



Executive Director's Recommendation

Commission Meeting: November 7, 2019

PROJECT Naval Support Facility Suitland Installation Development Plan Naval Support Facility Suitland 4215 Suitland Road Suitland, Maryland	NCPC FILE NUMBER MP215
SUBMITTED BY United States Department of Defense Department of the Navy	NCPC MAP FILE NUMBER 3205.12(05.00)44959
REVIEW AUTHORITY Federal Projects in the Environs per 40 U.S.C. § 8722(b)(1)	APPLICANT'S REQUEST Approve draft master plan comments
	PROPOSED ACTION Approve draft master plan comments
	ACTION ITEM TYPE Staff Presentation

PROJECT SUMMARY

The United States Department of Defense, Department of the Navy has resubmitted a draft master plan (known as an Installation Development Plan) for the Naval Support Facility (NSF) Suitland. The Navy initially submitted the draft plan in September 2019; however, following Commission discussion, the NCPC elected to defer approval of comments on the IDP due to uncertainty related to how the Navy would reduce parking to attain its proposal long-term goal. The current submission has a new parking ratio and transportation management proposal. The rest of the submission has not changed since September.

The secure NSF Suitland installation is situated within the Suitland Federal Center (SFC) campus, which is owned by the General Services Administration (GSA) in Suitland, Maryland. NSF Suitland is dominated by a single building (Building 1) that houses the National Maritime Intelligence Center (NMIC), with 1,063 employee parking spaces on-site, 22 visitor spaces on-site, and 805 leased spaces at a nearby off-site location within the Suitland Federal Center.

The Installation Development Plan (IDP) was developed by the Navy as a framework for future short-, medium-, and long-range projects on the installation. The plan has a timeframe of 20 years, with no assumed population growth or change in mission, emphasizing continued operations through renovation projects and a new 40,000 square foot building addition, visitor screening center, and employee garage. The plan reflects policies from the 2012 Department of Defense Unified Facilities Criteria for Installation Master Planning (UFC 2-100-01).

KEY INFORMATION

- The Commission deferred action on the draft NSF Suitland IDP in September 2019 to allow the Navy time to reconsider its plan to construct new replacement parking with the planned demolition of the NSF Suitland garage.
- Since then, the Navy has developed a new proposal to reduce employee parking by 420 spaces, thereby improving the short-term NSF Suitland ratio to 1:2.5, from its current ratio of 1:2.1. In addition, the Navy proposal eliminates the need to construct a new surface parking lot (with 650 spaces), which was part of the previous September submission.
- The Navy plan relies on a mix of actions including:
 - Demolishing the existing NSF Suitland garage and replacing with a smaller lot;
 - Converting some employee parking to visitor-only use;
 - Extending its current lease of 805 off-site spaces from GSA;
 - Initiating a new lease with GSA for 150 additional off-site spaces; and
 - Encouraging contractors to use Suitland Metrorail Station parking.
- The Navy's new proposal is articulated in the Short-Term Proposal and Long-Term Proposal sections of the November 2019 recommendation.
- The other master plan elements and staff report sections/analysis (Introduction, Proposed Development, Additional Information) remain unchanged from September.

RECOMMENDATION

The Commission:

Notes that the Commission last approved a Naval Support Facility-Suitland Installation Development Plan (IDP) in 2008, and that the 42-acre property is situated within the larger 226-acre Suitland Federal Center, which is under administration of the United States General Service Administration. NSF-Suitland functions separately from the other Suitland Federal Center property.

Notes that the Navy developed the draft NSF-Suitland Installation Development Plan update based on the following assumptions for the next 20 years:

- On-site employee and visitor populations will remain at their current levels;
- The primary mission of NSF Suitland will remain fundamentally unchanged during the short- to mid-range planning horizon; and
- Navy/DoD financial resources will continue to be constrained, requiring careful prioritization among competing desired expenditures.

Proposed Development

Supports the IDP's guiding planning principles and design standards, which are intended to promote more sustainable development based on Department of Defense Unified Facilities Criteria policies. The standards are designed to meet sustainability and energy efficiency requirements,

promote visual order and architectural consistency, enhance the natural and man-made environments through consistent architectural themes and standards, and improve the functional aspects of the installation.

Supports the location of the new 40,000 sf addition to Building 1 and the new visitor screening center.

Parking and Transportation

Notes the Navy submitted a parking proposal for Commission review in September 2019 that included development of new surface parking on the Suitland Federal Center campus to replace lost parking with the removal of the NSF Suitland parking garage due to safety concerns. The proposal maintained NSF Suitland's current 1:2.1 parking ratio despite NCPC's Comprehensive Plan goal of 1:3 for NSF Suitland based on its location within 2,000-feet of a Metrorail station.

Notes the Commission deferred action to allow the Navy to develop a new interim plan with a more immediate parking reduction and greater use of existing parking areas on and near the campus.

Short-Term Proposal

Notes the Navy has submitted a revised short-term proposal that improves NSF Suitland's parking ratio to 1:2.5 by eliminating 270 spaces (with demolition of the garage) and reserving 150 spaces for visitor use, which are needed to accommodate training events.

Notes that GSA has agreed to extend the Navy's current parking lease (for 805 spaces) and allow the lease of 150 additional spaces in the northeast Census Bureau lot, thereby eliminating NSF Suitland's need for a new surface parking lot as previously proposed.

Finds that the Navy has submitted enough data to warrant its parking ratio variance goal of 1:2.5 during the IDP's short-term (within 1-5 years) planning timeframe.

Notes the Navy is committing to several other short-term planning actions including:

- Establishing new transit service between NSF Suitland, other military installations, and the Suitland Metro Station;
- Working with the Maryland Transit Administration to improve commuter bus service to the Suitland Federal Center; and
- Encouraging contractor use of nearby available Suitland Metro station parking.

Commends both the General Services Administration and the Navy for working together to develop an improved plan using existing Suitland Federal Center and Suitland Metrorail Station parking, rather than constructing new parking, that improves NSF Suitlands parking ratio from 1:2.1 to 1:2.5 by 2025.

Notes that the Navy is seeking funding to help update the Suitland Federal Center Transportation Management Plan in conjunction with GSA.

Long-Term Proposal

Notes that the NSF Suitland Transportation Management Plan (TMP) shows how the Navy will achieve NCPC's 1:3 parking ratio goal by 2040 through defined action steps including:

- Constructing a more direct pedestrian path (and associated pedestrian entrance) between NSF Suitland and the Suitland Metro Station with planning assistance from GSA;
- Exploring personnel relocation opportunities to other Intelligence Community properties within the Region; and
- Decreasing employee parking by 160 spaces over a 10-year period (16 spaces per year).

Notes that the future new NSF Suitland garage will not result in overall installation parking capacity that exceeds the Navy's long-term 1:3 ratio goal.

Requests that the Navy submit future TMP monitoring reports to NCPC for review so that the Commission can remain aware of Navy efforts to reduce its employees' reliance on single occupant vehicle commuter travel at NSF Suitland.

Additional Information

Requests that the Navy add a graphic in the final Installation Development Plan that shows future tree planting priority areas.

Requests that the Navy add more detailed information to the final Installation Development Plan on development of a more integrated stormwater management system at NSF Suitland with recommended future bioswale areas, permeable paving opportunity areas, and other stormwater Best Management Practices. The Navy should assess the feasibility of replacing existing stormwater retention pond capacity with a new integrated system of Best Management Practices.

Requests that the Navy respond to each Prince George's County Planning Department referral comment in the final Installation Development Plan submission.

PROJECT REVIEW TIMELINE

Previous actions	None.
Remaining actions (anticipated)	January/February 2020 – Approval of final master plan

PROJECT ANALYSIS

Executive Summary

The NSF Suitland Installation Development Plan (IDP) is based on analysis of future planning opportunities, constraints, and assumptions for the site by the Navy. The document recommends several sustainability-based planning and design strategies for more efficient development. The key challenge for NSF Suitland is reducing on-site employee parking to meet the Navy's 1:3 ratio goal for the site, which is based on the NCPC Comprehensive Plan goal. The September 2019 IDP submission included a short-term parking plan that maintained NSF Suitland's current employee parking capacity, which equates to a 1:2.1 ratio, through 2025. Since then, the Navy has developed a proposal to reduce employee parking, with short-term improvement of the NSF Suitland ratio to 1:2.5 by 2025. The new proposal eliminates the need to construct a new surface parking lot (with 650 spaces), which was part of the September submission. NCPC staff believes that the new Navy proposal is commendable and represents a successful planning outcome from a joint effort by GSA and the Navy since the previous IDP submission.

Background

Naval Support Activity Suitland (NSF Suitland) spans 42 acres within the larger 226-acre Suitland Federal Center in Suitland, Maryland. Suitland Federal Center (SFC) property, which is under the control of the United States General Services Administration (GSA), borders NSF Suitland along its west, north, and east sides, with Washington Metropolitan Area Transit Authority (WMATA) (Green Line) property to its south. Suitland Parkway property, which is under the control of the National Park Service (NPS), is situated along the southside of the WMATA Green Line property.

