Naval Support Facility Suitland

AREA DEVELOPMENT PLAN UPDATE

PRE-FINAL PUBLIC RELEASE | April 2026

NAVFAC Naval Facilities Engineering Systems Command

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Planning Team

Naval Support Facility Suitland

Area Development Plan

UPDATE

PRE-FINAL PUBLIC RELEASE SUBMITTAL

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Chapter 1
Introduction

NSF Suitland
Source: Department of Navy

Landscaping at NSF Suitland
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1.1 Overview and Purpose

This Area Development Plan (ADP) has been developed for Naval Support Facility (NSF) Suitland to provide master planning guidance for development of the installation over the next 20-year planning horizon. The ADP adheres to the Department of Defense's (DoD) approved master planning guidance for consistent planning processes found in the 2020 Unified Facilities Criteria (UFC) 2-100-01, *Installation Master Planning,* which states: "DoD Instruction 4165.70 (Real Property Management) established the requirement for Installation Master Plans. The purpose of this UFC is to prescribe the DoD minimum requirements for master planning processes and products in accordance with the DoD instruction. The process is to use the tool of a master plan and its components to provide ongoing master planning of installations in support of the mission."

This ADP provides an updated master plan for NSF Suitland reflecting new planning criteria and requirements according to the ADP Consistency Guide. The ADP Consistency Guide follows the same instructions as UFC 2-100-01, but further defines and clarifies the effective planning processes, methods, and outputs required for the ADP, and ensures best practices are used to create recommendations to meet mission requirements. As described in the ADP Consistency Guide, ADPs are to be completed and subsequently updated every five years to remain current and applicable.

Before the present effort, NSF Suitland completed an ADP in 2007 and an Installation Development Plan (IDP) in 2020.

This current ADP updates the information contained in the last IDP and conforms to the planning guidance previously described. Because NSF Suitland is uniquely situated within the Suitland Federal Center (SFC), a non-United States (U.S.) Navy (Navy) installation, this plan considers NSF Suitland to be an area within a larger site. To that end, this document will contain some ADP sections based on the larger SFC master plan and a more robust ADP section that establishes a vision and development plan

for NSF Suitland through a thorough planning process, including an analysis of existing conditions and prioritized future infrastructure development actions that reflect any changing mission demands.

A key change between the previous ADP and this update is the new construction of the P664 building. The building will be located to the northeast of the National Maritime Intelligence Center (NMIC), and will include a new Foreign Material Exploitation (FME) Laboratory. This change expands the Navy footprint within the SFC, and provides a much needed space that supports growing mission needs of the NMIC tenants. The preferred alternative includes the construction of the new P664 building, associated parking, and other projects identified through the ADP update effort, which are discussed in more detail in Section 4.1.4. The construction of the building will result in the permanent loss of 200 parking spaces. Parking is a key concern for the SFC, and is discussed in depth in the Transportation Management Plan (TMP).

1.1.1 Scope

The NSF Suitland ADP establishes a comprehensive framework for real property development over short-term (0-5 years), mid-term (6-10 years), and long-term (10-20 years) time frames. It evaluates known and projected mission requirements, analyzes development constraints and opportunities, and identifies courses of action (COAs) to achieve optimal use of lands, facilities, and resources.

The scope of this planning effort primarily focuses on the NSF Suitland site, which is located about two miles from Washington, District of Columbia (D.C.).

1.1.2 Methodology

The ADP development methodology follows a planning process based on the ADP Consistency Guide. The process includes direct input of installation stakeholders and follows strategic guidance from all levels of the DoD.

An analysis of the mission requirements, existing and proposed land use, facilities conditions, natural and man-made constraints, and other planning drivers established several COAs for long-range development plans of the installation and its tenants. Throughout the process, many planning elements ran concurrently; that is, the data collection process was consistently incorporated into an ever-expanding understanding of the installation and its tenants. The process entailed several phases, including data collection and analysis, stakeholder engagement, identification of future recommendations, and development of a Capital Investment Plan (CIP). The ADP was developed over seven phases and completed in an 18-month period as described below.

Phase 1: Plan Initiation

The project began with a kick-off meeting and presentation at the installation. The process was explained to key stakeholders, installation leadership, and tenants. This step helped garner support for the effort and encouraged participation from tenants in future phases.

Phase 2: Collect Data

Data collection and analysis officially began in Phase 2. Existing documents, strategic guidance, and other pertinent information was gathered and reviewed, followed by an analysis of key tenants' missions. This phase concluded with a series of individual stakeholder interviews to verify current and future missions, loading, facility assets, operations, and other information pertinent to the planning process.

Phase 3: Analyze Existing Data

The analysis of data collected during Phase 2 allows for a thorough understanding of the installation's development opportunities, constraints, and overall capacity to rectify current facility and infrastructure deficiencies, and handle current and anticipated mission growth. A baseline inventory is assembled to analyze environmental, cultural, and operational conditions on the installation as well as transportation and utility networks, land use, and existing programmed projects. The analysis produces a developable areas and land suitability model that identifies opportunities for infill development and redevelopment sites.

Phase 4: Analyze Capability Gaps

Data collected during Phases 2 and 3 was further analyzed to identify capability gaps. The analysis compared current facility assets to documented Navy requirements and identified deficiencies. Naval Facilities Engineering Systems Command (NAVFAC) compared the gross capability gaps with currently planned projects and other stakeholder-provided information to identify net capability gaps, or gaps requiring planning actions. These gaps were prioritized in terms of impacts and risks, and are shown in Chapter 3.

Map 1.1 NSF Suitland Installation Location

Phase 5: Develop Vision and Alternative Courses of Action

The capability gap analysis resulted in a list of programmed projects from the installation's project list, along with prioritized capability gaps. Based on the analysis developed in previous phases, stakeholders reviewed the programmed projects and capability gaps, and developed alternate COAs. The resulting COAs considered various budget constraints and planning scenarios. The results of the effort are described in Chapter 4.

Phase 6: Develop Preferred Alternative

A preferred COA was identified by staff at NSF Suitland; this preferred COA served as the basis for the future development plan included in Chapter 5. The development plan outlines specific actions based on requirements, logistics, and fiscal considerations, to be implemented in the short-, mid-, and long-range timeframes.

Phase 7: Plan Execution and Sustainment

After the review periods are complete and the plan is finalized, it is critical to obtain ADP approval from leadership. The plan also requires an annual internal review to ensure alignment with the overall IDP, during which project prioritization and execution strategies are developed and implemented.

1.1.3 Schedule

The kick-off meeting was held in November 2024, followed by stakeholder interviews in April 2025. A Transportation Management Plan (TMP) is being developed concurrently with this ADP. The ADP draft is scheduled for submittal to the client in August 2025, review by the National Capital Planning Commission (NCPC) in January 2026, and NCPC approval in June 2026.

1.2 Background

1.2.1 Installation History

Suitland, an unincorporated community in Prince George's County, Maryland, near Washington, D.C., was used for agriculture beginning in the late 18th century. Before that, Native American peoples migrated through and occupied nearby areas, though no significant archaeological resources have been identified on the site.

By the early 20th century, Suitland was transitioning into a suburban community. In 1941, the federal government purchased land for federal office space, 226 acres of which are now part of the SFC. At the time of the purchase, the property was largely wooded, with a few residential and agricultural structures, a gas station, and a grocery store. The Suitland House, a two-and-a-half-story colonial-style home built in 1937, became the home of the Chief of the U.S. Census Bureau (Census) after the government acquired the property.

Construction of the first federal building began in 1941 with Federal Office Building 3 (FOB-3) built to house the Census, which has served as the Census' headquarters ever since. This was followed by the first Navy office building; Federal Office Building 4 (FOB-4), also for the Census; a water tower for the Washington Suburban Sanitary Commission (WSSC); and a garage and annex. In 1958, the Navy built SFC Building #2. A second floor was added to the northern wing in 1970, along with two prefabricated temporary structures in interior courtyards. In 1991, the Navy constructed a new office building on 41 acres of the SFC, approximately 200 yards from the 1958 facility; this building is now the current NSF Suitland site.

The Navy occupied the 1958 office until 1994, when it relocated to the new facility. The 1958 building was then transferred to the General Services Administration (GSA), renamed SFC2, and assigned to the 1996 Armed Forces Inaugural Committee, which ultimately never occupied it. Since then, SFC2 has been used intermittently by staff from the Federal Protective Service and GSA. In recent years, the building has fallen into poor condition and now stands vacant.

1.2.2 Population/Demographics

NSF Suitland supports approximately 4,000 military personnel, civilian, mobilized reservists, and contractor personnel worldwide. It also supports up to 1,000 additional employees during surges from mission changes or National Emergencies. Additionally, at any given time, there are 362 non-assigned/temporary visitors at NSF Suitland.

1.2.3 Surrounding Community Context

NSF Suitland is approximately two miles southeast of Washington D.C. The SFC campus is located in southern Prince George's County in Maryland.

The SFC covers 226 acres, including the parcel owned by the Navy (NSF Suitland). It is bounded by Suitland Road to the north, Suitland Parkway to the south, Silver Hill Road

to the east, and the Washington National Cemetery to the west.

The SFC is a federal employment center operating under the control of the GSA. Current tenants include the Census; the National Oceanographic and Atmospheric Administration (NOAA); the National Archives (NARA); and NSF Suitland.

Suitland, MD is part of Prince George's County's Subregion 4, which is approximately 29 square miles and bordered by U.S. 50 (John Hanson Highway) to the north, D.C. to the west, Suitland Parkway to the south, and Interstate 95 (I-95)/Interstate 495 (I-495) to the east. Per the Approved Subregion 4 Master Plan and Sectional Map Amendment (2010), Subregion 4 contains more than one-third of the county's population and employment base. It is unique within Prince George's County for its mix of new and older suburban neighborhoods alongside more urban development.

1.3 Vision/Mission

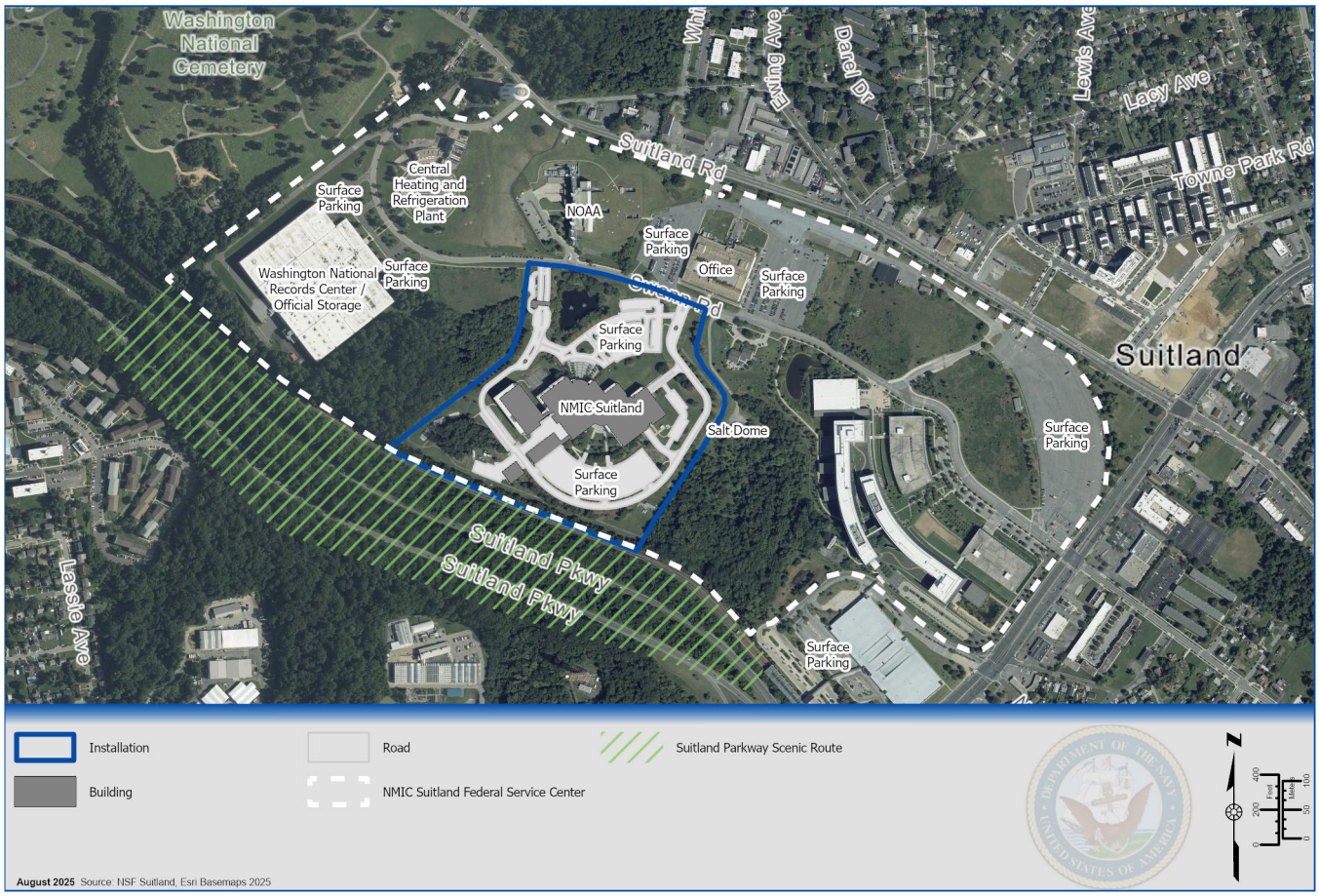
1.3.1 Overall Regional Vision/Mission

NSF Suitland is a part of Naval Support Activity Washington (NSAW) and is within the Naval District Washington (NDW) region. NDW's mission is to "sustain combat readiness through effective and efficient shore installation management and support."[1] This echoes the larger mission of the Navy in its long-term planning efforts. NDW articulates the following planning vision for the region:

- Reduce footprints and costs.
- Increase existing capabilities and sustainability.
- Maximize mission efficiencies.

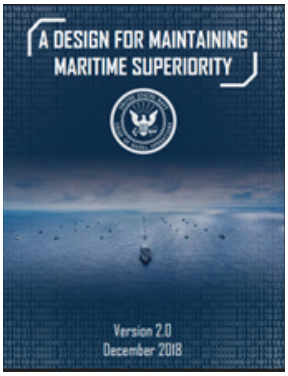
NSF Suitland houses the Office of Naval Intelligence, the nation's premier maritime intelligence service, and core elements of the Navy.

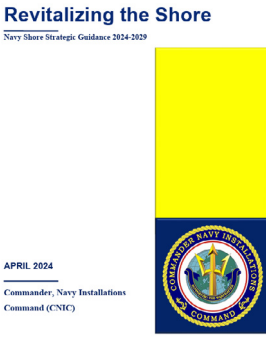
[1] Naval District Washington RSIP, 2006

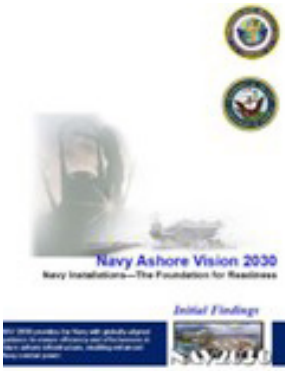


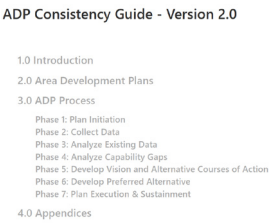
Map 1.2 NSF Suitland Surrounding Community

Chapter 2
Strategic Planning Guidance and Operational Drivers









2.1 DoD and Navy Guidance

Preparation of this ADP is governed by a range of DoD and Navy guidance, from high-level planning policies and directives to detailed installation-specific plans and initiatives. This section provides a brief description of guidance and drivers that influence master planning at the installation.

2.1.1 Chief of Naval Operations' (CNO) Guidance

A Design for Maintaining Maritime Superiority Version 2.0 (December 2018)

In response to evolving geopolitical realities and the resurgence of great power competition, particularly from China and Russia, the Navy issued Design 2.0 as an updated strategic framework. This revision builds on the foundation of Design 1.0 (2016) and reflects alignment with the latest national security and defense strategies. It emphasizes increased operational agility, strategic sustainability, technological adaptation, and readiness across all domains of warfare including cyber, space, and the information environment. The Navy recognizes that adversaries are rapidly advancing and exploiting vulnerabilities, and to maintain maritime superiority, it must respond with urgency, creativity, and unified purpose. This design articulates the Navy's priorities and actions around four major lines of effort (LOEs), each targeting a different dimension of naval power to strengthen and maintain maritime superiority in the face of global forces:

- **Strengthen Naval Power at and from Sea:** This effort focuses on accelerating strategic deterrence capabilities such as deploying the Columbia-class ballistic missile submarine (SSBN), building operational agility in the Second and Third Fleets, enhancing warfighting culture and readiness through improved training, leveraging authoritative data for decision-making, refining Dynamic Force Employment to increase unpredictability, maturing Distributed Maritime Operations through exercises like Large Scale Exercise (LSE) 2020, and ensuring logistics support for sustained global operations.
- **Achieve High Velocity Learning at Every Level:** This line emphasizes rapid acquisition and fielding of critical platforms and systems, including unmanned vehicles, future combatants, hypersonic and laser weapons, and Artificial Intelligence (AI)-enabled capabilities. It also focuses on establishing centers for concept and capability development; building a resilient operational architecture with tactical grids and machine learning tools; transforming the training cycle into a Plan-Practice-Perform-Progress-Promulgate model; expanding additive manufacturing; and advancing secure Live, Virtual, and Constructive training environments.
- **Strengthen Our Navy Team for the Future:** This effort prioritizes modernization of personnel systems through the Sailor 2025 initiative, creating mobile and flexible career management tools, launching Office of the Chief of Naval Operations (OPNAV) N7 to coordinate warfighting education, improving service delivery through MyNavy Portal and centralized career centers, aligning reserve forces with operational missions, expanding leadership and character development for enlisted ranks, integrating the civilian workforce, and enhancing family support frameworks.
- **Expand and Strengthen Our Network of Partners:** This line focuses on deeper integration with the Joint Force, closer coordination with U.S. government agencies, expanding the Navy's role in diplomacy through international agreements and support to the North Atlantic Treaty Organization (NATO), fostering innovation through enhanced partnerships with industry and academia, improving information and technology sharing, and reinforcing community relations at Navy installations both domestically and abroad.

2.1.2 Commander, Navy Installations Command (CNIC) Strategic Plan

Commander, Navy Installations Command (CNIC) is responsible for worldwide shore installation support for the Navy under CNO. CNIC's mission is to support the Fleet, Fighter and Family by maintaining operating requirements, training and manning needs, and quality of life (QOL) for families.

Revitalizing the Shore 2024-2029

The Revitalizing the Shore strategic guidance outlines CNIC's vision for transforming the Navy Shore Enterprise to ensure operational excellence, resilience, and readiness across the 2024–2029 planning horizon. This initiative is intended to align shore-based capabilities with evolving Fleet requirements and strategic imperatives in an increasingly complex operational environment characterized by competition, crisis, and potential conflict.

The guidance builds upon CNIC's foundational mission to provide ready regions and installation platforms that support warfighting readiness, deliver essential base operations, and ensure high Quality of Service (QOS) for Sailors and their families. The long-term vision emphasizes a reliable and resilient Shore Enterprise, capable of supporting the Fleet across all operational conditions through agile, integrated, and modernized installation platforms.

To achieve this vision, CNIC has established four LOEs, which align with the CNO priorities and define the key focus areas for strategic execution.

- **Align the Shore Enterprise:** This LOE seeks to improve the coherence, agility, and integration of the Shore Enterprise through formalized command and control structures, enhanced fleet integration, and workforce development. Key initiatives include codifying and operationalizing shore Command and Control (C2), improving TYCOM (Type Commander) communications, fostering a culture of innovation and problem-solving, establishing comprehensive data architecture, and advancing integrated operational planning across shore activities.

- **Deliver Fleet-Focused Outcomes:** This LOE prioritizes alignment of shore capabilities with Fleet operational needs by ensuring installations are developed, maintained, and managed in a manner that directly contributes to combat readiness. Specific objectives include facilitating integrated planning, establishing performance standards, modernizing installation platforms, revalidating fleet protection requirements, codifying the shore TYCOM's role in capability development, and institutionalizing a culture of operational safety.
- **Improve QOS:** This line focuses on enhancing the QOL and services provided to Navy personnel and their families. Priorities include refining QOL metrics and QOS standards, improving housing and living options for junior Sailors, maximizing childcare availability, fostering community connectedness, and delivering a flexible and responsive portfolio of programs. Enhanced oversight of Public Private Venture (PPV) and government housing is also a key component of this effort.
- **Bolster the Foundation:** The final LOE addresses infrastructure, sustainability, and strategic investment. It calls for innovative delivery methods for infrastructure capabilities, right-sizing the shore footprint, improving planning and programming processes, and executing the Shipyard Infrastructure Optimization Program (SIOP). Additionally, it emphasizes investment in outcomes with the highest strategic return and enhancing long-term installation sustainability.

2.1.3 Infrastructure Plans

Infrastructure plans translate the global, strategic view of operational mission requirements into current and future infrastructure needs to achieve mission success. These long–range (25 years or more) planning documents identify a vision, guiding principles, operational concepts, and strategic actions that shape enterprise-specific infrastructure requirements. For this ADP, planning analysis was applied, and summaries of capability gaps and recommendations for each infrastructure plan are provided in this section. While no major capability gaps were identified for NSF Suitland, the document provides guidance to ensure Navy infrastructure is sustainable and capable of supporting operational mission readiness now and into the future.

2.1.4 Regional Integration Plan

Regional Integration Plan

The NDW regional integration plan is broad in scope and provides macro-level planning analysis for regional assets. It focuses on functional relationships over specific initiatives, and provides documentation of key regional assets. The guiding principles for integration within NDW are based on the larger vision for the Navy, as established in the NAV 2030 plan. A key element of these principles is maintaining or improving the QOL on Navy installations while maximizing efficiencies. The following guiding principles were used throughout the planning process:

- Installations are aligned with Fleet operations and address surge, sustainment, and reconstitution.
- Resource allocation is driven by valid requirements.
- QOS is enhanced to retain highly motivated and well-trained personnel.

2.1.5 Major Tenant Strategic Plans

There are no major strategic plans relevant to the ADP for NSF Suitland tenants.

2.1.6 Other Relevant DoD/Navy Instructions

UFC Guidance

In accordance with Department of Defense Instruction (DODI) 41653.70, *Real Property Management* (enacted April 6, 2005 and updated in August 2018), all military departments must maintain a current inventory of all real property assets and properly oversee their use and management. Installation Master Plans (as defined under UFC 2-100-01, *Installation Master Planning*) provide the guidance for upholding DODI 4165.70 through the careful administration of real property assets over a long-range planning horizon. With mission readiness at its core, the master planning UFC provides a holistic approach to site planning, incorporating traditional planning elements such as sustainability, walkability, network- and form- based planning, and natural and cultural resource management into the design process. Certain planning elements, such as sustainability measures, are evaluated against metrics established in Executive Orders (EOs) or Secretary of the

Navy (SECNAV) mandates. In addition to UFC 2-100-01, the following UFC documents provide the foundation for engineering and design elements of the ADP:

- UFC 1-200-02, ***High Performance Sustainable Building Requirements.***
- UFC 2-000-05N, ***Facility Planning for Navy and Marine Corps Shore Installations.***
- UFC 3-210-10, ***Low Impact Development.***
- UFC 4-010-01, ***DoD Minimum Anti-Terrorism Standards for Buildings.***

Naval Shore Infrastructure ADP Consistency Guide, Version 2.0

The Naval Shore Infrastructure ADP Consistency Guide (Guide) provides the framework for all Navy ADP documents, processes, and general methodologies in support of the defense mission. The Guide aims to standardize Navy installation master planning products, including workshop facilitation and procedures, geospatial data and mapping formats, and overall document organization. It supports the integration of planning guidance across all levels of the Shore Infrastructure Planning (SIP) hierarchy–from DoD to regional and local scales–in accordance with UFC 2-100-01, *Installation Master Planning*.

2.2 Operational Drivers

2.2.1 New Platforms/New Mission/ Realignments

While some expansion is anticipated, no major new platforms or missions are expected to impact NSF Suitland.

2.2.2 Installation Planning Initiatives

The following plans and studies summarize previous planning initiatives for NSF Suitland that may influence the recommendations in this ADP.

NSF Suitland IDP (2019)

The NSF Suitland Installation Development Plan (IDP) provides a long-range facilities plan that meets the current and future requirements of the mission. It represents a sub-area of the Suitland Federal Center (SFC), which is centrally located on SFC. The plan provided 9 new projects and 23 planning actions designed to achieve facilities that meet mission requirements, including renovation and new construction. A key proposal in the IDP was to construct a new wing to accommodate future expansion and balance the administrative deficiency. The IDP also considered the parking requirements and challenges at NSF Suitland, which remains an ongoing challenge at the installation. This current ADP represents a more extensive planning process that builds upon and updates the 2019 plan.

NSF Suitland TMP (2019)

The purpose of the 2019 NSF Suitland TMP is to develop goals, objectives, and strategies to address the traffic and transportation impacts at the installation. The last TMP was conducted in 2007; the 2019 TMP reflects updated requirements and considers development that has occurred since 2007. The TMP identified several key transportation issues, including the desire of employees to live in areas perceived as safer than those surrounding Suitland. Observations included: 1) the majority of employees live farther than three miles from public transportation options; 2) public transportation is more time intensive, even when available; 3) parking ratios within NSF Suitland are less than what is authorized by DoD policy; and 4) NSF Suitland employees use hundreds of parking spaces in SFC parking lots, as well as on-street parking.

NDW Integrated Natural Resources Management Plan (2013, Update 2016)

The purpose of the NDW Integrated Natural Resources Management Program Management Plan (INRMP) is to ensure consistency with the use of military installations to support military preparedness while providing for 1) the conservation and rehabilitation of natural resources on military installations; 2) the sustainable multipurpose use of resources, including hunting, fishing, trapping, and non-consumptive uses; and 3) public access to military installations within safety and military security requirements (Sikes Act). The INRMP must also ensure that natural resources management practices comply with all pertinent laws and regulations and are in accordance with Navy policy to incorporate ecosystem management as the basis for planning and management; identifying requirements to comply with federal laws, regulations, and guidelines; and establishing future management strategies and procedures for integrated planning and

stewardship of natural resources. The INRMP reviews any natural resource constraints at the installation and provides recommended projects to ensure support of the installation mission, while protecting and enhancing installation resources for multiple use, sustainable yield, and biological integrity. The INRMP recommends several projects for NSF Suitland including:

- Improve the vegetation and habitat at NSF Suitland stormwater management pond to manage runoff.
- Manage resident Canada goose populations warranting control from a safety and health perspective at NSF Suitland.
- Conduct research on the health of the pond, including the vegetation to identify pollutants that are being filtered before entering a waterway.

These projects and approaches to natural resource management are supported by the ADP and incorporated into proposed COAs where applicable.

Integrated Cultural Resource Management Plan (2024-2028)

The Integrated Cultural Resource Management Plan (ICRMP) provides guidance for cultural resource management activities, primarily with regard to compliance with the National Historic Preservation Act (NHPA) of 1966, as amended, and Department of the Navy (DoN) guidance on cultural resources. Under DoD policy, ICRMPs are updated every five years. Four archaeological surveys have been conducted at, or adjacent to, NSF Suitland. The facility has been completely inventoried for archaeological resources. No additional archaeological survey is currently recommended for the site.

