



Executive Director's Recommendation

Commission Meeting: April 2, 2020

PROJECT Naval Support Facility Suitland Master Plan Naval Support Facility Suitland 4251 Suitland Road Suitland, Maryland	NCPC FILE NUMBER MP215 NCPC MAP FILE NUMBER 3205.10(05.00)45084
SUBMITTED BY Naval Facilities Engineering Command Washington	APPLICANT'S REQUEST Approve final master plan
REVIEW AUTHORITY Approval of Master Plans for use by the Commission per 40 U.S.C. § 8722(a) and (b)(1)	PROPOSED ACTION Approve final master plan with comments ACTION ITEM TYPE Consent Calendar

PROJECT SUMMARY

The United States Department of Defense, United States Department of the Navy has submitted a final master plan (known as an Installation Development Plan) for the Naval Support Facility (NSF) Suitland. The Commission reviewed the initial draft master plan for NSF-Suitland in September 2019, but deferred action to enable the Navy to develop a more detailed parking reduction plan to attain its long-term 1:3 ratio for the installation. The Navy presented a revised draft master plan, with the requested parking reduction plan and parking ratio commitment, to NCPC in November 2019. The final master plan affirms the goal and measures, as well as previous Commission comments.

The secure Navy installation is situated within the Suitland Federal Center (SFC) campus, which is administered 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 1,469 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 Master Plan 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). The master plan's vision and planning assumptions remained unchanged from the draft submission.

KEY INFORMATION

- The Commission reviewed the initial draft master plan for NSF-Suitland in September 2019; however, the Commission elected to defer action to enable the Navy to develop a more detailed parking reduction plan to attain its long-term 1:3 (one employee space for every three employees) ratio for the installation. The Navy presented a revised draft master plan, with the requested parking reduction plan, to NCPC in November 2019.
- The final master plan includes a parking reduction plan that commits to a short-term goal (by 2025) of 1:2.5; a mid-term goal (by 2030) of 1:2.8; and a long-term goal (by 2040) of 1:3.0. The current NSF Suitland ratio is a 1:2.1.
- The final master plan submission responds to all previous draft master plan comments adopted by the Commission at its November 2019 meeting.

RECOMMENDATION

The Commission:

Approves the final 2020 Naval Support Facility-Suitland Master Plan.

Notes that the final plan includes a defined parking reduction plan as requested by the Commission with a short-term goal (by 2025) of 1:2.5; a mid-term goal (by 2030) of 1:2.8; and a long-term goal (by 2040) of 1:3.0. The long-term goal is consistent with NCPC's Comprehensive Plan for suburban locations within 2,000 feet of Metrorail.

Encourages the Navy proposal to partner with GSA to undertake a Suitland Federal Center-wide transportation study to explore opportunities to develop a more comprehensive inter-agency Transportation Management Plan for the campus.

Recommends that the Navy and GSA partner with the Smithsonian Institution Suitland Collections Center during their joint transportation study to explore Travel Demand Management opportunities between the Suitland Federal Center and the Suitland Collections Center campus.

Requests that the Navy work with NCPC staff to provide biennial reports regarding parking activity, employee/visitor travel behavior, and Transportation Management Plan program effectiveness for NSF-Suitland starting in 2022.

PROJECT REVIEW TIMELINE

Previous actions	November 2019 – Approval of draft master plan comments
Remaining actions (anticipated)	None.

PROJECT ANALYSIS

Executive Summary

The final NSF Suitland Master Plan is consistent with the draft master plan previously reviewed by the Commission. The final plan also successfully responds to the Commission's previous requests. The one notable change between the draft and final master plan versions is the inclusion of a new parking reduction plan (discussed in more detail in the Analysis section) that demonstrates how NSF Suitland will attain its 1:3 long-term parking ratio goal, with interim goals of 1:2.5 by 2025 and 1:2.8 by 2030. Staff finds the parking reduction plan provides an appropriate roadmap to achieving the parking goals over time, and therefore, recommends the **Commission approve the final 2020 NSF-Suitland Master Plan.**

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.

The 2020 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 is an update the previous IDP, which was reviewed and approved by NCPC in 2008. The plan reflects 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 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, 2) repaving the ground level of the demolished garage for surface parking. 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 58,000 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 2020 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.

Analysis

Parking Reduction Plan

As noted previously, the final master plan is consistent with the draft reviewed by the Commission, but it now also includes planned actions to reduce parking over time, in conjunction with Travel Demand Management strategies. The plan is divided into three timeframes – short-term (5-year, by 2025), mid-term (10-year, by 2030), and long-term (20-year, by 2040). The following sections summarize the Navy's proposed future strategies.

Short-Term Parking Goals (1 to 5 years, 2025)

The generalized planning actions are to continue to lease existing parking spaces on the SFC from GSA for 10 years with the potential for two 5-year extensions. The NSF Suitland parking garage will be demolished due to failure of the structure, and the garage footprint will be converted into surface parking. In the long term, the intent is to build a new parking garage on the same site and return all leased parking to GSA.

As presented in the November 7, 2019, the revised parking inventory is shown in Table 5.3 and Figure 5.3. Effective immediately, the Navy will improve the employee parking ratio from 1:2.1 to 1:2.5 with a total of 1,594 employee parking spaces:

- Demolish the parking garage and replaces with surface parking which results in the removal of 270 employee parking spaces for a total of 380 employee parking spaces;
- Convert 158 employee parking spaces in the NSF Suitland North Lot to visitor's parking (150), and GOV parking (8), for a new total of 93 employee parking spaces;
- Amend the current lease with GSA for 805 employee parking spaces to include the additional lease of 150 parking spaces near the Census Bureau for a total of 955 employee parking spaces.

Mid-Term Parking Goals (6-10 years, 2030)

- Program funds and initiate conversation with GSA for a new, more direct pedestrian path (and associated pedestrian entrance) to NSF Suitland through GSA property; subject to further study;
- Explore moving missions to other Intelligence Community properties in the region (which would also help alleviate the space deficit);

- At the end of the 10-year lease with GSA, the 150 spaces in the Census lot will return to GSA, resulting in a total of 1,444 employee spaces (1:2.8 ratio)

Long-Term Parking Goals (11-20 years, 2040)

- Achieve the 1:3 parking ratio goal, locating all employee parking within the NSF Suitland fence line;
- Pursue MILCON funding for a new parking garage on the site of the demolished garage. The new parking garage would facilitate the removal of all leased parking (955 spaces); the capacity of the garage would be limited to only what would meet a 1:3 parking ratio for the NSF Suitland site;
- In coordination with GSA, construct a more direct pedestrian path (and associated pedestrian entrance) between NSF Suitland and the Suitland Metro Station; subject for further study;
- Pursue options for a joint-use parking garage on the SFC.