NSF Suitland is dominated by a single 600,000 square foot building (Building 1), which houses the Naval Maritime Intelligence Center (NMIC), with approximately 4,000 employees and 360 unassigned temporary visitors at any given time. Other on-site development includes a three-level parking garage (currently with a 650-space capacity), three surface lots, a loop road, one visitor surface lot, two perimeter gates, two covered picnic pavilions, a basketball court, recreational path, and stormwater retention pond. The NSF Suitland installation is fully enclosed with a perimeter security fence, situated inside the surrounding SFC fence/gated perimeter. The Navy also currently leases 558 marked and 247 unmarked (gravel area) spaces from the GSA on the site of an unused building, known as Building #2.

Swann Road serves as the "spine" road within the Suitland Federal Center, enabling access to the on-campus building sites, including NSF Suitland. The SFC has a total of eight gates, with Gates 0,1,2,3, and 4 along its northern perimeter (Suitland Road), two gates (Gate 5 & 6) along its eastern perimeter (Silver Hill Road), and a pedestrian/bicycle-only gate (Gate 7) along the southern perimeter near Suitland Metrorail Station property. Gate 5 serves SFC as its main gate, with full visitor access. In addition to vehicular access, notable on- and off-site pedestrian, bicycle, and transit features include the Suitland Metrorail Station (adjacent to the south-side of the SFC), several bus routes/stops operated by WMATA and Prince George's County, a bicycle lane along Silver Hill Road, and bicycle parking (15 spaces) within the NSF Suitland garage.

The 2019 NSF Suitland IDP has a 20-year horizon, with a vision "to provide resilient and secure facilities that meet all mission requirements for NSF Suitland and its supported commands." The new plan will update the current IDP, which was approved by NCPC in 2008, with new planning

criteria and requirements from the 2018 Installation Development Plan Consistency Guide and Unified Facilities Criteria (UFC) 2-100-01 instruction. The updated IDP is structured around the following four goals: 1) Ensure assets and infrastructure support current and future administrative missions, 2) Ensure base security and safety, 3) Increase the quality of life, and 4) Strengthen external relations.

The 2019 IDP document is organized into five chapters, starting with background, strategic planning guidance, and operational drivers (Chapters 1 and 2). Chapter 3 describes planning opportunities and constraints, and Chapter 4 describes the IDP development methodology, which considers three potential development scenarios that build on each other depending on resource availability (known as Courses of Action). Chapter 5 describes the vision plan, development plan/program, Area Development Plan (ADP), and planning/design standards. The IDP's guiding planning principles and design standards are intended to promote more sustainable development based on Department of Defense UFC policies.

The IDP development program is structured into three timeframes: short-term (0-5 years), mid-term (6-10 years), and long-term (11-20 years.) Notable projects include:

- Short-term: 1) demolition of the main on-site garage in early 2020 and 2) new ground level lot within the footprint of the demolished garage (with 380 employee spaces). The new parking would partially replace capacity lost with demolition of the existing garage. The garage must be removed from operation soon due to safety concerns with its continued use. Replacement parking capacity (totaling 955 spaces) would be available through off-site leases with GSA.
- Mid-term: 1) construction of a 40,000 square foot Building 1 addition on the eastside of the building, 2) new visitor screening center near the main gate.
- Long-term: 1) construction of a new replacement on-site garage. All off-site leased parking on GSA property would terminate once new garage construction is complete.

The Navy bases the 2019 IDP on several basic assumptions. First, NSF Suitland's employee population (4,000) will remain the same over the 20-year timeframe of the Plan, as will the visiting population, with approximately 360 unassigned visitors on-site at any given time. Second, the primary NSF Suitland mission will remain fundamentally unchanged during the short- to mid-range planning horizons. Lastly, Naval and Department of Defense financial resources will continue to be constrained, requiring careful prioritization among competing desired expenditures.

To summarize background information related to NSF Suitland and its proposed 2019 Installation Development Plan, staff recommends that the Commission note the following:

Note that the Commission last approved a Naval Support Facility-Suitland Installation Development Plan (IDP) in 2008, and that the 42-acre property is situated within the larger 226-acre Suitland Federal Center, which is under administration of the United States General Service Administration. NSF-Suitland functions separately from the other Suitland Federal Center property.

Note that the Navy developed the draft NSF-Suitland Installation Development Plan update based on the following assumptions for the next 20 years:

- **On-site employee and visitor populations will remain at their current levels;**
- **The primary mission of NSF Suitland will remain fundamentally unchanged during the short- to mid-range planning horizon; and**
- **Navy/DoD financial resources will continue to be constrained, requiring careful prioritization among competing desired expenditures.**

Analysis

The IDP includes a section that lists installation planning and design standards for parking lots, sites, landscaping, signage/wayfinding, sustainability, and streets. The standards are based on the Department of Defense's 2012 Unified Facilities Criteria (UFC) for Installation Master Planning rule, intended to: meet sustainability and energy efficiency requirements, promote visual order and architectural consistency, enhance the natural and man-made environments through consistent architectural themes and standards, and improve the functional aspects of the installation. Staff supports the standards as a way to implement more general UFC planning policies with specific practical guidance. Therefore, staff recommends that the Commission **support the IDP's guiding planning principles and design standards, which are intended to promote more sustainable development based on Department of Defense Unified Facilities Criteria policies. The standards are designed to meet sustainability and energy efficiency requirements, promote visual order and architectural consistency, enhance the natural and man-made environments through consistent architectural themes and standards, and improve the functional aspects of the installation.**

The IDP shows two notable development projects in the future – a new 40,000 square foot addition to Building 1 and a new visitor screening center near the NSF Suitland main gate. The proposed building addition will be constructed on Building 1's eastern wing to preserve recreational space on the other side (west) of the building. The new visitor center will be located adjacent to the main gate to help facilitate screening operations. Staff supports the location of both projects based on their intended purpose and layout of the NSF Suitland. Therefore, staff recommends that the Commission **support the location of the new 40,000 sf addition to Building 1 and the new visitor screening center.**

Parking and Transportation

The Navy initially submitted the draft NSF Suitland IDP for Commission review in September 2019. The plan proposed to maintain existing employee parking capacity (1:2.1) in light of where Navy personnel live (with residential concentrations to the south, east, and southwest of Suitland); current transit service and pedestrian/bicycle infrastructure; and NSF Suitland's location near the end of the Metrorail Green Line. The Navy argued that these factors made NSF Suitland inconvenient for employee commuters, other than by driving, thereby forcing the installation to preserve parking capacity in the short-term. The Navy proposed to continue its off-site leased parking (805 spaces), in addition to constructing a new 650-space lot along the eastside of the leased parking (Building 2) site. The new lot would partially replace capacity lost with the

demolition of the NSF Suitland garage due to safety concerns with the structure. In comparison, the Navy/NCPC's long-term parking goal for NSF Suitland (and Suitland Federal Center) is 1:3, with its location near (within 2,000 feet) a Metrorail station.

The Commissioners expressed concern at maintaining NSF Suitland' short-term parking capacity with potential parking availability elsewhere on the Suitland Federal Center, as well as potential usable (paid) parking at the nearby Suitland Metrorail station. As such, the Commission elected to defer formal adoption of its draft IDP comments to allow the Navy and GSA additional time to develop a short-term parking plan with less capacity and without new construction if possible. Therefore, staff recommends that the Commission **note the Navy submitted a parking proposal for Commission review in September 2019 that included development of new surface parking on the Suitland Federal Center campus to replace lost parking with the removal of the NSF Suitland parking garage due to safety concerns. The proposal maintained NSF Suitland's current 1:2.1 parking ratio despite NCPC's Comprehensive Plan goal of 1:3 for NSF Suitland based on its location within 2,000-feet of a Metrorail station.** In addition, staff recommends that the Commission **note the Commission deferred action to allow the Navy to develop a new interim plan with a more immediate parking reduction and greater use of existing parking areas on and near the campus.**

Short-Term Proposal

The Navy has submitted a revised short-term parking proposal (since September) that reduces the employee parking capacity and eliminates the need to construct additional new parking. The new proposal will improve the installation's overall ratio to a 1:2.5 with the elimination of 274 employee spaces as shown in the following table.