Naval Support Activity Washington Encroachment Action Plan (2010)

The purpose of the Encroachment Action Plan (EAP) is to identify and analyze encroachment challenges and create a strategic plan for mitigating those and future encroachment challenges within NSAW. The EAP identified urban development and competition for land as the primary concerns.

2.3 Planning Guiding Principles

This ADP effort was conducted according to the planning methodology outlined in the Guide. The planning methodology of the Guide is designed to produce a plan that adheres to the following planning principles:

- **Plan-Based Programming:** Use Navy planning tools to capture requirements while considering facility optimization, renovation, and new construction to be funded by diverse sources.
- **Sustainable Planning:** Promote development with minimal impact to natural resources, including compact development, connected transportation networks, and efficient energy and water systems.
- **Natural, Historic, and Cultural Resource Management:** Preserve land for current and future training, sustaining, and deploying forces and establish buffers to protect environmentally and culturally sensitive areas.
- **Healthy Community Planning:** Promote development that encourages walking, running, and cycling and decreases auto dependence.
- **Capacity Planning:** Develop in accordance with the installation's maximum carrying capacity for mission loading, following DoD policy and NCPC guidance.
- **Area Development Planning:** Design facilities and infrastructure that fully support mission activity.
- **Network Planning:** Design a well-connected circulation network, with functional linkages between streets, transit networks, sidewalks, parks, and open space.
- **Facility Standardization:** Develop building type, site planning, street, landscape, and signage standards to promote a unified architectural and visual identity for the base as a whole.
- **Form-Based Planning:** Define the desired form for site development—including building types, heights, setbacks, circulation patterns, landscaping, and land use—and translate that form into specific planning directives.
- **Defensible Planning:** Defend critical infrastructure with antiterrorism/force protection planning.

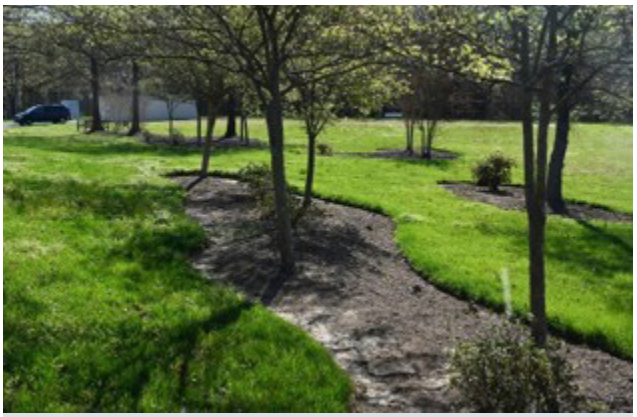
2.4 Planning Assumptions

The following planning assumptions for NSF Suitland establish the development baseline from which to develop the ADP planning actions:

- The planning horizon for the ADP is based on a 20-year timeframe, including short-range (0-5 years), mid- range (6-10 years), and long-range (11-20 years) horizons.
- While DoD and Navy priorities will evolve in response to changing national priorities and geopolitical environments, current forecasts regarding NSF Suitland mission, loading, and priorities are considered reliable for purposes of this ADP.
- The primary mission of NSF Suitland will remain fundamentally unchanged during the short- to mid-range planning horizon.
- Navy/DoD financial resources will continue to be constrained, requiring careful prioritization and difficult choices among competing desired expenditures.
- Reuse of existing facilities, where feasible, will continue to be a high priority to minimize military construction (MILCON) expenditures.
- Information provided by government-owned databases is considered the best available, up-to-date, and reliable data for master planning purposes.
- The Basic Facility Requirement (BFR) process provides the best available data for personnel loading calculations.

Chapter 3
Planning Opportunities and Constraints

NSF Suitland
Source: Department of Navy



Landscaping at NSF Suitland
Source: Department of Navy

3.1 Natural, Environmental, and Cultural Constraints

This section describes the existing constraints at NSF Suitland that must be considered for any planning process. The NDW INRMP provides specific information on the natural resources found on the site, with details on existing conditions, natural resource management issues, program elements, and implementation strategies. This document constitutes a comprehensive picture of NSF Suitland's natural environment and should be referenced for natural resources information in conjunction with this ADP. Further, an Environmental Assessment (EA) was conducted in relation to the 2007 ADP and proposed new building addition. A final Navy Finding of No Significant Impact (FONSI) determination was signed by CNIC on March 26, 2008.

3.1.1 Topography

For purposes of the ADP, slopes are analyzed to determine land suitability for development. Steep slopes, or slopes greater than 25 percent, are a concern because they can limit development opportunities and increase construction costs. The topography of NSF Suitland is mapped on the U.S. Geological Survey (USGS) Anacostia, D.C.—Maryland quadrangle map. Suitland lies in the Atlantic Coastal Plain physiographic province, and the topography reflects typical coastal plain attributes of relatively flat grades with some steep slopes at stream valleys and drainage courses. While the land around the site is relatively flat, steep slopes exist around the stormwater retention pond on site and near the NSF Suitland fence line. Just south of NSF Suitland, a ridge runs parallel to the Metrorail corridor and Suitland Parkway. Steep wooded slopes descend to the rail corridor, with some areas exceeding 20 percent. The average change in elevation from the ridge to the rail corridor is 60 feet.

At NSF Suitland, elevations range from 256 to 298 feet above sea level. Much of the land at NSF Suitland has previously been graded to a relatively level condition in association with the main building (Building 1).

3.1.2 Hydrology

Federal and state wetland regulatory agencies identify wetlands using data from the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI). While there are no wetlands at NSF Suitland, the NWI has identified a drainage course on GSA property, west of NSF Suitland, as a non-tidal forested wetland with temporary saturation. The drainage course runs south onto National Park Service property and joins an ephemeral tributary of the Oxon Run stream that runs northwest along the Suitland Parkway median. This channel is classified as a forested wetland and joins another temporary drainage descending from the north to form the headwaters of Oxon Run stream, a low gradient, slow velocity, riverine wetland that is permanently inundated. Oxon Run stream is a tributary of Oxon Creek, which flows into the Potomac River. Per the INRMP, NSF Suitland is in the Four Mile Run-Potomac River watershed.

An on-site man-made retention pond, near Gate 1, collects stormwater runoff at NSF Suitland. For more information, please see Section 3.3.4.

3.1.3 Geology/Soils

No restrictive soils have been identified at NSF Suitland. According to the Prince George's County Soil Survey, the majority of soils are of the Sassafras-Croom association and Beltsville series, which are gently sloping to steep, well-drained to excessively-well-drained, and dominantly gravelly. Some areas include a hardpan substratum impeding drainage.

Many of the soils on the site comprise materials of the Beltsville silt loam and Beltsville urban land complex. The potential low permeability and shallow water table conditions of these soils could impose limitations for shallow excavations; however, these series do not impose limitations related to stoniness, slope, or shrink/swell potential. A geotechnical survey conducted in 1988 (prior to construction of the new NSF Suitland office building) found no unstable soil conditions at the site.

3.1.4 Vegetation

Most of NSF Suitland is landscaped and includes grass lawn, groundcover, and shrubbery. Landscape trees include sycamore (*Platanus occidentalis*) along roadways and red maple (*Acer rubrum*) near the drainage swales adjacent to the parking garage. On the site, a small stand of mature vegetation adjacent to the existing picnic pavilions includes species such as sweet gum (*Liquidambar styraciflua*), pin oak (Q*uercus palustris*), and American beech (*Fagus grandifolia*). This forest stand, located in the southwest corner of the installation, is approximately 44,000 square feet. There is no understory growth.

3.1.5 Threatened and Endangered Species

The Forest, Wildlife, and Heritage Service of the Maryland Department of Natural Resources has no record of federal or state, rare, threatened, or endangered species (RT&E) within the NSF Suitland site. A USGS study completed in 2000 identified 120 species of birds on the lands of the Suitland Parkway. Wildlife expected to be present at NSF Suitland consists of suburban species of birds including American crow (*Corvus brachyrhynchos*), mourning dove (*Zenaida macroura*), American robin (*Turdus migratorius*), northern cardinal (*Cardinalis cardinalis*), blue jay (*Cyanocitta cristata*), northern mockingbird (*Mimus polyglottos*), and gray catbird (*Demtella carolinensis*). In addition, Canada geese (*Branta canadensis*) frequent the storm water management pond. Mammals expected on the site include raccoon (*Procyonlotor*), opossum (*Dedelphis virginiana*), eastern gray squirrel (*Sciurus caroliniensis*), eastern cottontail (*Sylvilagus floridanos*), eastern chipmunk (*Tamias striatus*), striped skunk (*Mephitis mephitis*), and various small rodents. Larger mammals, which require more extensive wooded areas for their habitat, are unlikely to use the relatively small wooded area at NSF Suitland.

3.1.6 Historical and Archaeological

According to the 2018-2022 ICRMP for NDW, there are no cultural resources at NSF Suitland. Navy geographic information system (GIS), however, identifies three very small Cultural Probable Sensitive Areas on the south side of the installation.

NSF Suitland does not contain any historic-eligible properties. Furthermore, an archaeological investigation

of the site conducted in support of the original construction revealed that there are no significant archaeological sites. In a letter dated August 2, 1996, the Maryland Historical Trust (MHT) agreed with a Navy determination that it is highly unlikely that National Register-eligible archaeological resources exist within the NSF Suitland property and that an additional archaeological investigation is not warranted. However, MHT noted that there are two historic properties nearby, which could be affected by future Navy construction at NSF Suitland. The first property, which is 900 feet from NSF Suitland, is the Suitland House. It is listed in the National Register of Historic Places (NRHP). The second property is the Suitland Parkway itself, which shares a boundary with NSF Suitland. The 2007 ADP proposed adding an augmented buffer between the NSF Suitland site and the Parkway, reinforced with appropriate tree screening, to mitigate potential impacts of the Suitland Parkway viewshed.

3.1.7 Climate and Environmental Influences

3.1.7.1 Climate Change

The warming climate is increasing evaporation and precipitation and, on a large scale, melting glaciers and ice sheets at the north and south poles. According to the Environmental Protection Agency (EPA) report, *What Climate Change Means for Maryland*, Maryland's temperature has increased one to two degrees, and sea level has increased one inch every seven to eight years over the last century. Specific to Maryland, annual precipitation has increased by five percent in the last century. Based on weather data, the amount of rainfall and intensity of individual storm events are expected to rapidly increase in the future. These factors result in greater flooding during the spring and summer.

Storm Surge

Storm surge is a term used to describe temporary flooding and water inundation along coastlines during storm events such as tropical depressions or hurricanes. During a storm surge, water is displaced from the ocean and pushed onto coastlines. This surge is caused by strong winds associated with low-pressure weather events. Storm surge is the most destructive component to hurricane-type storms for coastal communities. Flooding and the sheer strength of water coming ashore combined with wave action cause most of hurricane-related damage. As NSF Suitland is situated inland and at a sufficient elevation above the 500-year flood plain, storm surge is not a concern.

Sea Level Rise

Sea level rise refers to the increase in ocean water volume caused by melting glaciers and ice sheets, generally attributed to rising global temperatures. As NSF Suitland is not a tidally-influenced installation, sea level rise is not a concern.

Floodplain

The 100-year floodplain is an area with a 1 percent chance of flooding in any given year, while the 500-year floodplain has a 0.2 percent annual chance of flooding. The Federal Emergency Management Agency (FEMA) delineates floodplains with the following flood zone designations: 100-year flood (AE), 100-year flood with stream flooding hazards (AO), 100-year with wave hazards (VE), and 500-year flood (X). It is recommended to avoid development within the 100-year floodplain where feasible to reduce risk of property damage. Soils in the 100-year and 500-year floodplains are not ideal for construction as they are composed of unconsolidated alluvium, tend to erode, and are classified as restrictive soils.

NSF Suitland is above the 500-year floodplain and therefore not in a flood zone.

3.1.7.2 Environmental Quality

Greenhouse Gas Emissions

Greenhouse gases (GHG) are gases that trap heat in the atmosphere. These gases build up and lead to the cumulative effects of climate change and air pollution. Efforts at NSF Suitland to minimize these emissions are described in Section 3.3.1.

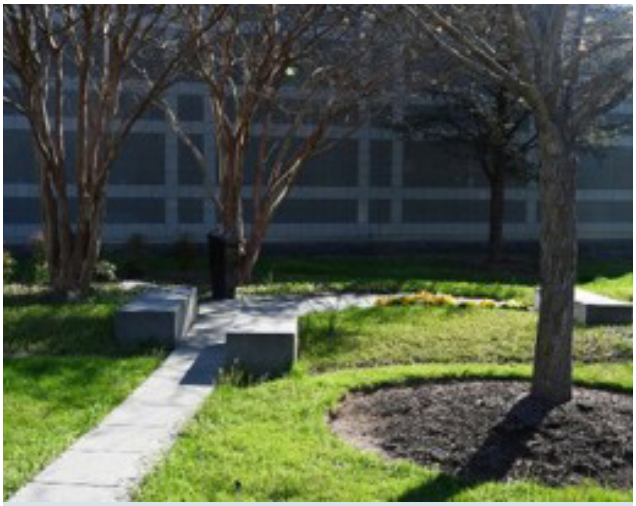
NSF Suitland is located in Prince George's County, which, as of 2025, is in non-attainment for 8-hour ozone; however, NSF Suitland is not a source of pollutants and therefore is not subject to a Title V Part 70 Operating Permit. The NSAW Public Works Department (PWD) Environmental Section staff are responsible for maintaining compliance with all applicable National Ambient Air Quality Standards (NAAQS) requirements.

In addition, the state of Maryland passed legislation strictly regulating GHG emissions. In 2022, the state updated the goal to reduce emissions to 60 percent below the 2006 baseline by 2031. The bill requires energy companies to obtain a portion of their energy from renewable sources and creates more programs to increase building energy efficiency.

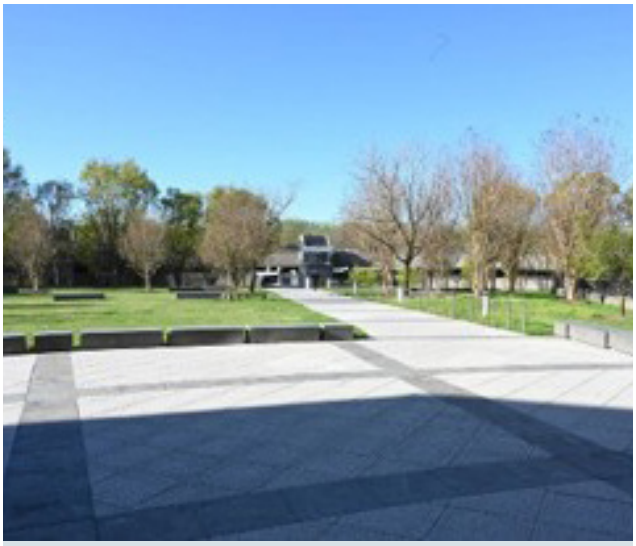
The Clean Air Act regulates air pollution through the use of NAAQS for six criteria pollutants: carbon monoxide, lead, ground-level ozone, nitrogen-dioxide, sulfur-dioxide, and particulate matter. Areas within the U.S. that exceed the standards for these pollutants are considered to be in "non-attainment."

Contaminated Soils/Installation Restoration

There are no contaminated soils nor Installation Restoration Programs on the current NSF Suitland footprint. A phase I environmental site assessment (ESA) completed by Applied Environmental in March 2001 evaluated the possible presence of hazardous wastes and/or soil and groundwater contamination on the SFC campus. According to the ESA, aerial photographs and fire insurance maps did not reveal historical evidence of the manufacture, use, or disposal of hazardous materials or non-hazardous wastes on the SFC. However, with the acquisition of a parcel of land to the northeast of the NMIC to build an FME Laboratory, hazardous material removal is expected. An abandoned building currently sits on the site that will need to be excavated before construction of the new lab.



NSF Suitland Landscaping
Source: Department of Navy



Plaza at NSF Suitland
Source: Department of Navy

3.2 Man-Made/Operational Constraints

Development on the installation is also constrained by mission-oriented operations that take place throughout the base. Some operations have associated risks, and development is limited or requires mitigation in those areas in order to protect both people and the continuity of operations. The majority of the constraints at NSF Suitland occur as a result of standard security practices.

3.2.1 Existing Land Use Plan

NSF Suitland occupies approximately 41 acres within the SFC. The land is primarily occupied by an administrative office, open space and recreation land, maintenance facilities, and base support, including parking for employees and visitors. Table 3.1 indicates the existing land use distribution by acres.

Table 3.1 Existing Land Use (Acres)

Land Use	Acres	Percent
Base Support	15	38%
Administrative	4.44	11%
Natural Open Space	14.46	36%
Fields/Recreation	1.54	3%
Utilities	5.2	12%
Total	**41**	**100%**

Source: GeoReadiness Explorer and NAVFAC Washington

- The **Base Support** land use category includes direct support and maintenance to the installation on a day-to-day basis. It is the largest land use area at NSF Suitland with 38 percent of total acreage.
- The **Administrative** land use category is the primary function of the NSF Suitland. The office building represents 11 percent of the total acreage at NSF Suitland.
- The **Natural Open Space** land use area encompasses much of the land along the NSF Suitland boundary. It is the second largest land use at NSF Suitland, with 36 percent of the total acreage.
- The **Fields/Recreation** land use category is the smallest of the land use designations. This land use is located towards the west of the complex. It accounts for three percent of the total acreage at NSF Suitland.
- The **Utilities** land use category includes support functions and the stormwater retention pond. This land accounts for about 12 percent of the total acreage.

3.2.2 Airfield Operations

There are no airfield operations at NSF Suitland.

3.2.3 Ordnance Operations

There are no ordnance operations at NSF Suitland.

3.2.4 Small Arms Range

There are no small arms range operations at NSF Suitland.

3.2.5 Security

Security measures are required by Title 10 U.S. Code, Section 2859 and are intended to reduce risk. Security is compliant with Navy and DoD standards.

3.2.6 Electromagnetic Areas

There are no electromagnetic operations at NSF Suitland.

3.2.7 Enhanced Use Lease/Public Private Venture

NSF Suitland does not currently have any Enhanced Use Leases (EULs) or PPVs.

3.2.8 Encroachment

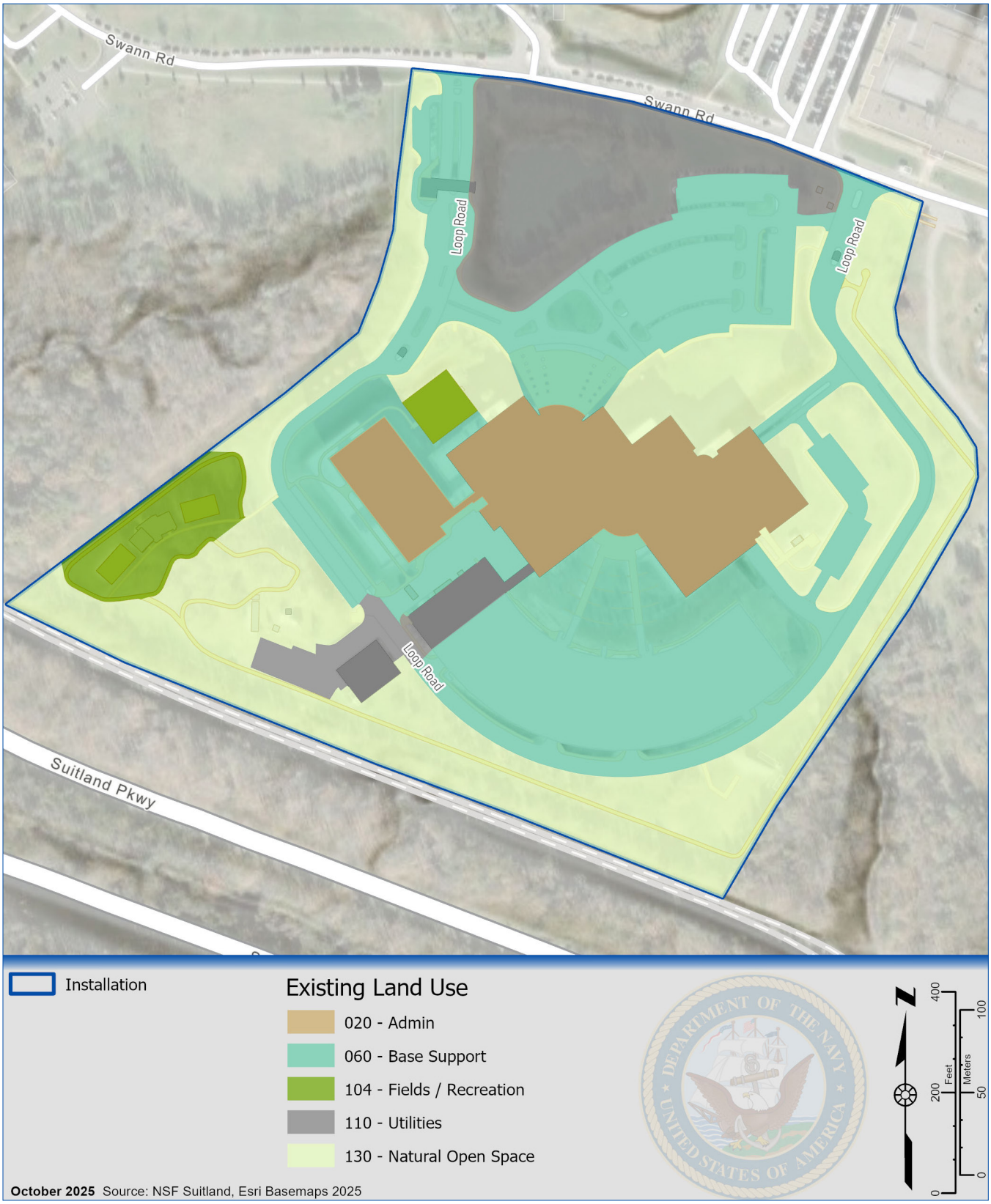
OPNAV Instructions (OPNAVINST) 11010.40A, *Encroachment Management Program* defines encroachment as "any action or condition that restricts or prohibits the attainment or sustainment of the Navy's statutory responsibilities to man, train, maintain, and equip a combat-ready force." An EAP was completed for NSAW, including NSF Suitland in 2010 and identifies encroachment challenges and strategies to address each. Of the 14 encroachment categories outlined in the Navy instruction, none were deemed significant in terms of existing and potential impacts to NSF Suitland operations. Nine were deemed to have no impact on operations or were not applicable, and two, urban development and water quality, were determined to have the potential to minimally impact operations. The following three were determined to potentially have a moderate impact on operations:

- Competition for air, land, and sea space
- Interagency coordination
- Legislation initiatives that restrict operations

The specific challenges cited include limited alternatives for accommodating growth, including parking, and external agency coordination.

The five encroachment challenges that have a potentially minimal to moderate impact on operations, as identified in the EAP, are summarized in Table 3.2.

Since the most recent EAP in 2010, Suitland has begun to see additional growth as Prince George's County pursues the vision for the Suitland Town Center. While this development may provide opportunities, such as food and service options for personnel within the SFC, and increased safety with more "eyes on the street," there is a concern that political pressures could result in the removal of the GSA fence. GSA, however, has confirmed it has no plans to remove the fence line around the SFC. Therefore, encroachment from the Suitland Town Center development is not a concern at this time.



Map 3.1 Existing Land Use

Table 3.2 NSF Suitland Encroachment Summary

Encroachment Factor	Challenge	Recommendation
Urban Development	NCPC and various Prince George's County departments have active roles and responsibilities in planning, review, development and approval of land use and development projects in the Suitland area. NCPC's review jurisdiction applies to federal property, including NSF Suitland, SFC, and the Suitland Collections Center.	Participate in the development of small area plans for surrounding neighborhoods to ensure Navy interests are represented; conduct regular coordination meetings among the Navy, Federal, and Prince George's County planners; coordinate with GSA to ensure Navy involvement in the implementation or revision of the SFC master plan and TMP.
Competition for Land Space	Since NSF Suitland is fully built out, it has limited alternatives for accommodating growth, including parking. NSF Suitland has an easement for power, water, and sewer lines across the SFC.	Negotiate an extension of the parking agreement with GSA; ensure NSF Suitland (NAVFAC and tenant) is included in the process when GSA updates its master plan for the SFC; evaluate general space needs for NSF Suitland and investigate options with the NDW region or at the SFC to accommodate new growth; complete a transportation study jointly with GSA.
Water Quality	The impact of water quality regulations is minimal; additional time and resources may be required to meet regulations if they tighten significantly or monitoring and reporting requirements increase.	Monitor water quality initiatives and be proactive in planning for additional regulation and ways to meet necessary project and monitoring requirements.
Interagency Coordination	There is a lack of understanding amongst external agencies regarding the Navy's mission, organization, and the appropriate points of contact for each site in NSAW. The two tracks of coordination (public relations-based and project-based or compliance) and perceived uncertainty regarding the appropriate contact may be impacting the rate at which the Navy receives information from external agencies.	Publicize contact information for the NSAW Community Planning and Liaison Officer (CPLO); establish a regional transportation management team for NSAW; hire a Public Affairs Officer (PAO) for NSAW; establish a process for external communication; establish a process for documenting and addressing community complaints.
Legislation Initiative	Implementing programs to meet the targets stipulated by the initiatives (energy, storm water management, water resources, etc.) will require additional resources and often include an opportunity cost.	Collect baseline data for building energy use and GHG emissions and integrate with GIS; incorporate sustainability into the master plan; establish a comprehensive training program for personnel; monitor how legislative orders regarding water quality in the Chesapeake Bay watershed will affect storm water regulations.

Legend: Has a potentially minimal impact on operations Has a potentially moderate impact on operations

Source: NSA Washington Encroachment Action Plan 2010

3.3 Utility Networks

Utility networks at NSF Suitland are primarily privatized systems. In general, existing network coverages and capacities are adequate to support current mission requirements; however, some systems are nearing or exceeding their functional life expectancies and require maintenance or replacement.

3.3.1 Energy – Conventional

An Installation Energy Plan was completed in Fiscal Year (FY) 2019 for NSA Washington, which includes NSF Suitland.

3.3.1.1 Electric

Electrical power is provided by Potomac Electric Power Company (PEPCO).

3.3.1.2 Natural Gas

NSF Suitland is located within the Washington Gas Light service area.

3.3.1.3 Steam

There are no steam lines at NSF Suitland.

3.3.1.4 Advanced Metering/Smart Energy Infrastructure

NSF Suitland does not yet use advanced metering or smart energy infrastructure.

3.3.2 Energy – Alternative

3.3.2.1 Wind

NSF Suitland does not yet use wind power.

3.3.2.2 Solar

NSF Suitland does not yet use solar power.

3.3.2.3 Hydro

NSF Suitland does not yet use hydroelectric power.

3.3.2.4 Geothermal/Ground Source

NSF Suitland does not yet use geothermal/ground source power.

3.3.2.5 Biomass

NSF Suitland does not yet use biomass power.

3.3.3 Communications

3.3.3.1 Communications Networks (Phone, Data)

Verizon supplies telephone services to NSF Suitland. During the stakeholder interviews, it was mentioned that some areas of the NMIC facility have some minor issues with systems being down at times in certain areas of the building.

