



Executive Director's Recommendation

Commission Meeting: September 5, 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, United States Department of the Navy has submitted a draft master plan (known as an Installation Development Plan) for the Naval Support Facility (NSF) Suitland. The secure installation is situated within the Suitland Federal Center (SFC) campus, owned by the General Services Administration (GSA) and located in Suitland, Maryland. NSF Suitland is dominated by a single building (Building 1) that houses the National Maritime Intelligence Center (NMIC), with 1,469 employee parking spaces on-site, 22 visitor spaces on-site, and 450 leased spaces at an off-site location within the Suitland Federal Center.

The Installation Development Plan (IDP) was developed by the Navy as a planning 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, with an emphasis on maintaining installation operations through several renovation projects and construction of a new 40,000 square foot building addition, visitor screening center, and employee parking 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 last reviewed a master plan for NSF Suitland in 2008 and last reviewed the Suitland Federal Center Master Plan in 2002.
- The federal government purchased land for the Suitland Federal Center in 1941. In addition to NSF Suitland, other tenants currently include the United States Bureau of Census; National Oceanographic and Atmospheric Administration (NOAA); and the National Archives.
- The NSF Suitland Building 1 was completed in 1993.

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 as a separate, secure 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 that NSF Suitland has an existing parking ratio of 1:2.1, with a long-term goal of 1:3, which is consistent with NCPC's policy for federal properties within 2,000-feet of a Metrorail station.

Notes that the NSF Suitland Transportation Management Plan (TMP) includes future goals for various non-single occupant vehicle modes, including Metrorail, public transit, ride-hailing, carpool/vanpooling, walking/biking, and teleworking, resulting in a total increase of non-single occupant vehicle use by 23% by 2040.

Requests that for the final IDP and TMP submission, the Navy include a clear path over the next 20 years to achieve the 1:3 parking ratio goal with defined action steps and intermittent targets, beginning with a reduction in parking for the interim surface lot project discussed below.

Notes that the future submission for the new garage should not cause the overall employee parking ratio to exceed the long-term 1:3 ratio goal for the NSF Suitland installation.

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.

Interim Employee Parking

Notes that due to safety concerns, the Navy must close and demolish its employee garage at NSF Suitland. They are proposing to maintain existing employee parking at a 1:2.1 ratio by repaving the garage footprint and constructing a new surface lot with 650 spaces on leased GSA property at the adjacent Suitland Federal Center campus.

Notes that the Navy proposes to maintain the off-site lease with GSA for a minimum of 10 years, with two additional potential 5-year extensions, until a new employee garage is constructed on the NSF Suitland site.

Finds that given the Navy's commitment to the 1:3 parking ratio goal over the next 20 years, they should make a good faith effort to improve the current ratio with the interim parking project.

Notes that the Navy has provided some travel time comparisons and other statistical data in the draft TMP to show why meeting the 1:3 ratio is difficult at this time, however more information is needed.

Requests the following information in the final submission to inform the allowable number of spaces for the new surface lot:

- Thematic maps that illustrate the spatial distributions of where people live in relation to public/alternative transportation modes.
- A proposal for a reasonable reduction in parking spaces that is feasible at this time given the data provided in the TMP.

Notes that as the landholding agency, GSA will submit the proposed construction of the lot and an analysis of the interim use in relation to the approved Suitland Federal Center Master Plan for NCPC for review.

Notes the Commission will not consider the submission from GSA for the proposed lot until they have approved the final IDP and TMP (with number of spaces) for NSF Suitland.

Additional Information

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

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 BMPs. The Navy should assess whether it would be feasible to replace the existing stormwater retention pond with future on-site stormwater capacity based on the integrated new system.

Request 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 2019 – Approval of final master plan

PROJECT ANALYSIS

Executive Summary

The NSF Suitland Installation Development Plan is based on a reasonable analysis of future planning opportunities, constraints, and assumptions for the site. The IDP recommends several sustainability-based planning and design strategies to encourage more efficient development. The one key challenge for the installation will be in reducing employee parking demand as the Navy works to meet its ambitious 1:3 ratio goal, which is consistent with NCPC's goal for the location. As such, it will be important to adequately fund and support the Travel Demand Management programs that are shown in the Transportation Management Plan, as well as identify opportunities to gradually reduce employee parking supply over time.

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. Property associated with the Suitland Parkway, which is under the control of the National Park Service (NPS), is situated along the southside of the Green Line.

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 1,052-space (3-level) parking garage, three employee surface lots (362 total spaces), loop road (with 55 employee spaces), one visitor surface lot (22 spaces), 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 fence, situated inside the surrounding SFC fence/gated perimeter. Outside of the NSF Suitland perimeter, the Navy currently leases 450 marked surface 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 each building site on the campus, 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 previously reviewed and approved by NCPC in 2008, reflecting 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 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, 2) repaving of the ground level parking level of the demolished garage, and 3) construction of a new off-site lot on GSA property (10-year lease, with two potential 5-year extensions). The new parking would replace parking capacity lost due to demolition of the existing garage. The garage must be removed from operation within the next few months based on safety concerns with its continued use.
- 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. Off-site leased parking on GSA property would end once new garage construction is complete.

The Navy uses several key assumptions upon which to base the 2019 IDP. First, NSF Suitland’s employee population (4,000) will remain the same over the timeframe of the Plan, as will the

number of simultaneous visiting population. The Plan notes that there are approximately 360 unassigned temporary visitors on-site at any given time. Second, the primary mission of NSF Suitland 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 as a separate, secure 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

Proposed Development

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 guidelines as a way to implement the UFC's more general planning policies through more 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 1 addition will be constructed on the building's eastern wing to preserve existing 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 visitor screening. 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 current overall employee parking ratio for NSF Suitland equates to a 1:2.1 based on an employee population of 4,000 and 1,919 total (on-site and off-site leased) spaces. The Navy proposes to maintain its existing employee parking capacity between its planned garage demolition (-1,052 spaces), and construction of a new (approximate) 400-space lot (within the garage footprint) and new 650-space surface lot on GSA property. Over the long-term, 20 years, the Navy proposes a 1:3 ratio goal based on the current NCPC goal for federal properties within 2,000 feet of a Metrorail station, which is the case with NSF Suitland. Therefore, staff recommends that the Commission **note that NSF Suitland has an existing parking ratio of 1:2.1, with a long-term goal of 1:3, which is consistent with NCPC's policy for federal properties within 2,000-feet of a Metrorail station.**

The Navy submitted an updated Transportation Management Plan (TMP) for NSF Suitland in conjunction with the Installation Development Plan. The TMP contains a set of Travel Demand Management (TDM) strategies for each non-Single Occupant Vehicle (SOV) mode, in addition to mode-specific improvement goals. Potential mode share improvements are as follows: Metrorail/public transit usage (+10%), carpool/vanpool usage (+8%), ride-hailing (taxi, Uber, Lyft) service usage (+1%), walking/biking (+3%), and teleworking (+1%). Based on these goals, the Navy hopes to attain an overall parking ratio of 1:3 in the future. Therefore, staff recommends that the Commission **note that the NSF Suitland Transportation Management Plan (TMP) includes future goals for various non-single occupant vehicle modes, including Metrorail, public transit, ride-hailing, carpool/vanpooling, walking/biking, and teleworking, resulting in a total increase of non-single occupant vehicle use by 23% by 2040.**

The Navy's proposal to maintain existing parking capacity at NSF Suitland (1:2.1) until the new garage is available, if not gradually scaled back, may undercut its ability to attain the 1:3 long-term goal. Limiting parking capacity is a powerful way to influence travel behavior. Potential future strategies/measures to gradually reduce future overall employee parking capacity may include:

- Designing the new surface lot on GSA property with 10% less capacity (65 fewer spaces) than currently planned;
- Linking capacity reductions to each potential 5-year lease extension with GSA;
- Limiting parking for all new employees (based on a specific ratio) who start work at NMIC after the date of NCPC's final approval of the NSF Suitland Installation Development Plan;
- Removing all existing parking from along the on-site loop road; and/or
- Reserving one or more of the existing on-site employee lots for use by visitors only.

Based on the future projected NSF Suitland population (4,000), long-term 1:3 goal, and current employee parking capacity (1,919 spaces), the Navy should phase out approximately 600 spaces for use by employees during the next 20 years. Some existing employee parking capacity should be reserved for strict use by visitors only based on the significant need for additional visitor parking capacity (360 simultaneous unassigned temporary visitors). The Navy should consider and reflect one or more of these reduction measures in the final TMP to supplement its proposed TDM strategies, resulting in a total capacity reduction of 600 spaces. Therefore, staff recommends that the Commission **request that for the final IDP and TMP submission, the Navy include a clear path over the next 20 years to achieve the 1:3 parking ratio goal with defined action steps and intermittent targets, beginning with a reduction in parking for the interim surface lot project discussed below.**

The new NMIC garage will provide new on-site parking capacity to replace the planned surface lot on GSA property. It will be important to consider the garage capacity in addition to other available employee parking at the time of the project's design and development so that the project does not result in an overall employee ratio to exceeds the long-term 1:3 goal for NSF Suitland. Therefore, staff recommends that the Commission **note that the future submission for the new garage should not cause the overall employee parking ratio to exceed the long-term 1:3 ratio goal for the NSF Suitland installation.**

As previously mentioned, the TMP includes proposed strategies and measures to help limit demand for employee parking including establishing centralized commuter transportation information provision, improving employee participating in regional commuter programs, hiring an Employee Transportation Coordinator (ETC), and instituting various parking management initiatives. One additional notable recommendation is a proposal to routinely monitor TMP performance through regular commuter surveys and production of commuter behavior monitoring reports for Navy use. Regular NCPC review of the monitoring reports (and an opportunity to offer guidance) would help support the Navy in its efforts to reduce parking demand at NSF Suitland. 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.**

Interim Employee Parking

As previously described, the existing NSF Suitland garage (1,052 spaces) is in poor condition and must be completely closed soon based on safety concerns. The Navy plans to demolish the garage, repave a new (approximate) 400-space surface lot within the garage footprint, and construct a new 650-space employee lot on leased GSA property near the NSF Suitland site. These actions would maintain existing NSF Suitland employee capacity at a 1:2.1 ratio until future garage funding becomes available and the garage is constructed. To summarize this Navy proposal, staff recommends that the Commission **note that due to safety concerns, the Navy must close and demolish its employee garage at NSF Suitland. They are proposing to maintain existing employee parking at a 1:2.1 ratio by repaving the garage footprint and constructing a new surface lot with 650 spaces on leased GSA property at the adjacent Suitland Federal Center campus.** In addition, staff recommends that the Commission **note that the Navy proposes to**

maintain the off-site lease with GSA for a minimum of 10 years, with two additional potential 5-year extensions, until a new employee garage is constructed on the NSF Suitland site.