PARKING LOCATION	Existing	September 2019	October 2019
East Lot	54	54	54
North Lot	247	93	93
West Lot	57	57	57
Garage site	650	380	380
On-street	55	55	55
Building 2 leased paved lot	558	558	558
Building 2 leased gravel lot	247	----	247
New paved lot	----	650	----
Census Bureau lot	----	----	150
TOTAL	1,868	1,847	1,594

OVERALL RATIO	2.14	2.17	2.51
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The Navy would immediately convert 150 spaces to visitor parking (from employee use) in the North Lot to improve the NSF Suitland ratio to a 1:2.3 by 2020. After the garage demolition (reducing employee parking by 270 employee spaces) and 150 additional spaces are leased from GSA (805 to 955 spaces), the resulting ratio will improve to 1:2.5 between years 1-5 (short-term) of the IDP. Therefore, staff recommends that the Commission **note the Navy has submitted a revised short-term proposal that improves NSF Suitland's parking ratio to 1:2.5 by eliminating 270 spaces (with demolition of the garage) and reserving 150 spaces for visitor use, which are needed to accommodate training events.** In addition, staff recommends that the Commission **note that GSA has agreed to extend the Navy's current parking lease (for 805 spaces) and allow the lease of 150 additional spaces in the northeast Census Bureau lot, thereby eliminating NSF Suitland's need for a new surface parking lot as previously proposed.**

The Navy bases its short-term proposal on travel time, survey, and mapping data that demonstrates the difficulty of reducing parking capacity to meet the ultimate 1:3 goal much sooner than 2040, which would include construction of the new garage. NSF Suitland's location near the end of the Green Line, with many workers living south, east, and southwest of Suitland, makes Metrorail use impractical under current conditions, resulting in travel times that are two-to-three times longer than driving. As such, staff believes that reducing parking capacity to 1:2.5 in the short-term (by year 5) is reasonable and thereby, warrants short-term variance from NCPC's 1:3 ratio. Without variance, the Navy would have to immediately reduce parking by 535 spaces to meet the 1:3 goal, which could adversely impact NSF Suitland operations. Therefore, staff recommends that the Commission **find that the Navy has submitted enough data to warrant its parking ratio variance goal of 1:2.5 during the IDP's short-term (within 1-5 years) planning timeframe.**

The Navy submission includes several promising demand-related strategies to facilitate reduced short-term parking including: Establishing new transit service between NSF Suitland, other military installations, and the Suitland Metro Station; Working with the State to improve commuter bus service to the Suitland Federal Center; and Encouraging use of nearby available Suitland Metro station parking by contractors. The Navy will contact the Maryland Transit Administration about adding convenient commuter bus service to Suitland from southern and eastern Maryland, where there are sizable concentrations of employee residences. The TMP estimates a potential pool of approximately 600 (15%) workers who may be able to conveniently use future service. In addition, the Navy will contact WMATA to negotiate a reduced daily rate for employees at the Suitland Metrorail Station. The current rate is approximately \$9.00 per day for non-Metro users, and the garage has a peak use of 70% during the week, equating to approximately 650 available spaces during the week. Therefore, staff recommends that the Commission **note the Navy is committing to several other short-term planning actions including:**

- **Establishing new transit service between NSF Suitland, other military installations, and the Suitland Metro Station;**

- **Working with the Maryland Transit Administration to improve commuter bus service to the Suitland Federal Center; and**
- **Encouraging contractor use of nearby available Suitland Metro station parking.**

The Navy and GSA have worked diligently together to develop the current improved short-term parking reduction proposal, which will result in an improved ratio of 1:2.5, with no new parking constructed. Therefore, staff recommends that the Commission **commend both the General Services Administration and the Navy for working together to develop an improved plan using existing Suitland Federal Center and Suitland Metrorail Station parking, rather than constructing new parking, that improves NSF Suitlands parking ratio from 1:2.1 to 1:2.5 by 2025.**

A key element of the new Navy parking proposal is GSA's agreement to allow NSF Suitland to lease 150 additional spaces in the northeast Census Bureau lot under a 10-year term. In exchange, the GSA requests Navy funding to help update the Suitland Federal Center Transportation Management Plan, which was previously developed in 2015. GSA hopes that the Navy will participate in the update effort as an active partner, along with the other Suitland Federal Center tenants. Therefore, staff recommends that the Commission **note that the Navy is seeking funding to help update the Suitland Federal Center Transportation Management Plan in conjunction with GSA.**

Long-term Proposal

The Navy's parking proposal includes various mid- and long-term travel demand strategies as well including: Constructing a more direct pedestrian path (and associated pedestrian entrance) between NSF Suitland and the Suitland Metro Station with planning assistance from GSA; Exploring personnel relocation opportunities to other Intelligence Community properties within the Region; and Decreasing employee parking by 160 spaces over a 10-year period (16 spaces per year). The Navy will implement these initiatives between years 6-20 of the IDP. Constructing a more direct pedestrian/bicycle route across GSA property, between NSF Suitland and Suitland Metrorail Station, may reduce travel distance from 4,400 (18 minutes) to 2,500 feet (10 minutes) to encourage transit use. In addition, the proposal to remove 160 employee spaces (over 10 years) will further improve the parking ratio, thereby helping to transition the installation to its ultimate 1:3 goal. Therefore, staff recommends that the Commission **note that the NSF Suitland Transportation Management Plan (TMP) shows how the Navy will achieve NCPC's 1:3 parking ratio goal by 2040 through defined action steps including:**

- **Constructing a more direct pedestrian path (and associated pedestrian entrance) between NSF Suitland and the Suitland Metro Station with planning assistance from GSA;**
- **Exploring personnel relocation opportunities to other Intelligence Community properties within the Region; and**
- **Decreasing employee parking by 160 spaces over a 10-year period (16 spaces per year).**

The IDP shows a long-term 1:3 goal with the planned construction of a new garage on the site of the existing garage. In light of other on-site employee parking in the North, West, and East lots, as well as on-street parking, the future garage capacity should not exceed 1,074 spaces to preserve the overall installation-wide 1:3 goal. Therefore, staff recommends that the Commission **note that the future new NSF Suitland garage will not result in overall installation parking capacity that exceeds the Navy's long-term 1:3 ratio goal.**

The NSF Suitland TMP recommends undertaking and documenting the results of future e commuter surveys and traffic analyses in a technical memorandum, which would be helpful to the Commission is available for review. Regular program monitoring is helpful to ensure that future parking and travel goals for the installation are met. Therefore, staff recommends that the Commission **request that the Navy submit future TMP monitoring reports to NCPC for review so that the Commission can remain aware of Navy efforts to reduce its employees' reliance on single occupant vehicle commuter travel at NSF Suitland.**

Additional Information

The IDP references the benefit of planting trees for their environmental services, shading, and visual quality. The document recommends planting trees per its parking lot/street design standards and as part of the Green Infrastructure Plan, with strategies such as planting trees along south-facing sides of parking areas (for shading) and conserving existing forested areas on-site. In addition to the information provided, there is an opportunity to graphically depict where new trees should be planted in "receiving" areas to help focus, prioritize, and maximize its environmental benefit. These new tree areas could be identified for future project mitigation and/or to enable proactive planting by the Navy to increase overall on-site tree canopy area over time. Therefore, staff recommends that the Commission **request that the Navy add a graphic in the final Installation Development Plan that shows future tree planting priority areas.**

Staff notes the existing stormwater retention pond area in front (northside) of Building 1 and recommends that the Navy consider replacing the pond with an integrated system of bioswales, permeable paving, and other Best Management Practices (BMPs) if feasible. Stormwater ponds can adversely impact properties through their unnatural heating of captured water and their tendency to attract nuisance wildlife such as Canada Geese. The IDP encourages greater use of bioswales as a general strategy, and the final IDP should include more detailed information on specific recommended future bioswale locations (in addition to parking lots) and other management features such as potential infiltration basins and percolation trenches. Therefore, staff recommends that the Commission **request that the Navy add more detailed information to the final Installation Development Plan on development of a more integrated stormwater management system at NSF Suitland with recommended future bioswale areas, permeable paving opportunity areas, and other stormwater Best Management Practices. The Navy should assess the feasibility of replacing existing stormwater retention pond capacity with a new integrated system of Best Management Practices.**

CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE

Comprehensive Plan for the National Capital

The draft IDP is generally consistent with the Comprehensive Plan for the National Capital in particular, the Federal Workplace, Transportation, and Federal Environment Elements. The current overall employee parking ratio of 1:2 does exceed the applicable 1:3 NCPC goal for the installation; however, the TMP commits to attaining the goal through a combination of travel demand management strategies and regular monitoring, in conjunction with a more ambitious installation parking reduction plan.

National Historic Preservation Act

Given the limited nature of specific projects included in the 2019 NSF Suitland IDP, the Navy intends to conduct Section 106 at the time of project design and implementation. This is consistent with the Advisory Council on Historic Preservation regulations, which allow agencies to conduct non-destructive project planning activities before completing compliance with Section 106. With installation's location outside of the District of Columbia, NCPC does not have a Section 106 responsibility for installation projects pursuant to the National Historic Preservation Act.

National Environmental Policy Act

The 2019 NSF Suitland IDP assumes that the existing installation employee population will remain the same, with no significant changes in land use and an overall long-term goal to reduce employee parking (from 1:2.0 to 1:3.0). Pursuant to Navy planning policies, the applicant intends to comply with NEPA on a project by project basis. With the installation's location outside of the District of Columbia, NCPC does not have a NEPA responsibility for projects outside of the District because its review is advisory.