3.3.4 Storm Water

The stormwater conveyance system at NSF Suitland consists of a network of pipes (approximately 6.368 linear feet), open channels, and several structural best management practices (BMPs) that discharge runoff through three discharge points into an approximately 1-acre wet stormwater retention pond. In addition to the three discharge points originating within the facility, the stormwater retention pond receives stormwater runoff from drainage areas north of the facility through two additional discharge points. NSF Suitland has one outfall from the stormwater retention pond, which then discharges through one closed pipe off the property into a tributary to Oxon Run, which eventually flows into the Potomac River.

NSF Suitland is covered by Maryland Department of the Environment's (MDE) Phase II Municipal Separate Storm Sewer System (MS4) Permit. Coverage by this permit requires NSF Suitland to meet all state stormwater regulations, including construction site runoff control and post construction stormwater management. In addition, under the Phase II MS4 permit, NSF Suitland must commence restoration efforts for 20 percent of existing developed land that has little or no stormwater management.

3.3.5 Wastewater

A gravity sanitary sewer system collects wastewater from various points at NSF Suitland. Wastewater flows through a line and into an off-site sewer system. That sewer system, which is owned and maintained by the WSSC, flows to the Blue Plains Wastewater Treatment Plant in Washington, DC.

3.3.6 Water

The water supply system at NSF Suitland is operated by the WSSC.

3.4 Installation Energy Plan

An Installation Energy Plan was completed in FY19 for NSA Washington, which includes NSF Suitland.

3.5 Transportation/Circulation Networks

3.5.1 Easement and Rights-of-Way

NSF Suitland has easements for power, water, and sewer lines across the SFC, as noted in the EAP.

3.5.2 Circulation and Parking

3.5.2.1 Vehicular Circulation

NSF Suitland lies within the SFC, which is bounded by Suitland Road (MD 218) to the north, by Suitland Parkway to the south, by Silver Hill Road (MD 458) to the east, and

by the Washington National Cemetery to the west. Once through the perimeter gates of the SFC, employees and visitors can reach NSF Suitland via Swann Road. Vehicular circulation within the NSF Suitland site is accomplished via an internal loop road extending from the Primary Access Gate to the Staff Access Gate, terminating at Swann Road at both ends.

3.5.2.2 Gates

Suitland Federal Center Gates

NSF Suitland employees can access the SFC through five vehicular entrance gates or one pedestrian gate. The pedestrian gate provides pedestrian access to/from the Suitland Metrorail Station.

Naval Support Facility Suitland Gates

After passing through the perimeter gates of the Suitland Federal Center, NSF Suitland employees and visitors access the installation via Swann Road. All vehicular traffic must enter the installation through the Primary Access Gate located at the northwest quadrant of the campus. The Staff Access Gate is located at the northeast quadrant of the facility and is open for badged pedestrians only.

3.5.2.3 Parking Inventory

As of July 2025, there are 850 parking spaces within the installation's fence line, including 779 parking spaces for employees, and 1,077 leased parking spaces within the SFC, provided through an agreement with GSA, totaling 1,927 parking spaces. There is additional on-street parking along Swann Road within the SFC for all employees and visitors.

Table 3.3 NSF Suitland Parking Counts

Area Name / Description	Parking Spaces	Permitted Employee Parking
Visitor's (North) Parking Lot	15	0
Executive Parking Pass Only Lot	56	0
New Surface Lot (Former Garage)	391	391
Perimeter (Loop Road)	66	66
D-Wing	50	50
Front Lot	222	222
Carpool Lot	50	50
Lot 1 (Leased)	112	112
Lot 3 (Leased)	673	673
Gravel Lot (Leased)	251	251
Swann Road	41	41
Total	**1,927**	**1,856**

Source: M-D/Onyx, 2025

The parking garage was originally constructed in 1993. Through the years, the structure experienced severe corrosion and deterioration with interim repairs made to address cracks, holes, gaps, and exposed rebar in the concrete. However, the garage became impossible to maintain or renovate, reaching the end of its operable and safe service life. Garage closures began in December 2018 with a complete closure of the upper level occurring in May 2019. The remaining portion of the garage closed in spring 2020 and was demolished in 2022.

NSF Suitland supports more than 4,000 military personnel, civilian, mobilized reservists, and contractor personnel. It also supports up to 1,000 additional employees during surges from mission changes or National Emergencies. Additionally, NSF Suitland hosts conferences for NATO and other allies. On any given day, there could be 300 visitors for conferences and over 60 daily visitors for non-conference purposes.

DoD regulation, via the UFC, provides instruction by which Navy/Marine Corps real property managers calculate vehicular parking requirement. Since NSF Suitland is an administrative facility, it is allotted parking for 70 percent of its personnel and 75 percent for government or operational vehicles. According to DoD regulation, the total number of employee parking spaces needed for

Map 3.2 Suitland Federal Center Road Network and Gate Location

4,000 administrative personnel is 2,800 employee parking spaces (70 percent).

However, NCPC guidance restricts the employee parking ratio at NSF Suitland to one space for every three employees (1:3), or 1,333 spaces. With all of NSF Suitland's current parking inventory (including leased spaces), the existing parking ratio is 1:2.

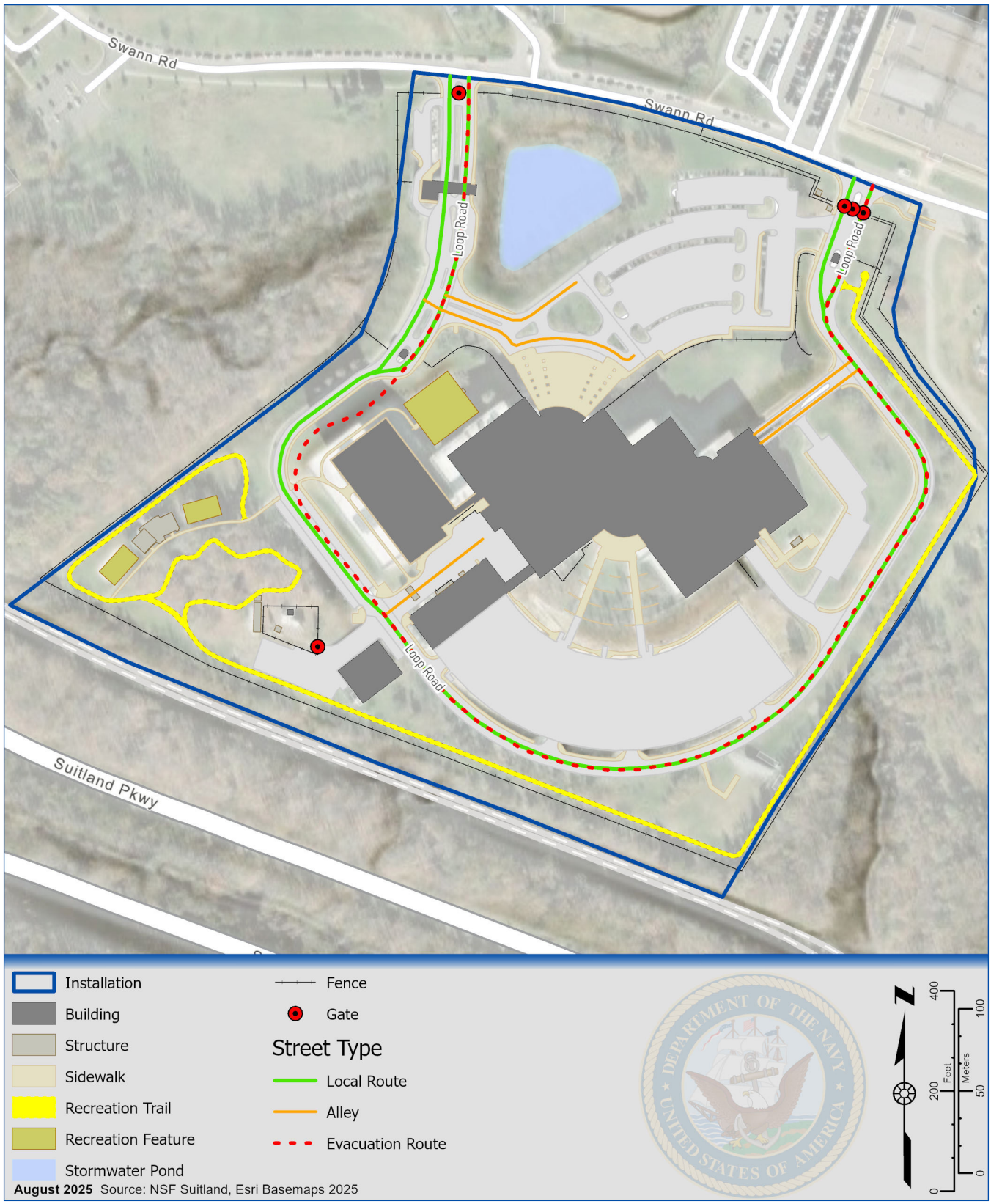
3.5.3 Sidewalks and Trails

NSF Suitland

Within the NSF Suitland campus, sidewalks are located alongside the internal loop road, providing a connection between the parking areas and the main facility. The sidewalks along the loop road connect to sidewalks outside of the campus along Swann Road, providing a connection to the rest of the SFC.

Suitland Federal Center

Outside of NSF Suitland, a partial sidewalk along the south-side of Swann Road and crosswalks provide pedestrian connectivity within the SFC. A pedestrian path, located along the west side of the Census, creates a connection between the Suitland Metro Station and Swann Road. This path provides a 20-minute walk from the Metro Station faregates to the entrance of NSF Suitland; however, it is longer than the guidance in the NCPC Transportation Element of the Comprehensive Plan for the 1:3 parking ratio. Sidewalks within the SFC are generally in good condition and there are very few missing links. However, north and east of NSF Suitland, the sidewalk along the north-side of Swann Road is not continuous, as there is a missing link between the driveway for Gate 1 and the Federal Center Lane.



Map 3.3 NSF Suitland Circulation

Map 3.4 NSF Suitland Existing Employee Parking Allocations

Prince George's County

Beyond the SFC, while sidewalks exist, the roadways are largely catered to automobile access. Sidewalks along both sides of Silver Hill Road are continuous. However, on the east-side of Silver Hill Road, the sidewalk is frequently interrupted by vehicular driveways and there is no buffer between the sidewalk and the roadway. Adjacent to the SFC along the south-side of Suitland Road, the sidewalk extends only between the Gate 2 and the Suitland Road and Silver Hill Road intersection. On the north-side of Suitland Road, there is no buffer between the sidewalk and the roadway, and it is interrupted by numerous vehicular driveways. Within the adjacent Towne Square at SFC development, sidewalks include buffers; however, within the surrounding community, sidewalks are discontinuous or non-existent. Sidewalks along Swann Road outside of the SFC have been upgraded to include Americans with Disabilities Act (ADA) ramps.

Outside of the SFC, bicycle facilities are limited in the surrounding community. The Suitland Parkway is designated as a recreational greenway in the Maryland Atlas of Greenways. This roadway provides a direct travel route from D.C. and points west, including Arlington, Alexandria, and Fairfax County, Virginia, to Suitland, Maryland. The Suitland Parkway bike trail in D.C. terminates abruptly at Southern Avenue at the border of Maryland. There is no off-road bike trail alongside the Suitland Parkway in Maryland and the roadway is not favorable to cycling as cyclists would have to share the roadway with motor vehicles, with a posted speed limit of 50 miles-per-hour. From the D.C.-Maryland border, bicyclists traveling to NSF Suitland must continue travel on vehicular roadways to reach the SFC. Southern Avenue and other roads in the vicinity of the installation are not particularly conducive to biking, as these streets have many curb cuts, no exclusive bike lanes, fair to poor pavement conditions and high posted speed limits.

Designated bicycle facilities in the vicinity of the SFC include dedicated shoulder-use bicycle lanes along Suitland Road and Swann Road, and a shared-use on-road motor vehicle-bicycle lane along the right lane of both directions of Silver Hill Road. However, the high posted speed limit along Silver Hill Road is not favorable for biking.

3.5.4 Airfield Runways/Aprons/Taxiways

NSF Suitland has no airfield runways.

3.5.5 Piers/Wharves

NSF Suitland does not have piers, nor wharves.

3.5.6 Other Paved Areas

NSF Suitland does not have other paved areas as a real property category code.

3.5.7 Federal Transit Services

There is currently no federal shuttle service at NSF Suitland. There is a federal transportation subsidy available to NSF Suitland employees and other employees in the National Capital Region (NCR) through the Mass Transportation Benefit Program. Participants receive benefits by submitting monthly transit expense claims via a Common Access Card (CAC)-enabled portal. Metrorail and other transit modes require a SmarTrip card for fare payment. Benefits autoload directly to the participant's SmarTrip card the first time the card is used on the first workday of the benefit period. Personnel receiving a federal transit subsidy are not eligible for a permanent parking permit.

Transit usage has decreased by 1 percent since 2019. Even though a transit subsidy is available at NSF Suitland, only 7 percent of survey respondents currently use this subsidy. However, this is an increase of 2 percent since 2019. The majority of NSF Suitland employees do not live in areas with access to public transportation.

3.5.8 Troop Movement Corridors

NSF Suitland does not have troop movement corridors.

3.6 Developable Areas

A developable areas analysis for NSF Suitland represents a synthesis of natural and man-made constraints in order to demonstrate varying degrees of development potential. This analysis in turn informs the siting of future construction projects and identification of redevelopment and infill opportunities.

An aerial view of NSF Suitland gives the appearance that there are amounts of land readily available for development; however, the developable areas analysis reveals that that is not the case. Only a small amount of readily-available, developable land exists at the installation; the majority of the installation requires mitigation for development to occur.

There are no environmental areas or areas of cultural significance. Further, as detailed in the UFC 2-100-01, developable areas are determined and then sorted into the following categories:

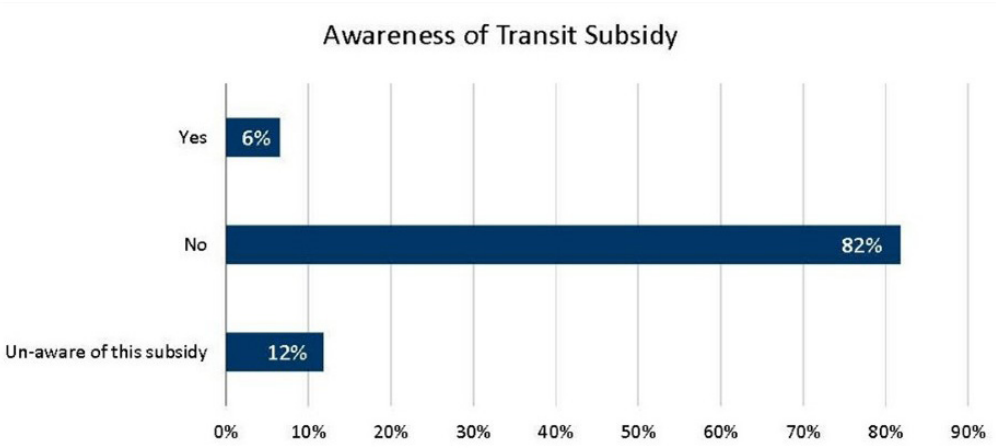
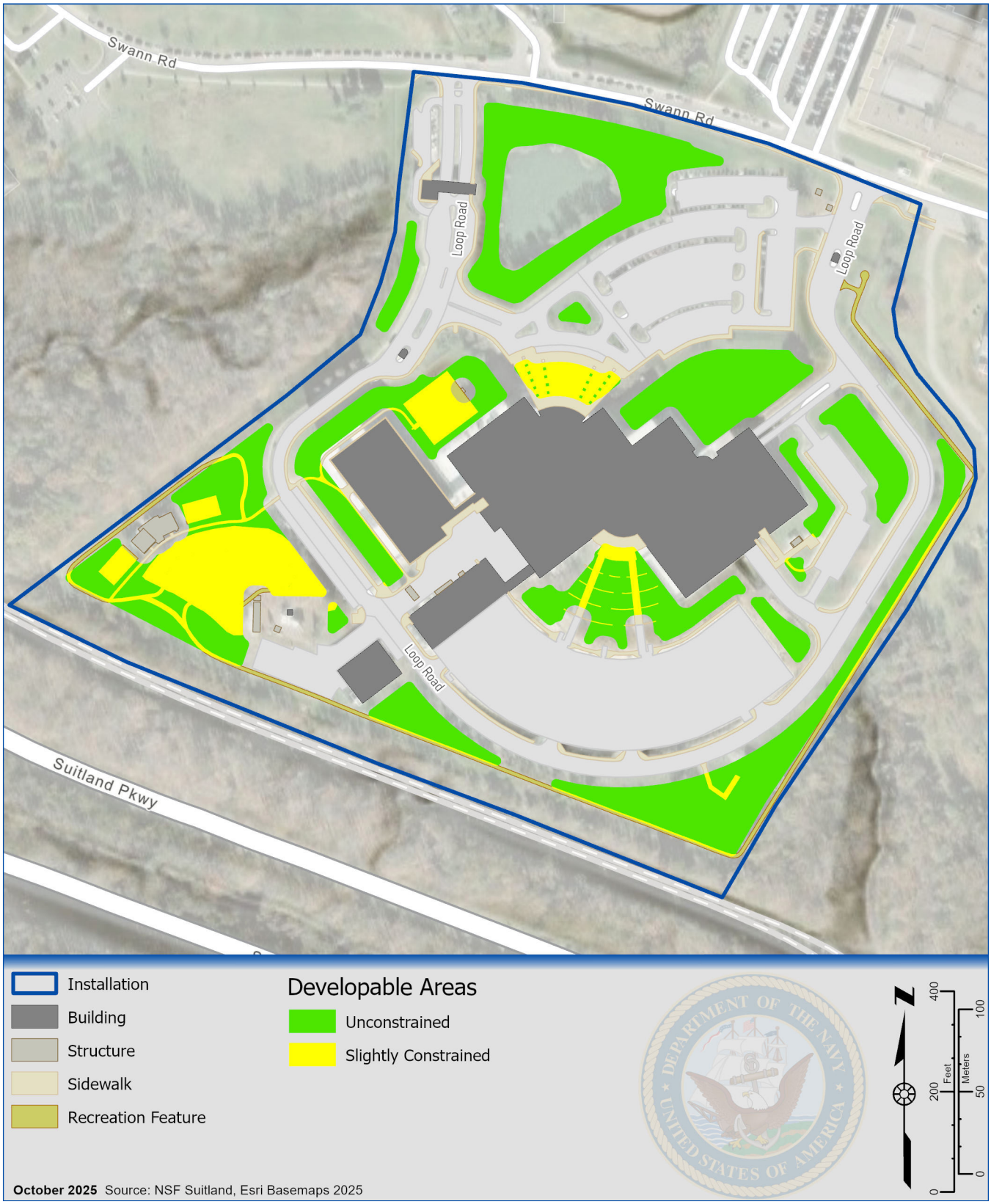


Figure 3.1 Employee Awareness and Usage of Transit Subsidy
Source: NSF Suitland TMP 2025



Map 3.5 NSF Suitland Developable Areas

- **Minimally Constrained** is land that can be immediately developed with minimal preparation, relocation, or demolition. Existing parking areas, parks, streets, and buildings are not considered part of this area. The extent of the developable parcel extends to the public realm (sidewalks, roads, etc.) or to adjacent building lines. At NSF Suitland, this land is comprised of open space and recreation. This area is scarce and corresponds to the land south of the southern parking area and the open area between the north asphalt parking lot and Building 1. This land makes about 19 percent of the total acreage.
- **Moderately Constrained** is land that can be developed with more extensive relocation or demolition of existing buildings on the demolition list or remediation of appropriate Installation Restoration Program sites. At NSF Suitland, this land is comprised of the area where the deteriorating parking garage is located, open area and parking areas west of Building 1, and the site where basketball courts are located to the west of the building. These areas can offer valuable opportunities for infill or redevelopment. This land makes about 5 percent of the total acreage.
- **Highly Constrained** is land with various constraints categories that require the most amount of mitigation. At NSF Suitland, most of the land has been categorized as highly constrained. These are areas with road easements, Building 1, and the water retention pond. These areas will require more extensive mitigation and expense in order to accommodate new development, and should be avoided unless no reasonable alternatives are available. This land makes about 76 percent of the total acreage.

Table 3.4 Developable Areas

Developable Area Category	Acres	Percent
Minimally Constrained	7.76	19%
Moderately Constrained	2.03	5%
Highly Constrained	32.21	76%
Total	**41.00**	**100%**

Source: Georeadiness Explorer, NAVFAC

3.7 Facility Condition and Requirements

The success of the NSF Suitland mission depends on the reliable functioning and integrity of its facilities and infrastructure. In addition to the proper sizing and capacity, adequate condition and configuration is critical in providing the necessary foundation for mission readiness. The Navy maintains real property databases to track the viability of shore-based assets from the overall installation level to the individual facility level. This ADP conducts the facility analysis in terms of space requirements, and individual facility status (condition and configuration ratings). Any significant variance from the identified requirements or acceptable facility ratings indicates a potential capability gap requiring action. The facility assessment combines a detailed review of these data with stakeholder interviews to gain a comprehensive understanding of existing conditions, future requirements, and known projects. Once capability gaps are validated, COAs are developed to rectify each gap. Figure 3.2 illustrates the ADP capability gap process.

Requirements related to Category Code Numbers (CCNs) in NSF Suitland are reported based on the Asset Evaluation (AE) and BFRs finalized March 2019.

3.7.1 Facility Condition, Configuration, Capacity Summary

Requirements to Assets

Facility space requirements are evaluated to understand where large-scale variances in assets exist, and also at the CCN level for a more definitive view of space discrepancies. Surpluses represent opportunities for expansion or reuse and are not considered capability gaps. Significant deficits, however, effectively hinder mission operations and are considered gaps. Identified surpluses offer potential solutions to these deficits if similar or supporting functions can be collocated. One of the goals of the ADP is to balance requirements to assets through a reallocation of space where feasible, followed by renovation or new construction when no other option is available. Notwithstanding, new construction is typically required to support new missions with specialized requirements.

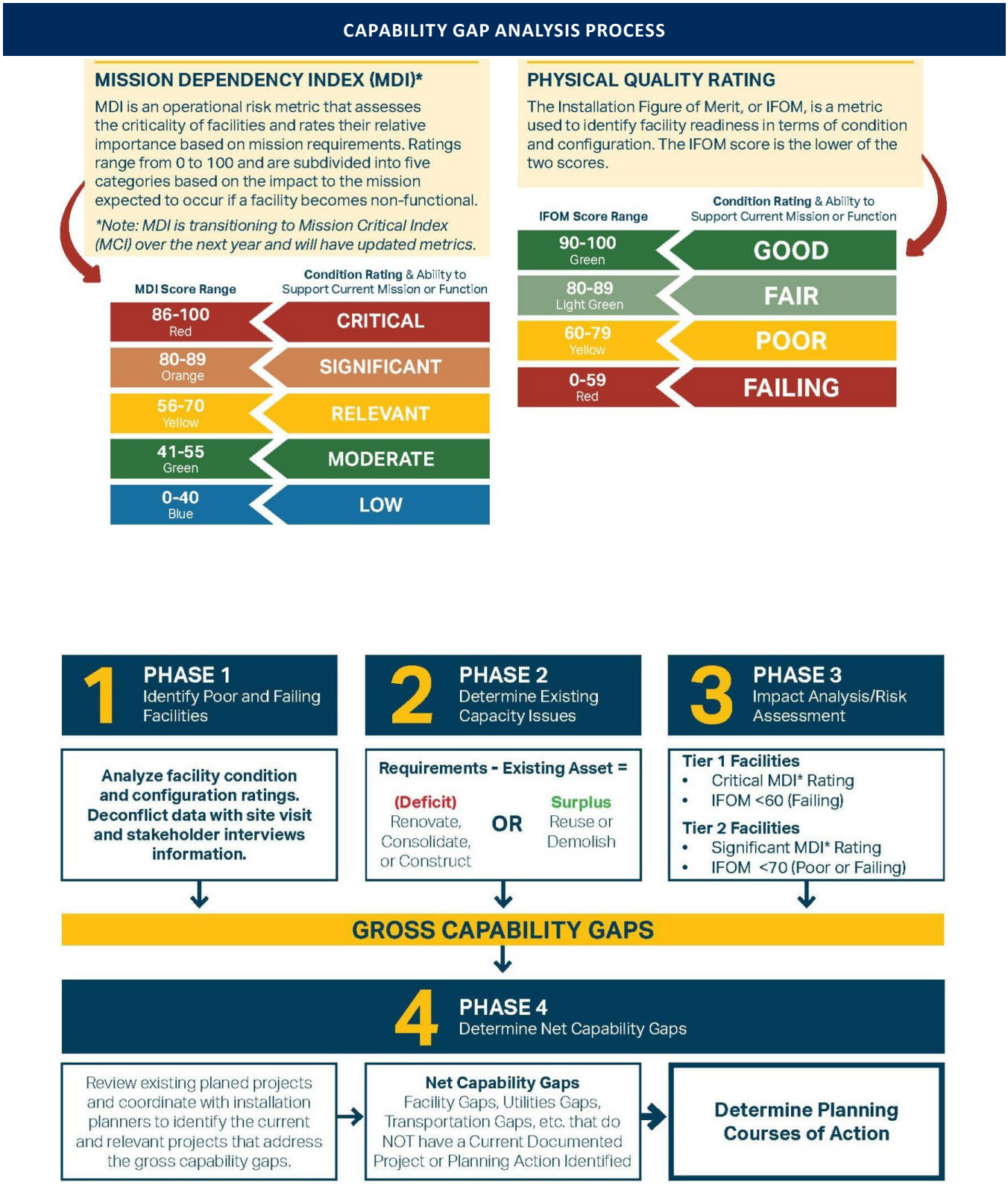


Figure 3.2 Capability Gap Analysis Process
Source: ADP Consistency Guide, Version 2.0

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	984,720	668,192	-316,528
C5ISR	250,632	436,100	185,468
Laboratory	140,321	102,690	-37,631
Sailor and Family Readiness	23,149	29,564	6415
Training	6,194	6,352	158
Utilities	N/A	N/A	N/A

Source: FRES (April 2025), BFRs and Bldg. 1 AE conducted March 2019

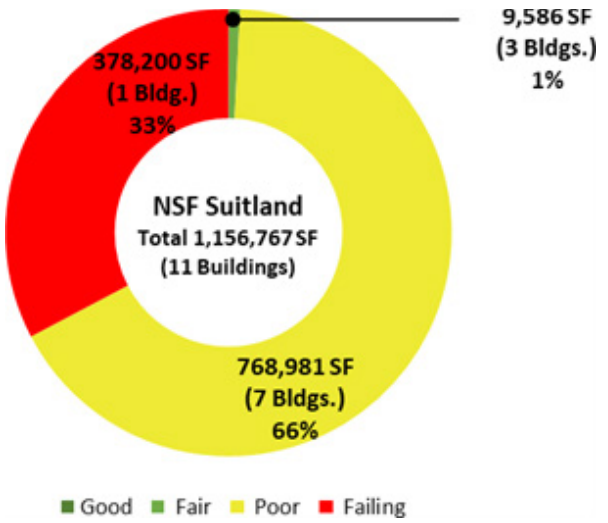


Figure 3.3 Physical Quality Rating by Building (square feet)

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

NSF Suitland currently comprises 11 buildings with a combined area of 1,156,767 SF. NSF Suitland also has 7 facilities with a combined area of 1,233,357 SY, and nine facilities measured either as "each" or in linear feet.

Facility Ratings by SCA

Facility physical quality ratings, known as Q-ratings, are a measure of facility ability to meet mission requirements.