The strategies provide important strategies in reducing parking over time, consistent with previous Commission guidance. Further, the long-term goal meets the Comprehensive Plan guidance. Therefore, staff recommends that the Commission **note that the final plan includes a defined parking reduction plan as requested by the Commission with a short-term goal (by 2025) of 1:2.5; a mid-term goal (by 2030) of 1:2.8; and a long-term goal (by 2040) of 1:3.0. The long-term goal is consistent with NCPC's Comprehensive Plan for suburban locations within 2,000 feet of Metrorail.**

Travel Demand Management

The Navy's parking reduction plan is supported by several promising Travel Demand Management (TDM) strategies including: Re-evaluating its parking placard system and criteria for parking eligibility (targeting contractors for parking off-site); Providing shuttle for military personnel from barracks on other installations; Targeting carpool/vanpool to specific zip codes with potential highest return; and Engaging with various commuter bus companies to provide better transit opportunities for employees not served by Metrorail. One notable strategy is a Navy proposal to partner with GSA to undertake a Suitland Federal Center-wide transportation study to explore opportunities to develop a more comprehensive inter-agency Transportation Management Plan for the property. Staff encourages the Navy proposal. Therefore, staff recommends that the **Commission encourage the Navy proposal to partner with GSA to undertake a Suitland Federal Center-wide transportation study to explore opportunities to develop a more comprehensive inter-agency Transportation Management Plan for the campus.**

NCPC recently reviewed a draft master plan for the Suitland Collections Center (February 2020), which is part of the Smithsonian Institute. The federal campus is situated approximately 0.6-miles away from the Suitland Federal Center, along Silver Hill Road, to the west of the Baltimore-Washington Parkway. The Suitland Collections Center campus is not in compliance with NCPC's long-term 1:2 parking ratio goal for the property, and the Commission requested a parking reduction plan as part of the final master plan submission. NCPC staff believes that there may be an opportunity for the Smithsonian Institute to partner with the Navy and GSA to develop future TDM

strategies that can benefit both the Suitland Federal Center and Suitland Collections Center campuses. Therefore, staff recommends that the **Commission recommend that the Navy and GSA partner with the Smithsonian Institution Suitland Collections Center during their joint transportation study to explore Travel Demand Management opportunities between the Suitland Federal Center and the Suitland Collections Center campus.**

NCPC staff is recommending all federal campuses to start routine, two-year submissions of parking activity, employee/visitor travel behavior, and TMP program effectiveness data to Commission staff for review. This would be part of an effort to keep the Commission informed about the federal government's endeavor to adopt more sustainable transportation practices in the National Capital Region at the campus/installation level. Staff recently updated the Commission on this proposed approach, and the upcoming Transportation Element encourages routine monitoring. Therefore, staff recommends that the Commission **request that the Navy work with NCPC staff to provide biennial reports regarding parking activity, employee/visitor travel behavior, and TMP program effectiveness for NSF-Suitland starting in 2022.**

CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE

Comprehensive Plan for the National Capital

The final 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 final master plan includes a defined parking reduction plan to attain the 1:3 goal through a combination of travel demand management strategies (reflected in a Transportation Management Plan) 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.

The Navy has responded to previous relevant County comments in the final master plan, which are highlighted through a summary table.

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

Prepared by Michael Weil
03/26/2020

POWERPOINT (ATTACHED)

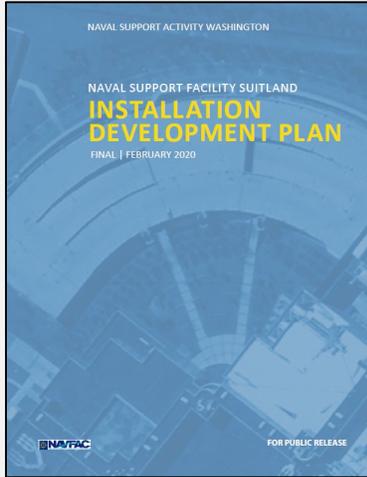
Naval Support Facility Suitland Installation Development Plan

4600 Silver Hill Road, Suitland, Maryland

Approval of Final Master Plan

United States Department of Defense, Department of the Navy

Project Summary



Commission Meeting Date: April 2, 2020

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

Applicant Request: Approval of final master plan

Session: Consent Calendar

NCPC Review Officer: Michael Weil

NCPC File Number: MP215

Project Summary:

The United States Department of the Navy has submitted a final 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 initially reviewed the draft NSF master plan in September 2019, with resubmission of the plan in November 2019 that included a defined parking reduction/TMP strategy plan that would achieve NCPC’s long-term 1:3 ratio for the site.

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 (intermediate COA) from the other two COAs (minor improvements COA or major overhaul COA).

Project Summary

The final master plan submission includes responses to previous draft master plan comments from the Commission (November 2019), as well as a defined planned future employee parking removal plan (Section 5.2.4) with the following actions:

Short-Term (0-5 years)

- Demolish the parking garage and replaces with surface parking which results in the removal of 270 employee parking spaces for a total of 380 employee parking spaces;
- Convert 158 employee parking spaces in the NSF Suitland North Lot to visitor's parking (150), and GOV parking (8), for a new total of 93 employee parking spaces;
- Amend the current lease with GSA for 805 employee parking spaces to include the additional lease of 150 parking spaces near the Census Bureau for a total of 955 employee parking spaces.

Mid-Term (6-10 years)

- Program funds and initiate conversation with GSA for a new, more direct pedestrian path (and associated pedestrian entrance) to NSF Suitland through GSA property; subject to further study;
- Explore moving missions to other Intelligence Community properties in the region (which would also help alleviate the space deficit);
- At the end of the 10-year lease with GSA, the 150 spaces in the Census lot will return to GSA, resulting in a total of 1,444 employee spaces (1:2.77 ratio).