CONSULTATION

The draft IDP submission was referred out to the Maryland Department of Planning clearinghouse, which forwarded the project to the following agencies: Maryland Department of Natural Resources, Maryland Department of Transportation, Maryland Department of the Environment, Maryland Department of Planning, and Maryland Historical Trust. Each of the review agencies found the project to be generally consistent with their plans, programs, and objectives, with no significant comments provided.

In addition, NCPC separately referred the submission to the Prince George's County Planning Department (PGCPD) for review and comment. The PGCPD provided the following notable comments:

- As major projects are built within the NSF Suitland campus, the Silver Hill Road and Suitland Road intersection and the Silver Hill Road and Metro Driveway South/Northbound Suitland Parkway off-ramp intersection should be restudied to ensure that transportation

demand management measures and/or physical improvements offset any impacts of new construction within the campus.

- The applicant should include Building Envelope Standards for additional building types on the campus. The building standards should not regulate uses but should provide guidance on building materials.
- The applicant should provide additional standards for development fronting on Suitland Parkway to protect its viewshed if necessary.

Staff recommends that the Commission **request that the Navy respond to each Prince George's County Planning Department referral comment in the final Installation Development Plan submission.**

ONLINE REFERENCE

The following supporting documents for this project are available online at www.ncpc.gov:

- NCPC Project Summary Presentation
- Draft NSF Suitland Installation Development Plan
- Draft NSF Suitland Transportation Management Plan

Prepared by Michael Weil
10/31/2019

POWERPOINT (ATTACHED)

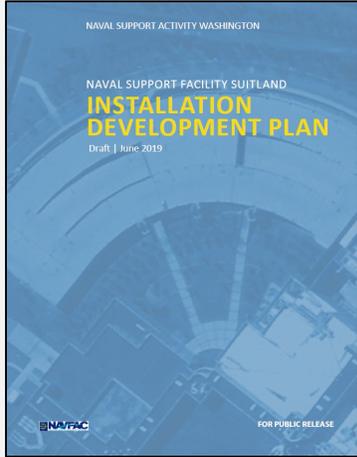
Naval Support Facility Suitland Installation Development Plan

4600 Silver Hill Road, Suitland, Maryland

Approval of Draft Master Plan Comments

United States Department of Defense, Department of the Navy

Project Summary



Commission Meeting Date: November 7, 2019

NCPC Review Authority: 40 U.S.C. § 8722(a) and (b)(1)

Applicant Request: Approval of draft master plan comments (*resubmission from September 2019 NCPC deferral*)

Session: Staff Presentation

NCPC Review Officer: Michael Weil

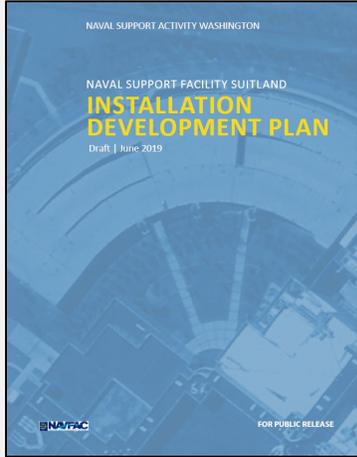
NCPC File Number: MP215

Project Summary:

The U.S. Department of Defense, Department of the Navy has submitted a draft Installation Development Plan (IDP) and Transportation Management Plan (TMP) for the Naval Support Facility (NSF) Suitland, which is located within the larger GSA-administered Suitland Federal Center (SFC), in Suitland, Maryland. NCPC last reviewed a master plan for the NSF Suitland site in 2008, and the Navy property is included in the larger 2002 Suitland Federal Center Master Plan. The NSF property functions as a separate, secure installation within the SFC, and the current draft 2019 IDP will update a previous Area Development Plan for NSF Suitland (developed in 2007).

The NSF Suitland IDP provides master planning guidance for installation development during the next 20 years, adhering to Department of Defense (DoD) guidance from the 2012 Unified Facility Criteria (UFC) 2-100-01 - Installation Master Planning instruction. The plan establishes a comprehensive framework for real property development over short-term (0-5 years), mid-term (5-10 years), and long-term (10-20 years) time frames, evaluating known and projected mission requirements, analyzing development constraints and opportunities, and identifying three potential courses of action (COAs) to achieve optimal use of lands, facilities, and resources. The IDP identifies the Navy's "preferred" COA from the other two COAs.

Project Summary



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NCPC Review Authority: 40 U.S.C. § 8722(a) and (b)(1)

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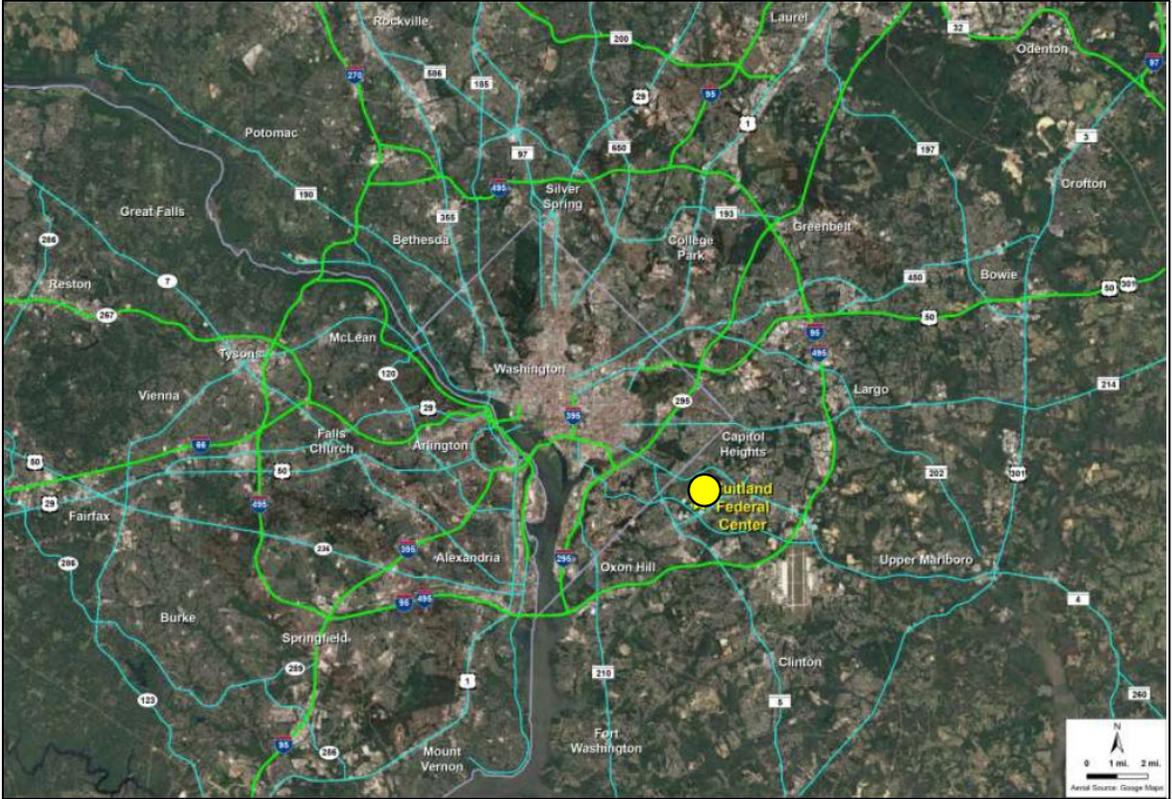
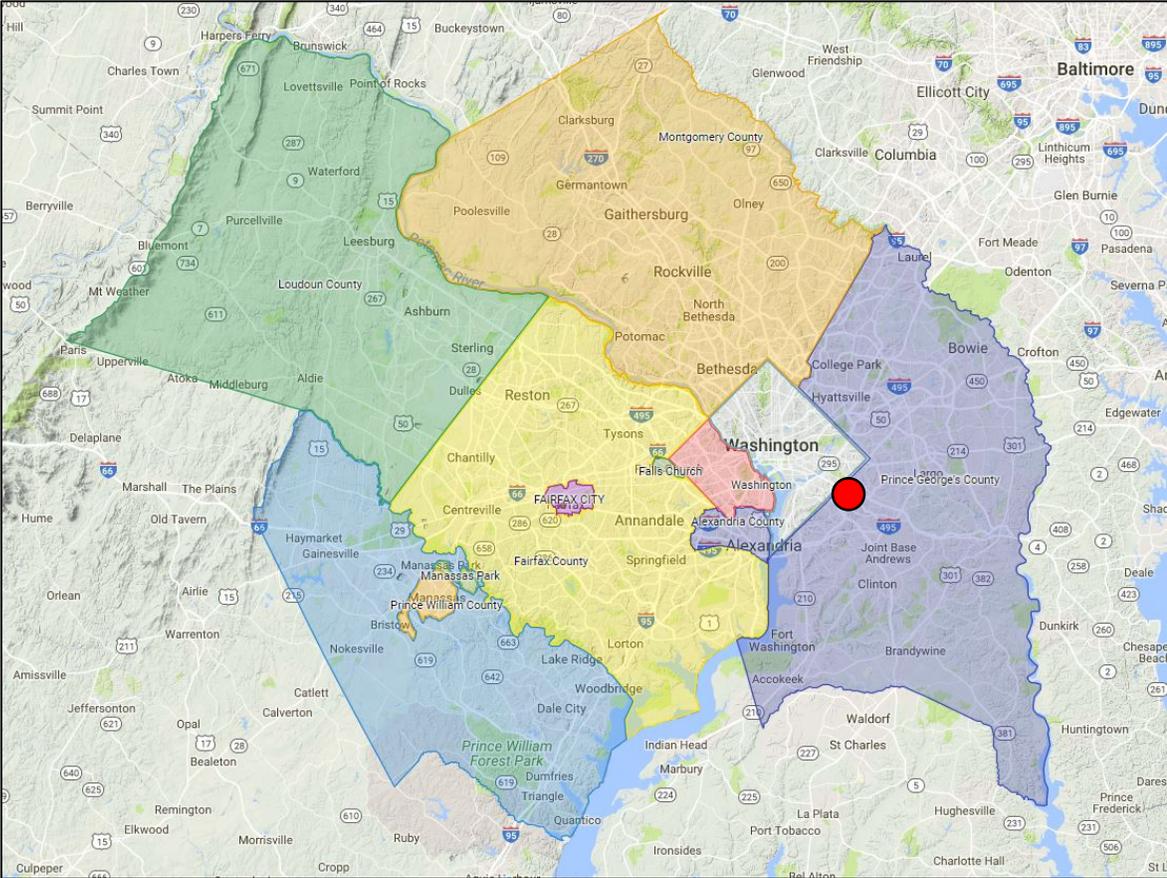
NCPC File Number: MP215

