

Naval Support Facility Arlington Master Plan

701 South Courthouse Road
Arlington, VA

Submitted by the Department of the Navy

Approval of final master plan

April 3, 2014

Commission meeting date: April 3, 2014

NCPC review authority: Federal project within the Environs, 40 U.S.C. § 8722 (b)(1)

Applicant request: Approval of final master plan

Delegated / consent / open / executive session: Consent

NCPC Review Officer: A. Dupont

NCPC File number: MP184

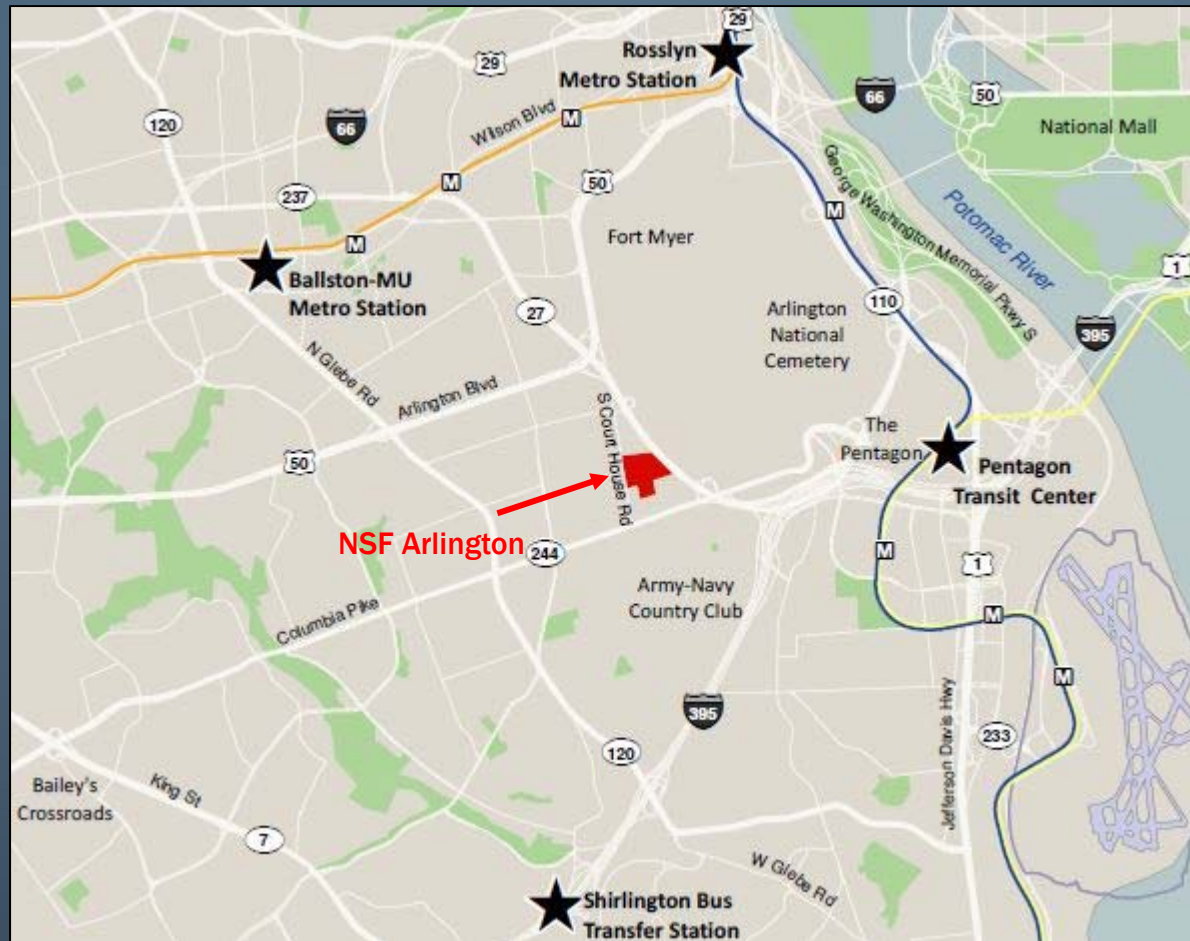
Project summary:

The Navy has submitted a final installation master plan for the Naval Support Facility (NSF) Arlington located at 701 South Courthouse Road, in Arlington Virginia. The 17.73 acre installation has several administrative building as well as four Navy flag housing units. NSF Arlington is located within the Penrose neighborhood of Arlington County and bounded to the northeast by Henderson Hall and the Arlington National Cemetery.