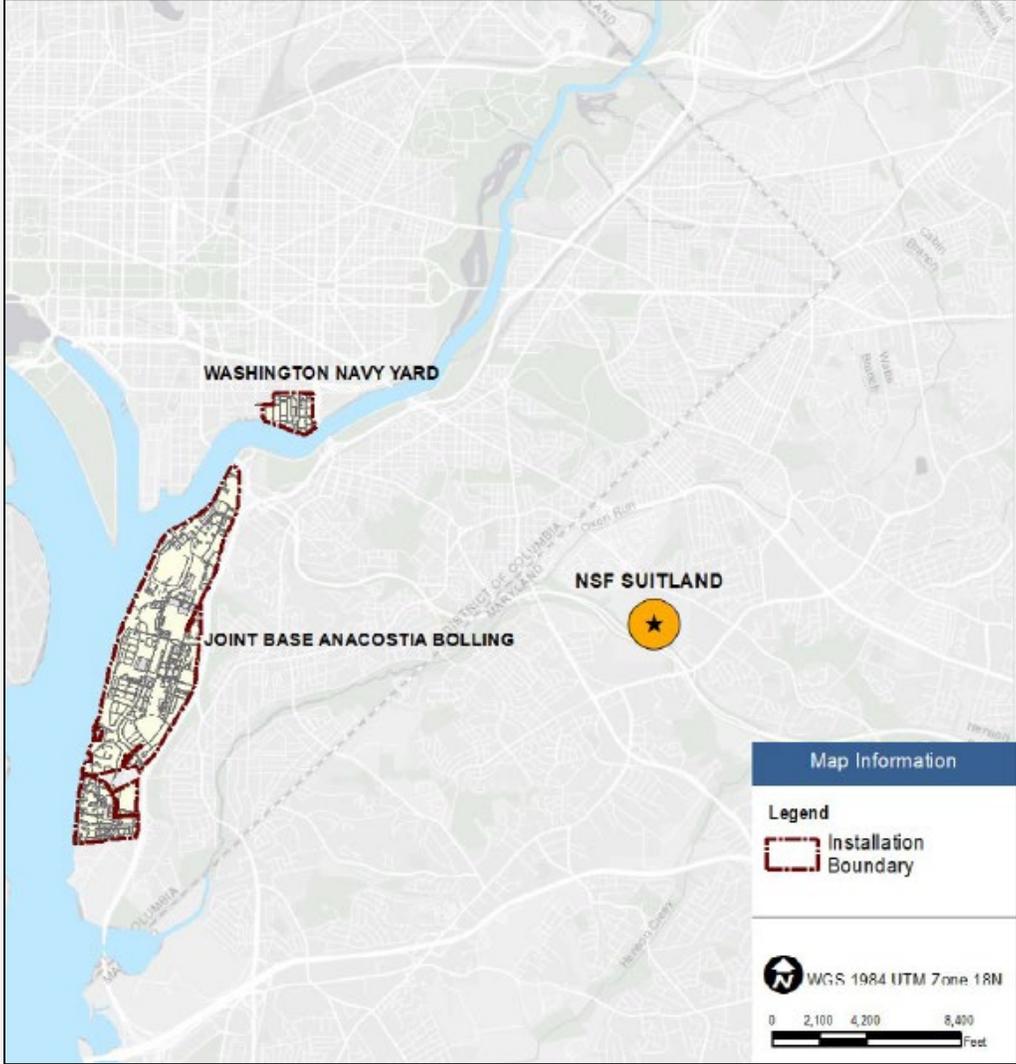
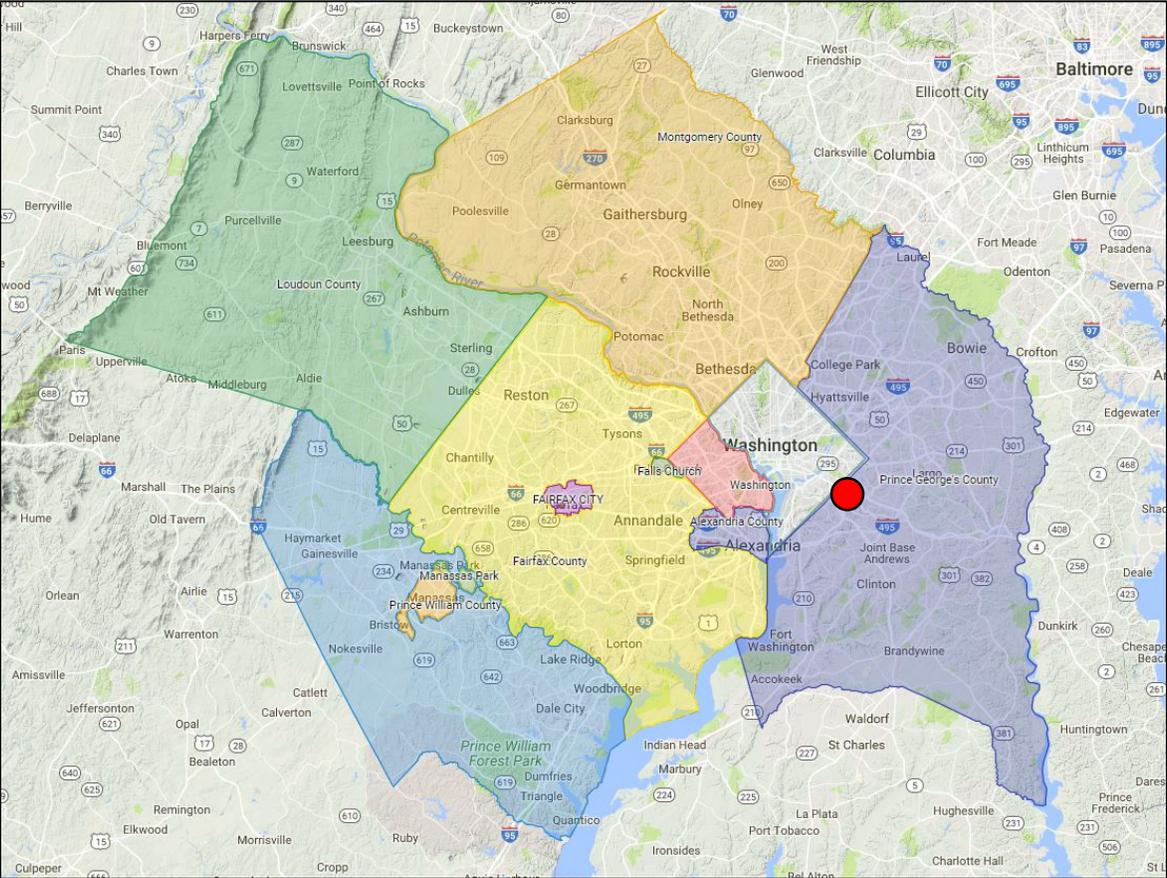
Project Summary

