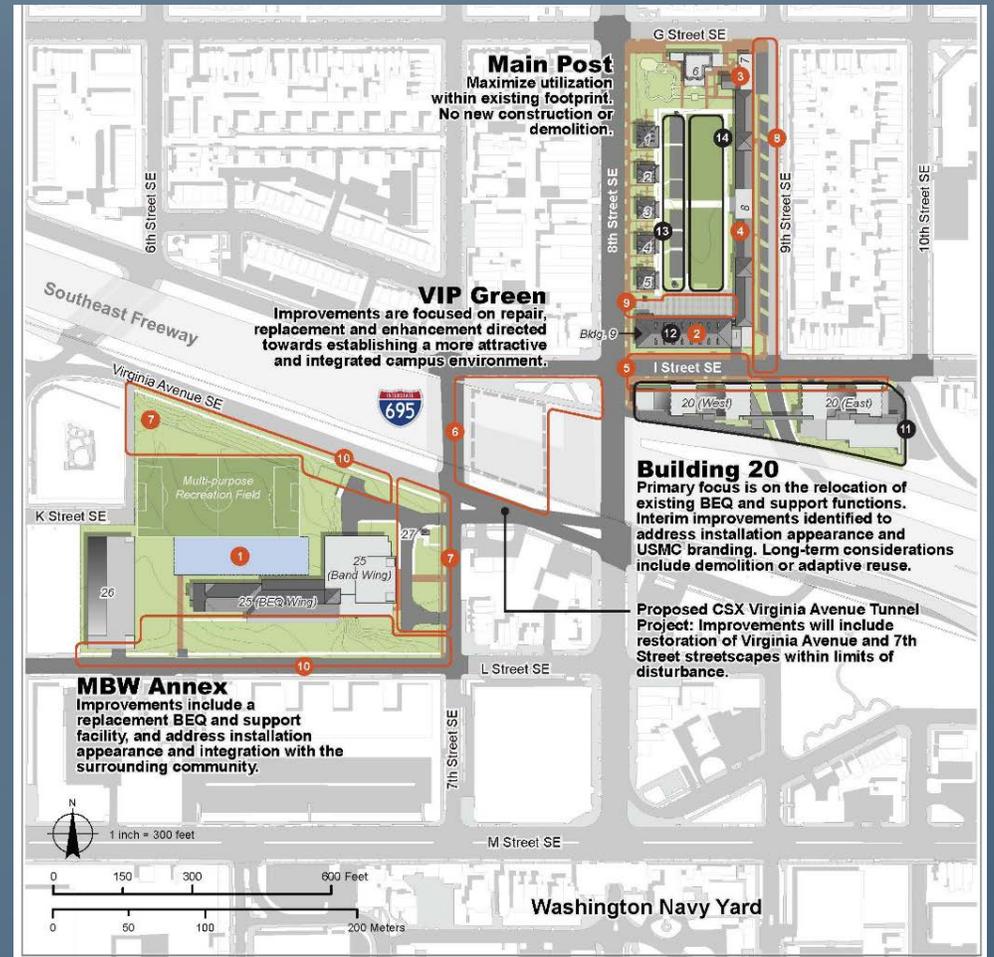
- \*Increased tree canopy should be planted strategically so as not to impede with physical security including line of sight and clear zone requirements in accordance with MCO. 5530.1AA
- \*\*Rainwater harvesting and irrigation should be considered as a GI alternative to the replacement of the parade ground with artificial turf.
- \*\*\*Long-term alternative would replace the parade ground with synthetic turf. Further study is needed regarding specific solutions and potential impacts.