In light of the TMP's improved non-SOV mode share goals (during the next 20 years), with a proposal to attain a long-term (20-year) 1:3 parking ratio goal, the Navy should initially design its proposed new interim lot with a smaller capacity to improve NSF Suitland's ratio. With this immediate project, the Navy has an opportunity to demonstrate a real commitment towards encouraging more sustainable travel amongst its employees. The alternative would be to construct a lot that fully preserves the existing 1:2.1 ratio, however, capacity reduction once the lot is already constructed may be difficult. Therefore, staff recommends that the Commission **find that given the Navy's commitment to the 1:3 parking ratio goal over the next 20 years, they should make a good faith effort to improve the current ratio with the interim parking project.**

The Navy has submitted a TMP in support of their proposal to maintain existing employee parking capacity (1:2.1) with data that attempts to convey the hardship for a majority of their employees to commute other than by driving alone. The most compelling data compares drive and non-driving (transit and walking) travel times between NSF Suitland and several home locations, showing significantly greater times using transit/walking than by driving. In addition, the TMP shows several statistics that convey that NSF Suitland employees live further out than other Washington metropolitan residents on average, and reinforces the idea that NSF Suitland is relatively inaccessible despite its location adjacent to Metrorail. Therefore, staff recommends that the Commission **note that the Navy has provided some travel time comparisons and other statistical data in the draft TMP to show why meeting the 1:3 ratio is difficult at this time, however more information is needed.**

The current draft TMP does not include any spatial mapping data to show where Navy employees reside relative to public transit options. In addition, the final TMP should provide enough data upon which, to propose a reasonable reduction in interim leased lot parking capacity by the Navy. Therefore, staff recommends that the Commission **request the following information in the final submission to inform the allowable number of spaces for the new surface lot:**

- **Thematic maps that illustrate the spatial distributions of where people live in relation to public/alternative transportation modes.**
- **A proposal for a reasonable reduction in parking spaces that is feasible at this time given the data provided in the TMP.**

As previously mentioned, the proposed interim surface lot will be located on GSA property and leased to the Navy for its employee use. The most recent Suitland Federal Center master plan shows the site as a future development site with a green lawn area and development parcel along the northside of Swann Road. Until the NSF Suitland Installation Development Plan is finalized (and interim parking reductions are substantively reflected in the Plan, including a smaller new Navy lot on GSA property) however, it would be premature for NCPC to review the proposed new lot. Therefore, staff recommends that the Commission **note that as the landholding agency, GSA will submit the proposed construction of the lot and an analysis of the interim use in relation to the approved Suitland Federal Center Master Plan for NCPC for review.** Furthermore,

staff recommends that the Commission **note the Commission will not consider the submission from GSA for the proposed lot until they have approved the final IDP and TMP (with number of spaces) for 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 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 build on that notion with more detailed information on specific recommended future bioswale locations (in addition to parking lots) and other management features. 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 BMPs. The Navy should assess whether it would be feasible to replace the existing stormwater retention pond with future on-site stormwater capacity based on the integrated new system.**

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 long-term 1:3 goal for the installation; however, the TMP commits to attaining the 1:3 goal through a combination of travel demand management strategies and regular monitoring.

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
08/29/2019

POWERPOINT (ATTACHED)

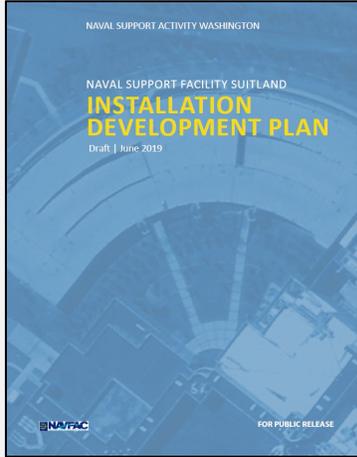
Naval Support Facility Suitland Installation Development Plan

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: September 5, 2019

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

Applicant Request: Approval of draft master plan comments

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

NSF Suitland supports more than 4,000 military personnel, civilian, mobilized reservists, and contractor personnel worldwide. In addition, the site serves the training needs of 800 Navy Reservists during weekend drill and active duty periods. At any given time, there are 362 non-assigned / temporary visitors at NSF Suitland. The IDP assumes that the existing on-site population will remain the same over the course of the IDP’s 20-year planning horizon.

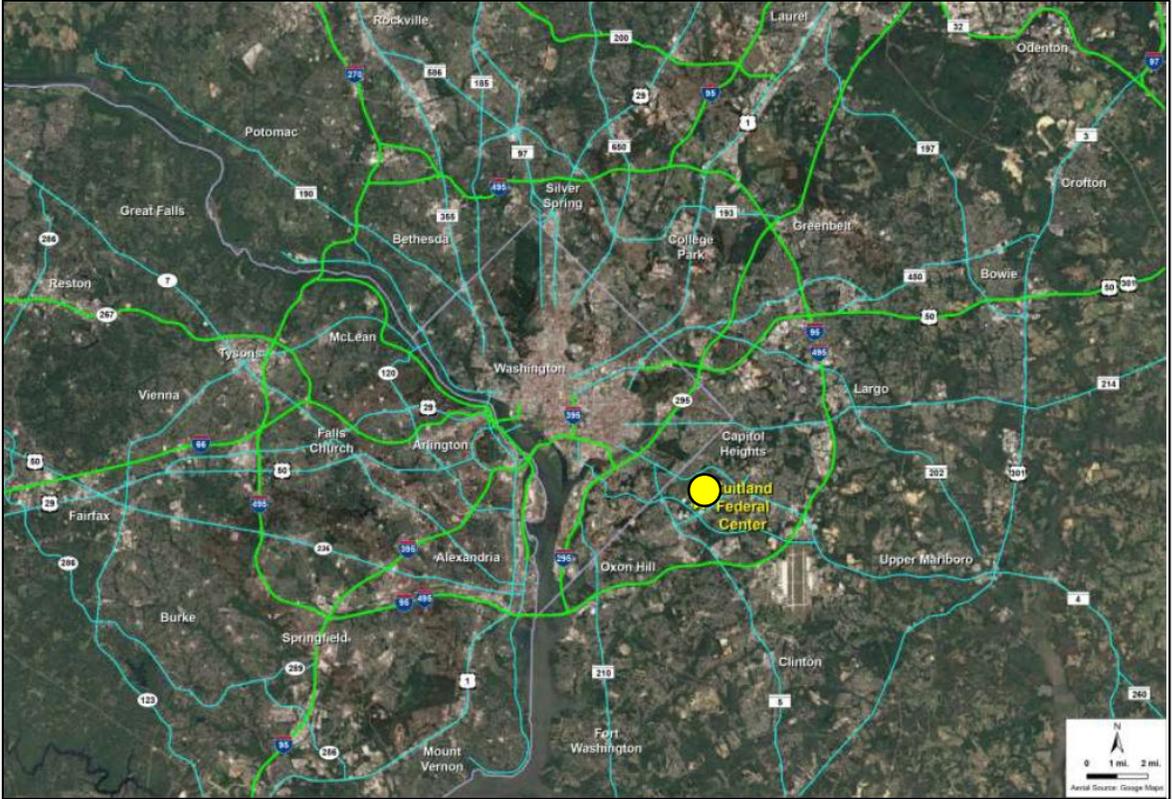
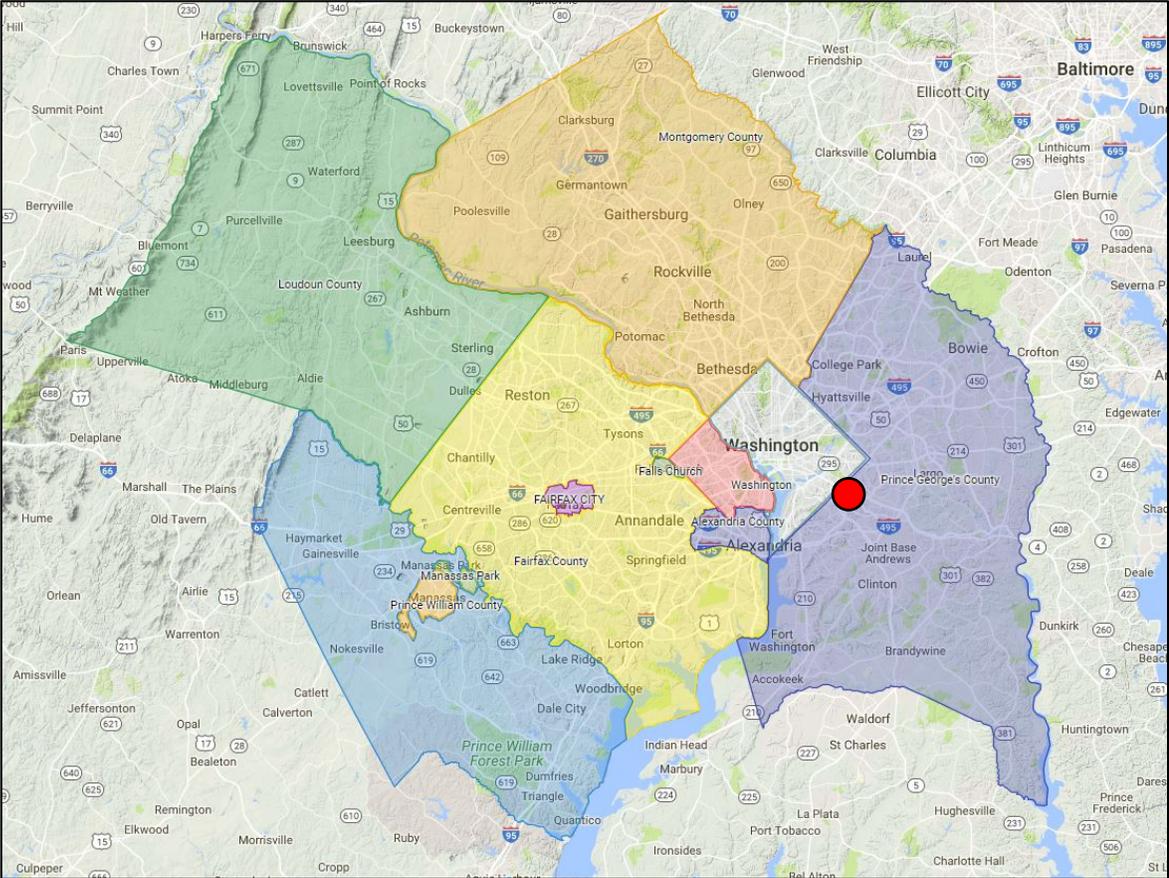
The draft IDP shows a total of 11 projects over the its 20-year planning horizon as summarized in Table 5.3. Seven of the projects (30% of the total cost of all NSF Suitland projects) are within the short-term timeframe; three projects (18% of the total estimated cost) are shown in the mid-term; and only one project – construction of a new parking garage – is reflected in the long-term (52% of the total cost) timeframe.