The Q-ratings represent the lower of condition or configuration ratings, and are good indicators of overall facility readiness. Figure 3.3 illustrates the total building square footage by Q-rating across NSF Suitland. Most of the buildings at NSF Suitland rate good, while only one building rates poor.

Installation Figure of Merit Scores by Shore Capability Area

The Installation Figure of Merit (IFOM) score is relevant at the CCN level (and above) and accounts for condition and configuration, but also assesses overall capacity. Capacity scores are evaluated at the CCN level and above, and are not valid at the facility level. The IFOM score is the lowest of these three component ratings. Overall IFOM scores and component ratings for NSF Suitland are shown in Table 3.7. The table includes the break down by Shore Capability Area (SCA). For those CCNs that are part of a facility where the facility's predominant CCN is under a different SCA, the IFOM, Condition, Capacity, and Configuration rating were assumed to be the same as the facility's primary CCN ratings. It should be noted that for CCNs that fall under the administrative SCAs, the March 2019 asset evaluations and BFRs indicate there is a deficit of space.

One SCA, Base Support, has the only failing IFOM score of 26. Overall, facility configuration is largely driving the IFOM ratings at NSF Suitland.

Table 3.6 NSF Suitland Q-ratings Summary

SCA	IFOM	Condition	Configuration	Capacity
Base Support	26	60	26	62
C5ISR	87	87	88	91
Sailor & Family Readiness	80	83	80	97
Utilities	84	84	100	100

Source: FRES (April 2025)

3.7.2 Major Shore Capability Area Summaries

Descriptions of each SCA at NSF Suitland are provided in the following sections, along with an overview of the capability gaps by Shore Task. For each Shore Task, a summary of the ratings and requirements is presented in the first table. Requirements noted as "N/A" indicate that requirements are not required to be reported into Internet Navy Facilities Assets Data Store (iNFADS).

Shore Tasks with poor or failing ratings are identified in the second table, along with the Plant Replacement Value (PRV) and Mission Dependency Index (MDI). Facilities with multiple tenants are represented according to the Shore Task of the predominant user, unless otherwise noted. The MDI is an Operational Risk Metric scale from 1-100 that assesses the criticality of a facility to meet mission requirements, with high ratings indicating the most critical facilities and low ratings indicating less critical facilities. Ratings that are gray denote that either no data was available, or the facility may have a number of different tenants and the IFOM score is discussed under the SCA of the predominant user.

3.7.2.1 Airfield Operations

There are no Airfield Operations assets at NSF Suitland.

3.7.2.2 Base Support

At NSF Suitland, the condition of facilities across all Base Support shore tasks varies greatly, with some facilities in good condition and others in failing condition. Parking capacity is generally good; however, there are some configuration and capacity issues.

Parking

Privately owned vehicle (POV) parking occurs within the fence line in surface lots to the east, north, and south of Building 1. The former parking garage was demolished in 2022 and converted into surface parking after reaching the end of its operable and safe service life. Prior to demolition, the garage had a poor condition and configuration rating and experienced severe deterioration despite interim repairs to address the cracks, holes, gaps, and exposed rebar in the concrete. NSF Suitland has an agreement with GSA to address the parking deficiencies through the use of surface parking on GSA land within the SFC. There are about 850 parking spots on the installation and another 1,077 on GSA land to accommodate the approximate 4,000 personnel population.

Table 3.7 Base Support Facility Readiness, Requirements, and Assets by Shore Task

Shore Task	IFOM	Condition	Configuration	Capacity	Requirements	Assets	Surplus (Deficit)	UM
Grounds & Streets	78	88	78	100	14,205	32,543	18,338	SY
Headquarters and Administrative	80	80	84	100				SF
Parking	6	46	6	45				

Source: FRES and iNFADS (BFRs and AE conducted March 2019)

Note: Ratings that are gray denote either no data was available or the IFOM ratings are discussed under the SCA of the predominant facility use.

Table 3.8 Base Support Failing and Poor Facilities by Shore Task

Shore Task	Prime Use	PRV	MDI	IFOM	Condition	Configuration
Parking	Parking Area	$30,719,998	39	6	46	6

Source: FRES (April 2025)

Table 3.9 Administrative Office Facility Readiness, Requirements, and Assets by Shore Task

Shore Task	IFOM	Condition	Configuration	Capacity	Requirements	Assets	Surplus (Deficit)	UM
Administrative Office	80	80	84	100	44,159	56,667	12,508	SF

Source: FRES and iNFADS (April 2025), BFRs and AE conducted March 2019

Table 3.10 Administrative Office Failing and Poor Facilities by Shore Task

Shore Task	Prime Use	PRV	MDI	IFOM	Condition	Configuration
Administrative Office	Administrative Office	$12,189	94	80	80	84

Source: FRES (April 2025), AE conducted March 2019

3.7.2.3 Administrative Office

There is a 12,508 square foot (SF) surplus of administrative office space.

NSF Suitland has a surplus of 12,508 SF of administrative office space in addition to condition and configuration issues. NSF Suitland's poor rating is driven primarily by IFOM and configuration issues, although the facility also has condition issues. Condition issues primarily relate to interior construction, electrical and heating, ventilation, and air conditioning (HVAC). Many of the interior finishes have not been replaced since the initial construction and have exceeded their life expectancy and are showing significant signs of wear. The HVAC system has not been replaced since it was installed in 1993 and has exceeded its useful life. It is severely deteriorated and replacement parts are no longer available as the manufacturer has stopped supporting the equipment. Configuration issues include organizations being dispersed throughout the facility instead of being co-located in organizational adjacencies, which has impacts on the various missions.

3.7.2.4 Expeditionary Operations

There are no Expeditionary Operations at NSF Suitland.

3.7.2.5 Intermediate-Depot Level Maintenance

There are no Intermediate-Depot Level Maintenance assets at NSF Suitland.

3.7.2.6 Logistics and Supply

There are no Logistics and Supply assets at NSF Suitland.

3.7.2.7 Ordnance and Weapon Operations

There are no Ordnance and Weapon Operations assets at NSF Suitland.

3.7.2.8 Laboratory

Laboratory functions at NSF Suitland are not the predominant use category code.

Laboratory

NSF Suitland has a deficit of 38,709 SF of Laboratory space.

Table 3.11 Laboratory Requirements and Assets by Shore Task

Shore Task	Requirements	Assets	Surplus (Deficit)	UM
Laboratory A	16,842	15,643	(1,199)	SF
Laboratory B	2,224	1,501	(723)	SF
Farragut	83,624	121,255	(37,631)	SF

Source: BFR and AE conducted March 2019

Table 3.12 Sailor and Family Readiness Facility Readiness, Requirements, and Assets by Shore Task

Shore Task	IFOM	Condition	Configuration	Capacity	Requirements	Assets	Surplus (Deficit)	UM
MWR*	71	92	71	96	N/A	1	N/A	EA
					0	3	3	EA
					16,009	16,185	176	SF
Retail Exchange**		79	72		27,144	27,144	0	SF

Source: FRES (April 2025), BFRs and AE conducted March 2019
Note: Ratings that are gray denote either no data was available or the IFOM ratings are discussed under the SCA of the predominant facility use.
*For MWR, the SF requirements and assets are based on the March 2019 BFR (fitness center) and the existing data (recreation pavilion)
**Based on CCN guidance in the Navy criteria, Retail Exchange BFRs are typically conducted by NEX and are determined by a Business Case Analysis. The guidance indicates that for existing assets it can be assumed that the requirement is equal to the asset.

Table 3.13 Sailor and Family Readiness Failing and Poor Facilities by Shore Task

Shore Task	Prime Use	PRV	MDI	IFOM	Condition	Configuration
MWR	Indoor Physical Gym		39		79	72
	Recreation Pavilion	$146,088	39	68	95	68
	Outdoor Playing Courts	$171,031	39	12		12
Retail Exchange	Exchange Retail Store		39		79	72
	Exchange/Food Service/ Restaurant		39		79	72
	Exchange Service Outlet		39		79	72

Source: FRES (April 2025), AE conducted March 2019
Note: Ratings that are gray denote either no data was available or the IFOM ratings are discussed under the SCA of the predominant facility use.

Basketball Courts at NSF Suitland
Source: Department of Navy

Pavilion at NSF Suitland
Source: Department of Navy

3.7.2.9 Sailor and Family Readiness

Sailor and Family Readiness infrastructure delivers QOL services for Sailors, their families, and qualifying installation personnel. This SCA includes Morale, Welfare, and Recreation (MWR) recreational facilities such as recreation pavilions and outdoor playing courts, in addition to retail, food, and other services. NSF Suitland has sufficient space for Sailor and Family Readiness but there are deficiencies for MWR and Retail Exchange uses, driven primarily by configuration.

MWR

NSF Suitland has three outdoor playing courts, one of which is failing due to configuration issues. Similarly, NSF Suitland has two recreation pavilions, but only one of them (Facility 10) is rated poor, due to configuration issues. The indoor physical gym is poorly configured and in need of updates to the interior finishes.

Retail Exchange

The Retail Exchange services are poorly configured and in need of updates to the interior finishes. Furthermore, the kitchen floor needs waterproofing and the floor tiles need to be replaced. There were two planned FY19 projects, one to replace the cafeteria dining area flooring and a second to replace the kitchen flooring.

3.7.2.10 Training

The AE and BFR conducted in March 2019 indicate there is one training area at NSF Suitland.

Table 3.14 Training Requirements and Assets by Shore Task

Shore Task	Requirements	Assets	Surplus (Deficit)	UM
Academic Instruction	6,194	6,352	158	SF

Source: BFR and AE conducted March 2019

Academic Instruction

NSF Suitland does not have a deficit of space under the Training SCA; however, there may be a configuration issue with the spaces in Building 1 as staff cited the lack of sufficient training space during stakeholder interviews. In addition, staff reported a lack of appropriate domain connections and seating, and inefficient layout of the information technology (IT) infrastructure.

Volleyball Court at NSF Suitland
Source: Department of Navy

Outdoor Seating at NSF Suitland
Source: Department of Navy

Plaza at NSF Suitland
Source: Department of Navy

Table 3.15 Current and Planned Projects

Project	ROM Est. Cost ($000)	Project Type	Funding Source
Construct Foreign Materials Laboratory*	$114,000	New Construction	MILCON
Facility UPS Replacement*	$11,504	Replace	O&M, N
Replace Air Handlers in NMIC	$11,100	Replace	O&M, N
Replace Electrical Feeders in NMIC	$1,000	Replace	O&M, N
Renovate Interior of NMIC	$23,200	Renovate	O&M, N
Renovate Exterior of NMIC	$235	Renovate	O&M, N
Replace Bollards	$800	Replace	O&M, N
Redundant Water Supply	$2,600	New Construction	O&M, N
Redundant Electrical Supply	$2,100	New Construction	O&M, N
Repave Roads	$1,900	Repair	MILCON
Build New Parking Structure	$79,518	New Construction	MILCON
Build Eastern Wing to NMIC	$14,617	New Construction	MILCON

Source: NAVFAC PWD, NSF Suitland IPL, COA Workshop

* Projects that have been funded and are ongoing

3.7.2.11 Utilities

Utility systems at NSF Suitland provide water, sanitary sewer, electric, gas service, and communication infrastructure to all installation tenants. Storm drain systems are also provided. Utility infrastructure includes all network mains and laterals, as well as supporting buildings and structures.

3.7.2.12 Waterfront Operations

There are no Waterfront Operations at NSF Suitland.

3.8 Relevant Integrated Project List for MILCON and Special Projects

At the beginning of the master plan process, known development projects were identified by the Public Works Department and NSF Suitland staff. These projects will be submitted to NCPC for review as per the National Capital Planning Act. A summary of known projects for NSF Suitland is listed in Table 3.15.

3.9 Facility and Infrastructure Capability Gap Analysis

Capability gaps represent the most significant real property deficiencies potentially impacting mission success at NSF Suitland. Capability gaps comprise significant capacity deficits or condition deficiencies and high-risk facilities. Validated observed and stakeholder-reported gaps are also included. Currently programmed projects known to address capability gaps are integrated into the preferred plan; COAs are developed for gaps without programmed projects. These COAs are described in Chapter 4. Table 3.17 presents a summary of the capability gap analysis by SCA and includes a description of each gap and known projects to address the gap.

Impact Analysis/Risk Assessment

Section 3.7 includes tables of facilities with Poor and Failing Q-ratings, indicating assets that should be considered for investment, according to Navy methodologies for tracking the ability of infrastructure to meet mission needs, and also in line with the UFC 2-100-01 strategy to incorporate life cycle planning into an ADP. Facilities nearing the end of their useful lifespans will need to be demolished and replaced or subject to necessary renovations to bring them to required condition and/or configuration standards.

Although all the facility ratings highlighted in Section 3.7 indicate the need for investment, current funding constraints may limit opportunities to address some facility deficiencies. Installation leaders require processes to help prioritize investment, and a risk assessment provides one such tool.

Table 3.16 Capability Gap Analysis Summary

Gap No.	Shore Task	Capability Gap Description	Programmed Project (POM Cycle)
Base Support			
1	Parking	Parking is insufficient in capacity; Replacement/additional parking is needed	Replace the demolished parking garage with a new garage in the long-term.
1A	Parking	Gap in the number of parking spaces	There currently is a shortage on parking. They have leased some parking from GSA but that is a short-term solution and still does not solve the deficiency.
Laboratory			
2	Laboratory	Deficit of 37,631	Construct new P664 Laboratory
C5ISR			
3	C5ISR	Surplus of 185,468 SF	None
Sailor & Family Readiness			
4	Retail and Exchange	Deteriorated cafeteria kitchen drain is past its useful life and overflows, requiring repair. Overall refurbishment of cafeteria due to age	None
5	C5ISR	Has a surplus of 6,415 SF.	None
Training			
6	Training	Has a surplus of 158 SF.	None

Source: NSF Suitland Capability Gaps Analysis, iNFADS & FRES, April 2025; NAVFAC

CBM/R Scores		
CBM/R	**Mission Impact**	**Metric**
4	Critical	Q-rating <60 and MDI > or =85
3	Very Important	Q-rating <65 and MDI > or =70
2	Important	Q-rating <70 and MDI > or =55
1	Marginal	Q-rating <80 and MDI > or =40
0	No Contribution	Q-rating > or =80 and MDI < or =39

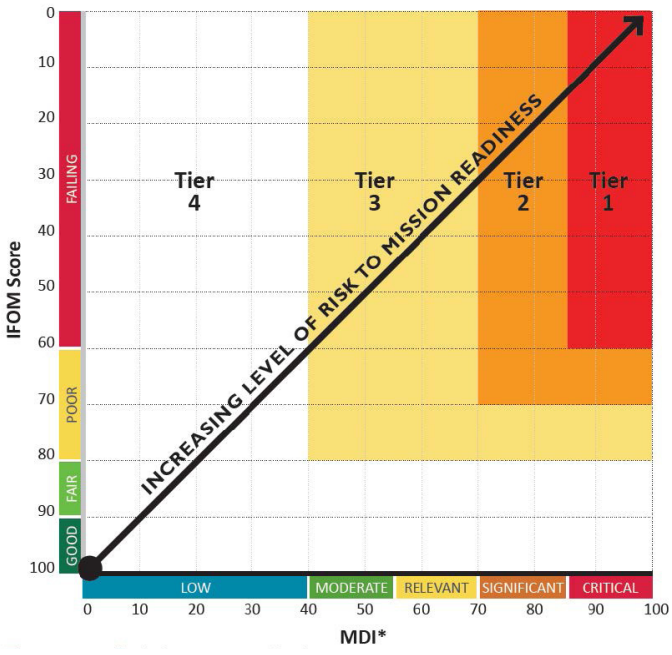


Figure 3.4 Facility Risk Assessment Diagram
Source: Navy

This analysis prioritizes facilities based on the MDI score and IFOM rating of each facility. Table 3.17 lists facilities with an MDI greater than 70 (i.e. Critical or Significant) and a Q-rating of 79 or lower (i.e. Poor or Failing). Only five facilities at NSF Suitland fall within these parameters and are shown in the table, ranked by their Condition/ Configuration-Based Maintenance/Recapitalization (CBM/R) score, a metric developed by the Navy to give priority to facilities with higher MDI scores and lower IFOM ratings (Figure 3.4).

The list of facilities identified in this risk analysis are considered as part of the Capability Gaps Analysis (CGA) shown in Section 3.7. This analysis is intended to be used in conjunction with NSF Suitland Requirements Branch processes for identifying, defining, and prioritizing maintenance and repair projects, including the Infrastructure Condition Assessment Program (ICAP), which pulls from and feeds data back into iNFADS. While the risk ranking in this ADP suggests a priority for identifying needed projects for facility repair/renovation/ demolition, stakeholder and leadership priorities also factor into the final list of planning actions described in Chapter 5 and will ultimately drive the prioritization of projects at the installation level.

Table 3.17 NSF Suitland Impact Analysis Risk Assessment

Shore Task	Year Built	PRV	Area	UM	CBM/R	FCI
Fences & Gates (Hardened)	2005	$1,277,774	7,786	LF	3	100
Fences & Gates	2005	$106,688	740	LF	2	100
Utilities	1993	$1,770,364	17,288	SF	1	72
Police Services	1993	$515,971	501	SF	1	66
Parking	1993	$152,326	14,829	SY	0	100

Source: FRES (April 2025) and AE conducted March 2019

Chapter 4
Analysis and Courses of Action

The preferred COA is the path to achieve the ADP vision. The planning actions for the traditional, progressive, and aggressive scenarios will be compared, discussed, and refined during the COA workshop.

Source: ADP Consistency Guide

Figure 4.1 COA Development Inputs Diagram
Source: ADP Consistency Guide

Chapter 4 builds upon the planning analysis provided in previous chapters and identifies COAs developed from stakeholder input during interviews and consultation with staff at NSF Suitland. The alternative COAs illustrate the potential solutions and physical development programs for addressing NSF Suitland's capability gaps, future needs, operational mission requirements, and investment priorities as identified in Chapter 3. The COAs are also influenced by the strategic guidance outlined in Chapter 2, and installation vision and goals presented in Chapter 5.

4.1 Alternative COAs

A COA Workshop for NSF Suitland was held on June 22-23 of 2025, where installation facility managers worked together to build a 20-year real property plan to meet current and future mission requirements. Specific attention was given to the parking situation and deferred maintenance based on the questionnaires and workshop findings.

Development and evaluation of the COAs began with the Traditional Scenario. This scenario represents the current state of planning and implementation of projects and focuses heavily on Facilities Sustainment, Restoration, and Modernization (FSRM) projects and immediate concerns.

Building upon the Traditional COA, the Progressive COA also includes projects to address known or anticipated mission changes/growth, strategic demolitions, and building renovations. While the Progressive COA is more expansive than the Traditional COA, it still incorporates FSRM to meet basic requirements.

The third approach, the Aggressive COA, comprehensively and strategically addresses long-term needs and unknown future capacity for the installation. It may also include non-standard approaches such as parking structures, land acquisitions, leases, or mission changes.

The process to develop COAs for each scenario is illustrated in Figure 4.2. The following sections describe these planning scenarios and the stakeholders' priorities under each. Figure 4.3 illustrates the COA concept formulation under the Guide.

Figure 4.2 Courses of Action Development Process
Source: ADP Consistency Guide

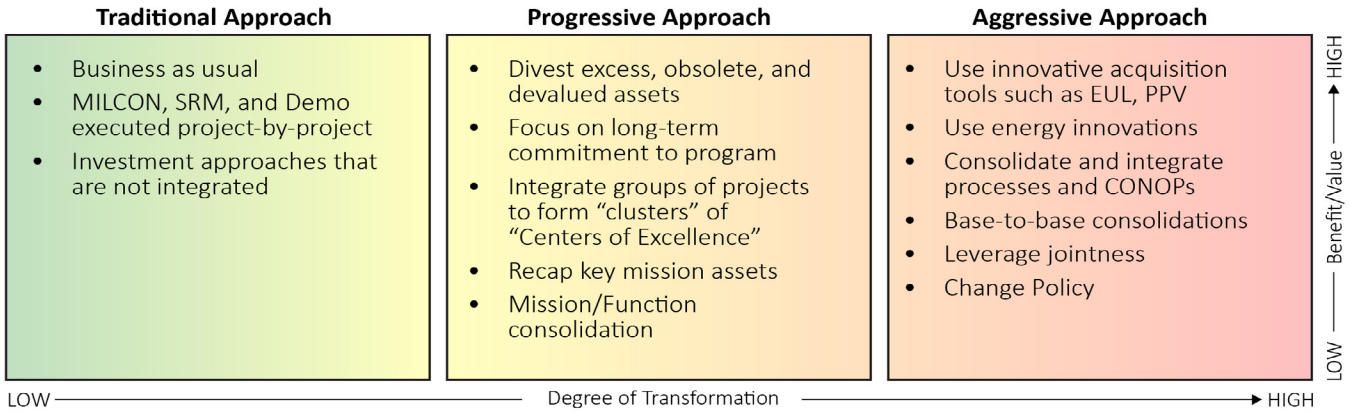


Figure 4.3 COA Alternative Solutions Continuum Diagram
Source: Adapted from ADP Consistency Guide, Version 1.0

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4.1.1 COA 1: Traditional

The Traditional COA is typically based on existing planned projects, with a limited amount of new construction. Current projects in the Integrated Project List (IPL) are used as a baseline for project development, with adjustments made as necessary to reflect a scope that meets the minimum current requirements.

The Traditional COA is a response to immediate needs. Therefore, this approach does not fully integrate tenant or facility requirements with proactive planning goals and objectives, thus providing unreliable results due to a lack of funding. MILCON, FSRM, and demolition projects are executed project-by-project, without integration, and on an as-funded basis.

The Traditional COA is geared toward meeting immediate needs and provides short-term fixes. These actions are intended to address current requirements and issues, as funding allows, and will offset some existing poor or failing facility conditions. Although these projects are beneficial to the efficiency and durability of the facility, they do not necessarily offset the physical quality rating (condition/configuration).

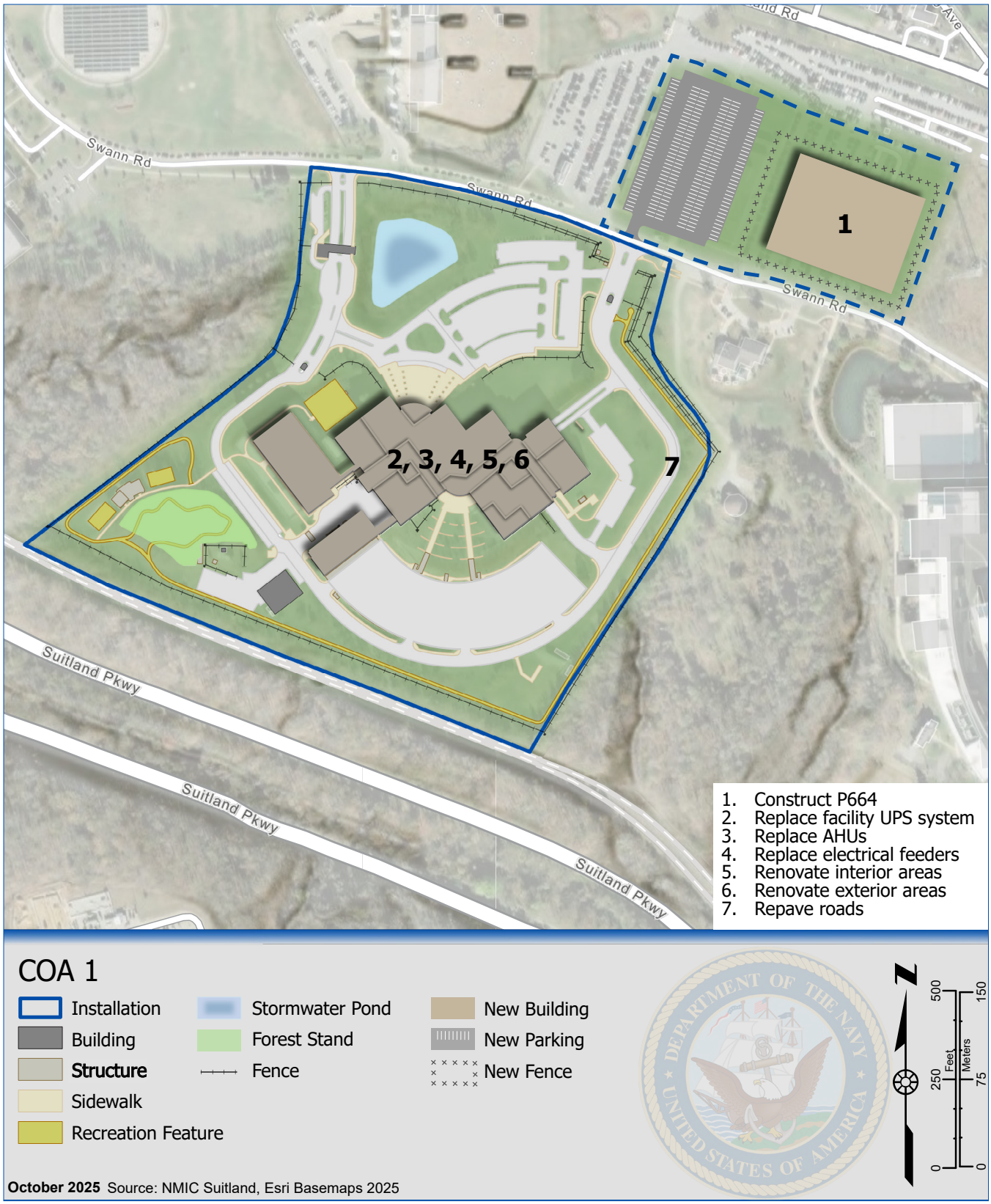
Recommended short-term planning actions for the Traditional COA include constructing a new P664 Materials Lab and replacing the Uninterruptible Power Supply (UPS) system in the NMIC. The mid-range projects are mostly system replacements or upgrades to the NMIC. The long-range project is to resurface road and parking areas.

The Traditional COA for NSF Suitland reflects the planning actions and projects as shown in Table 4.1 and concept location of projects are found on Map 4.1.

Table 4.1 COA 1: Traditional

ID	Traditional COA 1: Proposed Planning Actions
1	Construct P664, a multi-level laboratory for foreign material exploitation.
2	Replace the facilities UPS system.
3	Replace approximately 12 air handlers in the NMIC.
4	Replace electrical feeders in the NMIC.
5	Renovate the interior areas in the NMIC.
6	Renovate the exterior areas of the NMIC.
7	Repave all the roads inside the NMIC compound.

Source: Gaps Analysis, Stakeholder Interviews, COAs Workshop (June 2025)



Map 4.1 COA 1: Traditional Scenario

4.1.2 COA 2: Progressive

The Progressive COA builds upon the Traditional COA by adding more forward-looking projects to address capability gaps identified during the stakeholder interview process in April 2025. The COA begins to incorporate projects that address larger issues, such as transportation, facilities, and/or capacity. While it remains largely a responsive COA, it does provide for better use of the space by the colocation of entities in NSF Suitland, enhanced efficiency, and selective demolition within its projects.