Project Summary:

Since an earlier September 2019 submission of the draft IDP, the Navy has developed a new proposal to reduce employee parking by 420 spaces, thereby improving the short-term NSF Suitland ratio to 1:2.5, from its current ratio of 1:2.1. In addition, the Navy proposal eliminates the need to construct a new surface parking lot (with 650 spaces), which was part of the September submission. The Navy plan relies on a mix of actions (demolishing the existing NSF Suitland garage and replacing with a smaller on-site lot, converting some employee parking to visitor-only use); Travel Demand Management; extending its current lease of 805 spaces from GSA; initiating a new lease with GSA for 150 additional spaces on the Suitland Federal Center; and encouraging contractors to use Suitland Metrorail Station parking.

The Navy's new proposal is articulated in the Short-Term Proposal and Long-Term Proposal sections of the November 2019 recommendation. The other sections (Introduction, Proposed Development, Additional Information) remain unchanged from the September staff report. The other master plan elements that the Navy submitted in September have not changed nor has staff's analysis of these elements.

Site Location

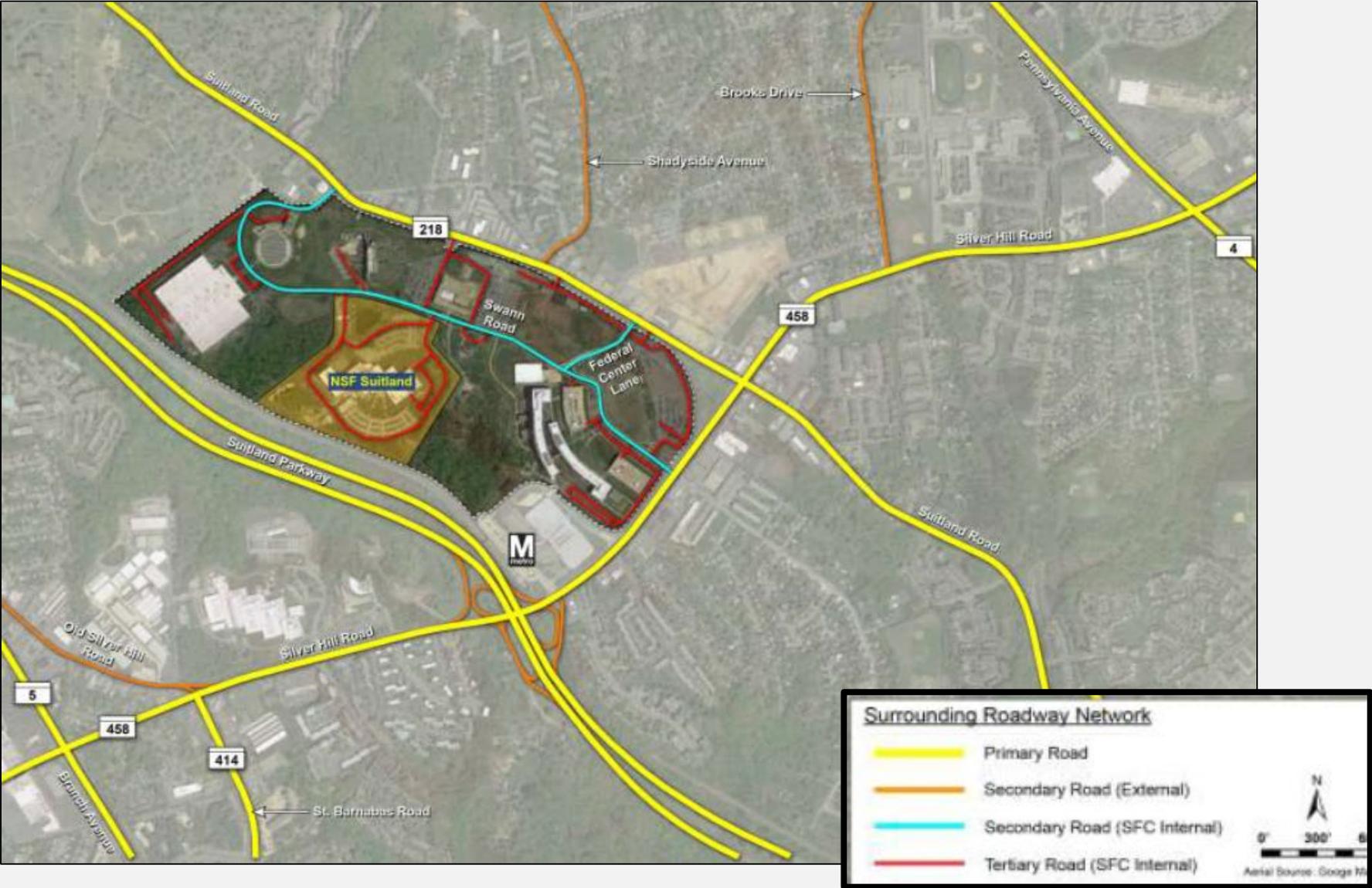


Location Map

Site Location



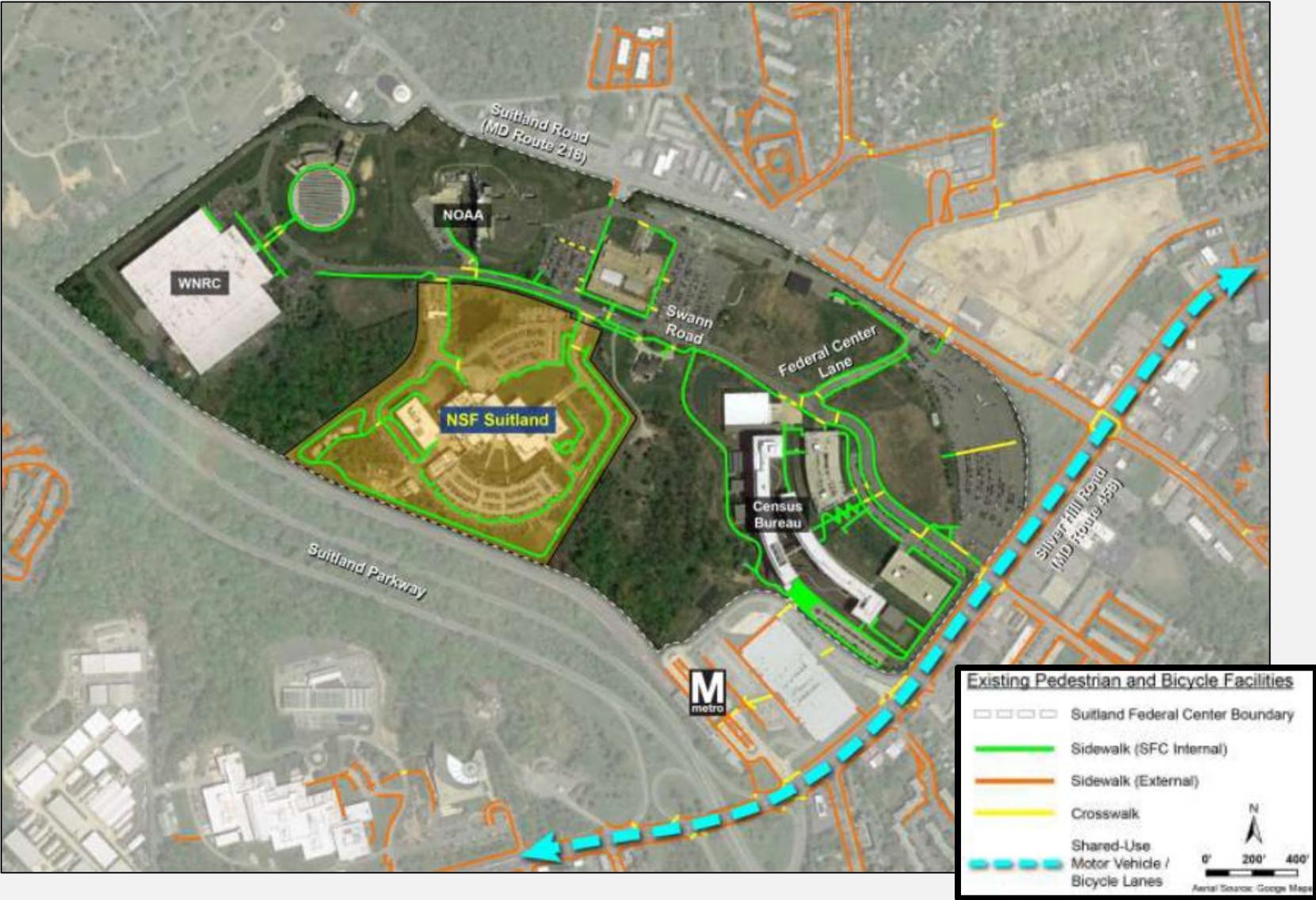
Access / Circulation



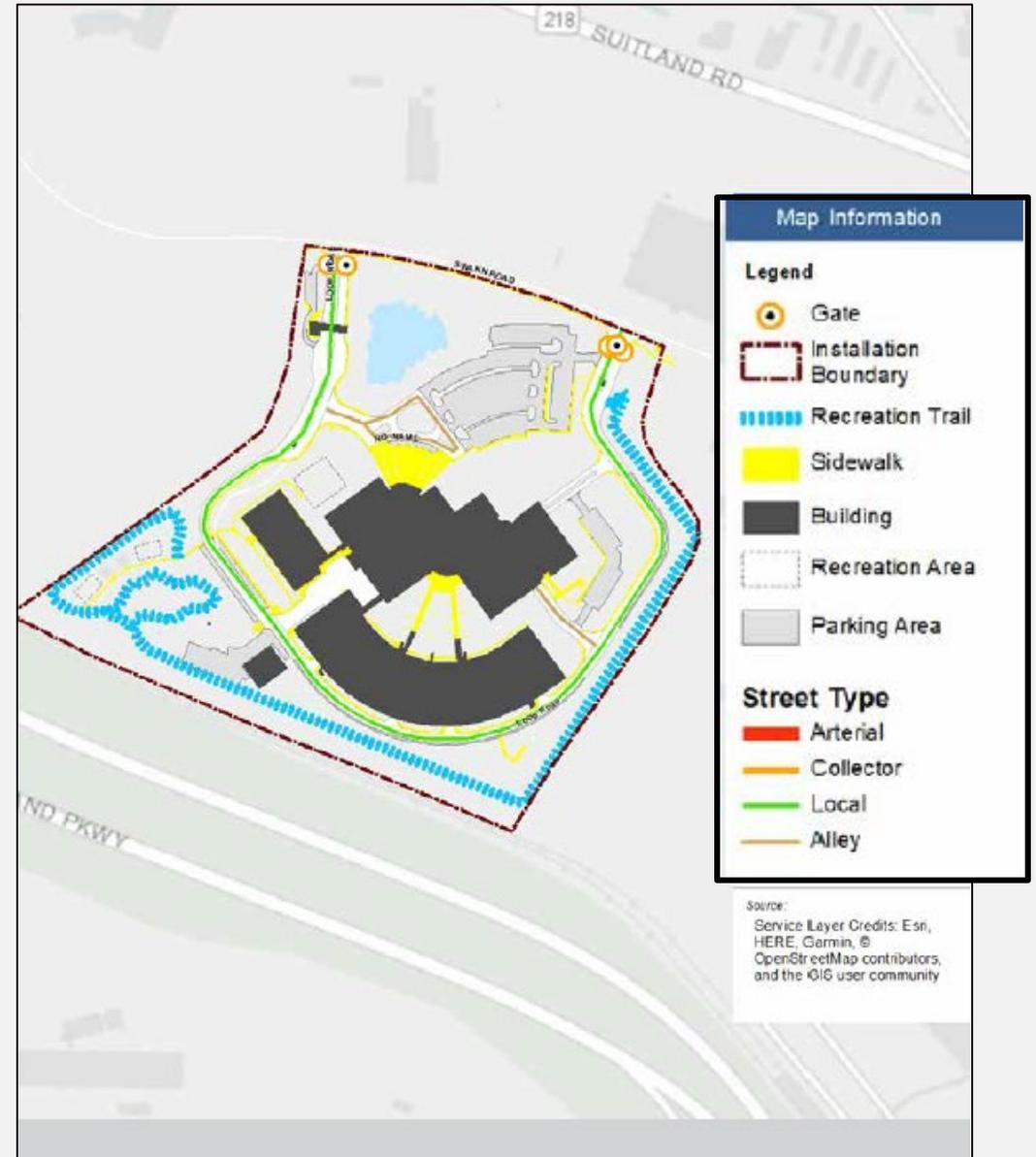
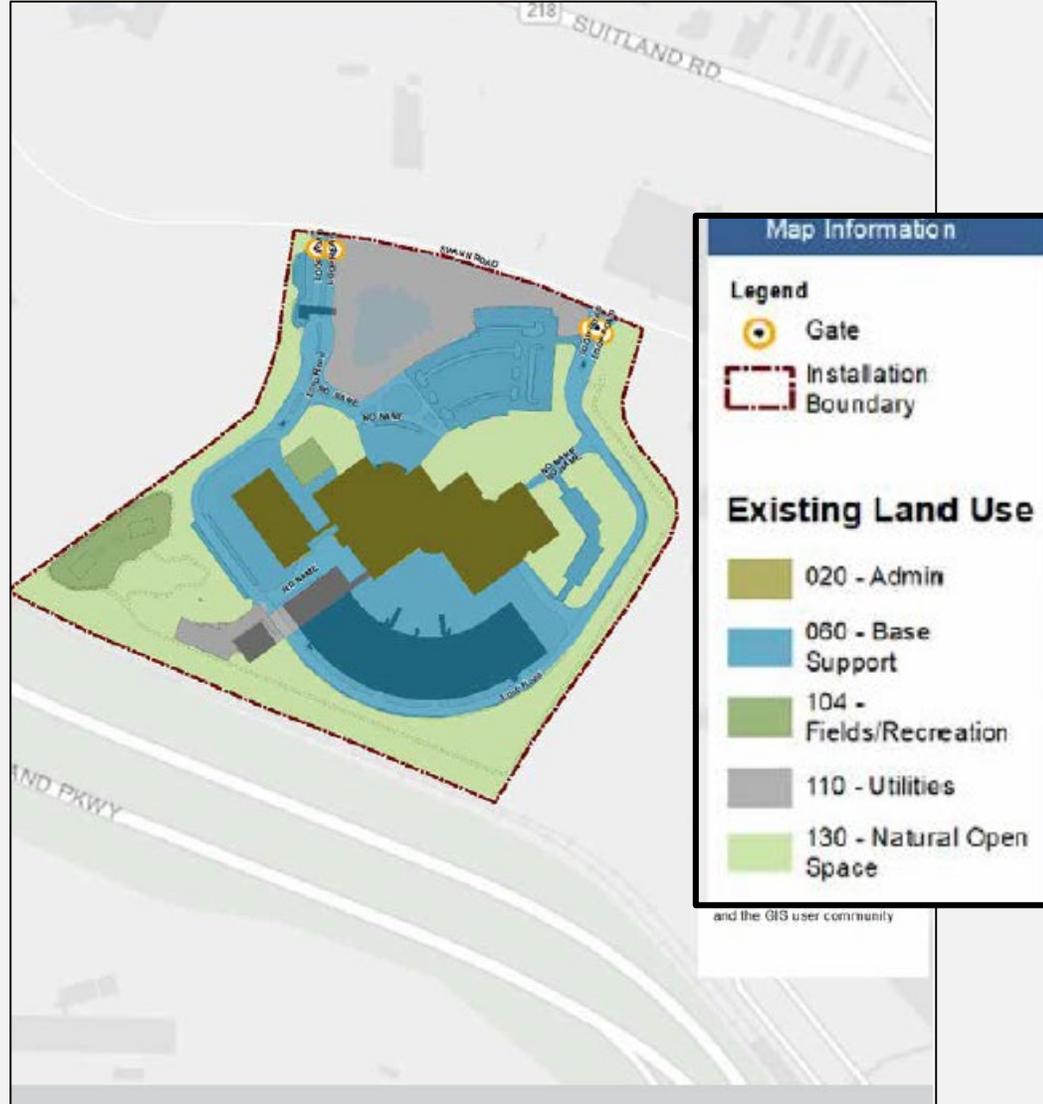
Access / Circulation