Table 5.3 NSF Suitland Future Development Plan by Phases

Map ID	Project No.	Project Title	Project Type	Area (SF)	Demo Area (SF)	Cost (\$000)	Fund Type
S01	ST17-2028	Replace HVAC System	Repair	17,288	-	\$11,915	O&M, N
S04	RM18-2128	Renovate room for new tenant	Repair	13,000	-	\$2,292	O&M, N
S05	RMXX-XXXX	Refurbish Cafeteria Dining Area	Repair	3,528	-	1,700	O&M, N
S06	DE19-0188	Demo 1958-built NSF Suitland office building (8.8 acre lease)	Demolition	215,000	215,000	\$14,663	O&M, N
S07	RM 19-0205	Pave after demolition	Repair	207,000	215,000	\$2,712	O&M, N
S08	DE19-0190	Demo, pave, stripe Parking Garage (Bldg 2) FY 21	Demolition	378,200	378,200	\$11,915	O&M, N
S09	RM13-1899	Create non-potable water source	Repair & Construction	-	-	\$ 235	O&M, N
M01	PXXX	Build eastern wing	Construction	40,268	-	\$14,617	GDIP
M02	RMXX-XXXX	Room modernization	Repair	31,600	-	\$11,918	O&M, N
M03	P340	New visitor center	Construction	-	-	\$484	MILON Navy Fund
L01	P003	Construct new parking garage due GSA lease expiration	Construction	632,444	632,444	\$79,518	MILCON

Source: NSF Suitland IPL; Capability Gaps Analysis, INFADS & FRES (March 2019); Gaps Prioritization Meeting (8 May 2019); Project Development Meeting (14 May 2019)