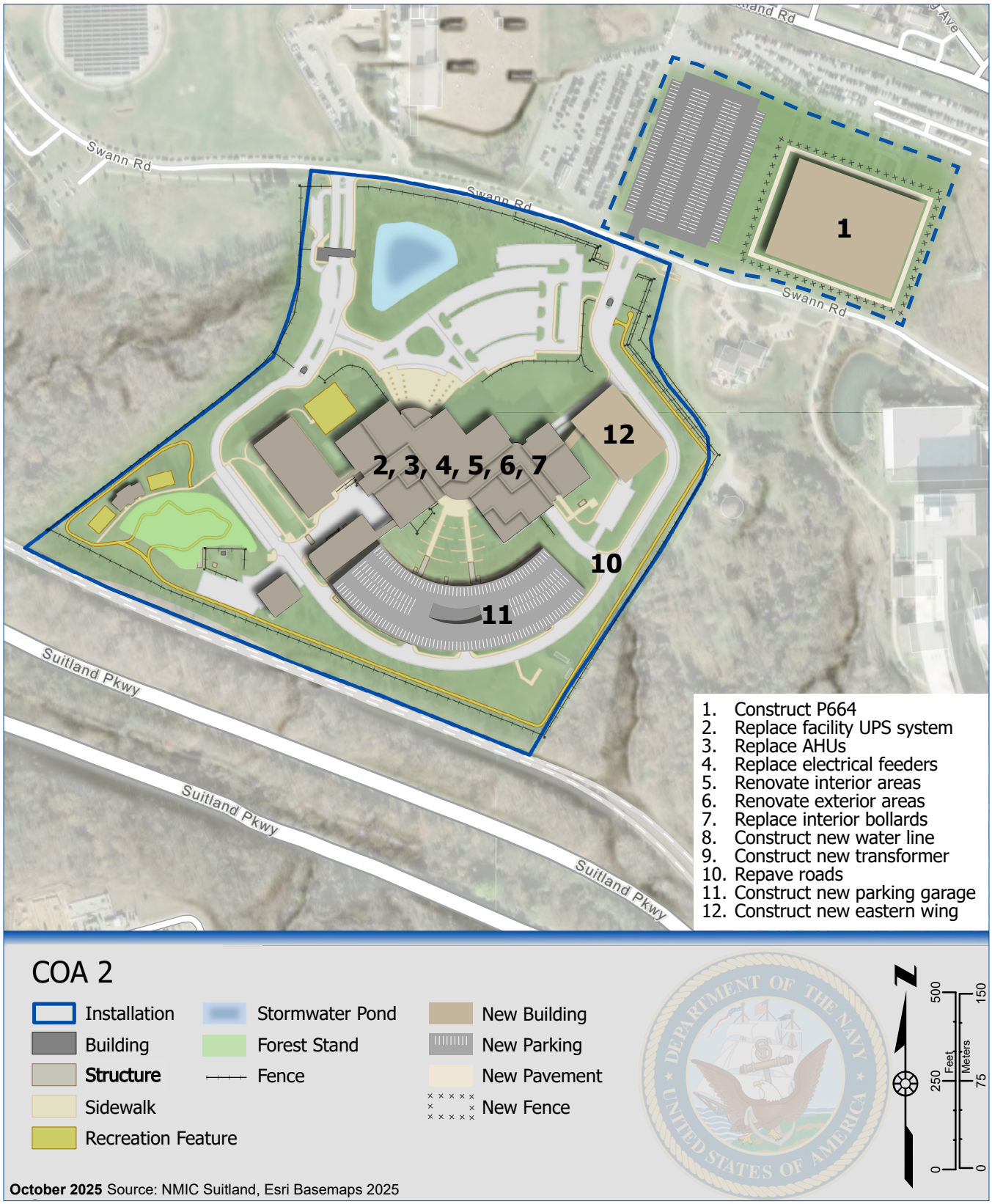
The Progressive COA includes the continued and new land lease agreements with the GSA. The land includes the gravel and paved areas adjacent to the site of the 1958 NSF Suitland building along Swann Road. There currently is a lease that includes the use of spaces on the paved surface lot adjacent to the Census facility. The lease is for a period of 10 firm years with an option of two five-year renewals for a total of 15-20 potential years. The new land lease area is located north of Swann Road and east of the existing facility. The facility will be demolished, and a new parking area and P664 Lab will be built.

No new short-range projects were identified in this alternative beyond the COA 1 projects, but new mid-range projects include replacing bollards and providing redundancy for water and electric. The long-range projects are to build a new parking structure where the demolished one was located and construct a new 58,000 square feet addition to the NMIC for administrative space. Interviews conducted with stakeholders identified most of the projects which are included in this COA. The Progressive COA or COA 2 for NSF Suitland reflects the planning actions and projects as shown in Table 4.2 and concept location of projects are found on Map 4.2.

Table 4.2 COA 2: Progressive

ID	Progressive COA 2: Proposed Planning Action
1	Construct P664, a multi-level laboratory for foreign material exploitation.
2	Replace the facilities UPS system.
3	Replace approximately 12 air handlers in the NMIC.
4	Replace the electrical feeders in the NMIC.
5	Renovate the interior areas in the NMIC.
6	Renovate the exterior areas of the NMIC.
7	Replace the bollards inside the NMIC as they are not operational.
8	Construct a new water line. Currently, there is only one water line to the facility. This project would add an additional water supply line to the NMIC.
9	Construct new transformer. Currently, there is only one transformer to the facility. This project would add an additional transformer and electrical supply line to the NMIC.
10	Repave all the roads inside the NMIC compound.
11	Construct new parking garage.
12	Construct a new eastern wing to the NMIC. 58,520 square feet.

Source: Gaps Analysis, Stakeholder Interviews, COAs Workshop (June 2025)



Map 4.2 COA 2: Progressive Scenario

4.1.3 COA 3: Aggressive

The Aggressive COA focuses on implementation of a long-term program that consolidates functions and develops dense, campus-type environments of similar uses. A holistic program of divestment and demolition of excess, obsolete, and devalued assets will eliminate facilities that are poorly configured, past their useful life, or underutilized.

Projects are developed and submitted in a manner that integrates planning goals and long-term objectives. Key mission-critical assets are recapitalized, and consolidations are recommended wherever practical, particularly if this reduces the facility footprint, cost, or inefficiencies. Aggressive planning actions may also include changes in policy, implementation of EULs or PPVs, or the use of energy innovations where feasible.

The Aggressive COA builds upon projects identified in the Traditional and Progressive approaches. It shifts the focus from construction to joint ventures within the SFC. At times, these aggressive actions require consensus or input from enterprises, the region, or even the community. In these cases, project development can be very long and potentially controversial.

This COA addresses a wider array of capability gaps and future capacity. While funding of these projects may be difficult to achieve, they position the installation to improve the average condition and efficiency of facilities over time. Funding can come with mission changes or increased budgets. This future scenario encompasses ideas for maximum capacity growth.

The Aggressive COA aims for long-term strategy implementation versus short-term fixes. It requires coordination and policy changes between GSA and NSF Suitland. This COA site would serve both NSF Suitland and GSA, via a parking garage.

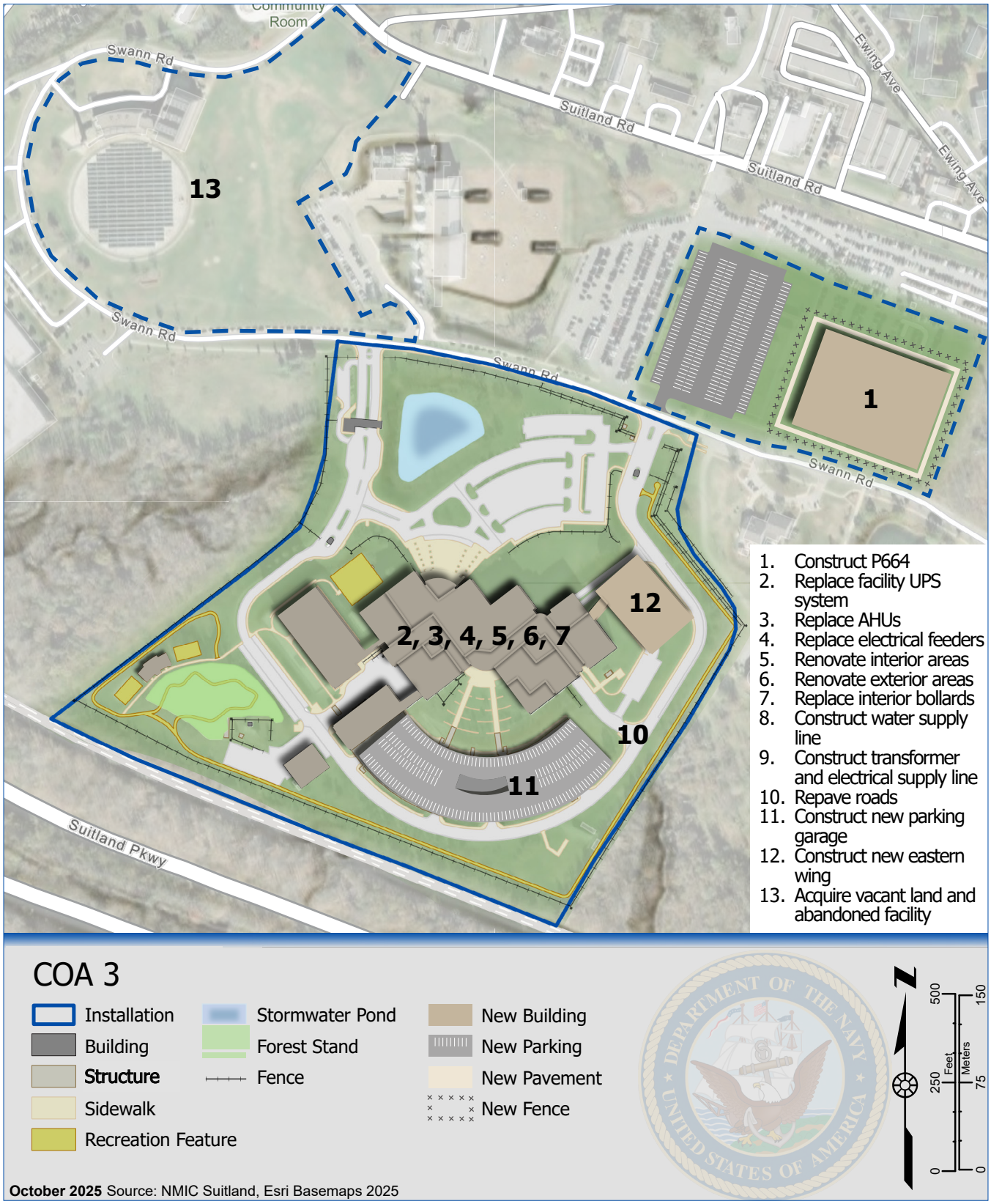
This COA would also try to acquire the abandoned NOAA site. This could potentially be used for NSF Suitland's conference and training uses, and additional shared parking areas.

The Aggressive COA for NSF Suitland reflects the planning actions and projects as shown in Table 4.3 and concept location are found on Map 4.3.

Table 4.3 COA 3: Aggressive

ID	Aggressive COA 3: Proposed Planning Action
1	Construct P664, a multi-level laboratory for foreign material exploitation.
2	Replace the facilities UPS system.
3	Replace approximately 12 air handlers in the NMIC.
4	Replace the electrical feeders in the NMIC.
5	Renovate the interior areas in the NMIC.
6	Renovate the exterior areas of the NMIC.
7	Replace the bollards inside the NMIC.
8	Construct an additional water supply line to the NMIC.
9	Construct an additional transformer and electrical supply line to the NMIC.
10	Repave all the roads inside the NMIC compound.
11	Construct a new parking garage.
12	Construct a new eastern wing to the NMIC.
13	Acquire the vacant land and abandoned facility adjacent to the NOA site.

Source: Gaps Analysis, Stakeholder Interviews, COAs Workshop (June 2025)



Map 4.3 COA 3: Aggressive Scenario

4.1.4 Preferred COA

Alternative COAs depict potential solutions and physical development approaches for addressing NSF Suitland's capability gaps, future functional needs, operational mission requirements, and investment priorities identified in Chapter 3. The Preferred COAs developed by the planning team and refined by stakeholders are unique to the installation and influenced by strategic guidance outlined in Chapter 2, the installation vision and goals presented in Chapter 5, and analysis conducted throughout the ADP planning process (Figure 4.2).

Direct input from the installation stakeholders at COA workshops, subsequent communications, and engagement at the COA Workshop Outbrief provided a forum for evaluating the merits of the different alternative COAs to develop the preferred COA.

After reviewing the Traditional, Progressive, and Aggressive COAs, stakeholders prioritized the planning actions based on their consistency with the established goals and objectives for the installation. Stakeholders selected COA #2, or the progressive COA, as the optimal solution. The actions of which are summarized in Map 4.2 and the following section.

The resulting Preferred COA for NSF Suitland includes the following concepts:

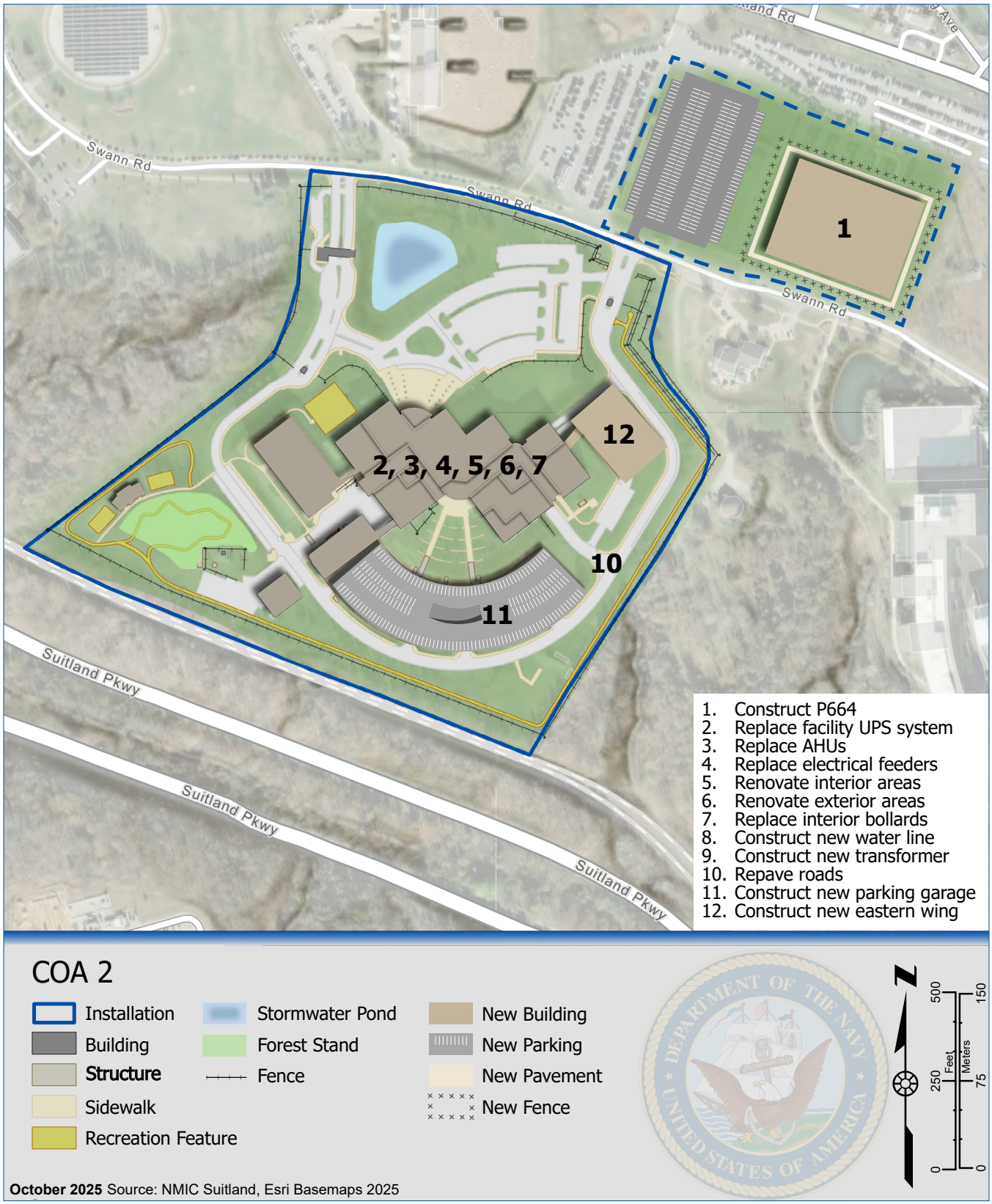
- Continue to lease existing parking from GSA to address parking deficiency.
- Construct the east wing addition to the NMIC.
- Construct a parking garage. The capacity of the garage would be limited to only what would meet a 1:3 parking ratio for the NSF Suitland installation. The parking garage could be built to meet the 1:3 ratio in whole or in combination with surface parking.
- Address space capability gap for NSF Suitland components.
- Renovate the existing NMIC Facility.

These concepts are illustrated in Table 4.4 and are described in detail in Chapter 5.

Table 4.4 Preferred COA

ID	Preferred COA : Proposed Planning Action
1	Construct P664 a multi-level laboratory for foreign material exploitation.
2	Replace the facilities UPS system.
3	Replace approximately 12 air handlers in the NMIC.
4	Replace the electrical feeders in the NMIC.
5	Renovate the interior areas in the NMIC.
6	Renovate the exterior areas of the NMIC.
7	Replace the bollards inside the NMIC.
8	Construct an additional water supply line to the NMIC.
9	Construct an additional transformer and electrical supply line to the NMIC.
10	Repave all the roads inside the NMIC compound.
11	Construct a new parking garage.
12	Construct a new eastern wing to the NMIC.

Source: Gaps Analysis, Stakeholder Interviews, COAs Workshop (June 2025)



Map 4.4 Preferred Alternative - COA 2 (Progressive)

Chapter 5
Installation Development Plan

NSF Suitland
Source: Department of Navy

NSF Suitland
Source: Department of Navy

Chapters 1 through 4 established the background and foundation for the various projects and planning recommendations that are proposed in Chapter 5. The identified projects are phased and prioritized while maintaining flexibility for an ever changing environment. Chapter 5 presents the following:

- Vision Plan, planning goals and objectives, and a Framework Plan for NSF Suitland.
- IDP, which consists of the future land use/regulating, circulation, parking, green infrastructure, primary utilities, and development plans.
- Installation Planning and Design Standards, based on UFC and the Guide that support the NSF Suitland vision, mission, and goals.
- Installation Development Program, outlining how and when various elements of the ADP will be implemented, providing rough-order-of- magnitude cost estimates, identifying funding sources, and depicting notional project phasing.

5.1 Vision Plan

A long-term vision for real property development at NSF Suitland was developed with input from leadership, key stakeholders, and installation planners. Leadership (Chief of Staff) N4 Facility Management, and other stakeholders participated in a COA Workshop meeting in June 2025. Stakeholders participated during an interview process in April 2025. Roughly 20 interviews were held which included NSF Suitland department heads.

The stakeholder interviews, along with the questionnaires, set the long-term vision and guiding foundation for the physical development of the facility over the next 20 years.

5.1.1 Vision Statement

The plan is established by the following vision statement.

NSF Suitland is home to the Office of Naval Intelligence and other core elements of the Navy's Information Warfare Community. These elements are a part of the larger Naval Intelligence Enterprise, collecting, analyzing and producing maritime intelligence to support the Navy, national decision makers, and international partners.

5.1.2 Planning Goals and Objectives

In order to achieve the stated vision, the following goals and objectives have been established:

Goal 1: Ensure assets and infrastructure supports current and future administrative missions.

- Increase utility capacity and redundancy.
- Co-locate compatible operational functional adjacencies to increase efficiency.
- Invest in current infrastructure to minimize impacts and costs.
- Mission critical infrastructure systems shall be concurrently maintainable to ensure 24/7/365 mission.

Goal 2: Ensure base security and safety.

- Provide safe and sound pedestrian network with adequate lighting.
- Maintain existing fence line.
- Reconfigure entry control points (ECP).

Goal 3: Increase the QOL.

- Provide safe and adequate parking.
- Provide safe and efficient multi-modal routes.
- Continue to provide employee shuttle service.
- Additional parking spaces for employees.

Goal 4: Strengthen interagency relations.

- Participate in SFC planning efforts.
- Plan for compatible uses with adjacent communities.

5.1.3 Framework Plan

Framework Plans convey the functional and spatial context for long-term development based on mission requirements. The Framework Plan is intended to represent the ideal arrangement of functional land use areas, planning districts, and tenant focus areas to accommodate both existing facility and program needs and long-range development requirements.

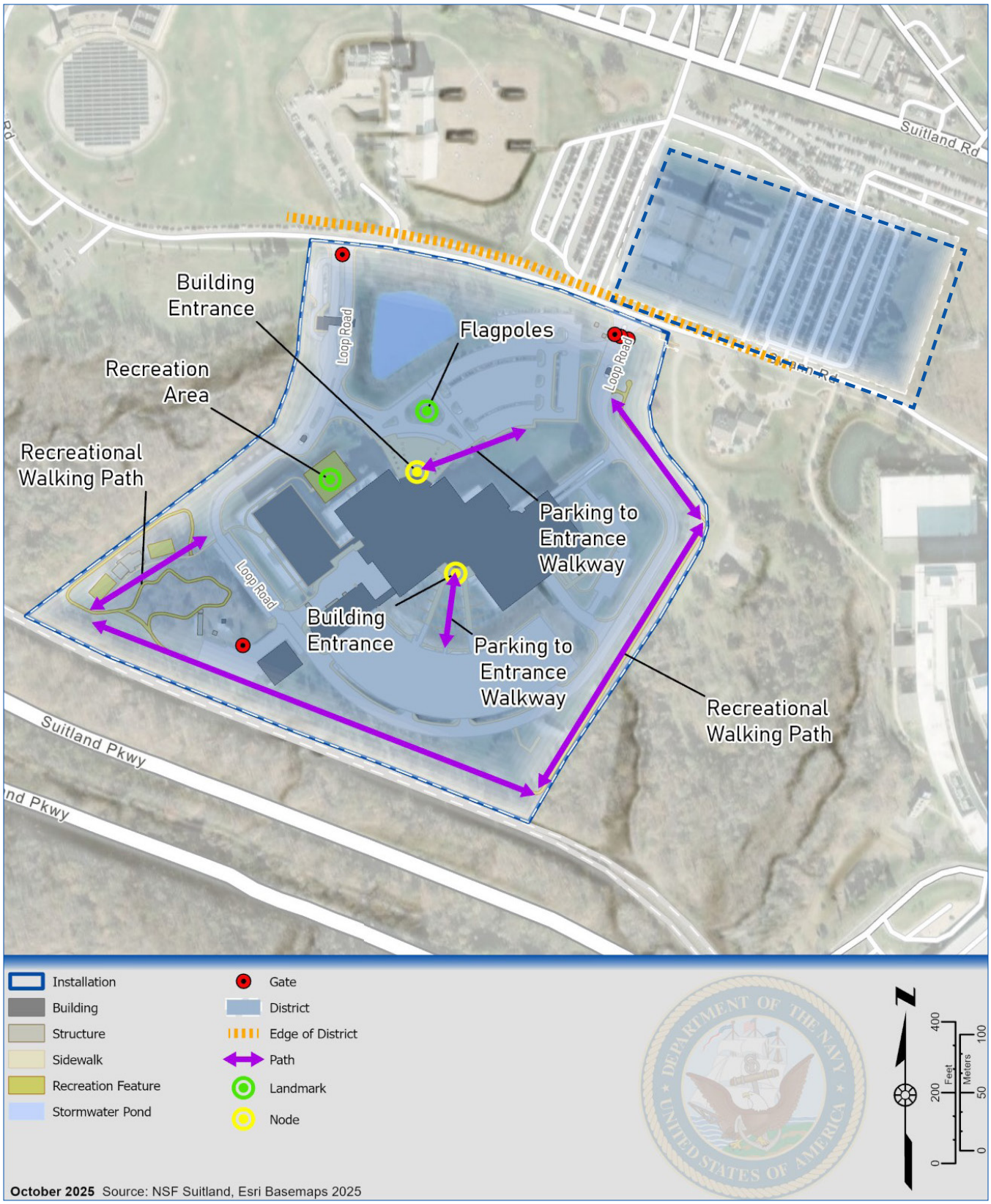
A Framework Plan considers facility scale and operational environments to determine potential planning districts. The planning districts are typically defined by common geography, circulation networks, natural and man-made features that influence development, existing land use patterns, and historic districts. Additionally, a Framework Plan identifies entry gates, primary vehicular and pedestrian circulation paths, centers of activity (referred to as 'nodes'), and landmarks.

The Framework Plan for NSF Suitland includes:

- One large office building.
- A parking garage.
- Vehicular circulation.
- Open space corridors along the surrounding Loop Road and the fence line.
- Landmarks, which include the flagpole area at the front of the office building, the courtyard area at the back of the office building, and recreation areas.

5.2 Installation-Wide Development Plan

This section of the ADP presents recommendations for the future disposition and development of NSF Suitland. The ADP presents the projects necessary to implement the Preferred COA, as established during the COA workshops and described in Chapter 4.



Map 5.1 NSF Suitland Framework Plan

The plan aims to ensure mission capability and readiness, as well as proposes changes to land use, circulation, parking, green infrastructure, utilities, and sustainable development. The recommendations represent a preferred COA that:

- Addresses capability gaps.
- Aligns with ADP goals and objectives.
- Adds and improves parking.
- Leverages joint venture opportunity.
- Considers the potential for mission changes, growth, or new mission requirements.
- Is cost effective and forward thinking.
- Promotes "best planning practices" as identified in UFC 2-100-01.

The ADP is presented in multiple sections within this chapter. This section (5.2) provides the installation level viewpoint. It reviews projects for the installation in its entirety and discusses networks that are common across the installation.

- Future Land Use Plan
- Illustrative Plan
- Future Development Plan
- Circulation and Parking Plan
- Green Infrastructure Plan
- Regulating Plan

5.2.1 Future Land Use Plan

The Future Land Use Plan guides future development by designating where functionally-similar land uses should be sited, and encourages an organized growth pattern that avoids co-locating incompatible uses. Table 5.1 indicates the future land use categories distribution by acre, which are consistent to existing conditions, while Map 5.2 shows future land use categories.

NSF Suitland is, for the most part, already organized in a desirable land use pattern, the preponderant use being Administrative. The parking lot to the east of the office building will accommodate the east wing or 58,520 square feet gap (Figure 5.1). Since the user will need swing space for the east wing, the land to the southeast corner may

Figure 5.1 Small Parking Lot East of Building 1
Source: Georeadiness Explorer, NAVFAC

Figure 5.2 Potential Swing Space in Southeast Corner
Source: Georeadiness Explorer, NAVFAC

serve temporary structures while the east wing is under construction. Land uses will remain the same since the administrative function in open recreation space is only temporary (Figure 5.2).

The Navy will continue to lease parking spaces to the north of NSF Suitland on GSA property. The use of these spaces was recently renegotiated for a lease of 10 years with an option for renewal of an additional two five-year terms. The site will not resolve, at least for the next 10-20 years, the parking problem that has resulted from the demolished parking garage.

There are three primary future land use designations at NSF Suitland. Per recent Navy guidance, parking and roadway are adjudicated to the preponderant land use of the main building. Therefore, parking and streets are absorbed by the preponderant Administrative Office land use designation. This explains the increase of land use designated as Administrative when compared to the existing conditions in Chapter 3. The future land use

designations are apportioned as Administrative Office (60 percent); Fields/Recreation (28 percent); and Utilities (12 percent). Land use designations by distribution can be seen on the table below and on Map 5.2.