The final master plan submission includes responses to previous draft master plan comments from the Commission (November 2019), as well as a defined planned future employee parking removal plan (Section 5.2.4) with the following actions:

Long-Term (11-20 years)

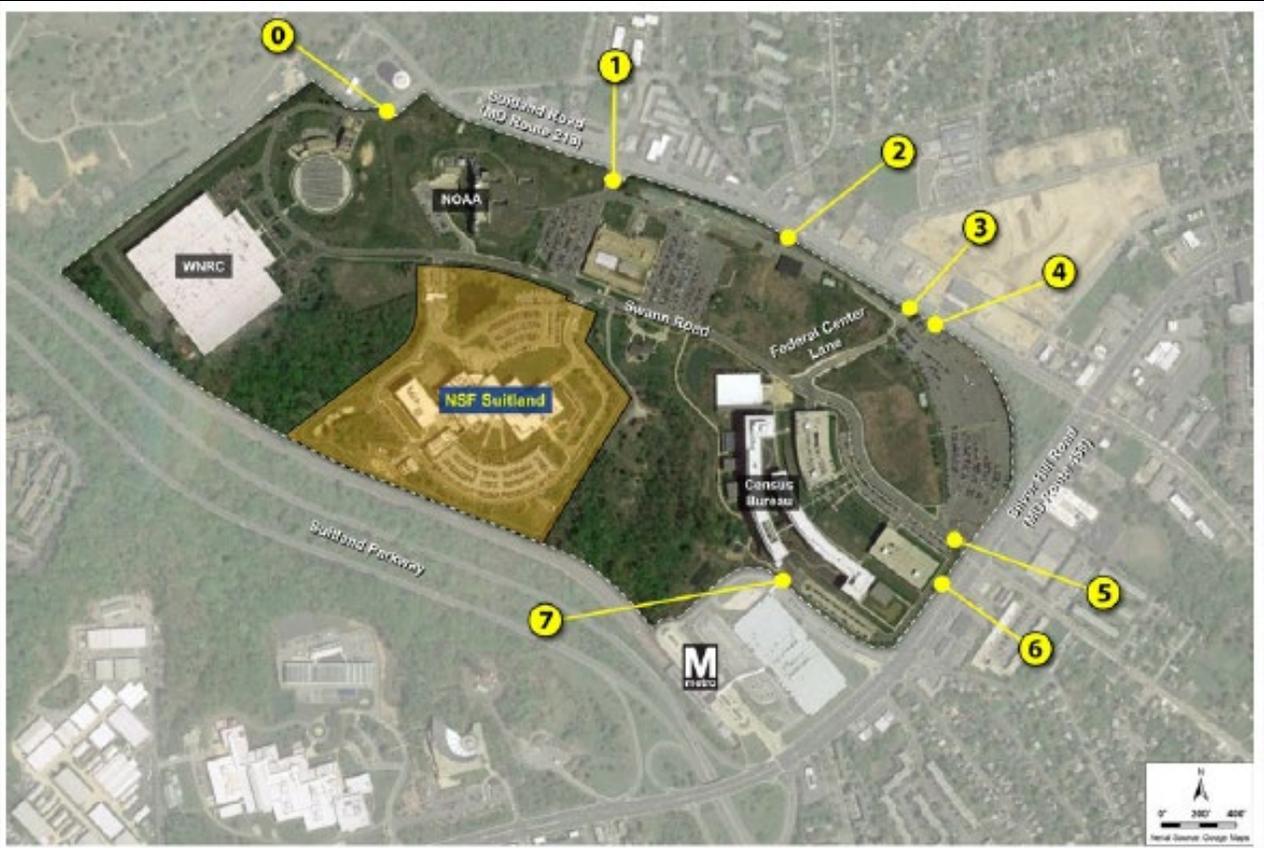
- Achieve the 1:3 parking ratio goal, locating all employee parking within the NSF Suitland fence line.
- Pursue MILCON funding for a new parking garage on the site of the demolished garage. The new parking garage would facilitate the removal of all leased parking (955 spaces); the capacity of the garage would be limited to only what would meet a 1:3 parking ratio for the NSF Suitland site.
- In coordination with GSA, construct a more direct pedestrian path (and associated pedestrian entrance) between NSF Suitland and the Suitland Metro Station; subject for further study.
- Pursue options for a joint-use parking garage on the SFC.