Site Location



Location Map

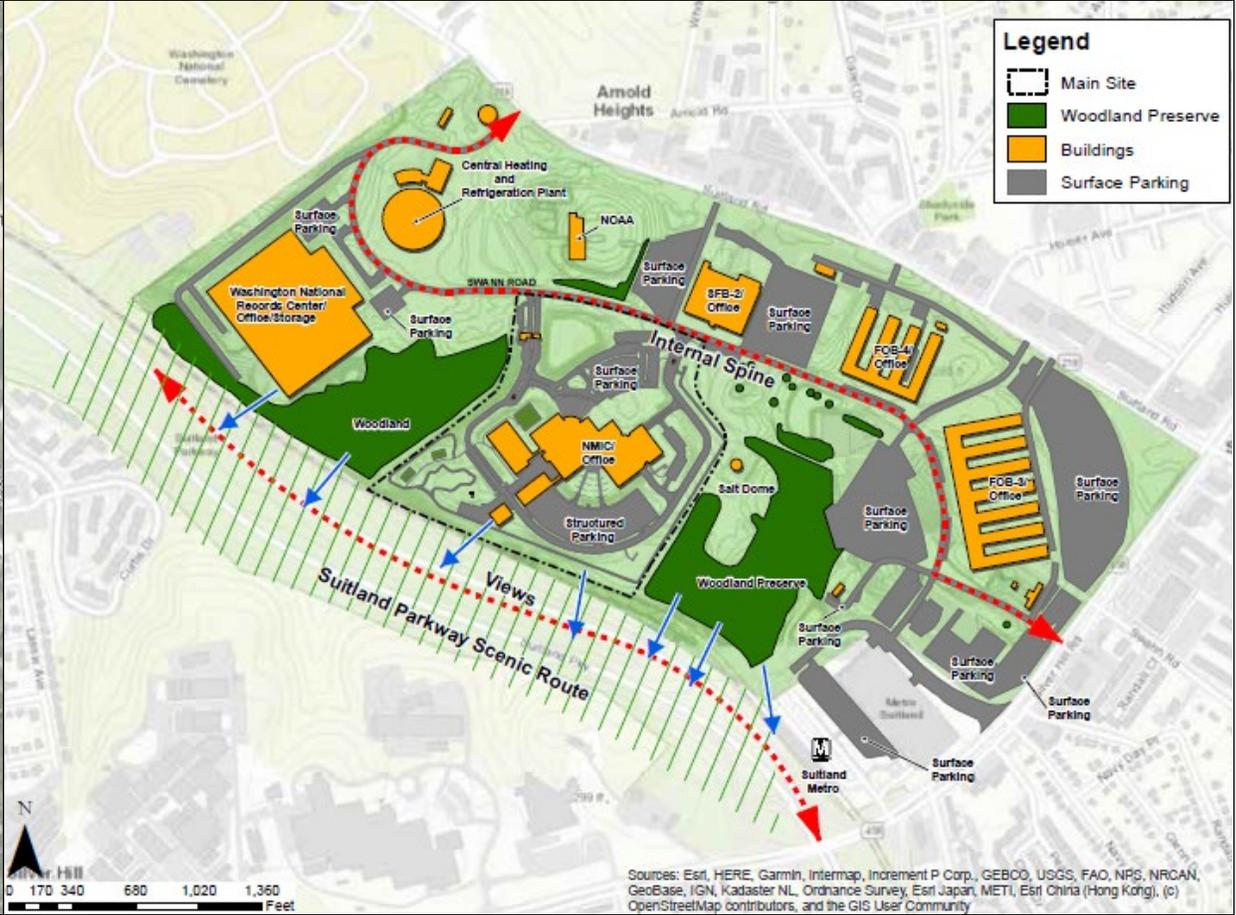
Site Location



Site Location

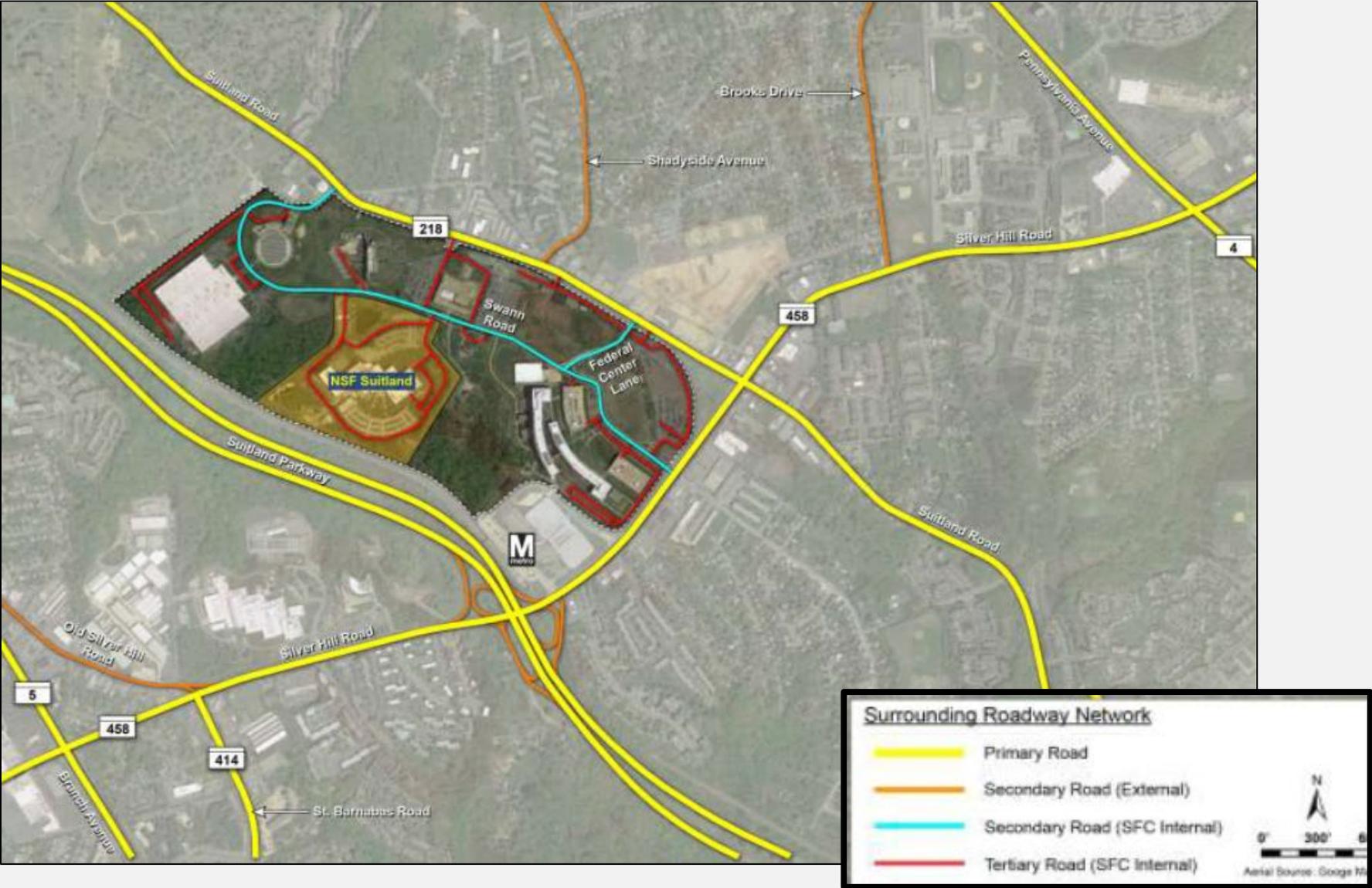


Existing



2002 Suitland Federal Center Master Plan

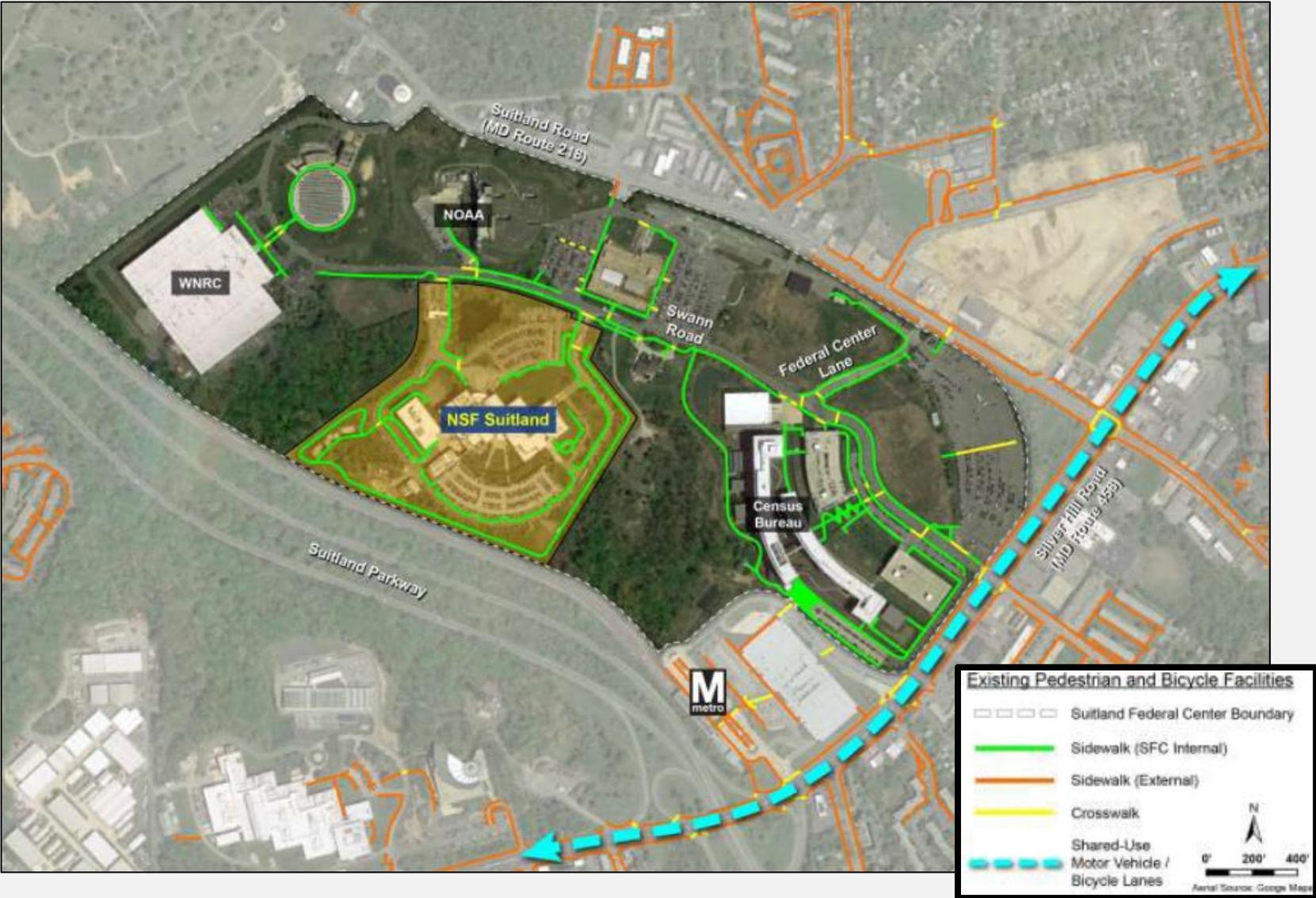
Access / Circulation



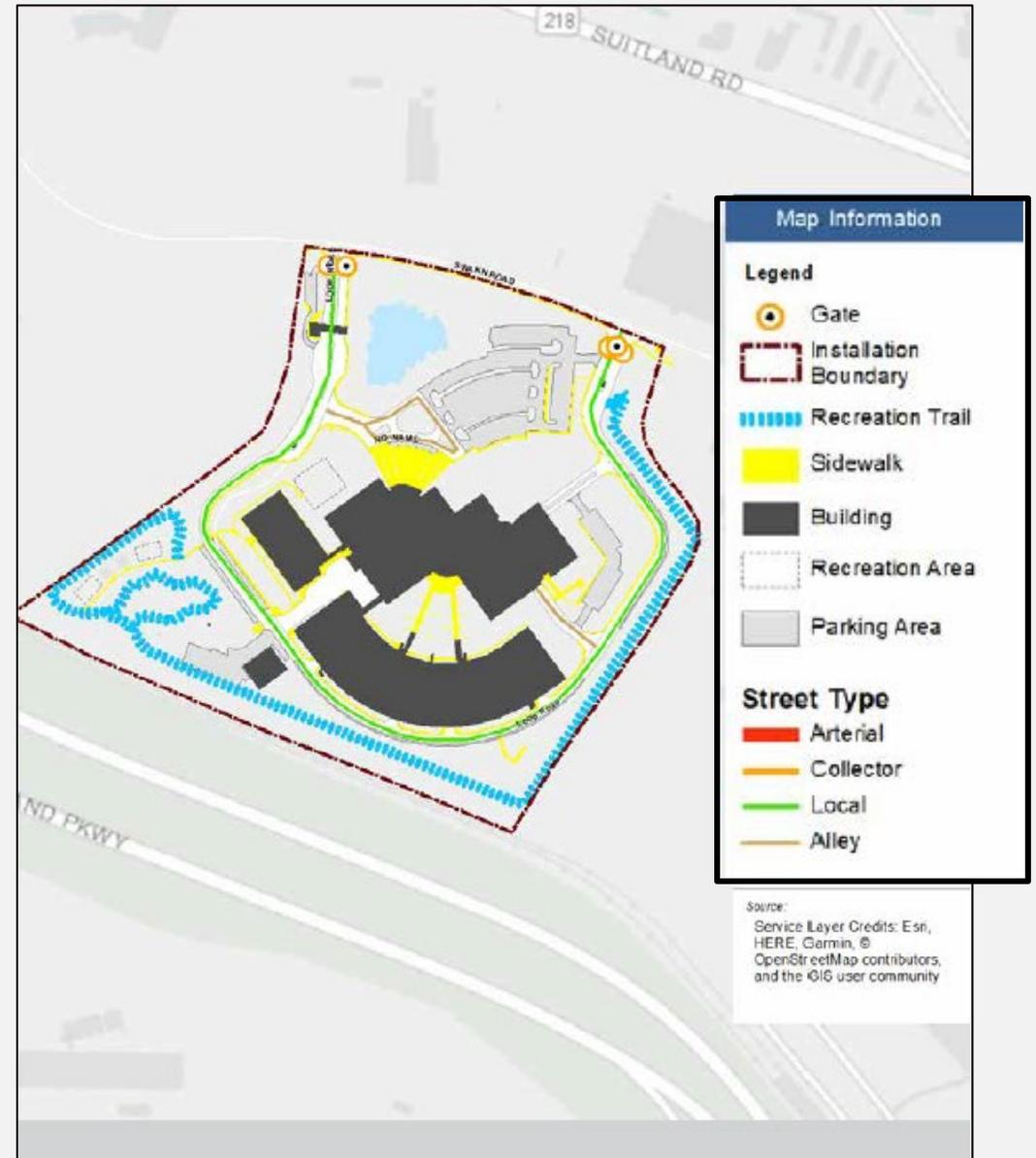
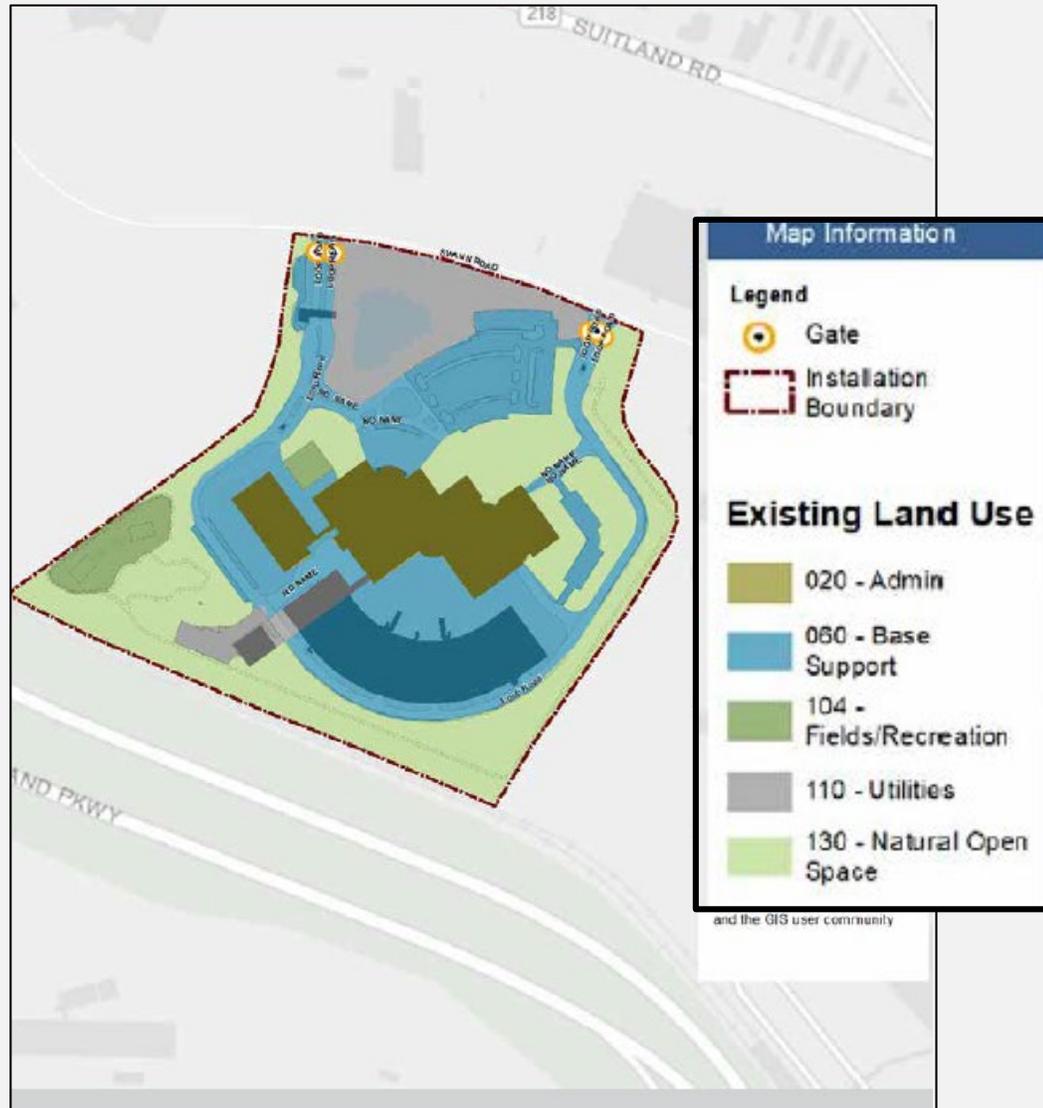
Access / Circulation