The installation was originally the Naval Radio Station in 1911, serving as the Navy's central radio station for communication with fleet commanders. Today the installation houses predominantly administrative functions. As part of the Base Realignment and Closure (BRAC) program, the Defense Information Systems Agency (DISA) moved out of the installation and seven smaller DoD agencies filled the installation with 1,181 employees between December 2011 and March 2012.

The purpose of the master plan is to provide an installation-wide framework for physical development and provides a high quality of life within an urban environment. Guiding principles for the master plan framework include compact development, improving circulation networks, and creating sustainable low impact development and stormwater management practices. The draft master plan identifies potential planned projects for the short term (present day to 2019) as well as other long term development opportunities.

In addition to the final master plan, the Navy has also submitted a final Transportation Management Program (TMP). The goals of the TMP are to help NSF Arlington continue to reduce traffic, conserve energy, and improve air quality by seeking to further reduce and/or shorten the number of employee single occupancy vehicle trips in the workday commute to and from the NSF Arlington.



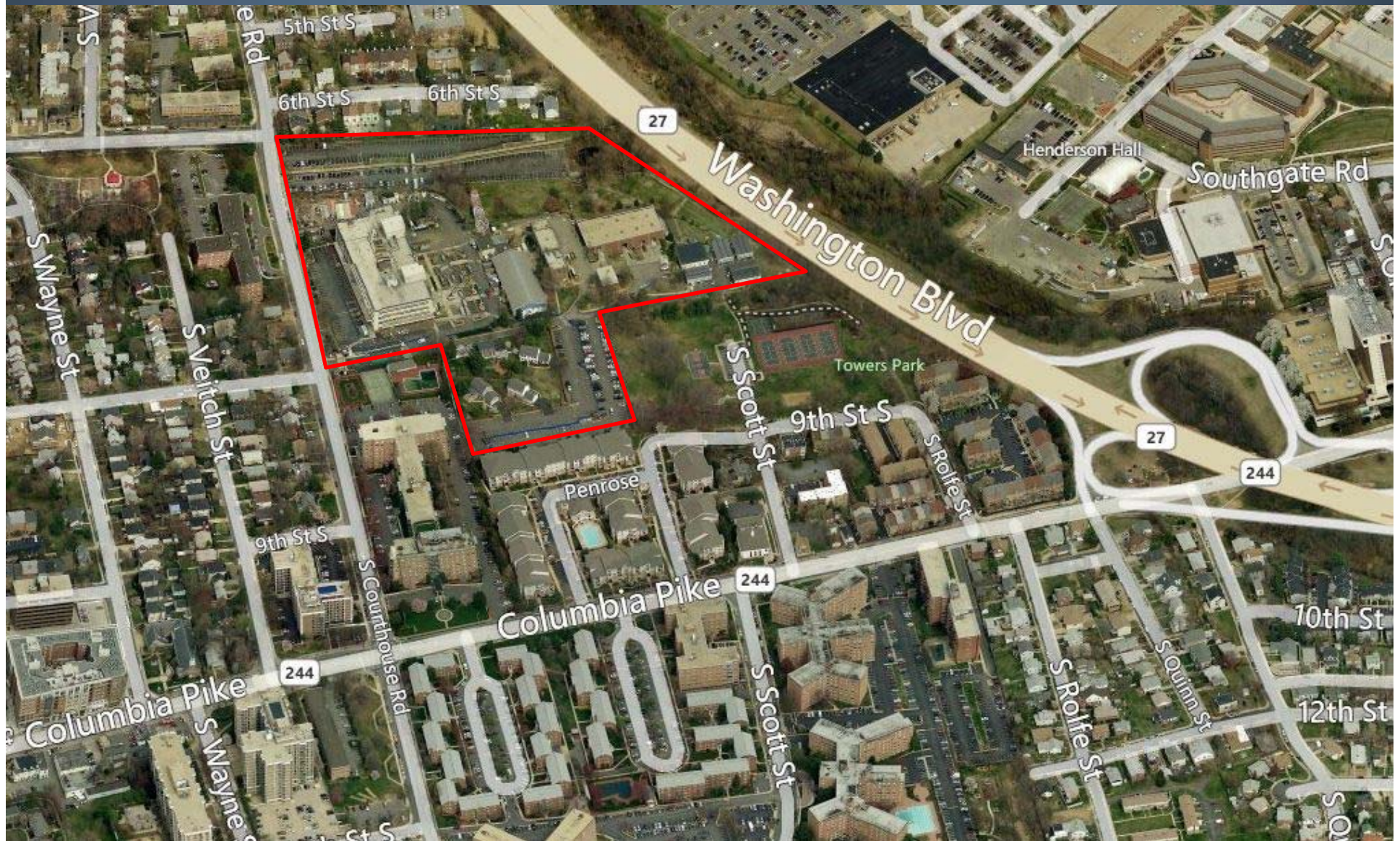
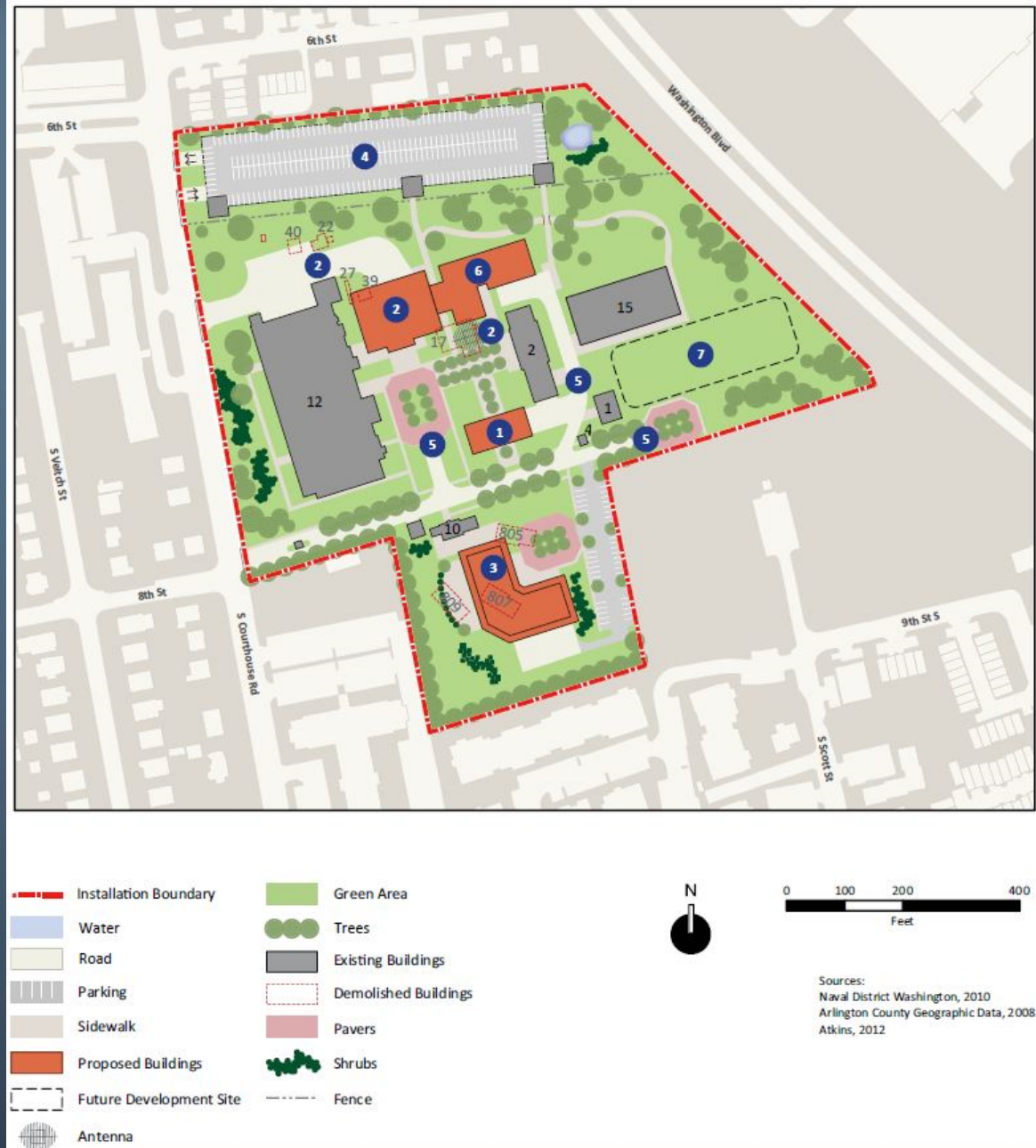