Site Location

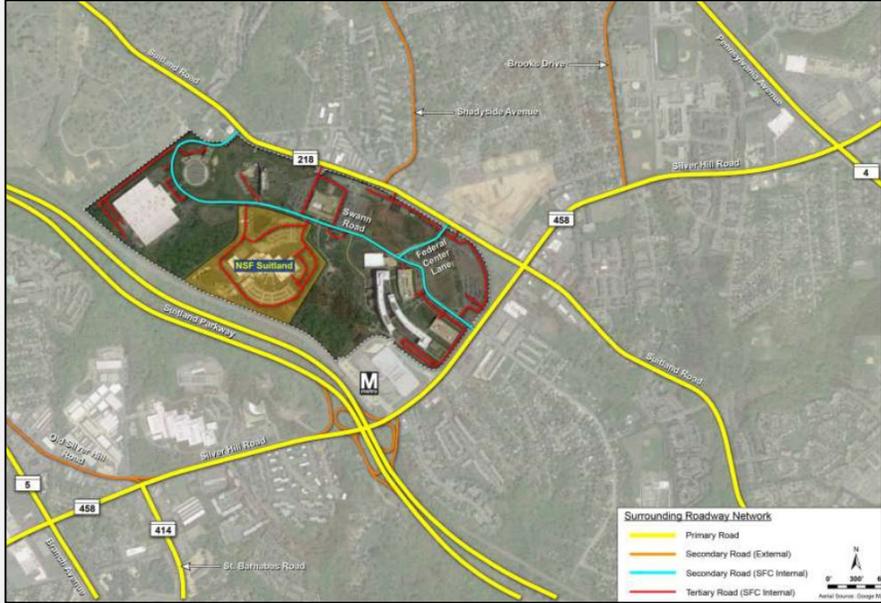


Location Map

Access / Circulation



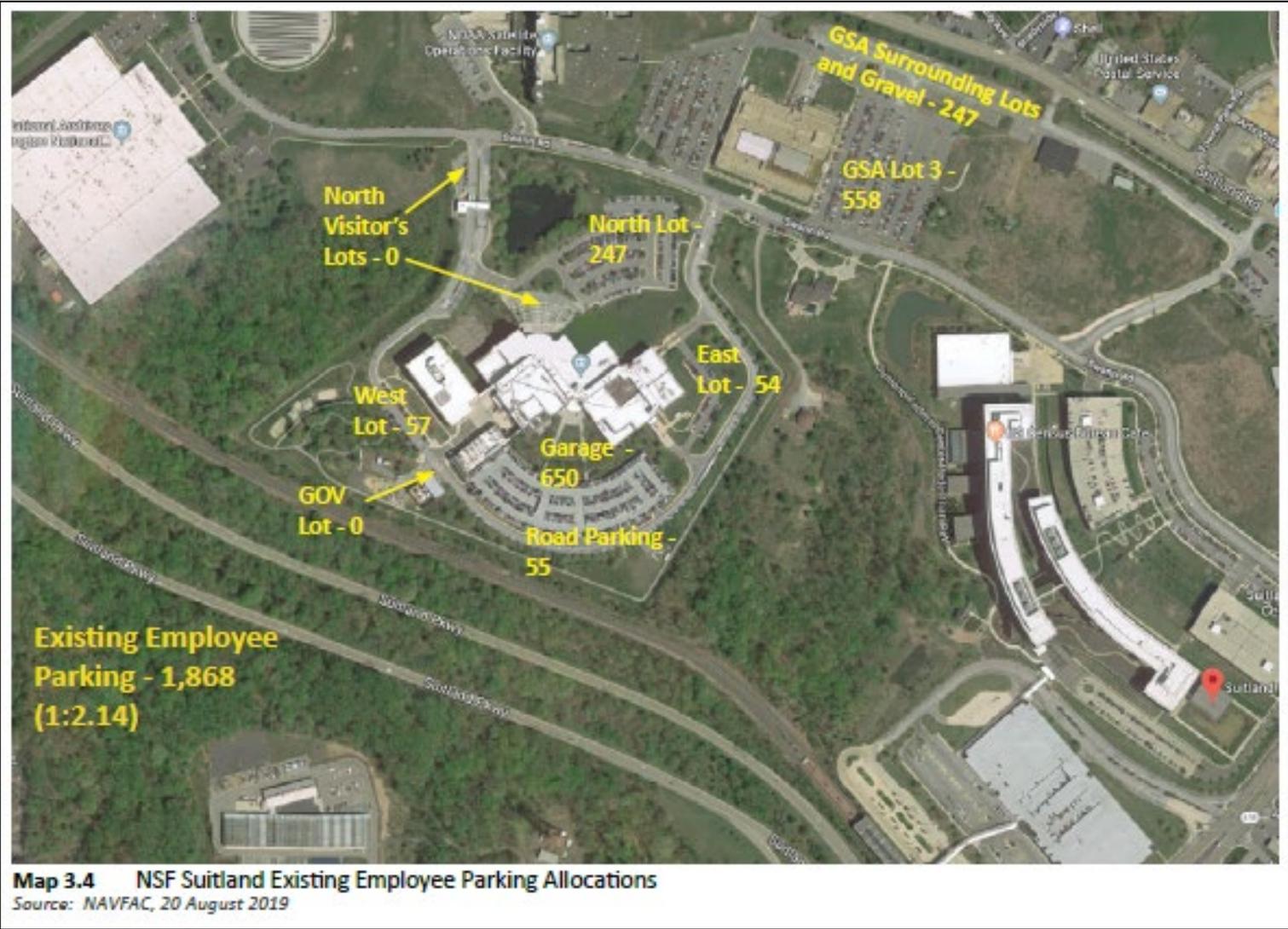
Map 3.2 Suitland Federal Center Road Network and Gate Location
 Source: NSF Suitland TMP (Pre-Final), 10 May 2019



Access / Circulation



NSF-Suitland Parking - Existing



NSF-Suitland Parking – Short-Term



existing



Figure 5.3 NSF Suitland Short-Term Parking Allocations
 Source: Georeadiness Explorer, NAVFAC

NSF-Suitland Parking – *Mid-Term*



existing

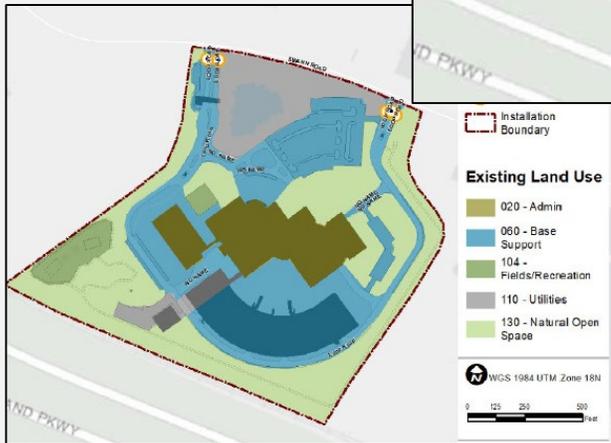


Figure 5.4 NSF Suitland Mid-Term Parking Allocations
 Source: Georeadiness Explorer, NAVFAC