Access / Circulation



Existing Conditions



Existing Conditions

Table 3.5 Facility Requirements and Assets by Shore Capability Area (square feet)

Shore Capability Area	Required Area (SF)	Assets (SF)	Surplus / (Deficit)
Base Support	640,497	385,178	(255,319)
Administrative 1	723,113	682,845	(40,268)
Laboratory	19,066	17,144	(1,922)
Sailor and Family Readiness	42,419	43,299	880
Training	6,194	6,352	158
Utilities	N/A	N/A	N/A

Source: FRES (March 2019), BFRs and Bldg. 1 AE conducted March 2019

Table 3.1 Existing Land Use (Acres)

Land Use	Acres	Percent
Base Support	15.28	37.56%
Office Building	4.46	10.96%
Natural Open Space	14.36	35.30%
Recreation	1.44	3.54%
Miscellaneous	5.14	12.64%
Total	40.68	100%

Source: GeoReadiness Explorer and NAVFAC Washington

Existing Conditions



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

Table 3.3 NSF Suitland Parking Counts

Area Name / Description	Parking Spaces
Visitor's (North) Parking Lot	22
Government Vehicles by Fuel Tank	6
Parking Lot East of Building 1	54
Parking Lot North of Building 1	251
Parking Lot West of Building 1	57
NSF Suitland Parking Garage	1,052
NSF Suitland on-road parking	55
GSA Parking Lot	450
Total	1,947

Source: NAVFAC, 24 April 2019

Planning Process



Table 4.1 COA 1: Traditional

Traditional COA 1: Proposed Planning Actions
Demolish and Replace Parking Garage
Add 40,268 square foot administrative office space
New visitor's center

Table 4.2 COA 2: Progressive

Progressive COA 2: Proposed Planning Action
Demolish parking garage, pave surface lot replacement
Demolish 1958-built NSF Suitland building, pave surface lot
New construction administrative office space (40,268 SF)
New visitor's center
Phased interior renovations
Construct second loading dock
Collocate entities within Building 1

Table 4.3 COA 3: Aggressive

Aggressive COA 3: Proposed Planning Action
Demolish parking garage, pave surface lot replacement
Construct joint use Parking Garage on old NSF Suitland site via agreement with SFC
Construct training and conference uses on old NSF Suitland site
Construct joint use entry control facility at WNRC gate via agreement with SFC
Construct a pedestrian gate on the east boundary of NSF Suitland to create a direct path to the Metro

Table 4.4 Preferred COA

Preferred COA : Proposed Planning Action
Demolish and Replace Parking Garage
Add 40,268 square foot administrative office space
New visitor's center

Framework Plan



Future Land Use

Table 3.1 Existing Land Use (Acres)

Land Use	Acres	Percent
Base Support	15.28	37.56%
Office Building	4.46	10.96%
Natural Open Space	14.36	35.30%
Recreation	1.44	3.54%
Miscellaneous	5.14	12.64%
Total	40.68	100%

Source: GeoReadiness Explorer and NAVFAC Washington

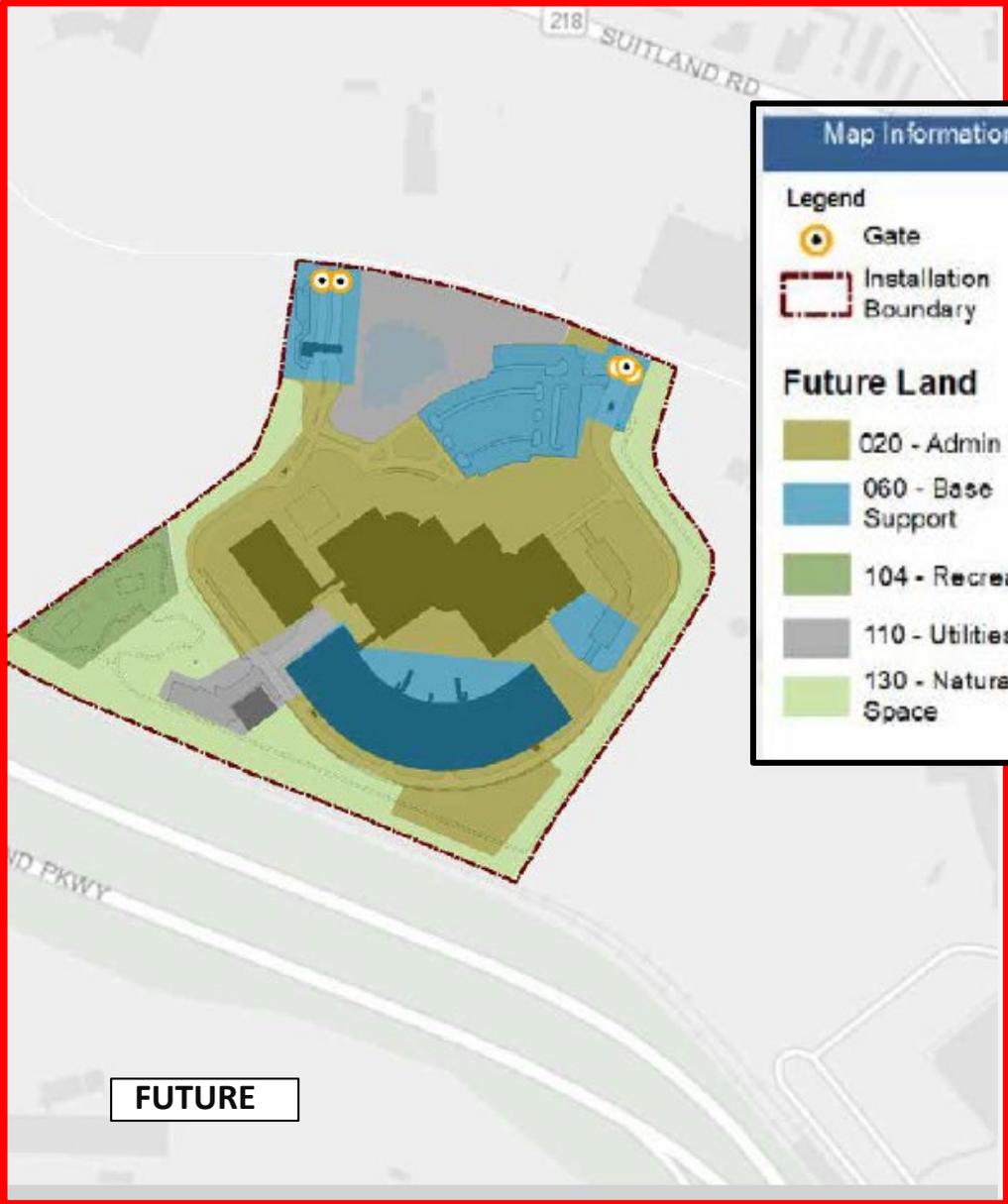
Table 5.1 Future Land Use (Acres)

Future Land Use Category	Acres	Percent
Administrative Office	24.1	61%
Base Support	0.7	2%
Fields/Recreation	1.7	4%
Natural Open Space	5.2	13%
Utilities	8.0	20%
Total	39.6	100%