FIGURE 1-4 EXISTING LAND USE PLAN

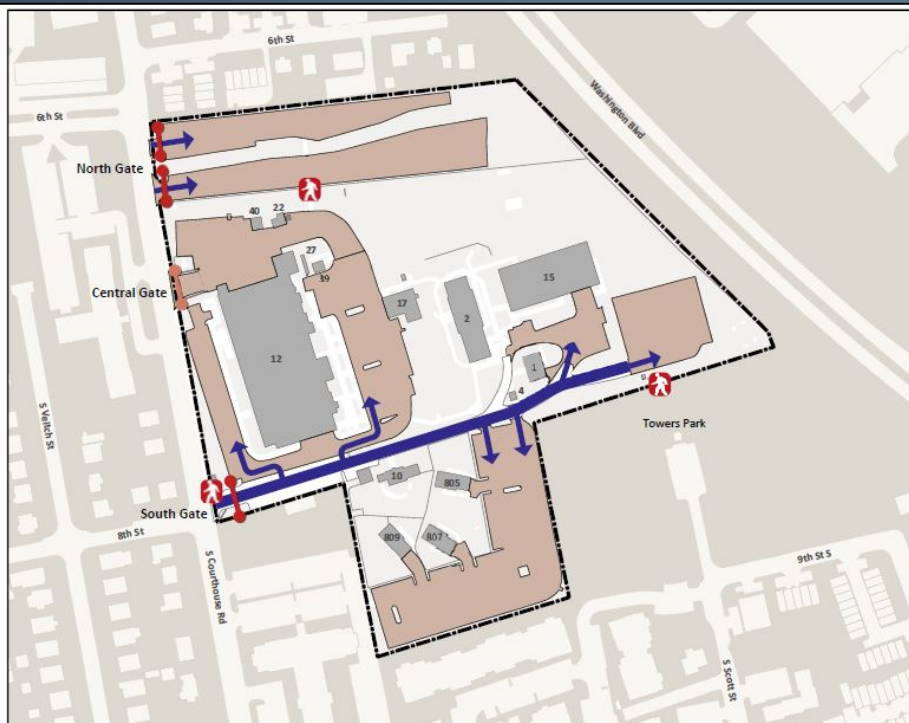


- 1 Community Services Facility (2018-19)
- 2 Administrative Facility and Gym (>2023)
- 3 Conference and Lodging Center (>2028)
- 4 Parking Structure (>2030)
- 5 Primary Road Realignment (>2030)
- 6 Administrative Facility Expansion (>2033)
- 7 Development Parcel (>2035)