# Installation Development Plan



**Legend**

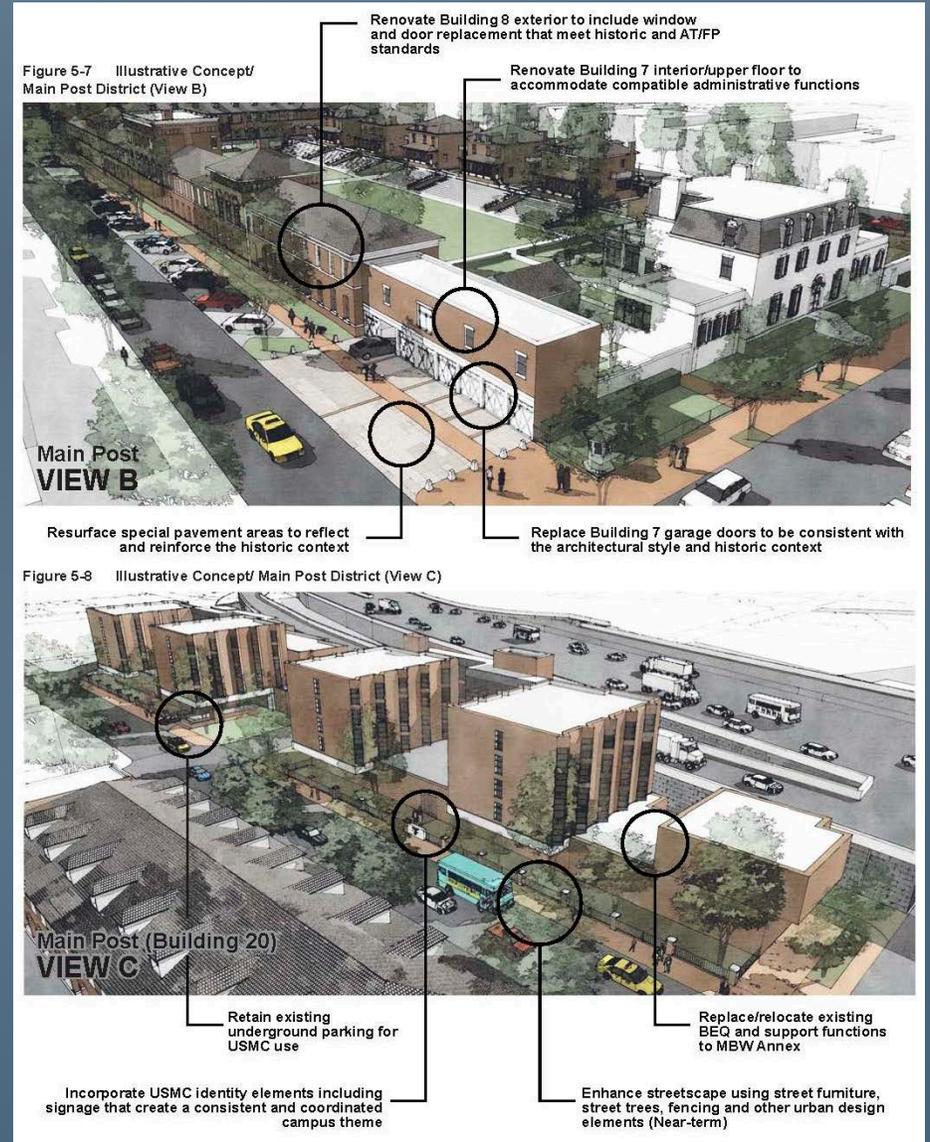
- |                                       |                                |
|---------------------------------------|--------------------------------|
| <b>Future Land Use Classification</b> | Installation Boundary          |
| Administrative                        | Historic Streets View Corridor |
| Mixed-Use/Campus                      | Primary Transit Corridors      |
| Mixed-Use/Housing                     | Primary Pedestrian Routes      |
| Officer Housing                       | Controlled Access              |
| Open Space                            |                                |
| Parking                               |                                |
| To Be Determined                      |                                |



**Legend**

- |                       |
|-----------------------|
| Installation Boundary |
| Near-Term Project     |
| Long-Term Project     |

Map is keyed to projects list in Table ES-1.