Future Land Use



draft IDP



existing

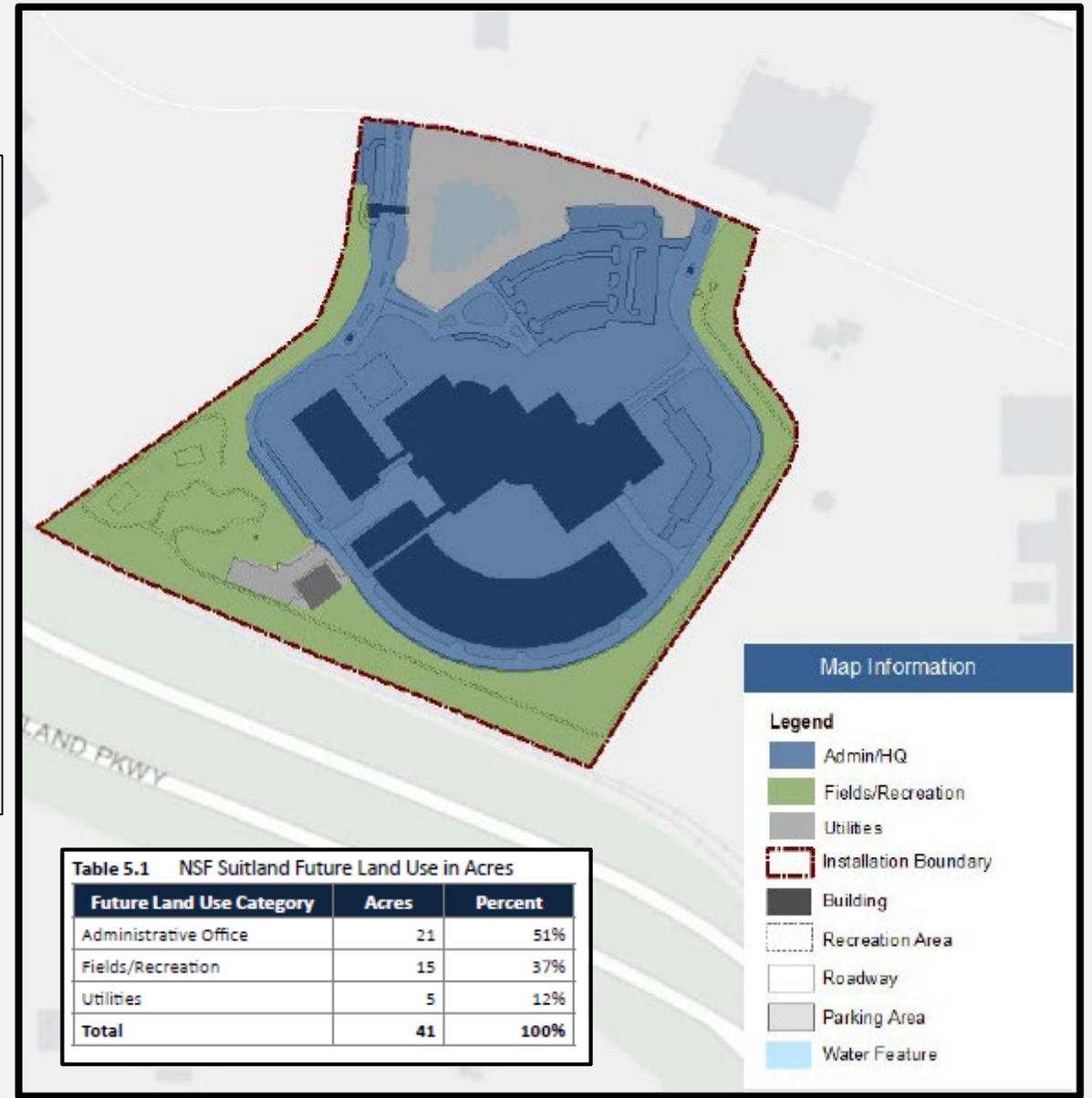


Table 5.1 NSF Suitland Future Land Use in Acres

Future Land Use Category	Acres	Percent
Administrative Office	21	51%
Fields/Recreation	15	37%
Utilities	5	12%
Total	41	100%