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

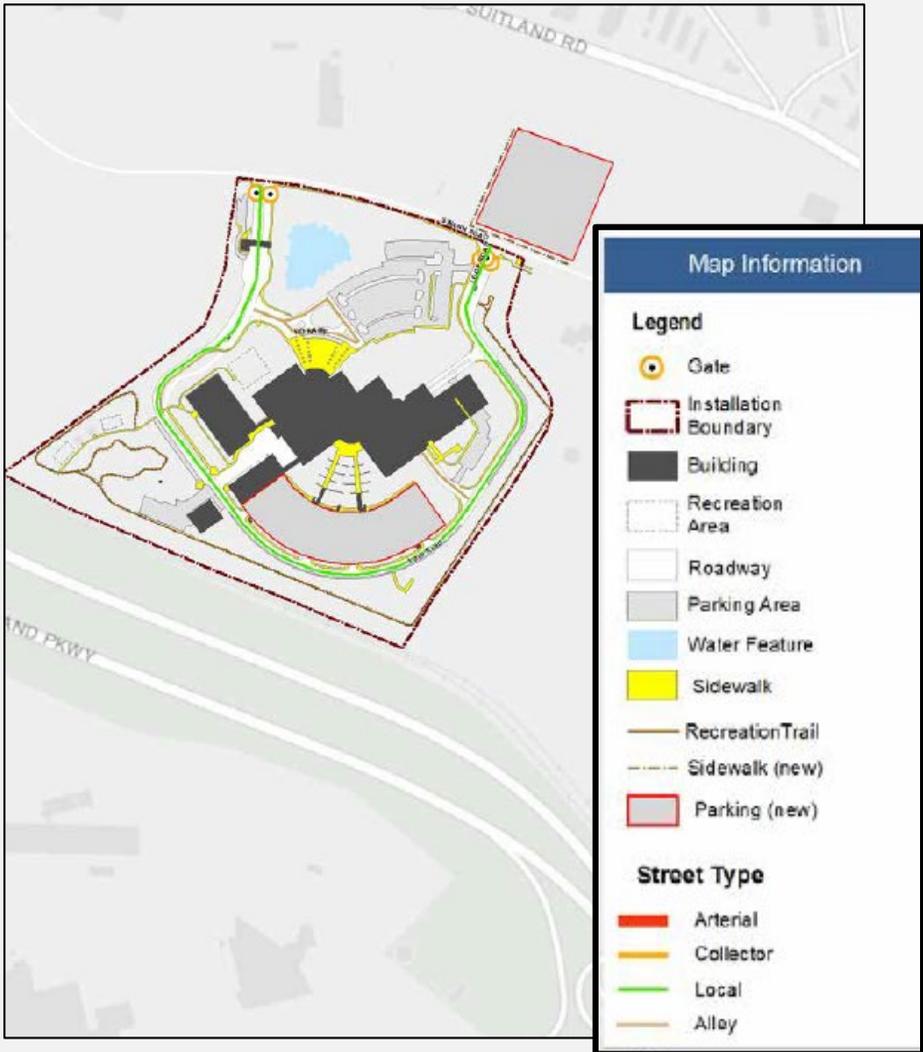
Future Development Plan

Table 5.3 NSF Suitland Future Development Plan by Phases

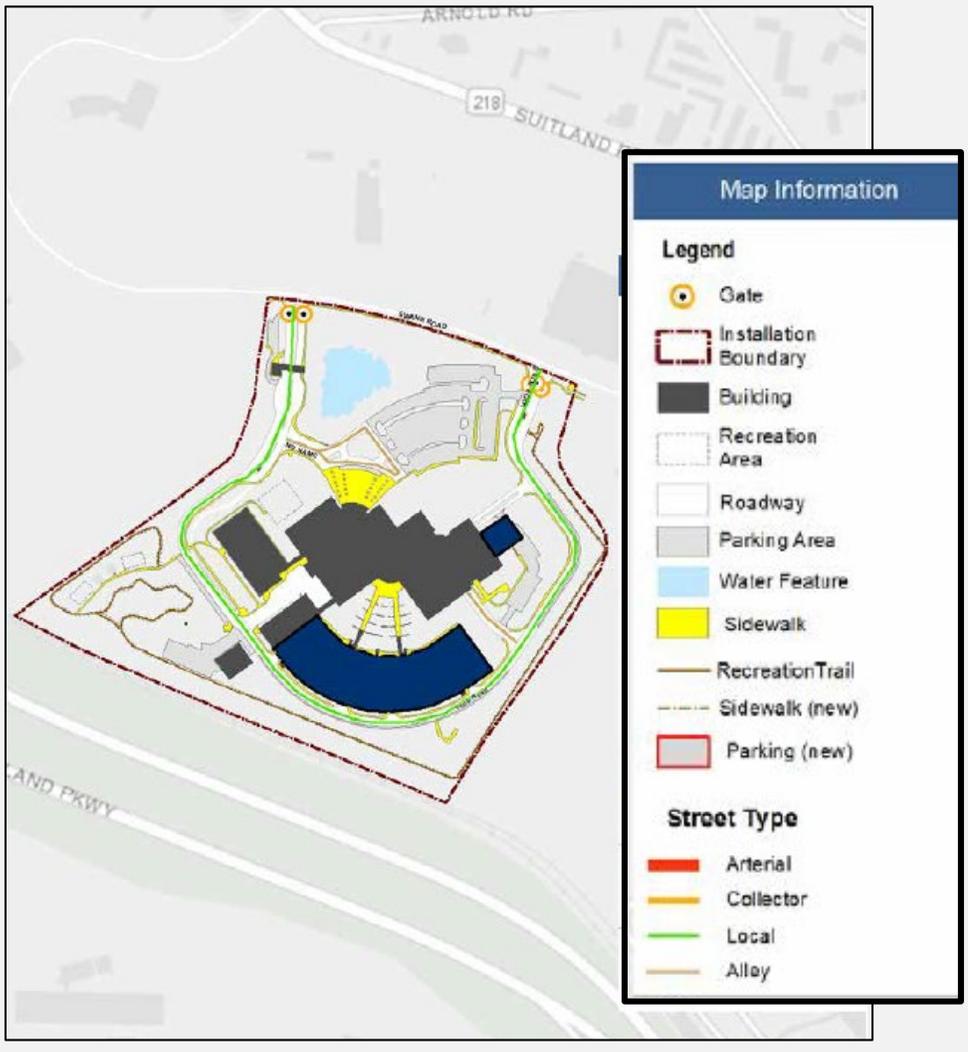
Map ID	Project No.	Project Title	Project Type	Area (SF)	Demo Area (SF)	Cost (\$000)	Fund Type
S01	ST17-2028	Replace HVAC System	Repair	17,288	-	\$11,915	O&M, N
S04	RM18-2128	Renovate room for new tenant	Repair	13,000	-	\$2,292	O&M, N
S05	RMXX-XXXX	Refurbish Cafeteria Dining Area	Repair	3,528	-	1,700	O&M, N
S06	DE19-0188	Demo 1958-built NSF Suitland office building (8.8 acre lease)	Demolition	215,000	215,000	\$14,663	O&M, N
S07	RM 19-0205	Pave after demolition	Repair	207,000	215,000	\$2,712	O&M, N
S08	DE19-0190	Demo, pave, stripe Parking Garage (Bldg 2) FY 21	Demolition	378,200	378,200	\$11,915	O&M, N
S09	RM13-1899	Create non-potable water source	Repair & Construction	-	-	\$ 235	O&M, N
M01	PXXX	Build eastern wing	Construction	40,268	-	\$14,617	GDIP
M02	RMXX-XXXX	Room modernization	Repair	31,600	-	\$11,918	O&M, N
M03	P340	New visitor center	Construction	-	-	\$484	MILON Navy Fund
L01	P003	Construct new parking garage due GSA lease expiration	Construction	632,444	632,444	\$79,518	MILCON

Source: NSF Suitland IPL; Capability Gaps Analysis, iNFADS & FRES (March 2019); Gaps Prioritization Meeting (8 May 2019); Project Development Meeting (14 May 2019)

Future Circulation and Parking

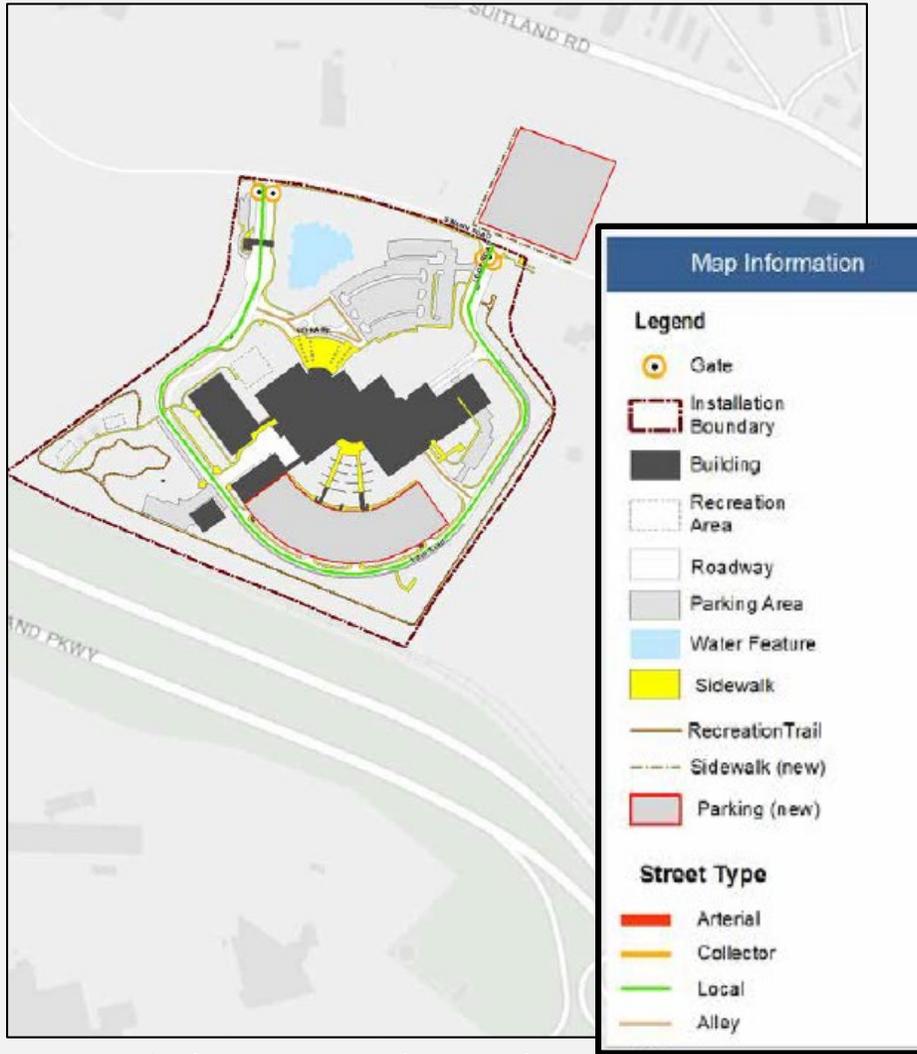


Current draft IDP Interim (10-year)