Table 5.1 NSF Suitland Future Land Use in Acres

Future Land Use Category	Acres	Percent
Administrative Office	24.23	60%
Fields/Recreation	11.59	28%
Utilities	5	12%
Total	**41**	**100%**

*Source: GeoReadiness Explorer and NAVFAC **Washington***

5.2.2 NSF Suitland Illustrative Plan

The Illustrative Plan shows the envisioned long-term development for NSF Suitland. It shows a conceptual view of the proposed physical improvements identified in the Preferred COA to address current requirements and capability gaps. The Illustrative Plan also includes conceptual facilities and projects to accommodate unknown future capacity and/or requirements.

The development framework for the future of NSF Suitland aims to reinforce solutions for parking; space needed to conduct the mission; and laboratory space. First, the current lease agreement with GSA for parking on existing pavement within the SFC, provides a temporary solution to the parking issue in light of the demolished parking garage. Therefore, the recommended long-term solution is the construction of a new parking garage. The previous AE and BFR set the basis for additional space requirements. Therefore, an extension to the eastern end of Building 1, along with swing space is recommended.

Additionally, pedestrian and bicycle connections are shown where necessary.

Safety, appearance, and environmental sensitivity serve as guiding principles that will enhance the long-term viability of the installation and its operations. Details of the projects included in the Illustrative Plan are provided throughout this chapter and are summarized in Section 5.4.

5.2.3 Installation Future Development Plan

Effective long-term planning depends on smart and implementable actions that reflect a program-based plan, keeping the installation's mission at the forefront of all concepts and recommendations. The preferred development plan for NSF Suitland builds upon existing land use patterns at the installation, targeting projects that improve current facilities and infrastructure, as well as recapitalizing inadequate facilities and infrastructure with renovations or new construction. When possible, facilities should be renovated and used according to their intended design and configuration (i.e. labs, admin space, training areas, etc.) to optimize efficiency and minimize the need for new construction. When ideal facility utilizations are not possible, new construction may be considered. Co-location of similar functions is a priority.

The development plan balances requirements and assets through a reallocation of space, where appropriate, followed by renovation or new construction when other options are not adequate. Although renovation is preferred, new construction is typically required when facilities can no longer be maintained, as is the case of the former parking garage.

The proposed development plan addresses the parking situation, safety concerns, space gaps, and utilities. Proposed development is summarized on Table 5.2. Proposed planning actions are further detailed in Section 5.4

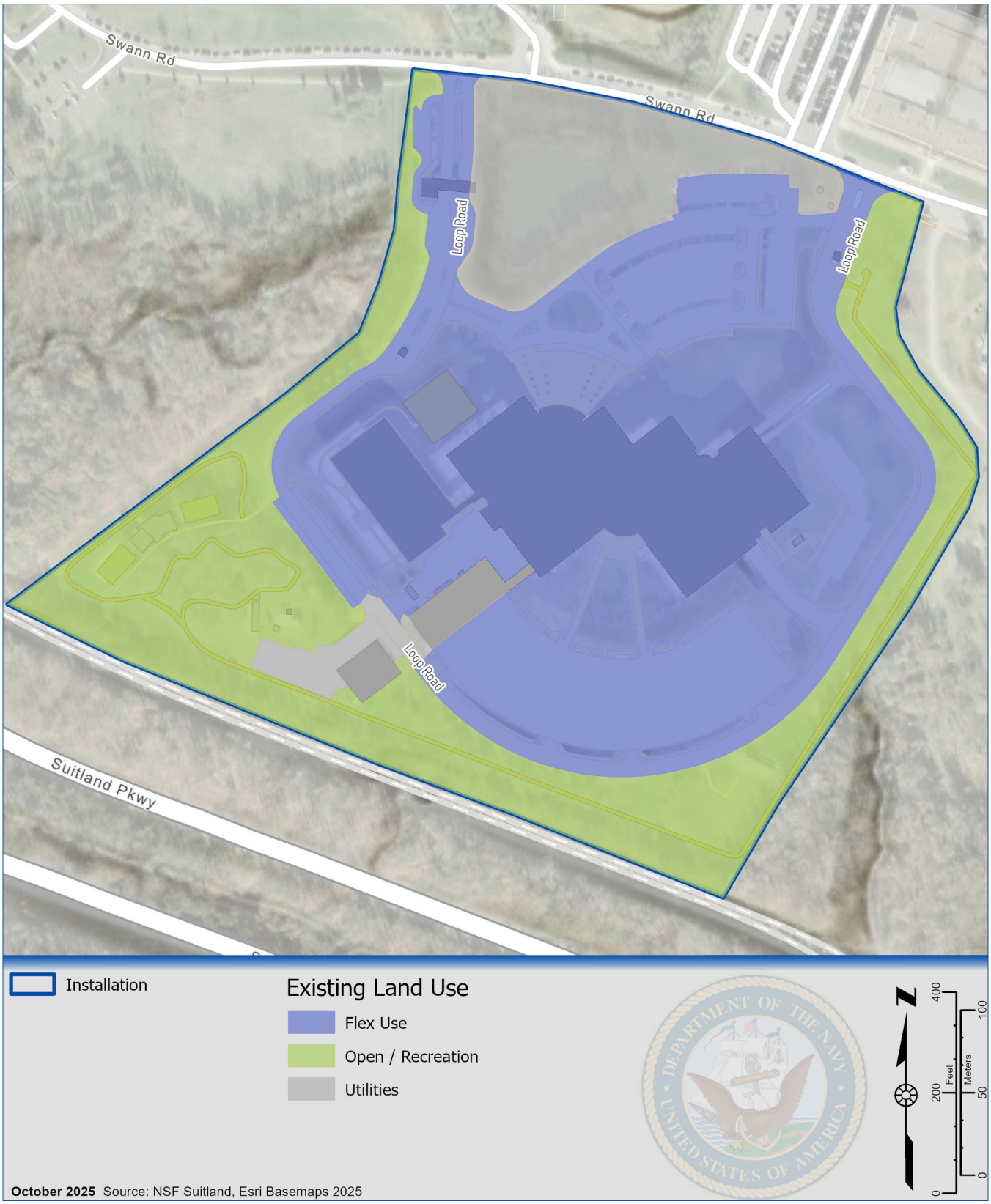
Parking

Although parking has a MDI of 39 from a range of 1-100, this is the number one issue at NSF Suitland, which received uncontested attention during the stakeholder interviews.

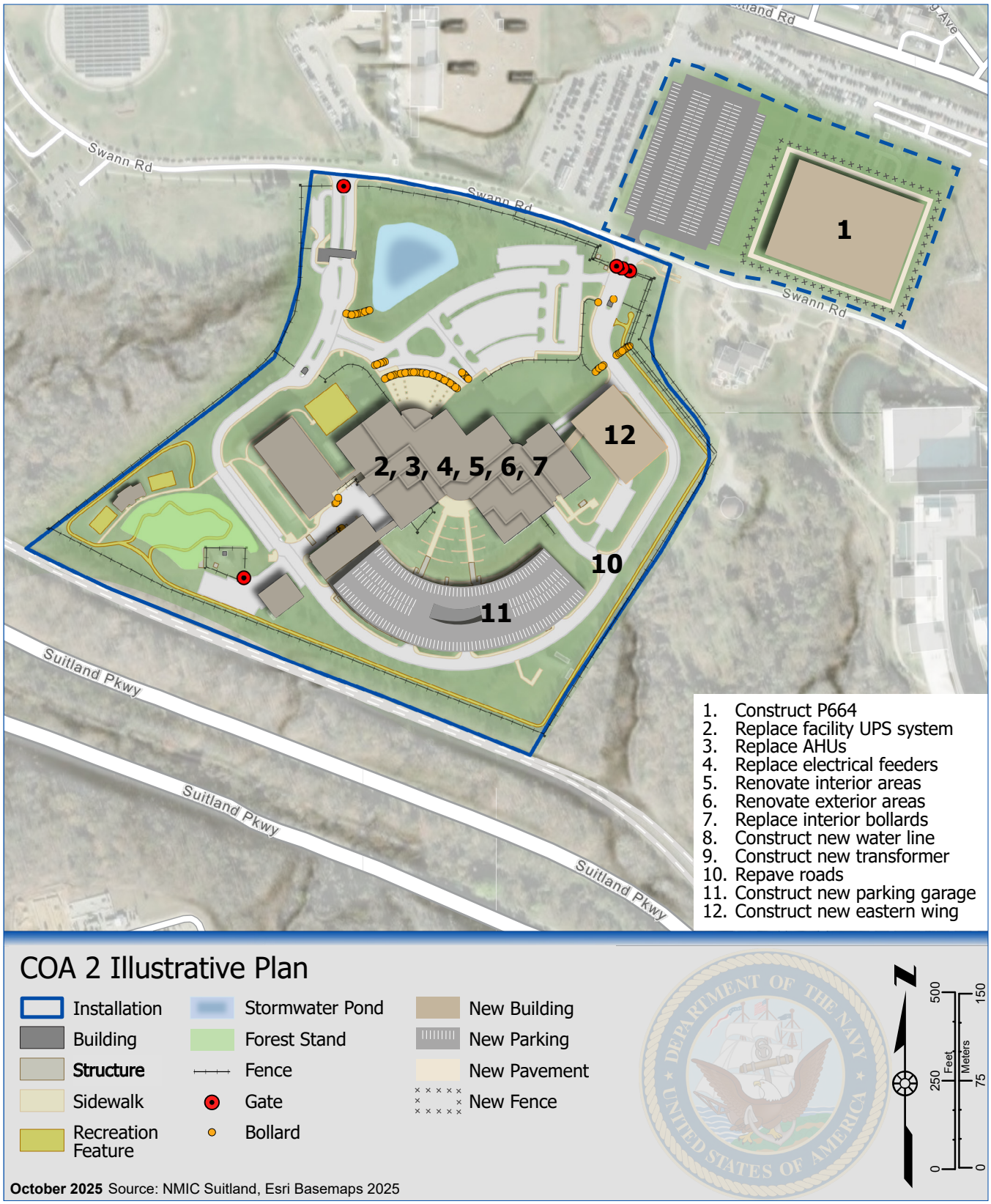
Since the parking garage has been demolished, negotiations with GSA focused on providing parking spaces on the asphalt parking area north of Swann Road, and north of the Census building, via a lease agreement. The agreement with GSA would span 10 years, with possible extensions for two five-year terms. The parking garage has been demolished and converted to surface parking in order to help meet the full parking requirement; however, a long-term solution will be needed.

The long-term solution is to rebuild the parking garage on its current location via a MILCON, after which time the lease of the GSA parking spaces would be terminated. New construction may be sited where the existing parking garage is located. The long-term parking garage solution will require a BFR when the time arrives.

A more detailed phasing approach of the parking solution over 20 years is provided in Section 5.2.4.



Map 5.2 NSF Suitland Future Land Use Plan



Map 5.3 NSF Suitland Illustrative Plan

Security

The proposed action would increase lighting and pedestrian safety.

Base Support and Laboratory Space

The NSF Suitland Laboratory has a Facility Condition Index (FCI) of 99. There are deficits of 37,631 SF of laboratory space in addition to condition and configuration issues.

NSF Suitland has a surplus of 12,508 SF of administrative space.

Table 5.2 NSF Suitland Future Development Plan

Project No.	Project Title
ST17-2028	Replace HVAC System
PXXX	Replace the NMIC UPS system
P664	Construct a new laboratory
RPXXX	Renovate interior and exterior of the NMIC
PXXX	Replace electrical feeders
RM13-1899PXXX	Provide water and electrical redundancy
PXXX	Additional 58,520 square feet of office space
P003	Construct new parking garage

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)

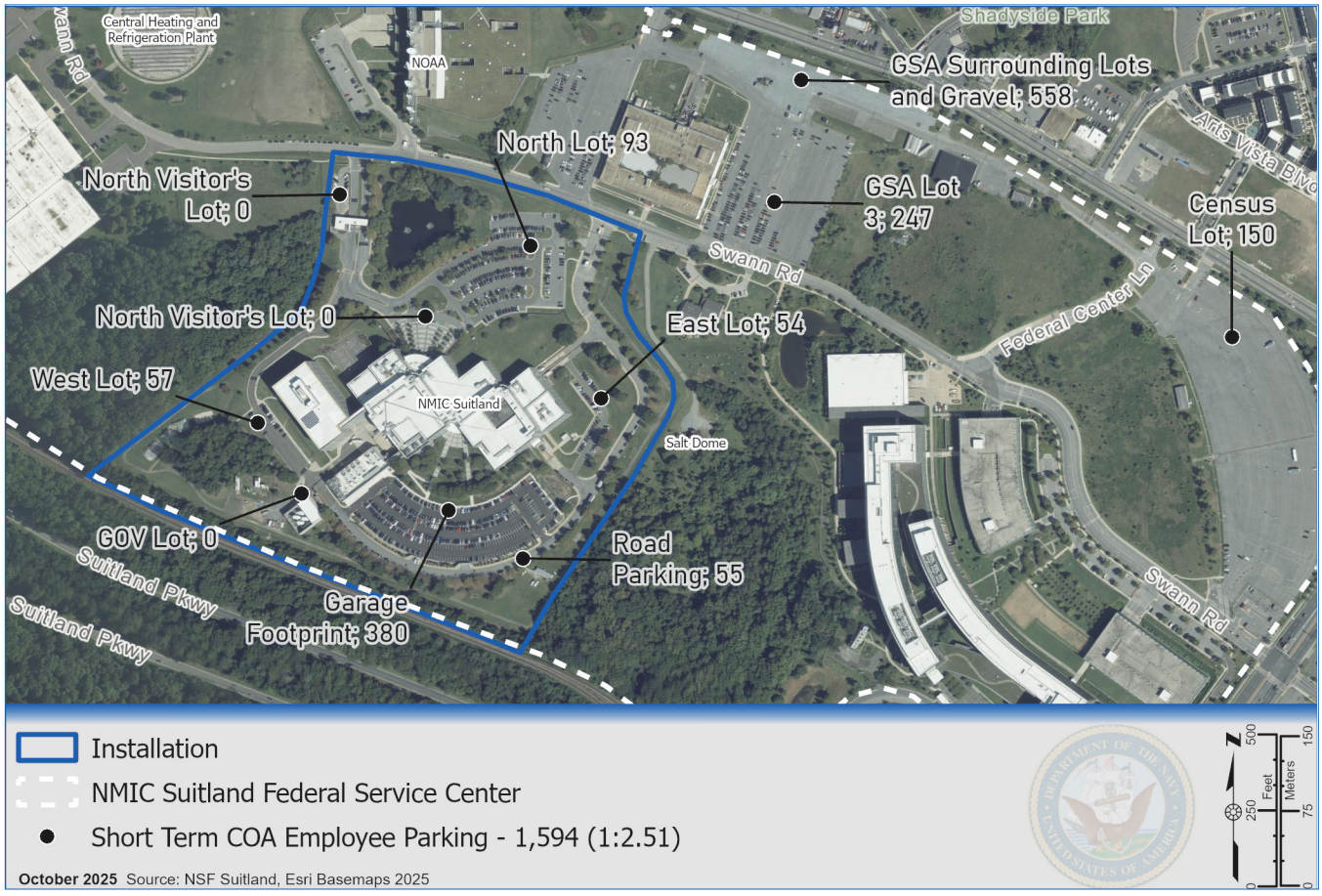


Figure 5.3 NSF Suitland Short-Term Parking Allocations
Source: Georeadiness Explorer, NAVFAC

Due to the climate of finite resources and the Navy's need to fulfill financial and fiscal responsibilities, the Navy has prioritized projects into short-, mid-, and long-term time frames, which are discussed in Section 5.4.

5.2.4 Circulation and Parking Plan

Although the Navy has its own parking space requirements for 70 percent of administrative personnel, NSF Suitland is required by the current Transportation Element of the NCPC Comprehensive Plan to meet a parking ratio of 1:3 given its location in the NCR. Site-specific analysis may be appropriate for sites whose characteristics may differ from the criteria of the parking ratio guidelines. Potential variances should consider Accessibility Analysis and Mission Analysis. Parking reduction phasing to reach a parking ratio goal of 1:3 is detailed in Section 7.12 of the TMP.

Inadequate Accessibility

- NSF Suitland's location within the SFC places it much further from the Suitland Metrorail station than the 2,000-foot criteria for the 1:3 parking ratio. While the SFC is within the 2000 ft radius, NSF Suitland's specific location inside the SFC places it 4000 ft outside of the metro. Therefore, the shortest walking path from the station is approximately 4,000 ft. The TMP recommends constructing a new, direct path between the Suitland Metro Station and NSF Suitland as the walking distance using the existing path is over a half mile long. The feasibility of this path requires further study, and the preferred location has not been identified at this time. Additional strategies to improve accessibility between the Suitland Metro Station and NSF Suitand are detailed in Section 7.5 of he TMP.

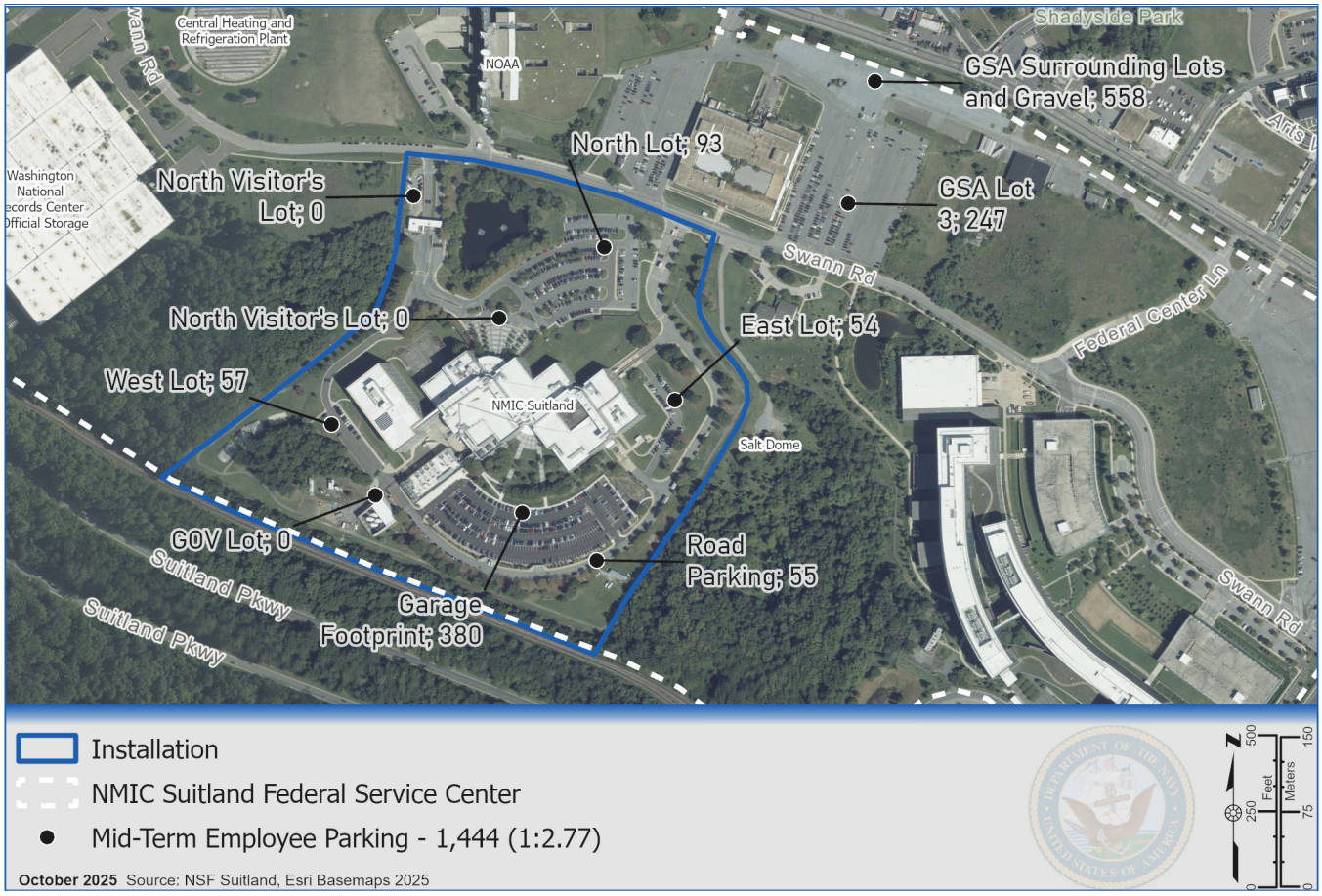


Figure 5.4 NSF Suitland Mid-Term Parking Allocations
Source: Georeadiness Explorer, NAVFAC

- NSF Suitland's employees commute from all over the Washington Metropolitan Area, many of which are not accessible by Metrorail (especially the Southern Maryland areas of Charles, Calvert and St. Mary's Counties). Traveling from these areas by Metrorail would significantly increase the commute times for these employees. The Suitland station is suited for a vast majority of NSF Suitland staff as an embarkation station to downtown Washington, D.C. but not a debarkation station to the SFC.
- The area around the SFC does not have continuous sidewalks or bicycle lanes for pedestrians and cyclists.

Mission Analysis

- NSF Suitland has approximately 4,000 employees and hosts an additional 1,000 employees during surges, along with 210 Reservists. While these surge and Reservist employees (1,210) are not calculated into the permanent staffing of the installation, they can significantly affect the parking situation at any given time.
- NSF Suitland has four different 24/7 operations, with irregular work hours and overlapping shifts. While the majority of employees still work during regular business hours, the other shifts overlap with these, requiring more people to be onsite at one time (potentially the entire workforce during critical situations).
- NSF Suitland comprises an expertly trained workforce with very specialized skills. Work-life balance is a huge factor in retaining a highly sought after work force in which significant resources have been invested, and the absence of which would put a significant strain on the ability to meet the national security mission.

As a result of this analysis and a considerable amount of consultation with NCPC, NSF Suitland is committed to continuing to work towards the 1:3 parking ratio over the next 20 years, through a phased approach of parking reduction initiatives and transportation demand management (TDM) 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 five-year extensions. In the long term, the intent is to build a new parking garage on the site of the former garage and return all leased parking to GSA.

The employee parking distribution is best shown on Figure 5.3.

TDM Strategies:

- Re-evaluate Parking Placard System and criteria for parking eligibility (target contractors for parking off-site).
- Continue use of ticketing system for illegal use of parking spaces.
- Provide shuttle for military personnel from Barracks on other installations.
- Target carpool/vanpool to specific zip codes with potential highest return.
- Engage with various commuter bus companies to provide better transit opportunities for employees not served by Metrorail.
- Host town hall meetings to re-educate staff on all transit opportunities and benefits.
- Periodically conduct surveys to gain insight on the interest of the workforce for specific alternative modes of transportation (commuter bus, carpool/vanpool, metro parking, employee shuttle).
- Engage with the Washington Metropolitan Transit Authority (WMATA) to negotiate a reduced parking cost for employees at the Suitland Metrorail station parking garage.
- Partner with GSA to conduct an updated Transportation Study for the SFC to determine opportunities for better TDM on the SFC as a whole.

It should be noted with the P664 project, the installation will lose approximately 200 leased parking spaces from GSA in Lot 3 with the construction of the new facility. If no replacement parking is provided, there will be a total of approximately 1,656 employee parking spaces (1:2.42 ratio).

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 112 spaces in Lot 1 will return to GSA, resulting in a total of 1,744 employee spaces (1:2.30 ratio). It should be noted that if replacement parking is not provided with the loss of parking in Lot 3 due to the construction of the new facility, there will be approximately 1,544 employee parking spaces (1:2.59 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 former garage. The new parking garage would facilitate the removal of all leased parking (1,036 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 to further study).
- Pursue options for a joint-use parking garage on the SFC.

Circulation

A circulation plan actively illustrates and details all current, planned, and to-be-demolished, streets, trails, and sidewalks across the installation. Within the existing fence line of NSF Suitland around the existing NMIC facility, future circulation patterns are expected to remain identical to the existing condition. The expansion of the installation to the north of Swann Road will introduce new circulation patterns with a new ECP and reconfigured parking area. There are no primary- or secondary-level roads within NSF Suitland. Vehicular circulation within NSF Suitland is accomplished via an internal loop road extending from the Staff Access Gate to the Primary Access Gate. The loop road intersects Swann Road at the two access gates and access is secured at both intersections. The Staff Access Gate is currently closed to vehicular traffic. The loop road within NSF Suitland is a tertiary-level road (or local) and has a speed limit of 15 miles per hour.

The northern expansion of NSF Suitland will include a tertiary road to connect Swann Road to the new ECP and reconfigured parking area. New sidewalks will be included to provide a connection between the new facility and adjacent parking area.

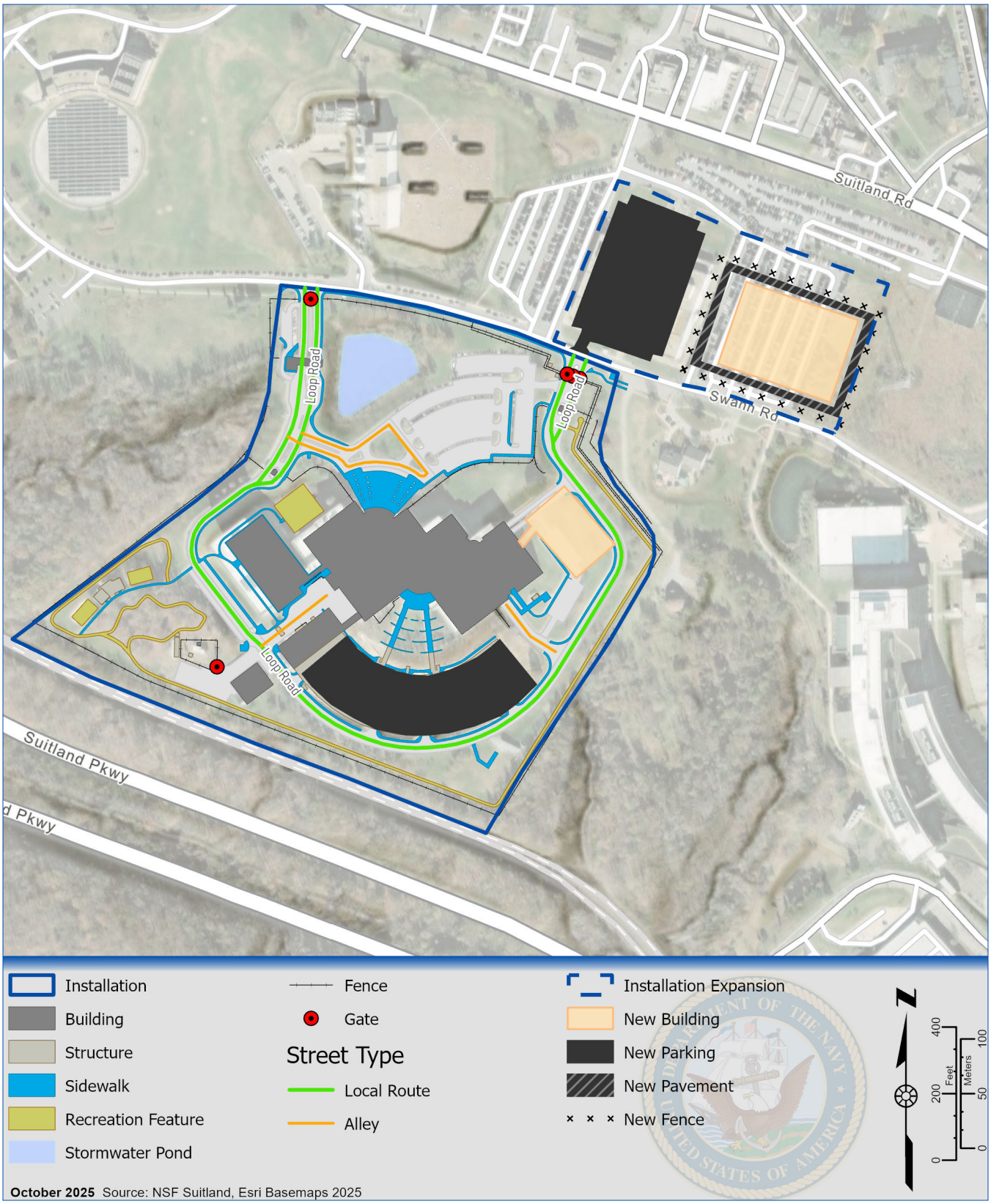
The 2014 Southern Green Line Plan recommends the development of the Suitland–Silver Hill Greenway Trail, an off-road shared-use path along Suitland Road (MD 218) and Silver Hill Road (MD 458) adjacent to the SFC, as well as the easterly extension of the Suitland Parkway Trail from the District of Columbia-Prince George's County border. Consistent with these recommendations, the TMP advises working with the State, County, and SFC to enhance pedestrian facilities along the local roadway network and to provide connections to proposed external pedestrian and bicycle facilities.