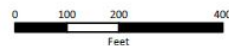


Roadway Circulation and Parking

Existing

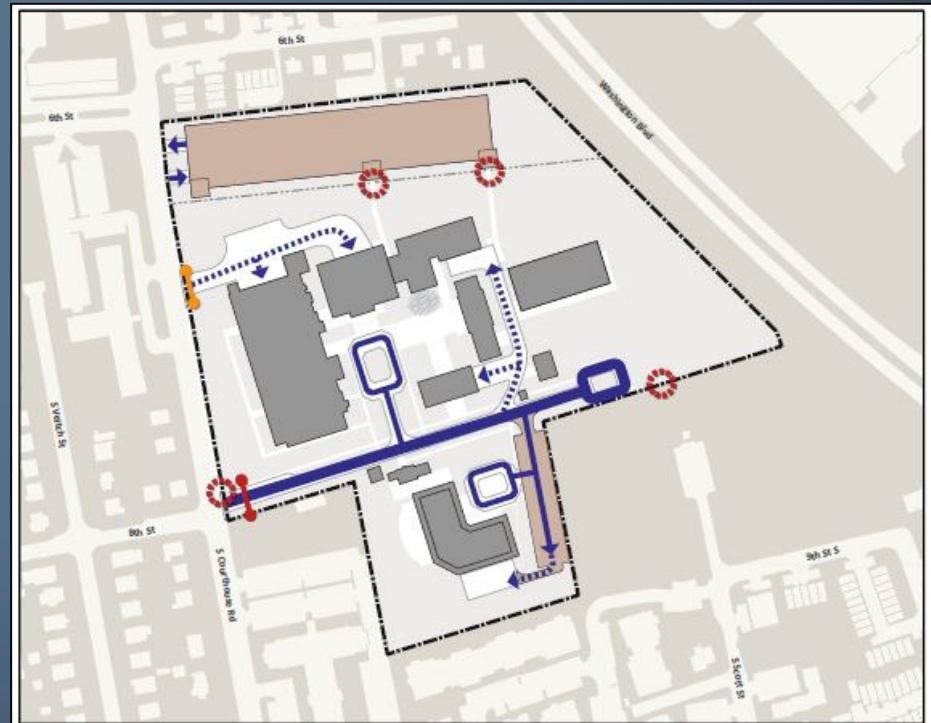


- Installation Boundary
- Access Control Points
- Closed Access Control Point
- Primary Roads
- Parking Areas
- Pedestrian Gate

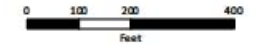


Sources:
Naval District Washington, 2010
Arlington County Geographic Data, 2008
Atkins, 2012

Proposed



- Installation Boundary
- Security Fence
- Access Control Points
- Service Access Gate
- Pedestrian Gate
- Primary Roads
- Secondary Roads
- ... Service-only Roads
- Parking Areas



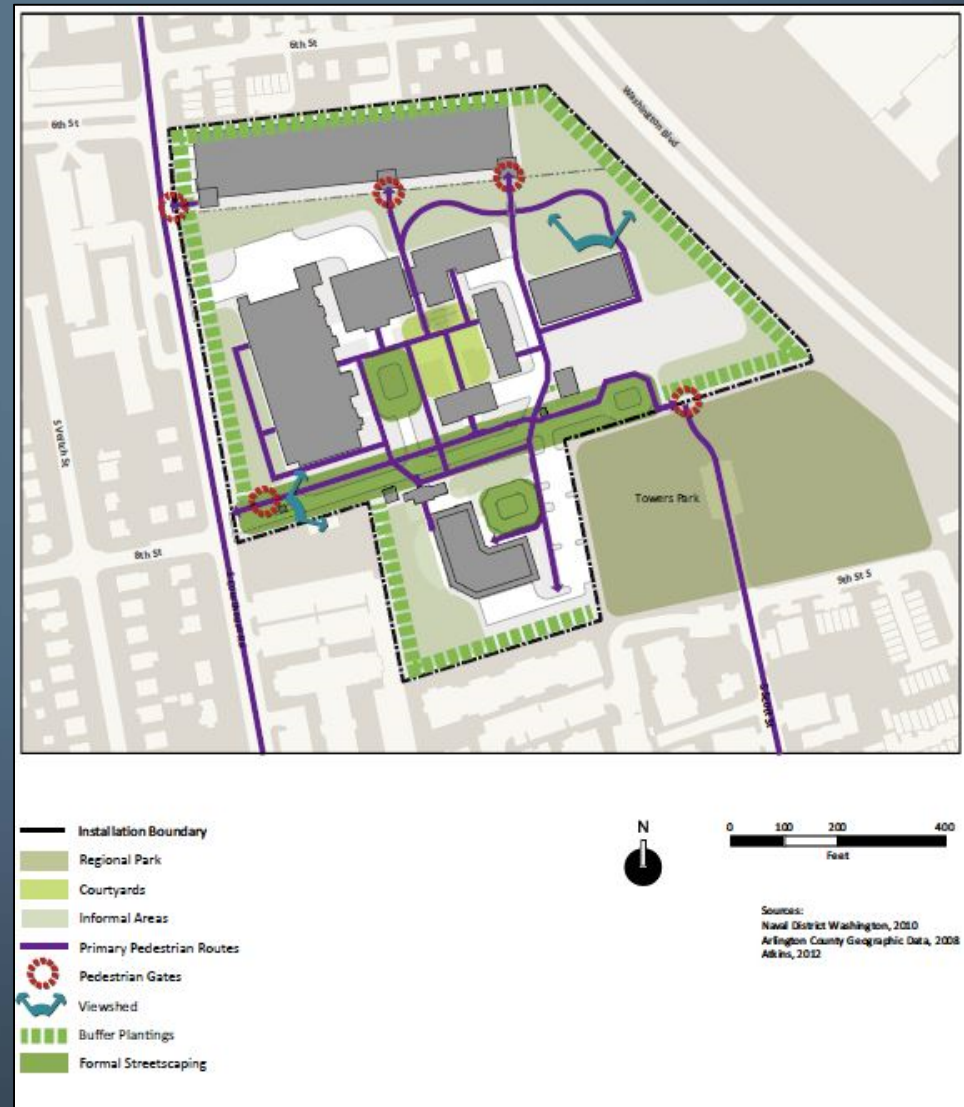
Sources:
Naval District Washington, 2010
Arlington County Geographic Data, 2008
Atkins, 2012

The proposed consolidation of parking will greatly reduce the amount of surface pavement.