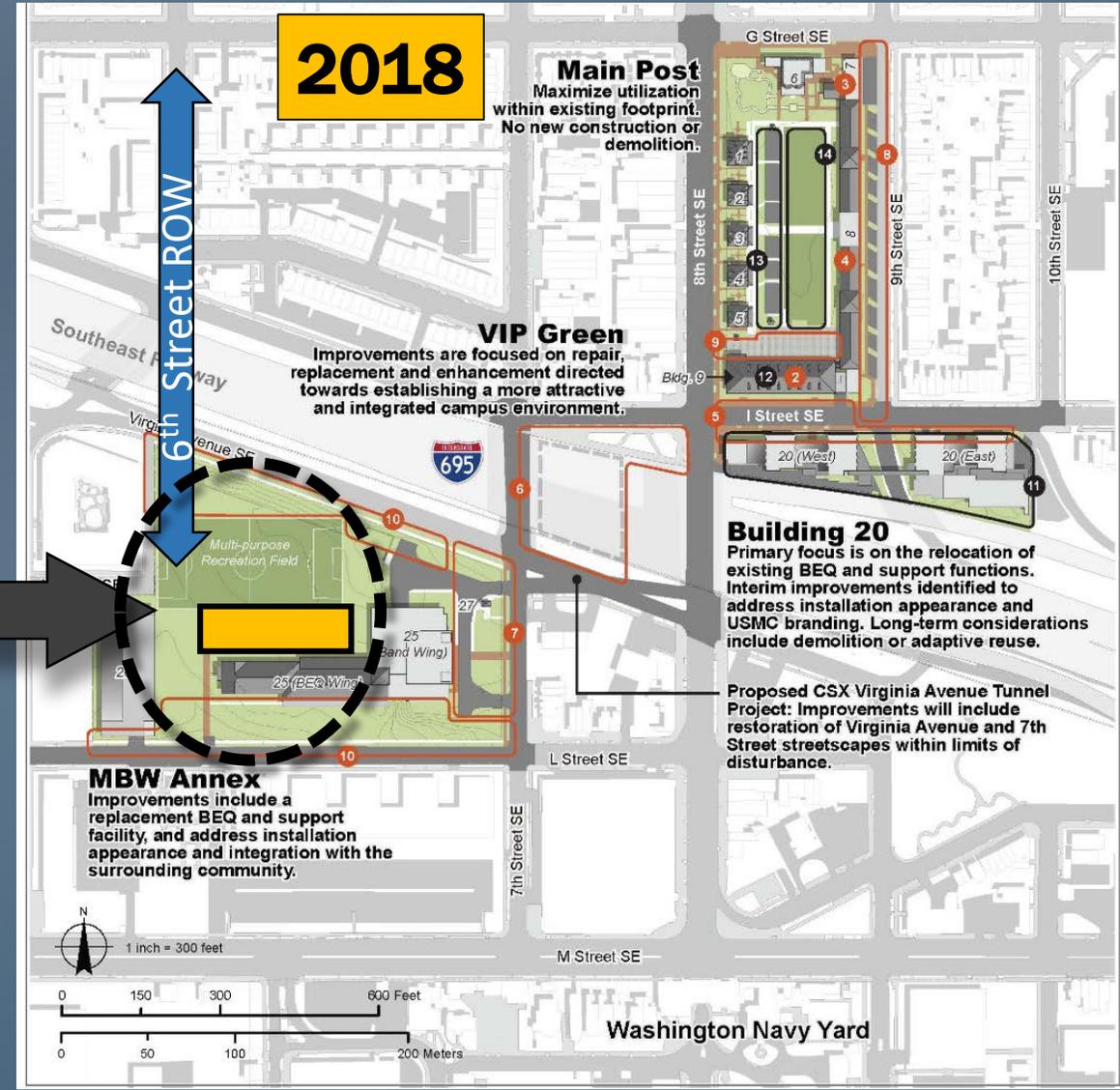
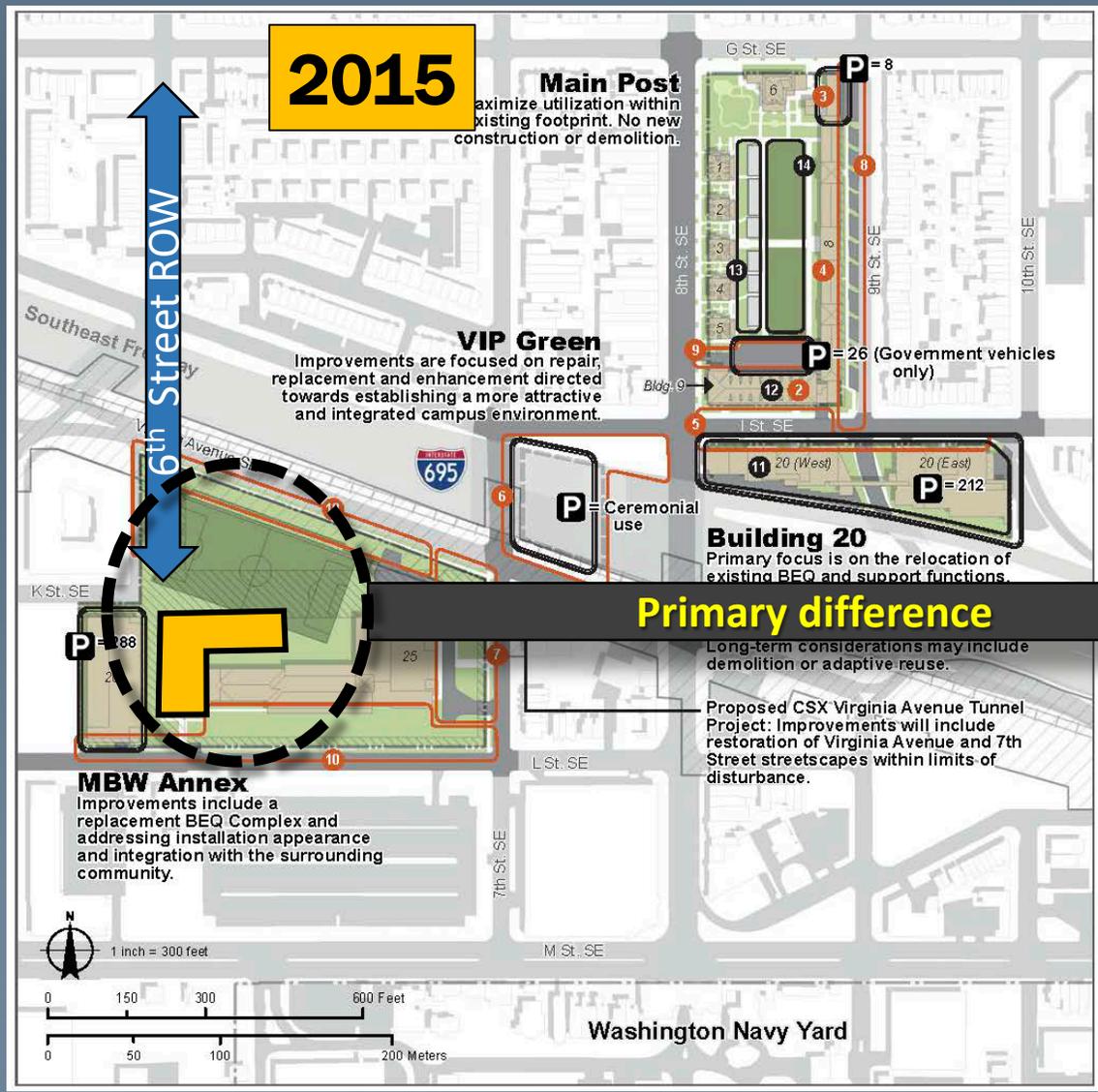