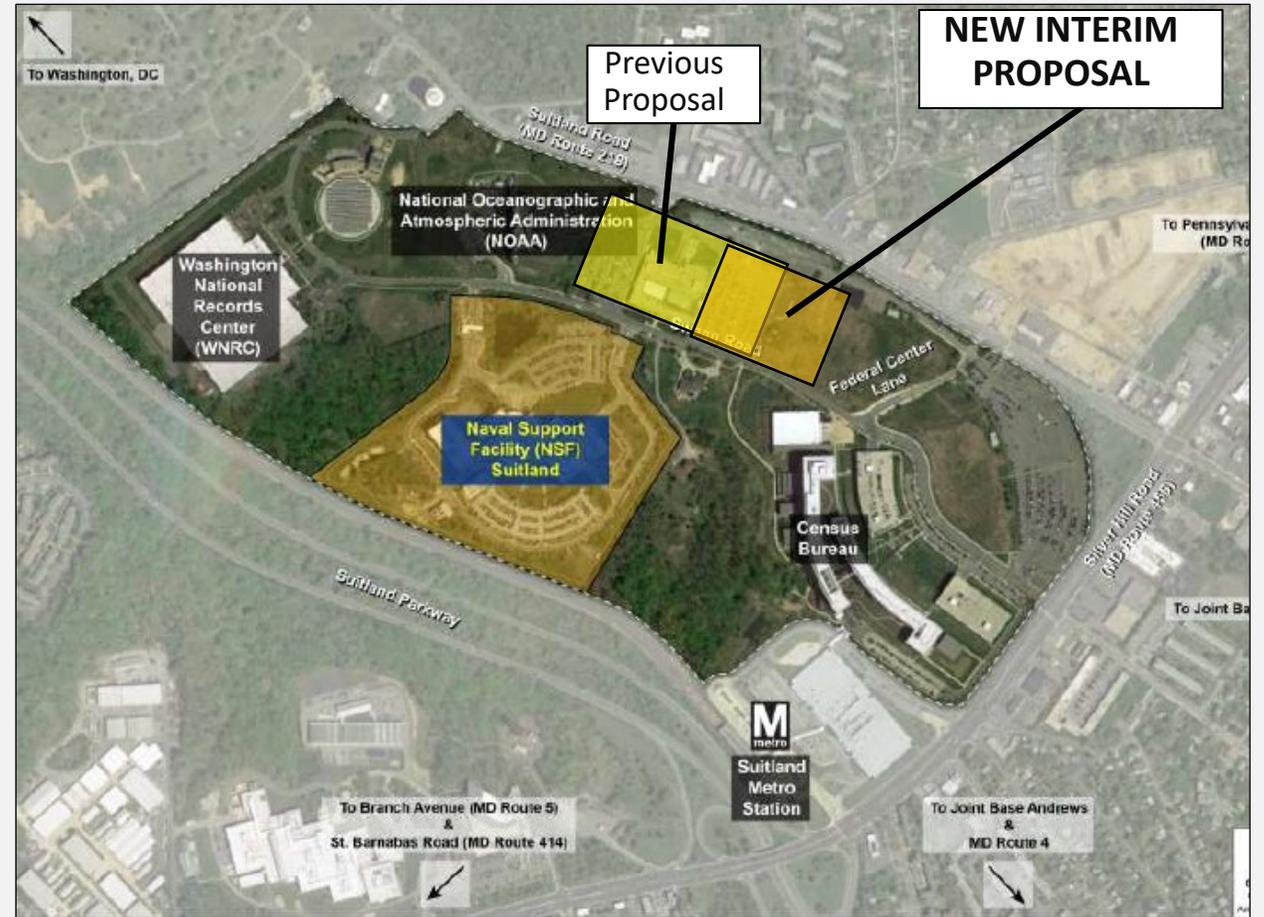


Long-Term (20-year)

New GSA Proposal: *Interim Parking*



Current draft IDP Interim (10-year)



NEW INTERIM (10-YEAR) PROPOSAL

Transportation Management Plan (TMP)



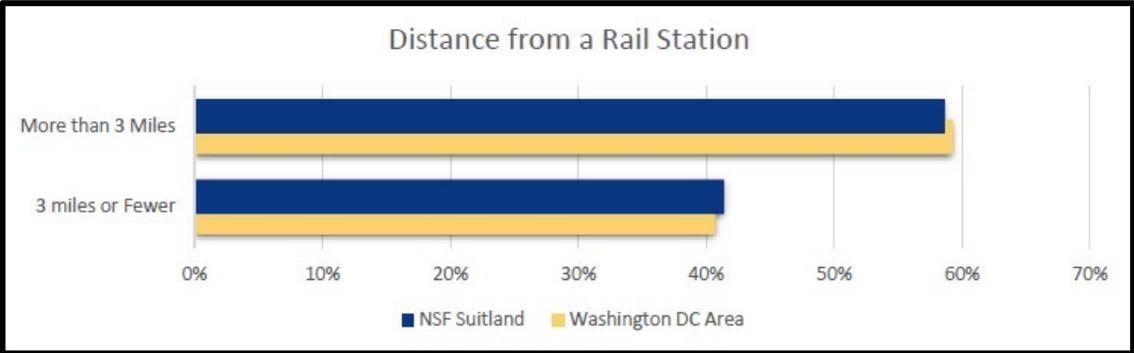
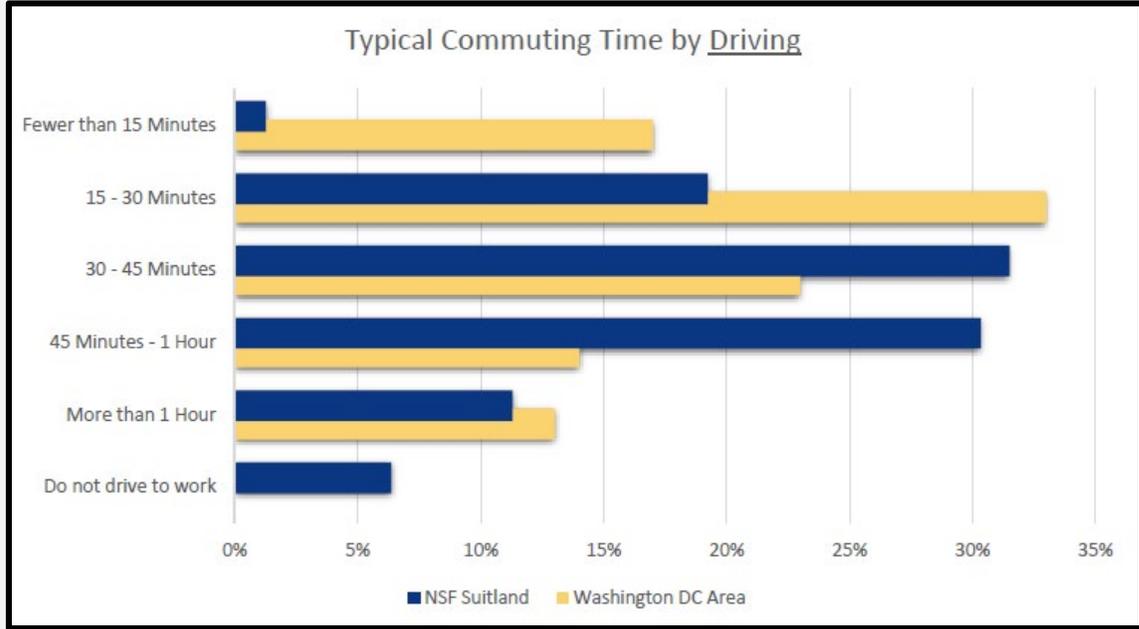
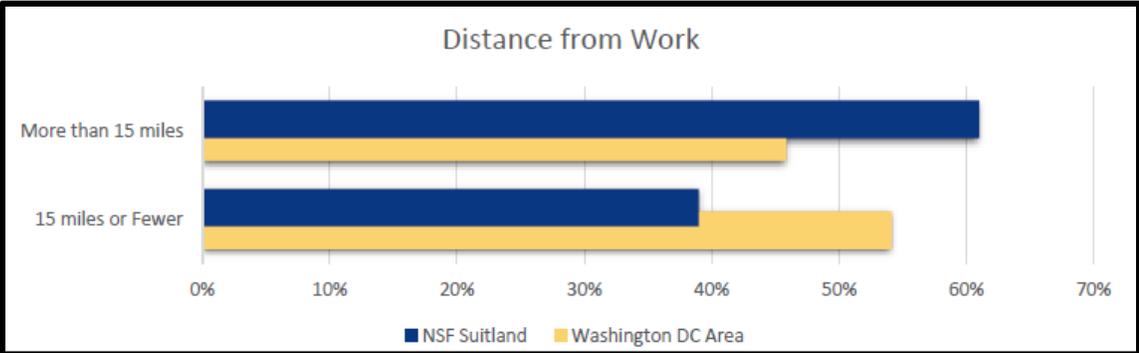
Transportation Management Plan (TMP)