Access / Circulation



Existing Conditions

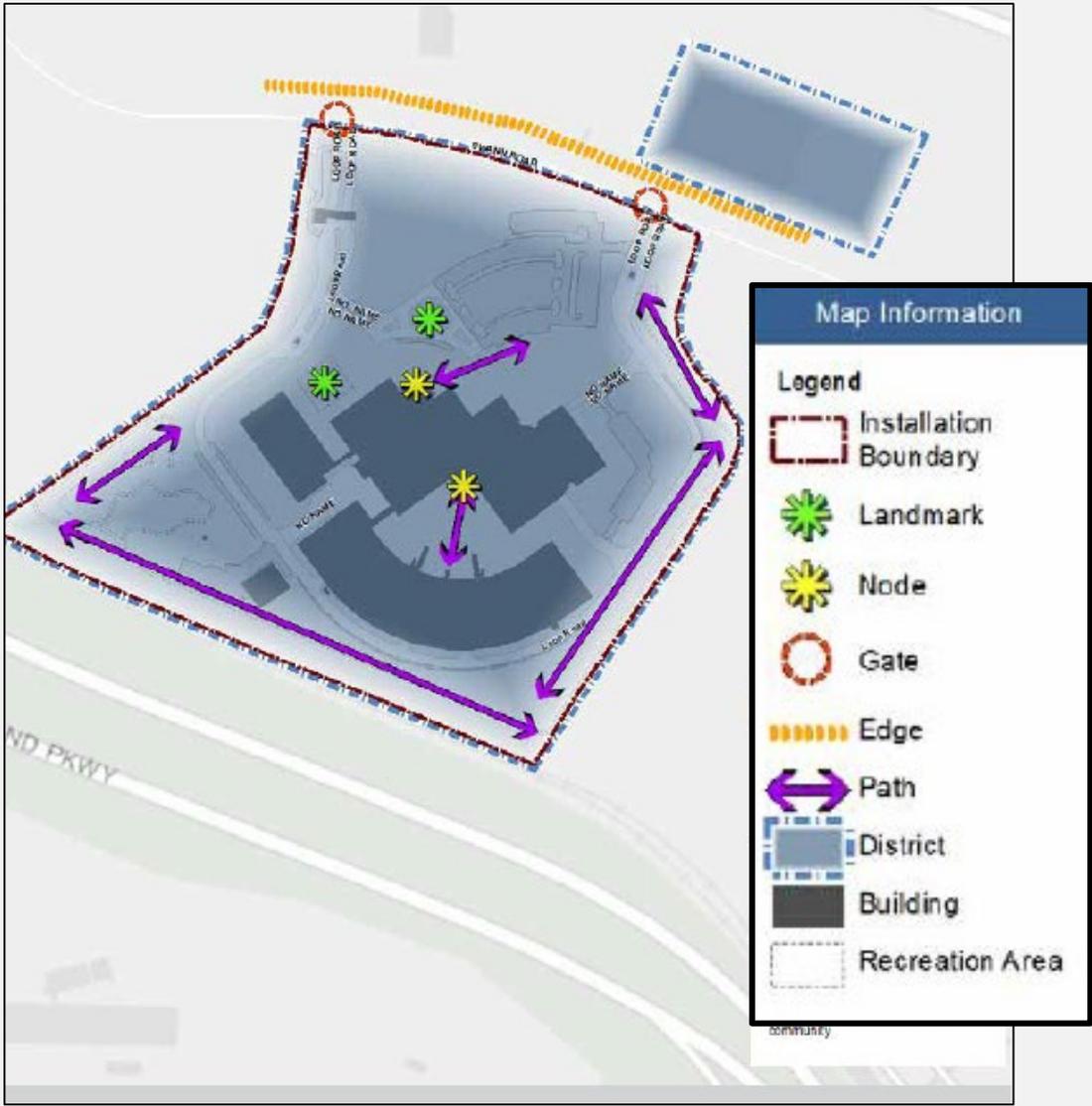


Existing Conditions



Figure 5.3 Land Lease Area North of NSF Suitland
Source: Georeadiness Explorer, NAVFAC

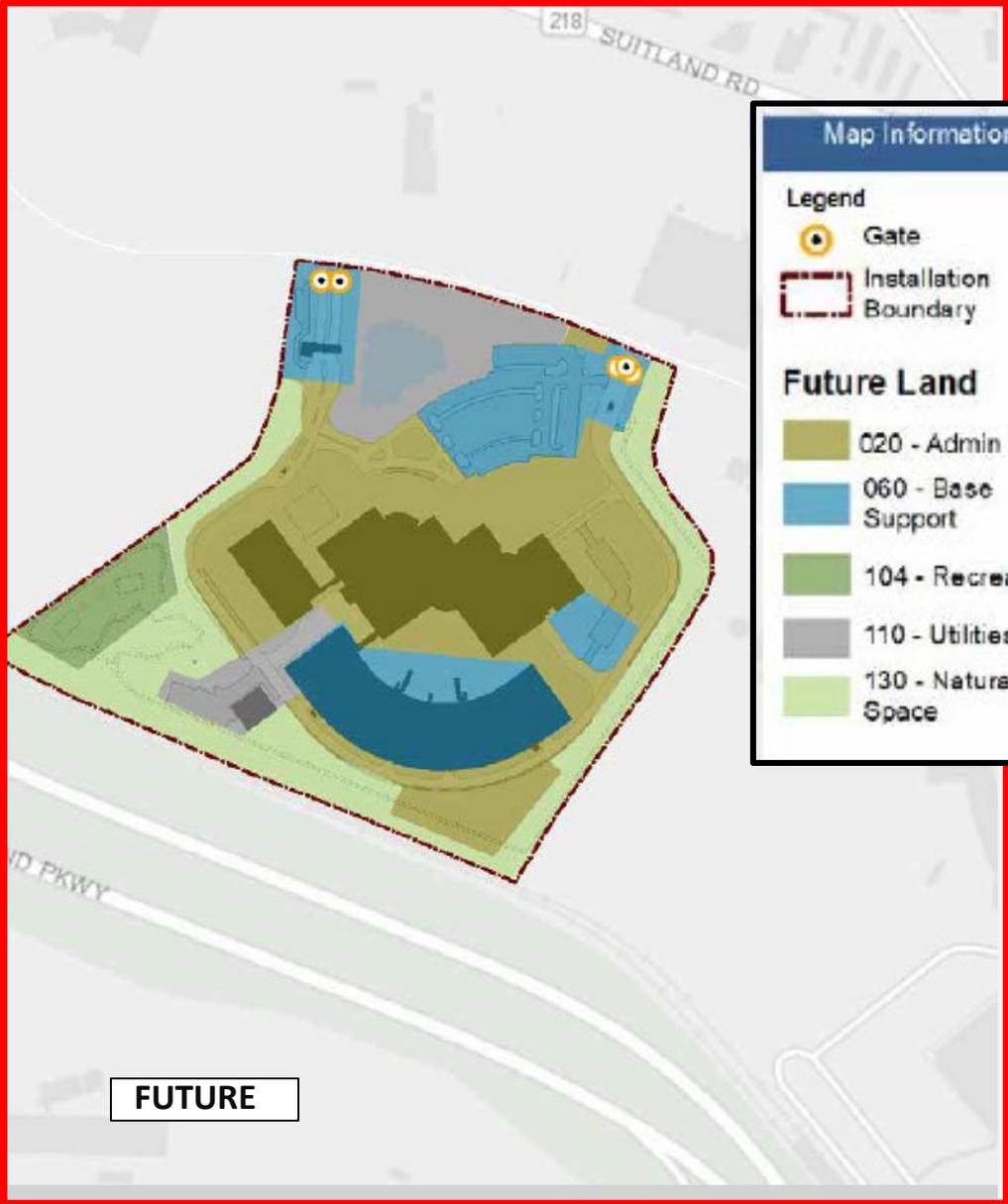
Framework Plan



Future Land Use



Existing



Map Information

Legend

- Gate
- Installation Boundary

Future Land

- 020 - Admin
- 060 - Base Support
- 104 - Recreation
- 110 - Utilities
- 130 - Natural Open Space