# Installation Development Program Comparison 2015 and 2018

NOTE - The new barracks site is no longer being proposed within the 6<sup>th</sup> Street, SE right of way and playing field is reoriented on the Annex site.



<u>Population</u>	<u>2015 Draft MP</u>	<u>2018 Final MP</u>
Commuter	641	538
Residential (all work at MBW)	<u>645</u>	<u>505</u>
<b>Total population</b>	<b>1,286</b>	<b>1,043</b>

Parking spaces - **150** commuter spaces and **384** residential/patrol car spaces

Parking ratio (1:4 ratio per the Comp Plan)

2015 Draft Master Plan - 1:4.27 calculated using 641 commuter population and 150 commuter spaces

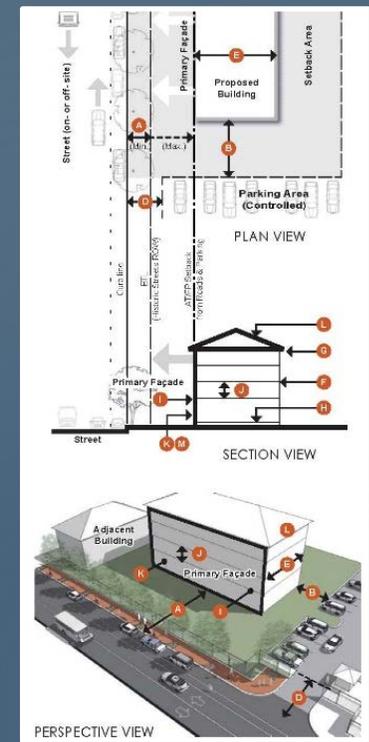
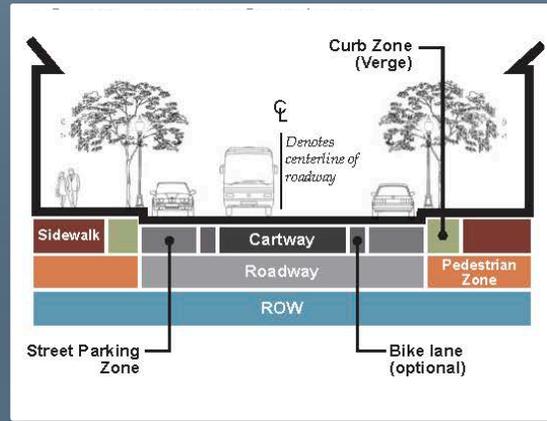
**2018 Final Master Plan - 1:6.95 calculated using 1,043 employees population and 150 commuter spaces**

## Building Envelope Standards

- Building type, placement, height
- Massing and scale
- Entry zones and locations
- Fenestration
- Physical security
- Historic buildings
- Structured parking

## Street Envelope Standards

- Roadways
- Parking zones
- Sidewalks and bike lanes
- Street lighting, trees
- Landscape standards
- Historic district guidelines



## Landscape Standards

- Maintenance
- Plant material
- Street trees
- Green roofs
- Hardscape
- Parking and circulation
- AT/FP and security