Within the SFC, there are no primary-level roads. Swann Road and Federal Center Lane are secondary-level (or collector) roads connecting to Suitland Road (MD Route 218) and Silver Hill Road (MD Route 458). To improve traffic flow along Swann Road, a roundabout is recommended at the Swann Road and Federal Center Drive intersection. All primary-level roads in the vicinity of NSF Suitland are outside the of the SFC.

Within the NSF Suitland boundary, bicyclists can share the road with motor vehicles as the posted speed limit within the installation is 15 miles per hour; therefore, dedicated bicycle lanes within NSF Suitland are not necessary. However, installing additional bicycle racks near the fitness facility/lockers and showers could encourage bicycling as an alternative form of commuting.

Pedestrians and bicyclists can access the SFC from the Green Line of the Washington D.C. Metro system via an existing 9-foot-wide path southwest of the Census Building. The Suitland Metro Station is approximately 4,000 feet (approximately a 20-minute walk) from NSF Suitland using this path. An alternative route should be studied to provide a direct connection between the station and NSF Suitland.

There is a "U"-shaped recreational trail that follows the general path of the loop road and the NSF Suitland fence line. Marked crosswalks connect the trail to sidewalks within the installation, providing access to the NMIC facility and parking areas.



Map 5.4 NSF Suitland Future Circulation and Parking (20-year)

It should be noted that while Metrobus, Prince George's County Transit The Bus, and the Maryland Transit Administration (MTA) Commuter Bus all provide service the Suitland Metro Station and nearby primary- and secondary-level roads, these services should not be included in long term (20-year) planning forecasts as these services run according to regional economic pressures and the precise routing and timing of services continuously evolves over time.

5.2.5 Green Infrastructure Plan

The Green Infrastructure Plan depicts all existing and planned open space elements on NSF Suitland, including a water body, recreation area, vegetation, and other natural features comprising the installation's open space system. Green infrastructure features provide buffers between activities or incompatible land uses requiring separation. In addition, green infrastructure reflects a more sustainable development pattern where open spaces are integral parts of the planning districts, potentially enjoyed by military personnel and the civilian workforce. Green infrastructure is a resilient and cost-effective approach for the installation to meet DoD and other federal environmental mandates.

The following strategies and planning actions listed below are suggested for implementation where applicable 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 low impact development (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. In future ADPs, consider redesigning the recreational path to include a meandering layout.
- 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.

5.2.6 Utility Plan

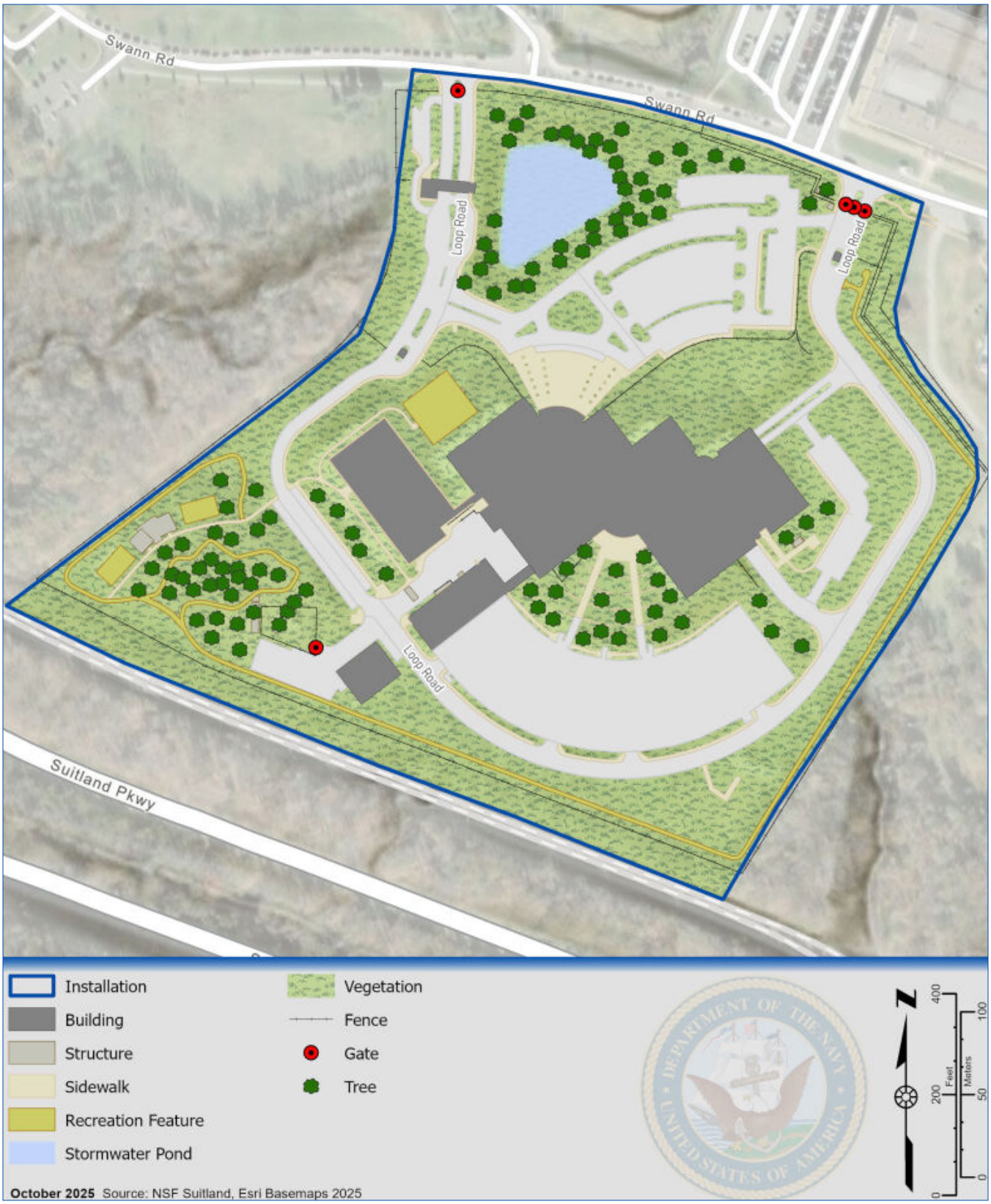
A reliable utility infrastructure is vital for NSF Suitland. As utility systems degrade over time, projects to recapitalize the utility infrastructure are significant investments required to enhance operational efficiencies by systematically replacing dated or failing systems and technologies with state–of-the-art infrastructure.

Aside from general sustainment of the utility systems, the ADP recommends a series of actions to improve efficiency and adopt better practices for resiliency. These recommendations include:

- A systematic replacement of infrastructure at NSF Suitland to improve the overall condition elements in the electrical distribution systems over time.
- As new buildings are developed, it is recommended that they incorporate efficient technology to reduce consumption and utilize renewable sources of energy, such as solar power or geothermal energy, where possible.
- There is a need for redundancies for the water and electrical supply to the NMIC facility and any new buildings constructed.
- A comprehensive utility study is recommended to address capacity, long-term security, system redundancy, and efficiency of the current utility infrastructure.

5.3 Area Development Plan

This section is not applicable.



Map 5.5 NSF Suitland Green Infrastructure Plan

5.4 Installation Development Program (Capital Investment Plan)

The Installation Development Program, also referred to as the CIP, outlines how and when various elements of the IDP will be implemented, including rough-order of magnitude (ROM) cost estimates and anticipated funding streams. Priorities of the proposed development program are divided into three implementation horizons summarized below. Table 5.3 presents the planning periods (S) short-term, (M) mid- term and (L) long-term and the projected cost of each project.

Short-Term (0 - 5 Years): The short-term development program includes current projects and those that are proposed or programmed over the next five years, or projects that are recommended for programming in the next five years.

Mid-Term (6 - 10 Years): The mid-term development program includes projects that must be considered once the short-term projects have been implemented. These projects are anticipated to be needed in the near future based on facility age and anticipated life-cycles of facilities and systems. Mid-term projects are considered high priority and planning for them should begin now.

Long-Term (11 – 20 Years): The long-term development program identifies projects that are anticipated to be needed within the next 20 years, but are not the highest priority projects. It also identifies projects that require longer lead times or prerequisite actions.

Project phasing for implementation was determined by stakeholder input received at the COA Workshop (June 2025). Stakeholders identified the most critical projects to the mission, or those that are essential to improve quality of life for all entities serving a function NSF Suitland. The phasing plan is designed to be flexible. It should be adjusted to account for changes in funding, priority, and mission, while identifying projects to be completed in the near-term to address urgent needs and immediate requirements.

As presented, the preferred plan for NSF Suitland contains a total of 12 projects over the 20-year planning horizon, exclusive of the sustainment and modernization program that must be maintained. The plan presents two projects in the short term. Seven projects are proposed for the mid-term. Three projects are proposed for the long-term, which depicts the overall long range plan for the next 20 years.

As with best planning practice, when new construction is proposed, transportation and traffic patterns will be analyzed as part of the TMP.

5.4.1 Short-Term Development Program

- **Facility UPS Replacement.** The project will overhaul NSF Suitland's UPS system The new UPS system must be able to sustain 365/24/7 operations at NSF Suitland.
- **Construct P664 FME Laboratory.** Constructs a multi-level laboratory for foreign material exploitation.

5.4.2 Mid-Term Development Program

- **Replace Air Handling Units.** There are currently outdated and not functioning air handling units (AHUs) in the NMIC facility. This project would replace the AHUs.
- **Replace NMIC Electrical Feeder.** The electrical feeders into the NMIC are getting dated and require a replacement in the next 5-10 years.
- **Renovate NMIC Interiors.** In some areas of the NMIC, the interiors require a renovation.
- **P003 Repair NMIC Exterior.** The exterior of the NMIC will need a refresh, as some areas are failing and the potential for water intrusion is present.
- **Replace Bollards.** The bollards surrounding the NMIC are inoperable and require a replacement.
- **Construct New Water Line.** Currently, there is no redundancy for the water line entering the NMIC. This project would add a second line to the NMIC.
- **Construct Electrical Supply.** With the critical nature of the operations at NSF Suitland, there is a need for redundancy with the electrical supply. This project would add a second power supply to the NMIC.

Table 5.3 NSF Suitland Future Development Plan by Phases

Map ID	Project No.	Planning Period (S, M, L)	Project	Project Type	Area (SF)	Demo Area (SF)	ROM Est. Cost ($000)	Funding Source
	PXXX	S	Facility UPS Replacement*	Replace	-	-	$11,504	O&M, N
	PXXX	M	Replace Air Handlers in NMIC	Replace	-	-	$11,100	O&M, N
	PXXX	M	Replace Electrical Feeders in NMIC	Replace	-	-	$1,000	O&M, N
	PXXX	M	Renovate Interior of NMIC	Renovate	-	-	$23,200	O&M, N
	PXXX	M	Renovate Exterior of NMIC	Renovate	-	-	$235	O&M, N
	PXXX	M	Replace Bollards	Replace	-	-	$800	O&M, N
	PXXX	M	Redundant Water Supply	New Construction	-	-	$2,600	O&M, N
	PXXX	M	Redundant Electrical Supply	New Construction	-	-	$2,100	O&M, N
	PXXX	L	Repave Roads	Repair	-	-	$1,900	MILCON
	PXXX	L	Build Eastern Wing to NMIC	New Construction	58,520	-	$14,617	GDIP
	P664	S	Construct Foreign Materials Laboratory*	New Construction	87,130	-	$114,000	MILCON Navy Fund
	P003	L	Build New Parking Structure	New Construction	632,444	632,444	$79,518	MILCON

Source: Integrated Project List; Stakeholder Interviews (April 2025); NSF Suitland Capability Gaps Analysis, iNFADS & FRES (April 2025); Gaps COA Workshop Meeting (June 2025)

* Projects that have been funded and are ongoing

5.4.3 Long-Term Development Program

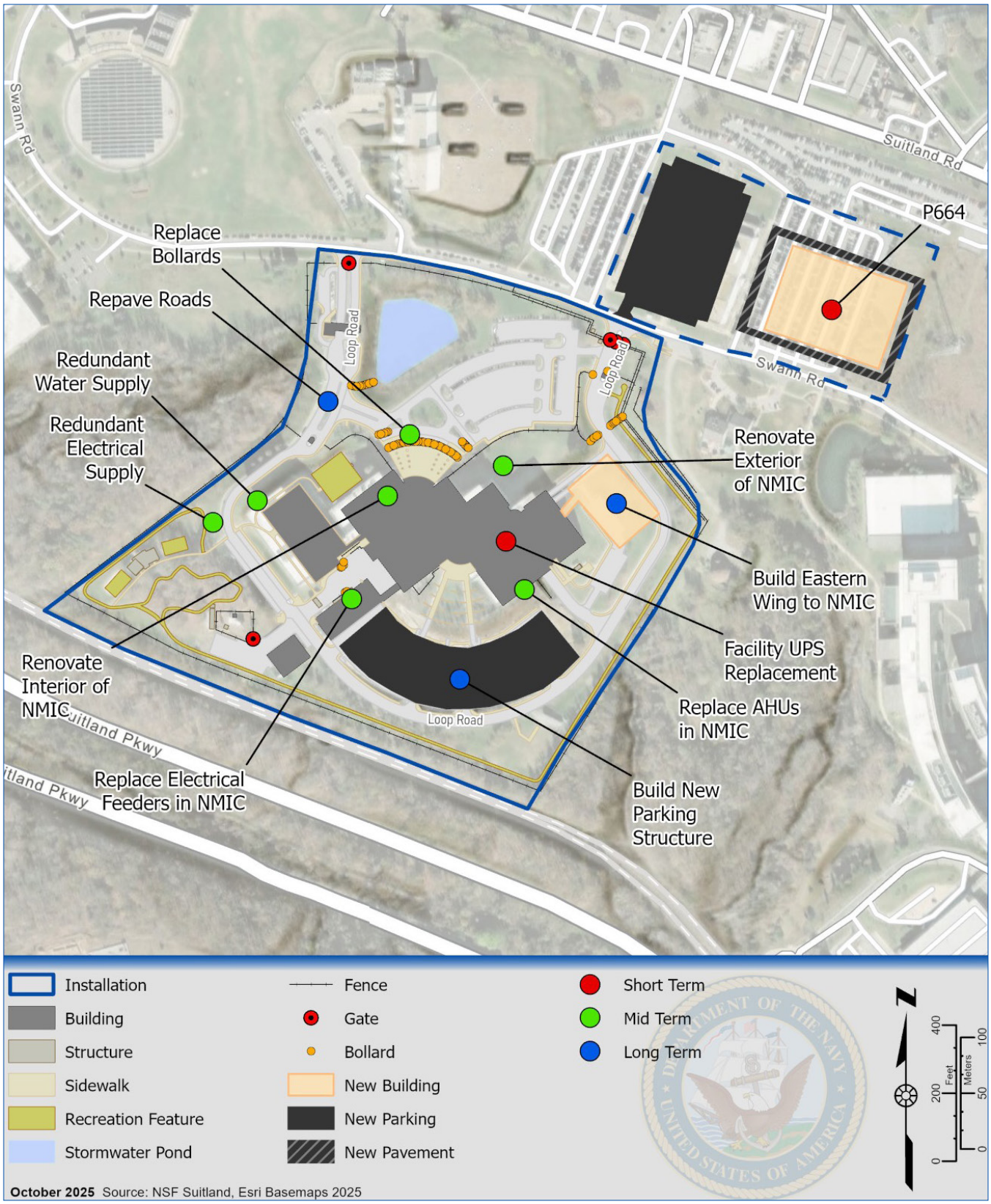
- **P003 Replace Parking Garage.** A long-term solution is needed to resolve the parking situation. The lease agreement with GSA will be for a term of 10 years with two five-year renewal options. When the lease expires, a more permanent solution will be necessary. Moreover, P664 siting will remove an additional 200 parking spaces. The proposed project is to pursue MILCON funding for a new parking garage on the site of the former garage. The new parking garage would facilitate the removal of all leased parking from GSA (1,036 spaces). The capacity of the garage would be limited to only what would meet a 1:3 parking ratio for the NSF Suitland installation, approximately 822 parking spaces.
- **Replace Roads inside NMIC Compound.** After the P664 project is completed, internal roads should be replaced over time at the end of their respective life cycle. Road designs should take sustainability guidelines into consideration, and could include features such as a landscaped median or bike lanes.
- **Construct Eastern Wing Expansion.** Building an east wing would accommodate future expansion needs. The project adds 58,520 square feet expansion off the east side of the existing NMIC facility.

5.5 Installation Planning and Design Standards

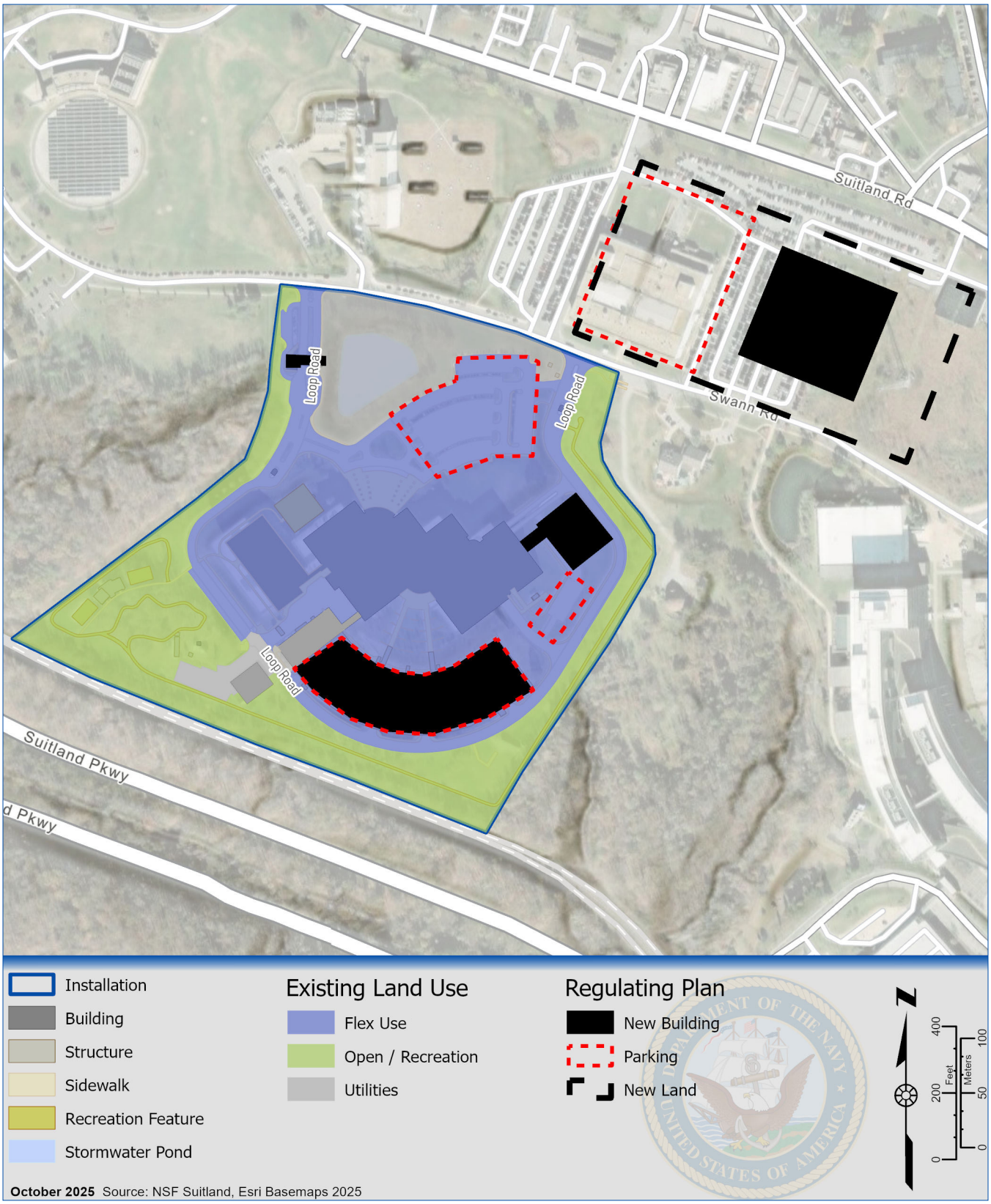
Future project development and design should consider best practices and design standards encompassed in the following sections. This includes higher-level strategic planning guidelines, future development, and redevelopment projects at NSF Suitland. These best practices support facility standardization and site designs that are safe and efficient, and promote workforce quality of life. Per UFC 2-100-01, *Installation Master Planning*, planning standards are developed 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.
- Improve the functional aspects of the installation.

The design and construction of these facilities must also align with the following UFC's which identify specific building and space design requirements by facility use:



Map 5.6 NSF Suitland Future Development Plan



Map 5.7 NSF Suitland Regulating Plan

- UFC 2-000-05N, *Facility Planning Criteria for Navy/Marine Corps Shore Installation*.
- UFC 3-101-01, *Architecture*, with Change 5.
- UFC 3-120-01, *Design: Sign Standards*, with Change 3.
- UFC 3-201-02, *Landscape Architecture*.
- UFC 3-210-10, *Low Impact Development*.

The guidelines in this section seek to conserve, protect, and enhance the positive attributes of the installation, while also improving, unifying, and mitigating negative attributes. This section is organized around six topics: building envelope standards, street standards, site planning guidelines, landscape standards, signage and wayfaring guidelines, and sustainability guidelines. This also includes supporting placemaking and the design of the public realm, which consists of the network of accessible spaces, including streets, parks, plazas, memorials, viewsheds, and open spaces, along with their physical design, landscape, and civic context, that collectively shape the experience of individuals who work and or visit NSF Suitland.

5.5.1 Building Envelope Standards: Flex

Building envelope standards identify a few different building types that are prevalent throughout the installation. Each of these building types are regulated by a set of standards that describe attributes of the building use, dimensions, placement, and other design details that should be followed for any new development or renovation projects. The Navy has developed standard area requirements and spatial relationships that provide consistency across an installation. The building envelope standards help to define requirements and provide a unified appearance. New construction and renovation projects proposed in this ADP should incorporate the standards outlined below:

- **Use**. Appropriate use is identified for the ground floor and the upper floor(s) of the facility type. The Flex use is designed to be complementary, encouraging, vertically-mixed spaces such as administrative, lab, and training.
- **Placement**. The envelope requires a specific setback from the roadway, designated by the Required Build-to Line (RBL).
- **Shape**. Building shape is restricted by size and orientation to the street. Maximum width and depth, and the minimum percentage of the façade that must be oriented along the RBL are defined.
- **Height**. The building standard regulates the maximum number of floors as well as the maximum height of the ground floor. Additionally, an appropriate roof style is identified. The minimum height is one floor and the maximum height is five floors.

These standards are consistent with the Suitland Federal Center Master Plan 2002 for building height and number of stories. Complementary to the Future Land Use Plan is the Regulating Plan (see Map 5.7).

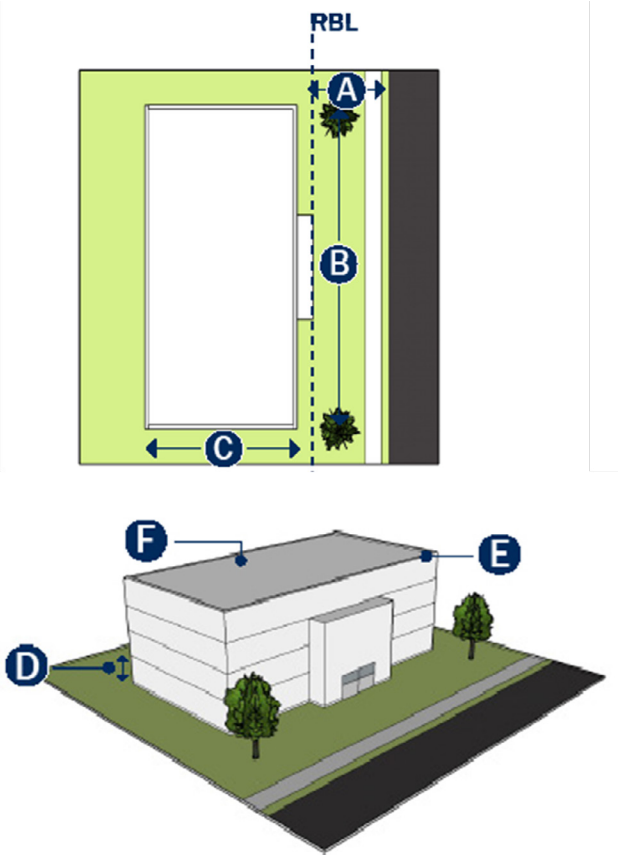
5.5.2 Street Standards

Streetscapes play a primary role in creating a sense of place while enhancing walkability, parking, and safety.

Recommended street standards include providing landscaping buffers to separate pedestrian and vehicular traffic, the use of consistent materials for cohesion, and using decorative elements such as street furniture and lighting to enhance the aesthetics of the installation. Street furniture, including benches, outdoor seating, and tree canopy, create a pedestrian friendly environment by encouraging the use of outdoor spaces. Examples of street furniture are shown in Figure 5.5.

Given NSF Suitland's suburban location, the main mode of transportation throughout the installation is by motor vehicle. The street network at the installation is classed as secondary and tertiary level roads, as shown in the Circulation and Parking Plan (Map 5.4).

Figure 5.5 Street Furniture Examples
Source: www.victorstanley.com



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

Figure 5.6 Flex-Use Building Envelope Standards
Source: NAVFAC

Secondary Roads

Secondary roads typically serve a collection of buildings or a neighborhood and connect to a primary road. They accommodate lower traffic volumes and should be designed to facilitate lower driving speeds. Landscaping is not required to the same extent as primary roads; however, street trees should be used around built areas. Sidewalks may be provided on both sides of the street to provide pedestrian connectivity; however, sidewalks and crosswalks may be narrower than primary roads. Lighting should be provided to improve pedestrian comfort and safety.

Tertiary Roads

Tertiary roads typically function as access roads to certain buildings, facilities, or parking areas, and are not intended to handle large volumes of traffic. They are designed to be used primarily by motor vehicles with a 10-12-foot lane in both directions. Tertiary roads can be restricted to official vehicles only (e.g., Navy security or PWD vehicles) or they can be used as pedestrian/bicycle trails.