FINAL IDP

Capital Improvement Plan

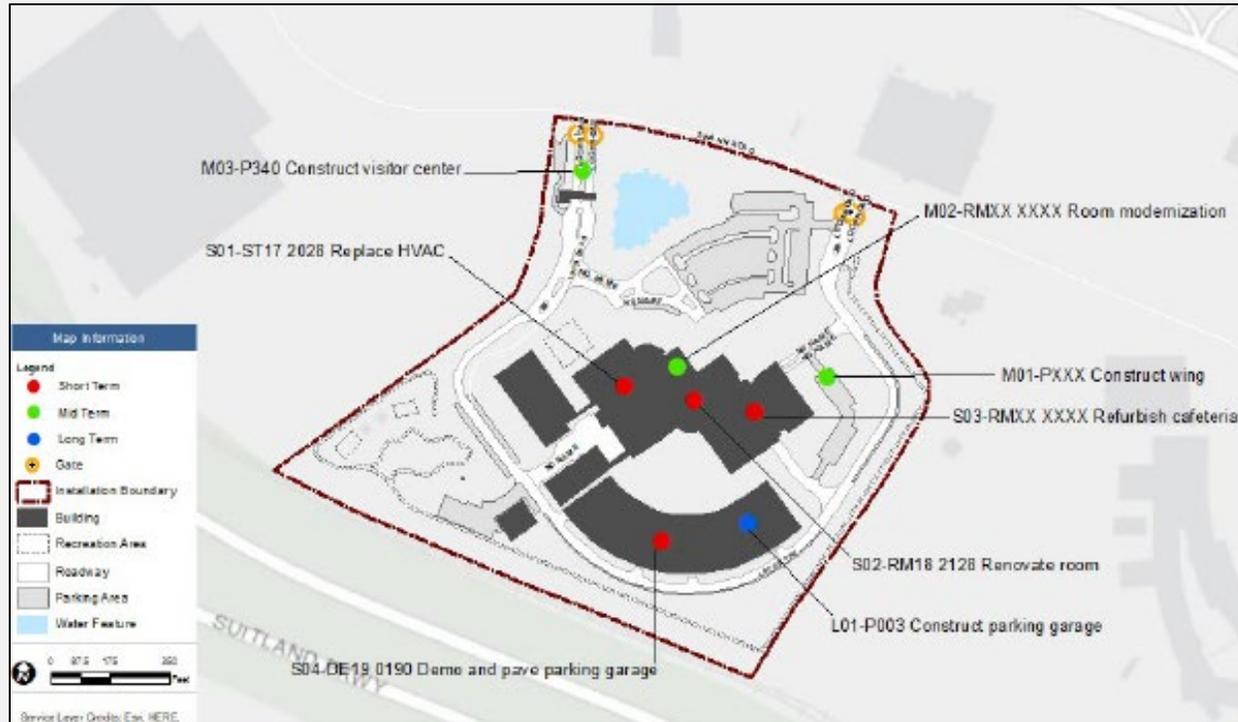


Table 5.4 NSF Suitland Future Development Plan by Phases

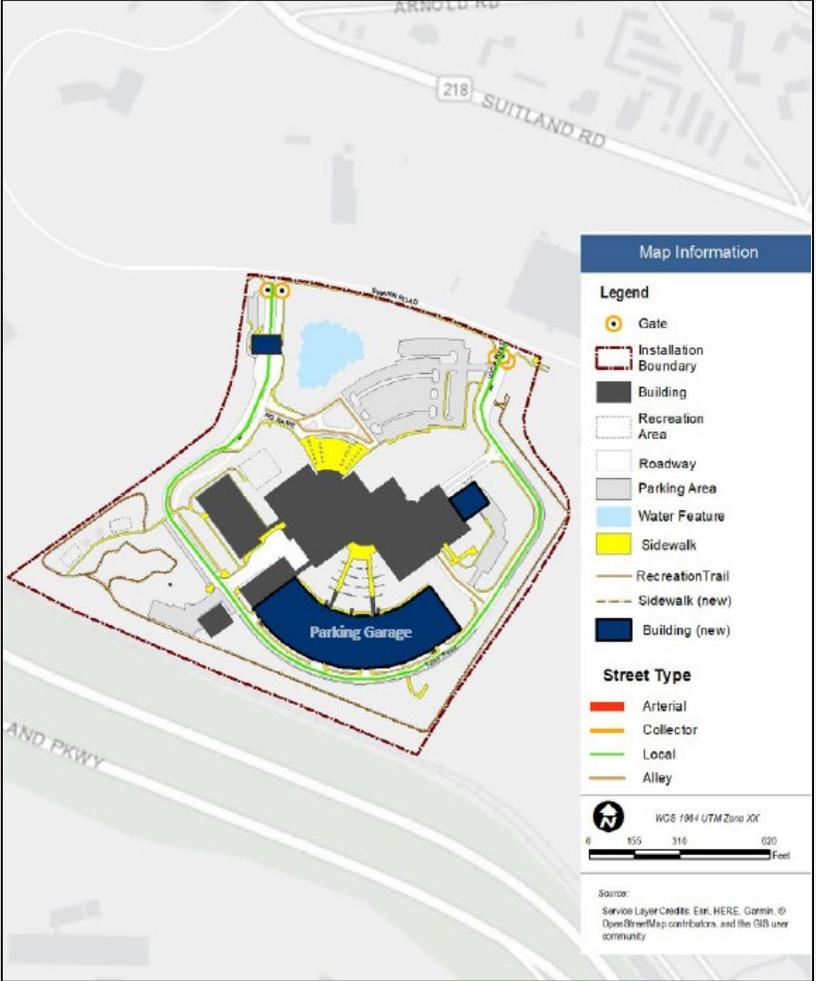
Map ID	Project No.	Project Title	Project Type	Area (SF)	Demo Area (SF)	Cost (\$000)	Fund Type
S01	ST17-2028	Replace HVAC System	Repair	17,288	-	\$11,915	O&M, N
S02	RM18-2128	Renovate room for new tenant	Repair	13,000	-	\$2,292	O&M, N
S03	RMXX-XXXX	Refurbish Cafeteria Dining Area	Repair	3,528	-	1,700	O&M, N
S04	DE19-0190	Demo Parking Garage (Bldg 2), pave and stripe surface lot FY21	Demolition	378,200	378,200	\$11,915	O&M, N
S05	RM13-1899	Create non-potable water source	Repair & Construction	-	-	\$ 235	O&M, N
M01	PXXX	Build eastern wing	Construction	58,520	-	\$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	Construction	632,444	632,444	\$79,518	MILCON

Source: Integrated Project List; Stakeholder Interviews (Sept 2018); NSF Suitland Capability Gaps Analysis, iNFADS & FRES (March 2019); Gaps Prioritization Meeting (8 May 2019); Project Development Meeting (14 May 2019)