Open Space and Pedestrian Circulation

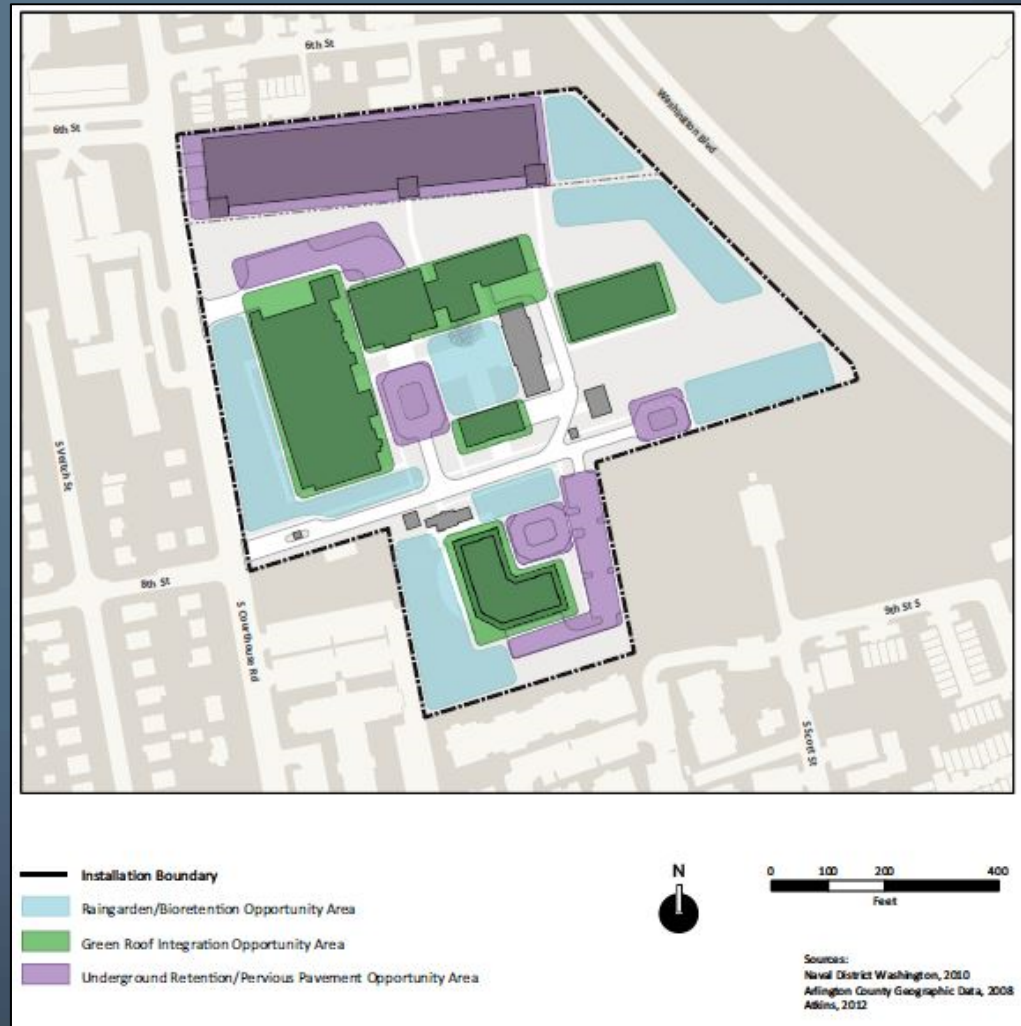
Proposed improvements:

- Add two pedestrian gates along the north perimeter adjacent to the parking structure.
- Provide additional amenities such as, site furnishing, trails, fitness stations, and landscaping to enhance open spaces.
- Ensure a continuous pedestrian network throughout the installation and to the area surrounding the installation with a comprehensive system of walkways.