Parking Lot Standards

The minimal dimensions for parking spaces are 9 feet by 18 feet, with a 24-foot-wide drive aisle. ADA guidelines require accessible parking spaces to be provided using the shortest accessible route to an accessible building entrance. Accessible parking spaces should include at least one van-accessible space per accessible parking area. Car-accessible spaces must be at least 8 feet wide with a 5-foot-wide access aisle. Van-accessible spaces must be at least 11 feet wide with a 5-foot-wide access aisle or an 8-foot- wide parking space with an 8-foot-wide access aisle. Van spaces must also have 98 inches of vertical clearance and be marked as both an accessible space and a van-accessible space.

To reduce the environmental footprint of parking areas, paved areas should be kept to a minimum and parking lots should include planted islands and planted exterior

edges. Efforts should be made to retain storm water on-site when possible, including LID strategies like bio-retention areas and pervious pavement. These facilities permit rainwater to percolate on-site, reducing rainwater volumes in sewers and decreasing flooding, and allowing the water to be filtered through the soil, improving water quality. Bio-retention areas also serve as aesthetic improvements to the site, and may function as wildlife habitats, contributing to the continuity of green spaces throughout the installation. Trees should also be used to shade parking areas, reduce heat island effect, and to screen parking from other public areas. Continuous pedestrian pathways should be present throughout parking areas to facilitate safe walking routes.

5.5.3 Site Planning Guidelines

Site planning is the arrangement of buildings, roads, parking lots, and open spaces within an installation. While all sites should be designed according to security standards, the following recommendations should be considered when siting or constructing new buildings at NSF Suitland:

- New developments should be high density, clustered with related existing buildings, and include a pedestrian network to ensure connectivity between buildings.
- Where relevant, buildings should also be sited to preserve existing view sheds in significant areas throughout the installation.
- New buildings should be compatible with the historic buildings in the greater area.
- Primary facades should be facing perpendicular or parallel to the street network.
- Planning for building sites that take advantage of climactic conditions, including solar orientation, wind exposure, and micro-climactic conditions.
- Key views sheds should remain intact.
- Providing parking areas that are visibly connected with continuous pedestrian pathways to the buildings they serve.
- Ensuring that spaces between buildings are functional pedestrian spaces.
- Establishing a compatible scale among buildings and the spaces defined by those buildings.
- Keeping separate vehicular and pedestrian traffic.

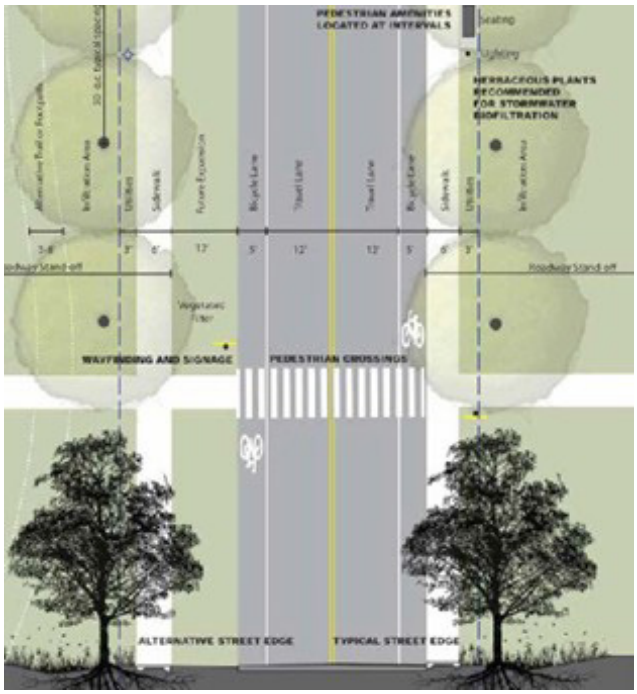


Figure 5.7 Secondary Roads Standard
Source: NAVFAC

5.5.4 Landscape Standards

Two main goals of landscape architecture design are increasing walkability and sustainability. Given that much of the streetscape design prioritizes the movement of vehicles throughout the installation, it is important to ensure that there are safe, accessible, and connected pedestrian routes that provide an alternate mode of mobility. Increasing walkability not only increases public safety, but supports better public health outcomes and reduces vehicular trips, thereby also contributing to the goal of sustainability. In addition to following Navy requirements for landscaping standards, all future design should incorporate the National Capital Planning Commission's landscape policies within the comprehensive plan and the Pollinator Best Practices Guide.

Landscaping should be used to establish spatial hierarchy, define spaces, screen utilities/parking, act as a wind/noise barrier, aid in storm water management, and create visual order and consistency throughout the installation.

Landscape treatments should be applied to areas including entry gates, the visitor center, primary and secondary circulation routes, building perimeters and entries, parks and ceremonial grounds, parking areas, and other planting areas. The installation should follow the

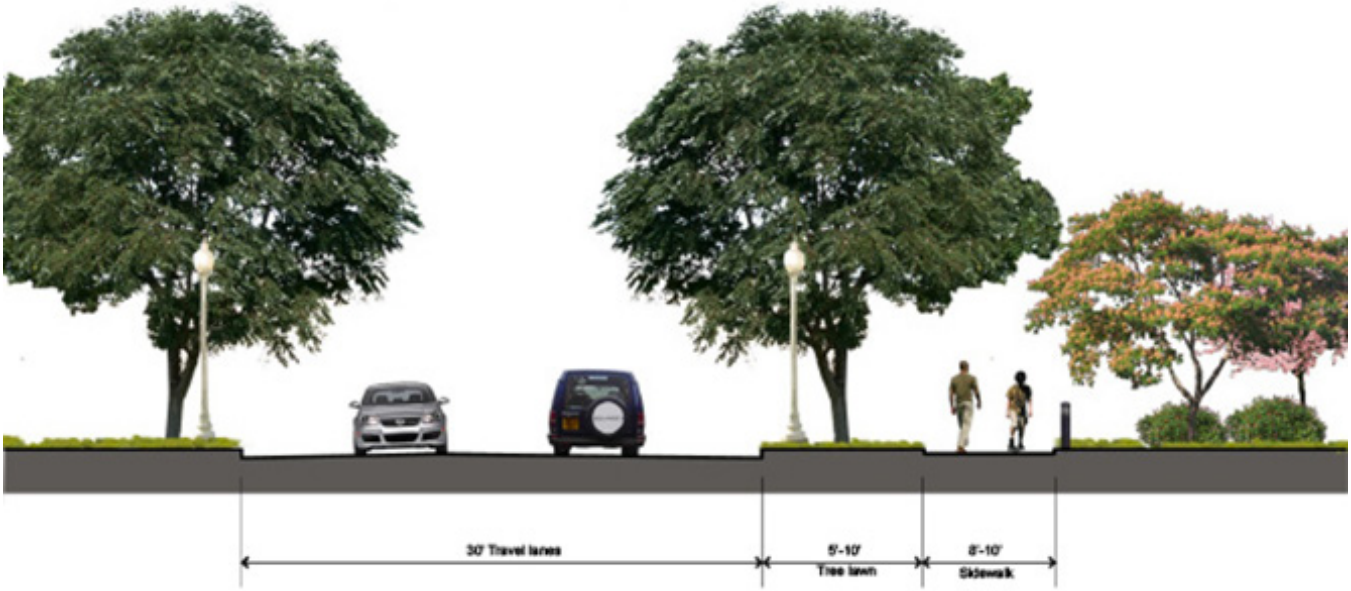


Figure 5.8 Secondary Road Section
Source: AECOM, NAVFAC

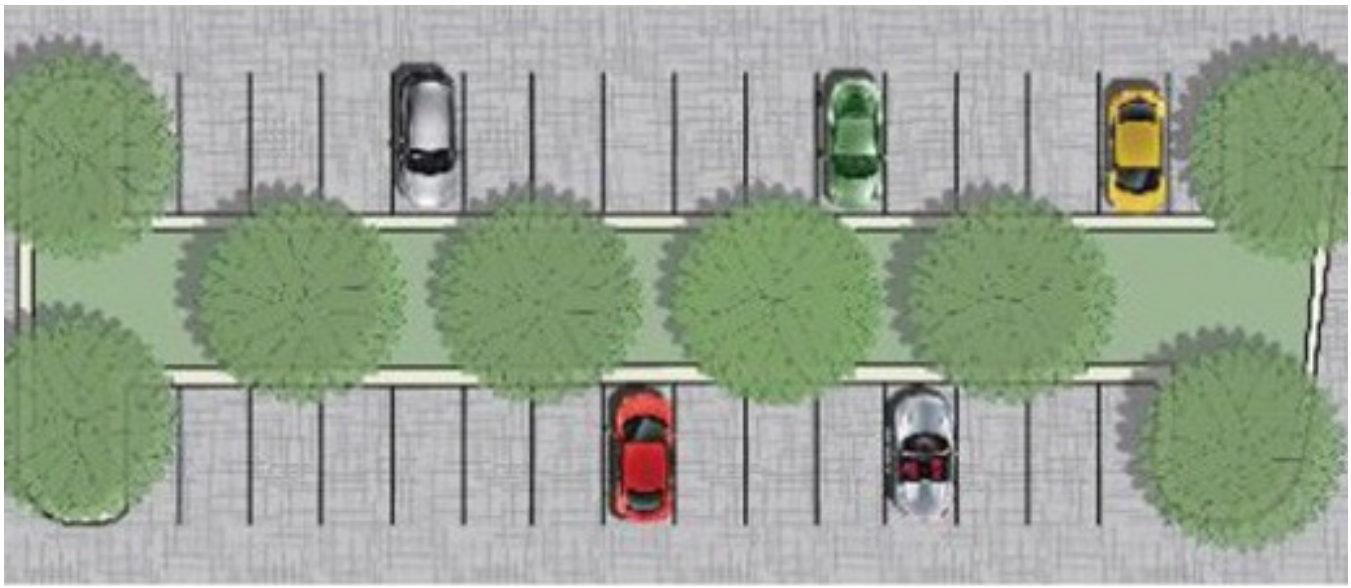


Figure 5.9 Typical Parking Layout
Source: AECOM, NAVFAC

basic landscape design principles found in UFC 3-201-02 to include the following:

- Use hardy, regionally native and drought-tolerant plant materials when possible.
- Create design solutions that minimize adverse impacts on the natural habitat.
- Prevent pollution by reducing fertilizer and pesticide requirements, using integrated pest management techniques, recycling green waste, and minimizing runoff.
- Preserve and enhance existing natural landforms and vegetation.
- Maximize the use of water-efficient plant material.
- Use water-efficient irrigation systems.
- Ensure site and planting promote energy conservation.
- Screen undesirable views and land uses.
- Use mass plantings, berms, groups of trees, and architecturally compatible fencing as screens and buffers.
- Create attractive entries.
- Reduce building mass by creative/sensitive foundation plantings.
- Use site amenities that are durable and well-constructed.
- Design irrigation systems to minimize damage to key components, including sprinkler heads, controllers, and back-flow preventers.

Amenities such as sidewalks, street furniture, lighting, signage, and traffic calming techniques help reinforce the circulation hierarchy and overall aesthetics of NSF Suitland. In addition to the aesthetic benefits and the order landscaping establishes in the physical environment, landscaping also benefits the natural environment. The planting of bio-infiltration systems in parking areas not only creates more pedestrian friendly environments, but also captures storm water to improve water quality, recharge ground water, and reduce storm water runoff. This strategy should be used as developments occur on the installation.

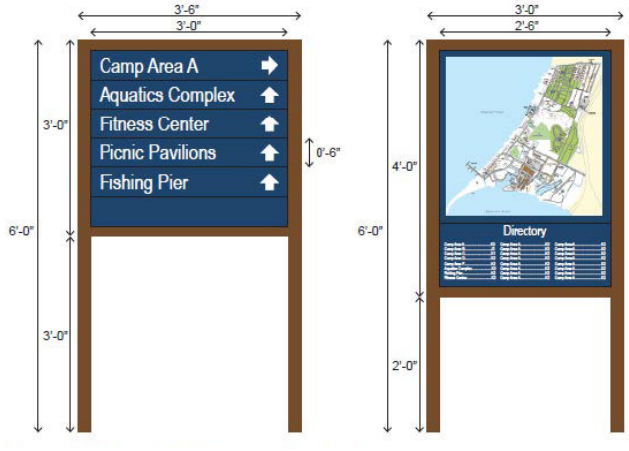


Figure 5.10 Typical Sign Design
Source: AECOM, NAVFAC

5.5.5 Signage/Wayfinding Guidelines

Signage refers to a variety of messages to inform and guide visitors or users of an installation. A unified and consistent signage system throughout the installation can contribute to better wayfinding and a sense of identity.

Clear signs also help separate vehicular and pedestrian traffic and can create a safer environment. A sign system creates a hierarchy that leads from major entrances to functional areas, then to buildings clusters, and then to specific buildings. Signs should also have a consistent appearance so that they are easy to find and follow.

5.5.6 Sustainability Guidelines

Sustainability strategies can be used to improve water quality, and reduce flooding, heat island effect, and air pollution. Sustainability strategies can also be woven into facility design, using standards from the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) rating systems. There are different LEED requirements for different types of development, but each consists of a checklist of basic prerequisites and building improvements that are eligible to count towards a minimum number of credits. The two LEED rating systems applicable to NSF Suitland include LEED for New Construction (LEED-NC) and LEED for Neighborhood Development (LEED-ND). Additionally, the Sustainable Sites Initiative is a report written to provide national guidelines for sustainable land development and landscape design, which should also be considered in new construction and renovations. UFC 4-030-01, *Sustainable Development* guidance states "For all new construction

and renovation building projects over $750K, reduce the life-cycle cost of shore facilities by incorporating sustainable concepts, strategies and features and meet the required LEED level rating, consistent with mission, budget, and client requirements." However, if any LEED or Sustainable Sites guidelines come into conflict with DoD Anti-terrorism standards, the DoD Anti-terrorism standards take precedence in site design. The recommended strategies are as follows:

Alternative Transportation

Planning for alternative forms of transportation including transit, carpooling, and bicycling encourage more energy-efficient transportation options. This may include ensuring sidewalk connectivity; placing bike parking in strategic areas as well as showering/changing facilities; designating bike lanes on primary roads; and setting aside electric vehicle parking near the entrances of major buildings.

Reduced Development Footprint

Prioritize infill development over sprawl. This may be accomplished by clustering new buildings in proximity to existing buildings, removing unused parking areas, increasing density by adding height to buildings rather than building new footprints. Strategies for infill development include co-locating new buildings near older buildings to share utility connections and parking lots; and considering vertical development where possible.

Cool Roofs and Pavements

Cool roofs deflect the sun's energy, thereby reducing roof surface temperature and mitigating the urban heat island effect. This strategy may be implemented by using light colored roofing, or building vegetated roofs which may also manage storm water. Cool roofs may also have the effect of reducing heating and cooling energy costs. Cool pavements similarly reduce the urban heat island effect and can be achieved by using lighter colored pavers or porous pavers that permit water infiltration.

Porous/Permeable Pavements

Porous or permeable pavements improve water quality and decrease storm water runoff volumes, reducing stress on storm water infrastructure. This strategy may be implemented by using concrete or asphalt that is designed with gaps to permit the permeation of water. These gaps should be maintained over time to ensure the porous functionality of the pavement. Use of permeable or semi-permeable pavement should be assessed for feasibility in the design stage of roadway and parking projects.

Tree Planting

In addition to the aesthetic and design benefits, tree planting has environmental benefits. Trees improve air, water, and soil quality, increase walkability and wildlife habitat and contribute to the aesthetic character of a site. Integrating tree planting in installation development may be accomplished by designing tree areas in parking lots to provide shade, placing deciduous trees on the south and west sides of buildings to optimize shading during summer and winter, and screening objectionable views with trees. Considerations should be made to plant native species. New tree plantings, especially along the recreational path, should be considered as part of future ADP updates.

Bio-Infiltration Systems

Integrating bio-infiltration systems throughout the installation helps treat and retain storm-water runoff on-site. These may be implemented through the design of rain gardens, bio-retention cells, and vegetated swales in or adjacent to parking lots, adjacent to major buildings alongside primary roads. Disconnecting current downspouts or installing disconnected downspouts to future structures will also reduce stormwater runoff volume by bringing discharging stormwater to permeable areas.

Vegetated/Green Roofs

Vegetated roofs increase air and water quality and may reduce energy costs for heating and cooling. Vegetated roofs are best implemented on flat roofs where structural loads permit.

Rainwater Recycling

Rainwater recycling reduces storm water runoff and conserves fresh water, which may be reused for landscape irrigation and other non-potable water uses. Provision of rain barrels or cisterns at downspouts of non-historic administrative, housing, and visitor center buildings helps harvest water.

Exterior Lighting

Reducing light pollution increases visibility of the night sky and reduces disruption of nocturnal wildlife. In line with Dark Sky International standards, light pollution may be

reduced by using light only when it is needed, preventing upward light spillage, ensuring light is no brighter than necessary, and using warmer colored lights when possible.

Renewable Energy

Alternative energy sources are more sustainable for long-term operations and may guard against outages in the event of poor weather and other emergencies. Some potential sources of alternative energy include micro-solar panels for lighting, and micro-wind turbines mounted on top of non-historic buildings.

Building Automation

Install energy-control systems in all new construction projects that have the ability to automatically adjust temperature, shed electrical loads, control motor speeds, and adjust lighting intensities to reduce energy consumption on the installation.

Additional sustainability guidance can be found in UFC 1-200-02, *High Performance and Sustainable Building Requirements*, as noted in Section 2.1.6. The UFC provides minimum requirements and guidance to achieve high performance and sustainable facilities that comply with policies outlined in that section, including the Energy Policy Act of 2005, EISA of 2007, and EO 13693, *Planning for Federal Sustainability in the Next Decade*. The UFC incorporates ASHRAE 90.1, *Energy Standard for Buildings Except Low- rise Residential Buildings* and ASHRAE 189.1, *Standard for the Design of High-Performance Green Buildings*, when appropriate.

Chapter 6
Acronyms

ADA	Americans with Disabilities Act
ADP	Area Development Plan
AE	Asset Evaluation
AHU	air handling unit
AI	Artificial Intelligence
BFR	Basic Facility Requirement
BMP	best management practice
C2	Command and Control
CAC	Common Access Card
CBM/R	Condition/Configuration-Based Maintenance/Recapitalization
CCN	Category Code Number
CCTV	Closed Circuit Television
CGA	capability gaps analysis
CIP	Capital Investment Plan
CNIC	Commander, Navy Installations Command
CNO	Chief of Naval Operations
COA	course of action
CPLO	Community Planning and Liaison Officer
D.C.	District of Columbia
DOD	Department of Defense
DODI	Department of Defense Instruction
DON	Department of the Navy
EA	Environmental Assessment
EAP	Encroachment Action Plan
ECP	entry control point
EISA	Energy Independence and Security Act
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EUL	enhanced use lease
FCI	facility condition index
FEMA	Federal Emergency Management Agency
FME	Foreign Material Exploitation
FOB	federal office building
FONSI	finding of no significant impact
FRES	Facility Readiness Evaluation System
FSRM	Facilities Sustainment, Restoration, and Modernization
FY	Fiscal Year
GIS	geographic information system
GHG	greenhouse gas
GSA	General Services Administration
HVAC	Heating, Ventilation, and Air Conditioning
I-95	Interstate 95
I-495	Interstate 495
ICAP	Infrastructure Condition Assessment Program
ICRMP	Integrated Cultural Resources Management Plan
IDP	Installation Development Plan
IFOM	Installation Figure of Merit
iNFADS	Internet Navy Facilities Assets Data Store
INRMP	Integrated Natural Resources Management Plan
IPL	Integrated Project List
IT	Information Technology
LEED	Leadership in Energy and Environmental Design
LID	low-impact development
LOE	line of effort
LSE	Large Scale Exercise
MDE	Maryland Department of the Environment

MDI	Mission Dependency Index
MHT	Maryland Historical Trust
MILCON	military construction
MS4	Municipal Separate Storm Sewer System
MTA	Maryland Transit Administration
MWR	Morale, Welfare, and Recreation
NAAQS	National Ambient Air Quality Standards
NARA	National Archives
NATO	North Atlantic Treaty Organization
NAVFAC	Naval Facilities Engineering Systems Command
NCPC	National Capital Planning Commission
NCR	National Capital Region
NDW	Naval District Washington
NHPA	National Historic Preservation Act
NMIC	National Maritime Intelligence Center
NOA	
NOAA	National Oceanographic and Atmospheric Administration
NRHP	National Register of Historic Places
NSAW	Naval Support Activity Washington
NSF	Naval Support Facility
NWI	National Wetlands Inventory
OPNAV	Office of the Chief of Naval Operations
OPNAVIST	Office of the Chief of Naval Operations Instruction
PAO	Public Affairs Officer
PEPCO	Potomac Electric Power Company
PPV	public private venture
PRV	plant replacement value
PWD	Public Works Department
QOL	quality of life
QOS	quality of service
Q-Rating	quality rating
RBL	required build-to line
ROM	rough-order of magnitude
RSIP	Regional Shore Infrastructure Plan
RT&E	rare, threatened, and endangered
SCA	Shore Capability Area
SECNAV	Secretary of the Navy
SF	square feet
SFC	Suitland Federal Center
SIOP	Shipyard Infrastructure Optimization Program
SIP	Shore Infrastructure Planning
SSBN	ballistic missile submarine
SSPP	Strategic Sustainability Performance Plan
SY	square yards
TDM	transportation demand management
TMP	Transportation Management Plan
TYCOM	Type Commander
UFC	Unified Facilities Criteria
UM	Unit of Measure
UPS	Uninterruptible Power Supply
U.S.	United States
USGS	United States Geological Survey
USFWS	United States Fish and Wildlife Service
WMATA	Washington Metropolitan Area Transit Authority
WNRC	Washington National Records Center
WSSC	Washington Suburban Sanitary Commission

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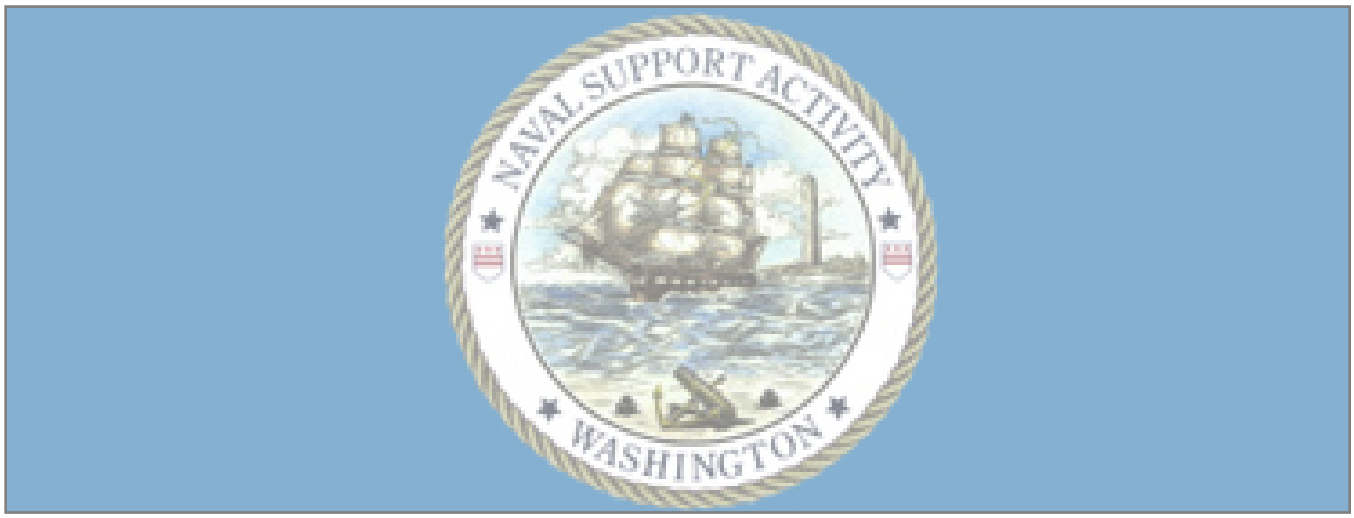

NAVAL SUPPORT FACILITY SUITLAND ADP

Appendix A
ROM Project Cost Assumptions

Assumptions for developing ROM costs for each project are listed in the table below. All costs are reflected in 2025 dollars, rounded to the nearest 000, include a 20% Contingency and 10% in soft costs.

Project	Project Type	ROM Est. Cost ($000)	Funding Source	Assumptions
Construct P664, a multi-level laboratory for foreign material exploitation.	New Construction	$114,000	MILCON	
Facility UPS replacement*	Replace	$11,504	O&M, N	
Replace approximately 12 air handlers in the NMIC.	Replace	$11,100	O&M, N	Estimate includes the installation of 12 new 105 ton air handler units and related equipment. Estimate includes demolition and disposal of old equipment.
Replace the electrical feeders in the NMIC.	Replace	$1,000	O&M, N	Estimate includes installation of 1,556 linear feet of 15kV electric line. Estimate includes demolition and disposal of old equipment. Estimate does not include new transformer. Estimate does not include repair to roadway, pavement, or landscape areas disturbed from trenching/install of new electric feeder line.
Renovate interior of NMIC	Renovate	$23,200	O&M, N	Includes approximately 293K SF (40%) of interior space renovations. Interior renovation does not include new or repair to existing mechanical, electrical, or plumbing systems or lighting (re-lamping). Estimate includes selective demolition of renovated spaces and disposal of debris and material.
Renovate exterior of NMIC	Renovate	$235	O&M, N	
Replace the bollards inside the NMIC as they are not operational.	Replace	$800	O&M, N	New bollards are ATFP compliant. Estimate includes the demolition and disposal of existing bollards.

Redundant water supply - Construct a new water line. Currently, there is only one water line to the facility. This project would add an additional water supply line to the NMIC.	New Construction	$2,600	O&M, N	Includes installation of 5,859 linear feet of 12” supply water line and 100 linear feet of 6” potable water line. Estimate includes two new connection points to the NMIC building and a new backflow preventer at the water main connection point. Estimate does not include redundant connection to existing fire hydrants or the installation of new fire hydrants. Estimate does not include repair to roadway, pavement or landscape areas disturbed from trenching/install of new water line.
Redundant electrical supply - Construct new transformer. Currently, there is only one transformer to the facility. This project would add an additional transformer and electrical supply line to the NMIC.	New Construction	$2,100	O&M, N	Includes installation of a new 3000 kVA transformer (size subject to change, specific type not identified). Includes installation of 1,556 linear feet of 15kV electric line. Estimate does not include repair to roadway, pavement, or landscape areas disturbed from trenching/install of new electric feed line.
Repave all the roads inside the NMIC compound (23,729 square yards).	Repair	$1,900	MILCON	Estimate includes milling and resurfacing 1”-3” asphalt pavement comprising 23,759 square yards. Estimate includes demolition and disposal of milled road material. Estimate does not include repaving parking lots, driveways, or concrete pavement areas. 23,759 square yards covers a portion of the Loop Road. Estimate does not include the west portion of Loop Road.
Build new parking structure to replace the one that was demolished (632,444 square feet).	New Construction	$79,518	MILCON	
Construct a new eastern wing to the NMIC (58,520 square feet).	New Construction	$14,617	MILCON	

* Projects that have been funded and are ongoing