Circulation and Parking Plans

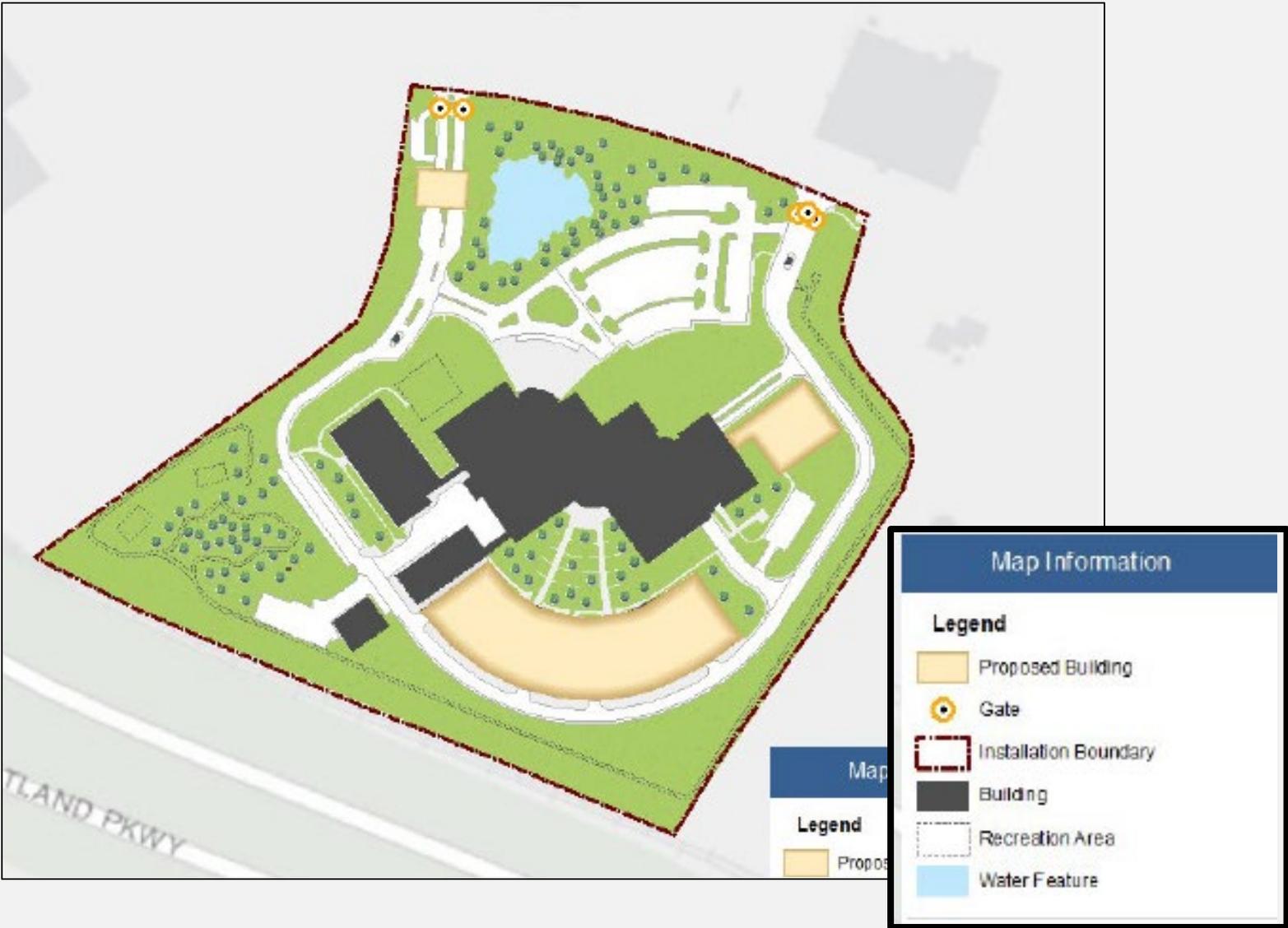


Interim (10-year)



Future (20-year)

Illustrative Plan



Green Infrastructure Plan



The following strategies and planning actions listed below are planned for implementation on NSF Suitland.

- Install low maintenance bio-swales, planting strips, and shade trees along the south-facing sides of parking lots and roads to mitigate for flooding, treat stormwater, provide shade, and reduce the urban heat island effect.
- Evaluate the viability of solar hot water, or solar air heating.
- Under Navy's LID policy, integrate low maintenance LID techniques into site design to address stormwater management.
- Under the Energy Independence and Security Act (EISA) Section 438 requirements, select appropriate stormwater management and other site design elements to mimic pre-development hydrology for projects impacting over 5,000 square feet
- Conserve forest stands and wetlands to improve flood control, mitigate heat, improve air and water quality, and provide habitats.
- Maintain recreational areas and trail to promote healthy community initiatives and social functions. These are the preferred areas for future tree planting.
- Plant only regionally-native species to lower maintenance costs. Native plantings offer a reduced need to water and apply fertilizer and pesticides.
- Build new facilities on brown- or gray-field sites.

Final IDP

The following strategies and planning actions listed below are planned for implementation on NSF Suitland.

Install low maintenance bio-swales, planting strips, and shade trees along the south-facing sides of parking lots and roads to mitigate for flooding, treat stormwater, provide shade, and reduce the urban heat island effect.

- Evaluate the viability of solar hot water, or solar air heating.
- Integrate low maintenance LID techniques into site design to address stormwater management.
- Conserve forest stands and wetlands to improve flood control, mitigate heat, improve air and water quality, and provide habitats.
- Maintain recreational areas and trail to promote healthy community initiatives and social functions.
- Plant only regionally-native species to lower maintenance costs. Native plantings offer a reduced need to water and apply fertilizer and pesticides.
- Build new facilities on brown- or grayfield sites.

draft IDP

Applicant Responses to November 2019 Comments

Responses to NCPC Executive Director Report (EDR 29 AUG 2019 - NCPC File PM215)					
Item #	Page #	Topic	NCPC Comment	NAVFAC Response/Strategy	
1	2	Parking and Transportation	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.	NAVFAC proposal was submitted on for approval at the NCPC at the 7 NOV hearing. A variance for 1:2.51 was approved by NCPC at the 7 NOV hearing for the next 5-years (2025). Then the mid-term goal is 1:2.77 (2030) and the long term goal is 1:3 (2040). These are incorporated in <i>Section 5.2.4 NSF Suitland Circulation and Parking Plan</i> .	
2	3	Parking and Transportation	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.	NAVFAC will work with NCPC on this reporting requirement.	
3	3	Interim Employee Parking	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.	Thematic maps were submitted to NCPC for review in November 2019. However they are sensitive information and can not be provided as part of the Final IDP. They can be included with the package to NCPC for Final review if necessary, so long as they are treated as FOUO and not disseminated.	
4	3	Interim Employee Parking	Requests the following information in the final submission to inform the allowable number of spaces for the new surface lot: A proposal for a reasonable reduction in parking spaces that is feasible at this time given the data provided in the TMP.	See response to item #1 above. NAVFAC proposal was submitted on for approval at the NCPC at the 7 NOV hearing. A variance for 1:2.51 was approved by NCPC at the 7 NOV hearing for the next 5-years (2025). Then the mid-term goal is 1:2.77 (2030) and the long term goal is 1:3 (2040). These are incorporated in <i>Section 5.2.4 NSF Suitland Circulation and Parking Plan</i> . The plan no longer includes a new surface lot on GSA Property	
5	3	Additional Information	Request that the Navy add a graphic in the final Installation Development Plan that shows future tree planting priority areas	Navy guidance requires a Green Infrastructure Plan. Planting priority areas have been developed in said plan and found on Section 5.2.5 NSF Suitland Green Infrastructure Plan	

Applicant Responses to November 2019 Comments

6	4	Additional Information	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 bios wale 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.	<i>Section 3.3.4 Storm Water</i> was routed to SME and updated. <i>Section 5.2.5 NSF Suitland Green Infrastructure Plan</i> was routed to SME and changes were provided. At this time, it is not feasible to replace the existing stormwater retention pond as it is integral to the system.
7	4	Additional Information	Request that the Navy respond to each Prince George's County Planning Department referral comment in the final Installation Development Plan submission. (below)	See three PG County comments below
8	11	Prince George's County	1) 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.	Noted. Traffic analysis is a standard practice when major projects are developed by the Navy.
9	11	Prince George's County	2) 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.	<i>Section 5.5.1 Building Envelope Standards</i> denote use, height, placement, and shape of the building. A Regulating Plan which complements the Future Land Use Map found in the same section. Guidance on building materials are developed through Installation Appearance Plans which are separate documents from IDPs. At this time, an IAP for NSFS has not been funded due to very small number of existing and potential buildings.
10	11	Prince George's County	3) The applicant should provide additional standards for development fronting on Suitland Parkway to protect its view shed if necessary.	There will be no development fronting Suitland Parkway. Additionally, a canopy tree buffer of approximately 230 feet currently exists between the Suitland Parkway and the NSF Suitland fence line. This land belongs to the National Park Service. There will not be impacts to the view shed given the buffer.