Proposed improvements:

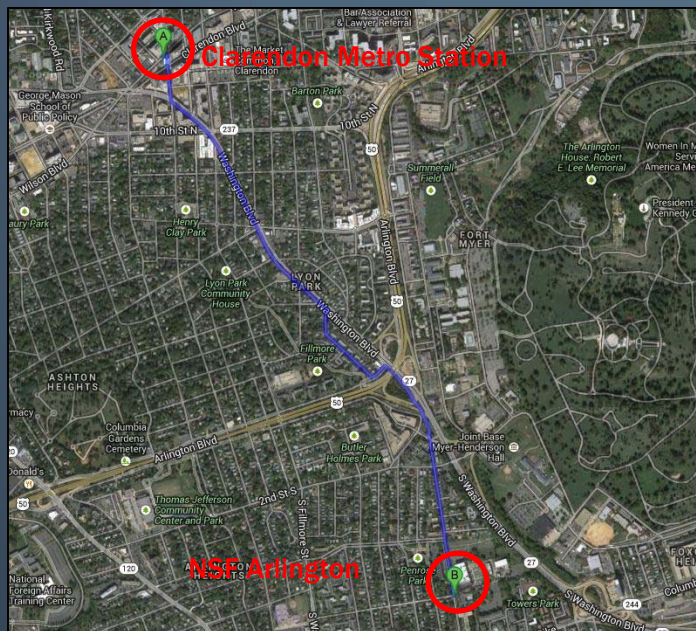
- Incorporate bioretention areas such as bioswales and rain gardens to capture runoff during minimal storms.
- Implement green roof systems on new construction and retrofit existing structures.
- Collect runoff into cisterns for grey water use.
- Reduce the amount of impervious pavement by consolidating parking



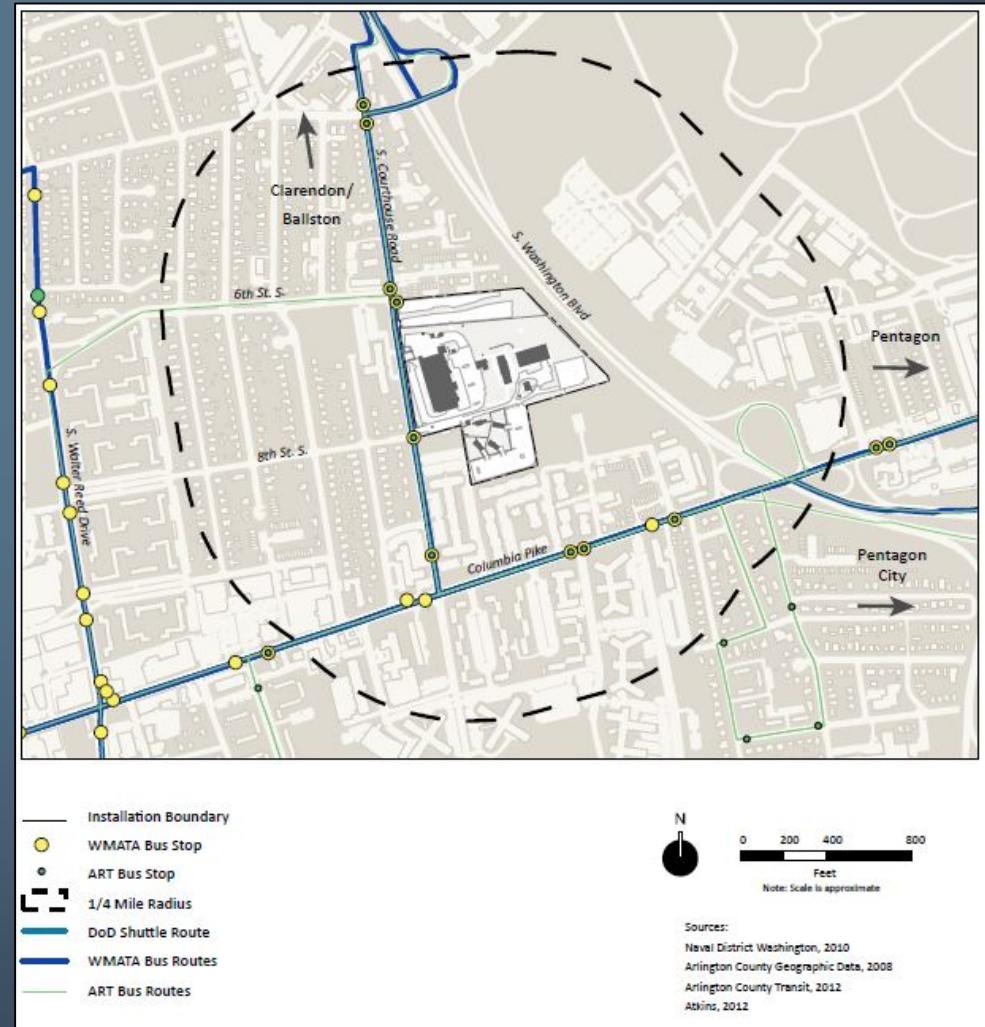
Analysis and Compliance: Parking and Transportation