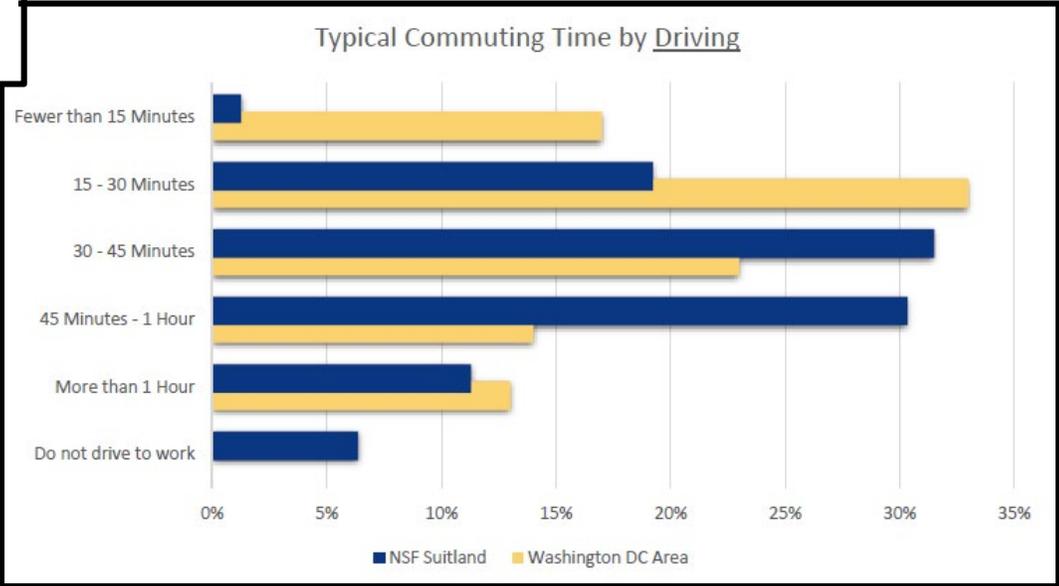
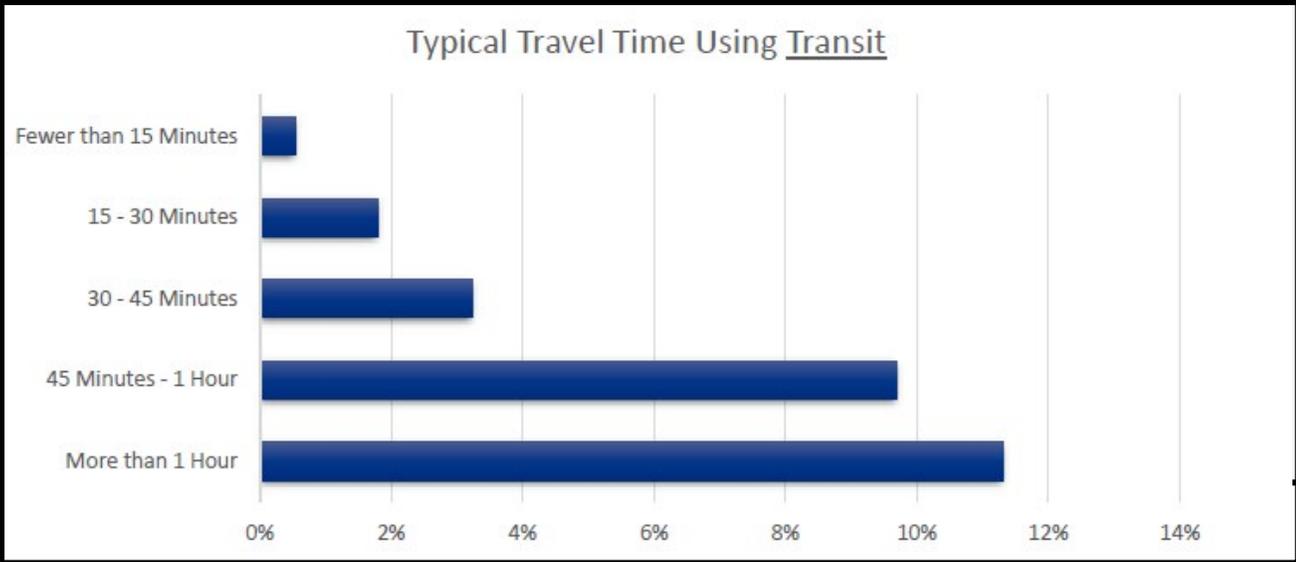
Transportation Management Plan (TMP)



Transportation Management Plan (TMP)



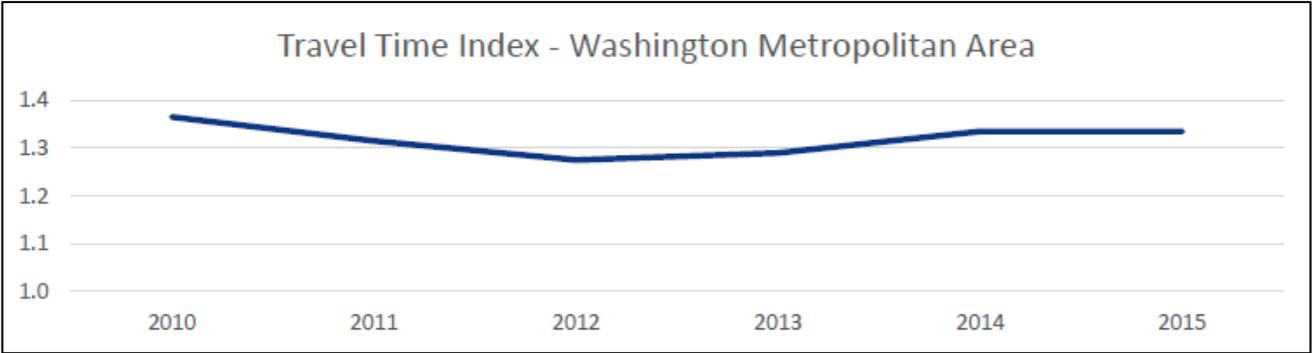
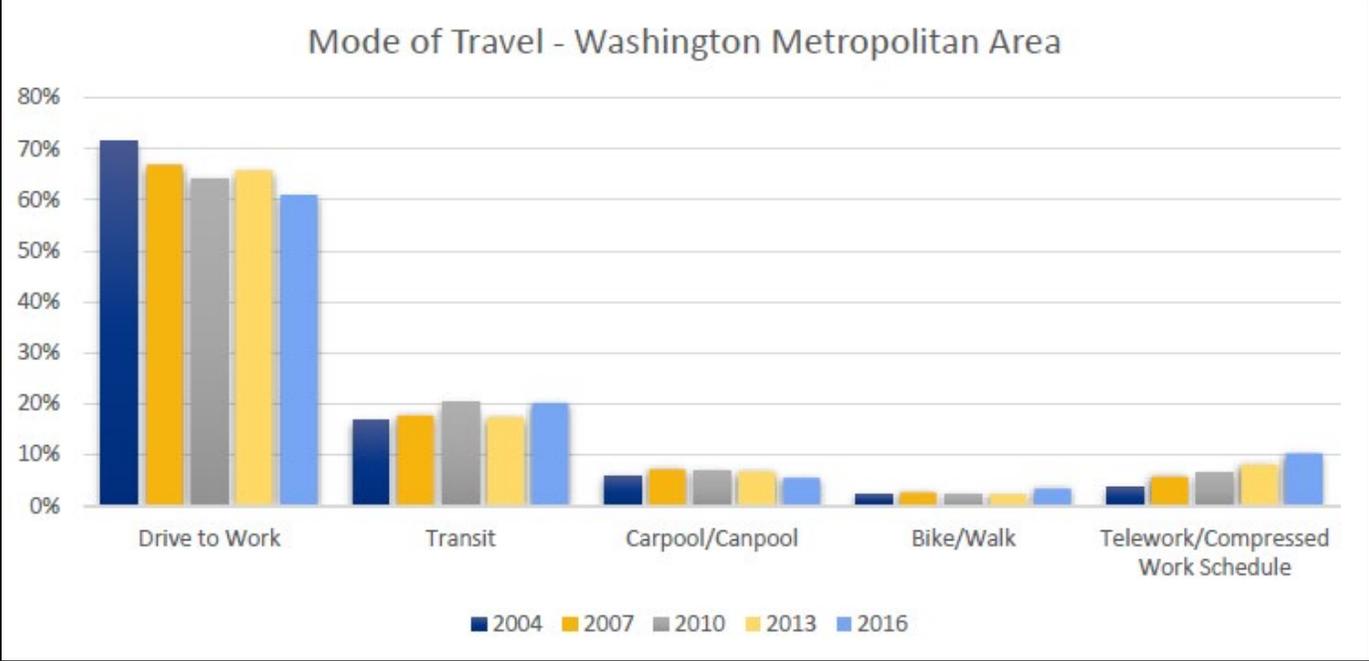
Transportation Management Plan (TMP)



Transportation Management Plan (TMP)

Mode of Travel	2005 TMP		2019 TMP UPDATE		Percent Change
	Survey Responses	Percentage	Survey Responses	Percentage	
Drive Alone	588	(Information intentionally omitted.)	982	(Information intentionally omitted.)	+ 2%
Carpool/Vanpool	50	(Information intentionally omitted.)	45	(Information intentionally omitted.)	- 3%
Public Transportation	19	(Information intentionally omitted.)	70	(Information intentionally omitted.)	+ 3%
Taxi/Uber/Lyft	0	(Information intentionally omitted.)	3	(Information intentionally omitted.)	--
Bicycle	1	(Information intentionally omitted.)	5	(Information intentionally omitted.)	--
Walk	0	(Information intentionally omitted.)	12	(Information intentionally omitted.)	+ 1%
Motorcycle	6	(Information intentionally omitted.)	24	(Information intentionally omitted.)	+ 1%
Other	4	(Information intentionally omitted.)	5	(Information intentionally omitted.)	--
No Response	33	(Information intentionally omitted.)	0	(Information intentionally omitted.)	--
TOTAL	701	(Information intentionally omitted.)	1,146	(Information intentionally omitted.)	--

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

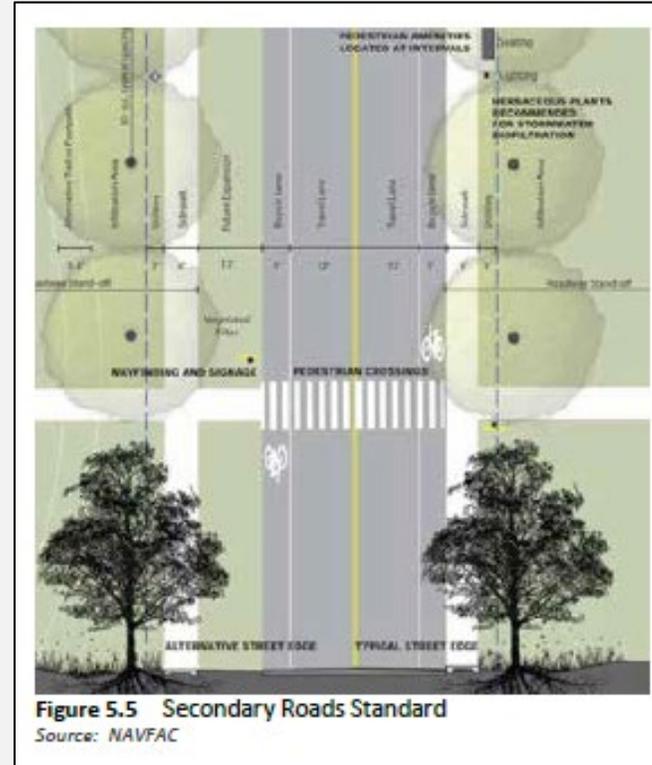


Figure 5.5 Secondary Roads Standard
Source: NAVFAC

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		
Facade 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