Interim Parking Proposal Comparison

Lot Name / Location	Existing Employee Spaces	September 2019 Navy Proposal	November 2019 Navy Proposal
East Lot	54	54	54
North Lot	247	93	93
West Lot	57	57	57
Garage site	650	380	380
On-Road	55	55	55
Existing Leased – Paved	558	558	558
Existing Leased – Gravel	247	----	247
NEW PAVED LOT	----	650	----
Other Leased Parking*	---	----	150
Total	1,868	1,847	1,594
Ratio	2.14	2.17	2.51

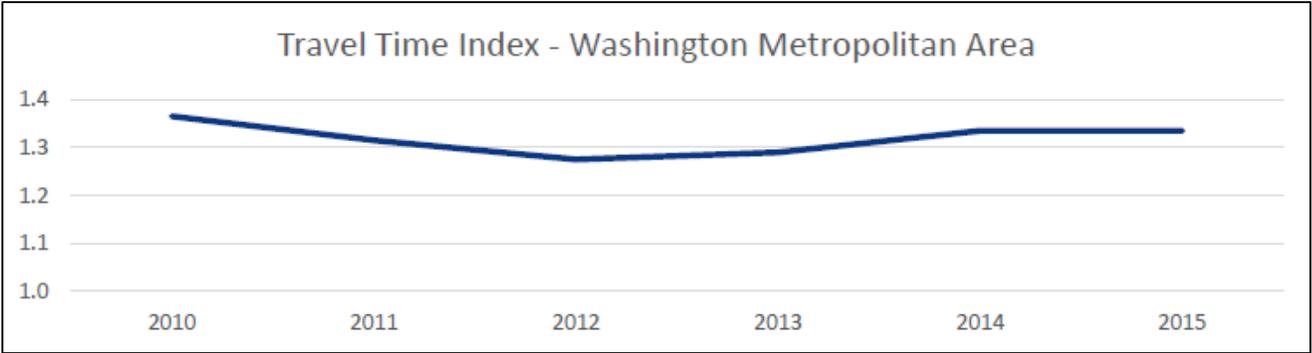
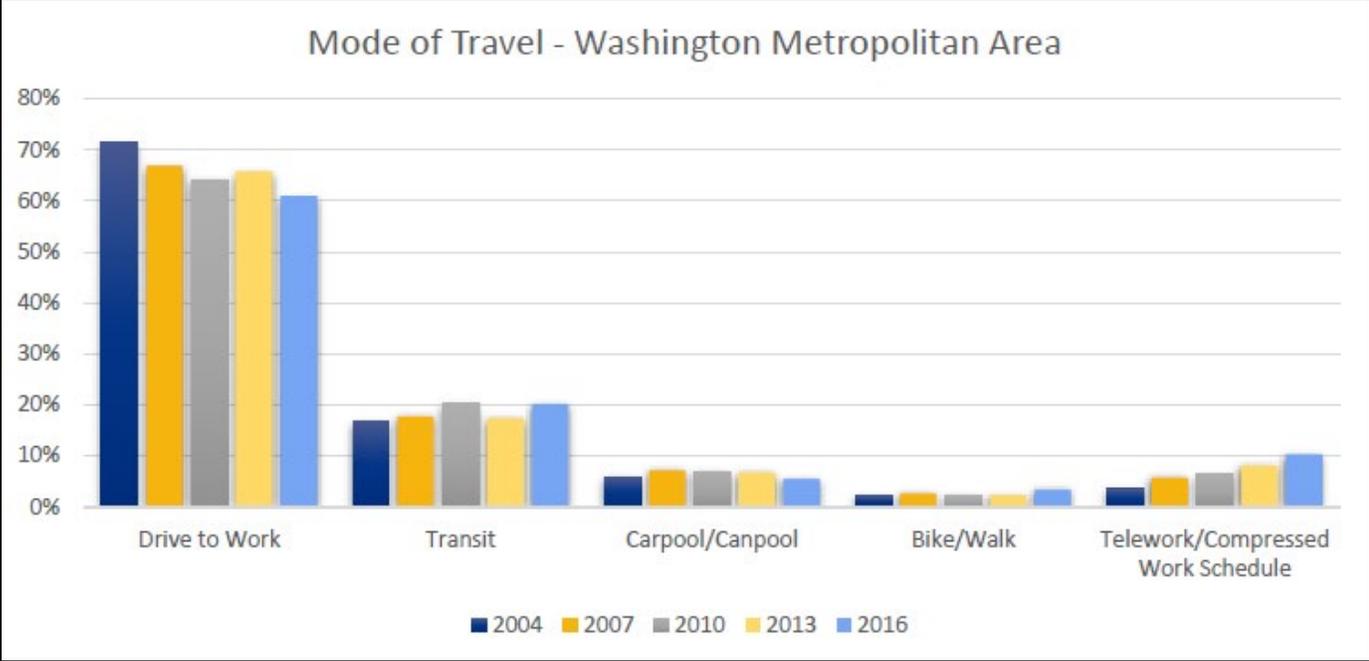
Transportation Management Plan (TMP)



Transportation Management Plan (TMP)



Transportation Management Plan (TMP)



Planning and Design Standards

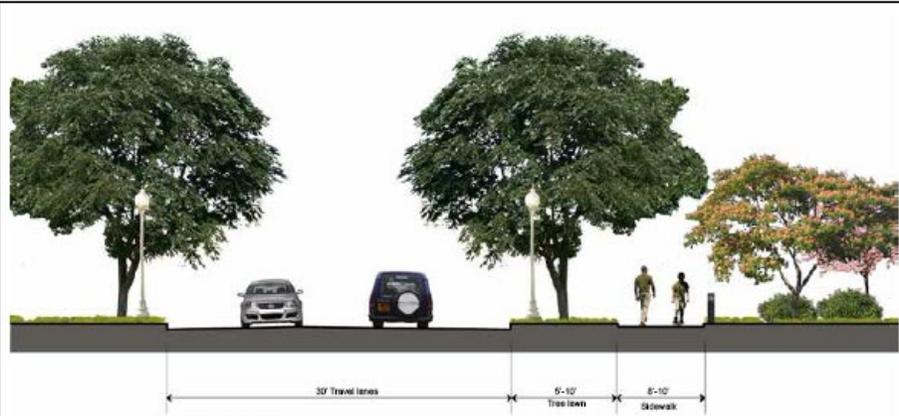


Figure 5.6 Secondary Road Section
Source: AECOM, NAVFAC



Figure 5.7 Typical Parking Layout
Source: AECOM, NAVFAC

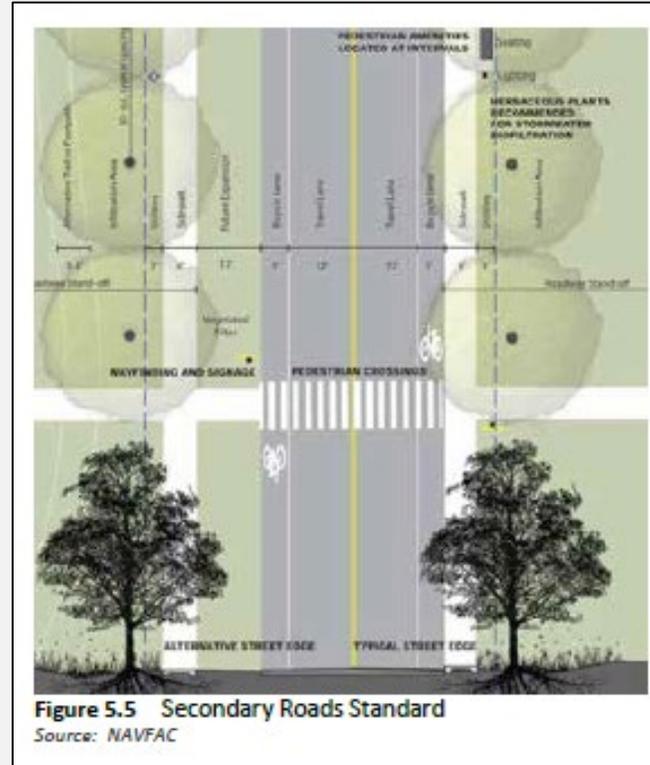


Figure 5.5 Secondary Roads Standard
Source: NAVFAC

Flex-Use Building Envelope Standard		
Use		
Ground Floor	Admin, Training, Laboratory	
Upper Floor (s)	Admin, Training, Laboratory	
Placement		
RBL from Road	50' minimum (note 1)	A
Shape		
Façade built to RBL	70%	B
Max building width and depth		C
Height		
Ground Floor	14'-20'	D
Maximum # Floors	1-5	E
Roof Type	Flat/Hipped	F
Notes:		
<small>(1) Setback from roadways, parking lots, and other buildings must conform to current DoD guidance.</small>		

Figure 5.4 Flex-Use Building Envelope Standards
Source: AECOM, NAVFAC