Single-Occupant Vehicles (SOV) = 74%	<u>Population</u> (2012): 1,181 employees	73% from VA 21% from MD
Ridesharing (car/vanpool and slug) = 9%	<u>Parking:</u> 672 employee spaces, plus 13 handicapped spaces	
Public Transit or Walk = 15%	<u>Installation Parking Ratio:</u> 1:1.72	
Bicycle (estimated) = 2%	<u>NCPC-Mandated Parking Ratio:</u> 1:4	
Total 100%		

Existing Parking Conditions



Closest Metro Station: 1.7 miles



Bus Stops within 1/4 Mile Radius

Analysis and Compliance: Parking and Transportation

Year	Population	Parking	Pop:Parking Ratio
Existing	1,181	685	1 : 1.72
5-year Outlook	1,249	685	1 : 1.82
20-year Outlook	1,800	685	1 : 2.63
Alternative 1 - 1:3 Parking Ratio	1,800	685	1 : 3

Revised parking ratio goal of 1:3

- Not within 2000 feet of the nearest metro (Clarendon is 1.7 miles)
- NSF Arlington is only served by local buses
- Requests a revised 1:3 parking ratio goal be allowed until additional surrounding transit improvements are implemented that allow an additional 10 - 15% of employees the opportunity for a “one-seat” transit commute

Analysis and Compliance: Parking and Transportation

The master plan includes Transportation Management Plan with both short term and long term goals to reduce single occupancy vehicle (SOV) use and promote alternative transportation options.

Com-muter Travel Mode	NSF Arlington Travel (Commute) Mode Splits						
	Current	Short-Term Goal (5-year)	Long-Term Goal (20-year)	Short-Term Actions (0-5 years)	Imple-mentation Time-frame	Long-Term Actions (20 years)	Imple-mentation Time-frame
Single-Occupant Vehicle (SOV)	Note: The strategies below for reducing SOV trips focus primarily on parking. Strategies for increasing the share of other commute modes may be found in their respective sections of the table.						
	74%	68%	25%*	Develop and Implement Parking Rules Instruction to enforce employees, visitors, contractors, etc., to park in designated spaces through ticketing and towing. An installation Traffic Court will be established to penalize offenders.	1 year		
				Investigate legal authority for employee contributions towards an Intelligent Transportation System.	4-5 years	If funded, implement employee contributions towards an Intelligent Transportation System.	10-20 years
				Investigate ways to ensure that no parking passes are given to those who receive a mass transit subsidy.	1-2 years		
				Implement policy that no new employee spaces will be added to an installation if it exceeds the NCPC parking ratio. If employee parking spaces are added, they must reflect the NCPC parking ratio.	4-5 years	Consider large or underused parking areas as potential sites for future construction projects.	10-20 years
				Implement policy to re-designate SOV spaces in preferred locations to carpool/vanpool spaces as demand dictates.	2-3 years		
All Non-SOV Modes are comprised of...							
Carpool, Vanpool, Inter-Base Transit	9%	12%	35%	Implement policy to re-designate SOV spaces in preferred locations to carpool/vanpool spaces as demand dictates. Promote inter-base transit as funding allows.	2-3 years	ETC to work with VDOT, the Metropolitan Planning Organization/Transportation Planning Board, and other government agencies to promote employees to carpool/ vanpool.	5-20 years
Pedestri-ans Using/Not Using Transit	15%	17%	35%	Investigate legal authority, determine funding sources, and level of acceptability for a shuttle bus service.	2-3 years	If funded, implement shuttle bus service.	6-10 years
Bicycle**	2%	3%	5%	Implement policy to install bicycle racks/ storage areas as a design feature for every modernization facility project.	1 year	ETC to work with VDOT, the Metropolitan Planning Organization/Transportation Planning Board, and other government agencies to promote employees to cycle.	5-20 years