

Marine Corps Base Quantico

Final Master Plan

3250 Catlin Avenue
Quantico, Virginia

Submitted by United States Department of Defense,
Marine Corps Base Quantico

Commission Review

Project Synopsis

Commission meeting date: January 7, 2016

NCPC review authority: Advisory – Federal Project in the Environs

Applicant request: Approval of Final Master Plan

Delegated / consent / open / executive session: Consent Calendar / Open Session

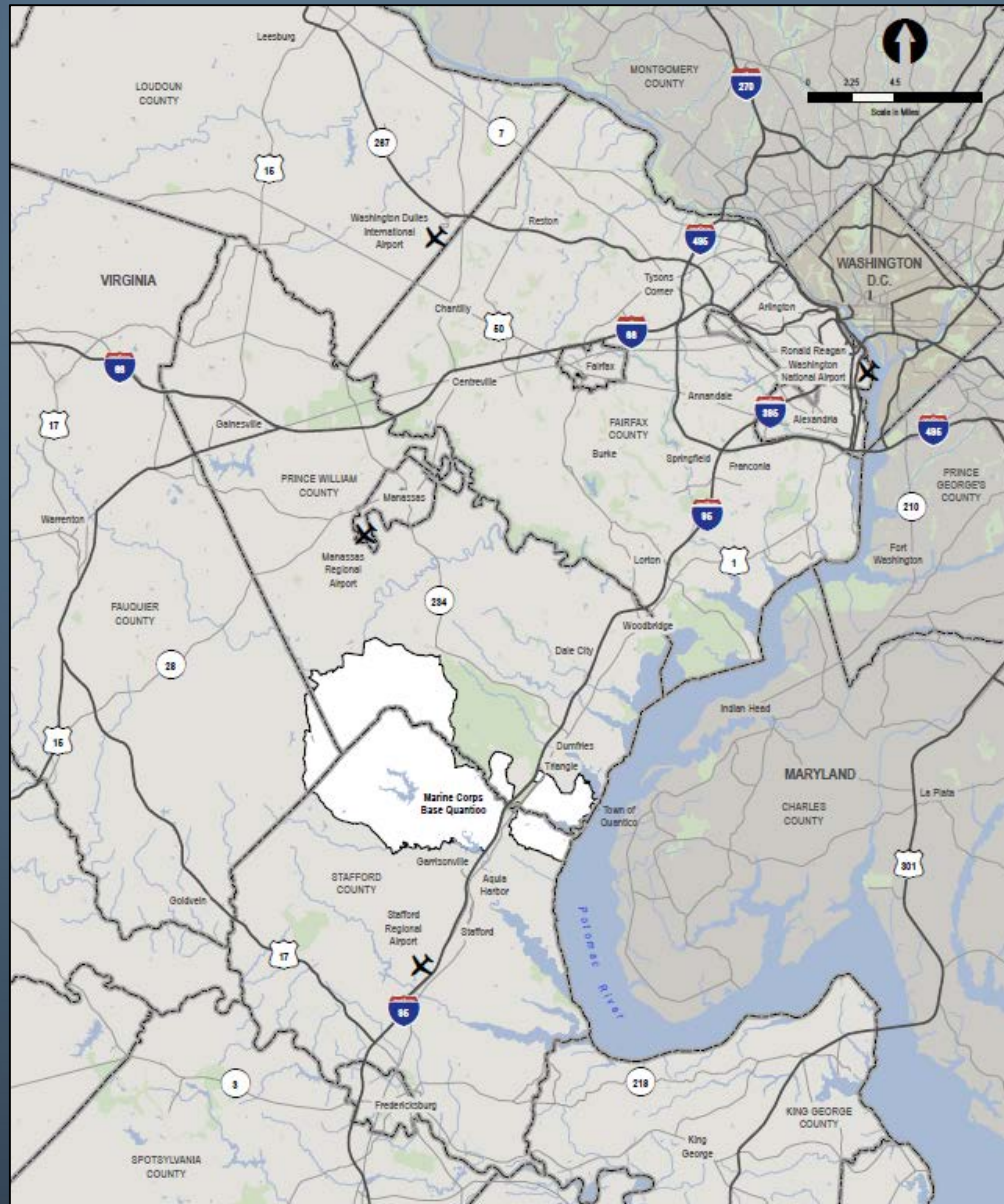
NCPC Review Officer: Michael Weil

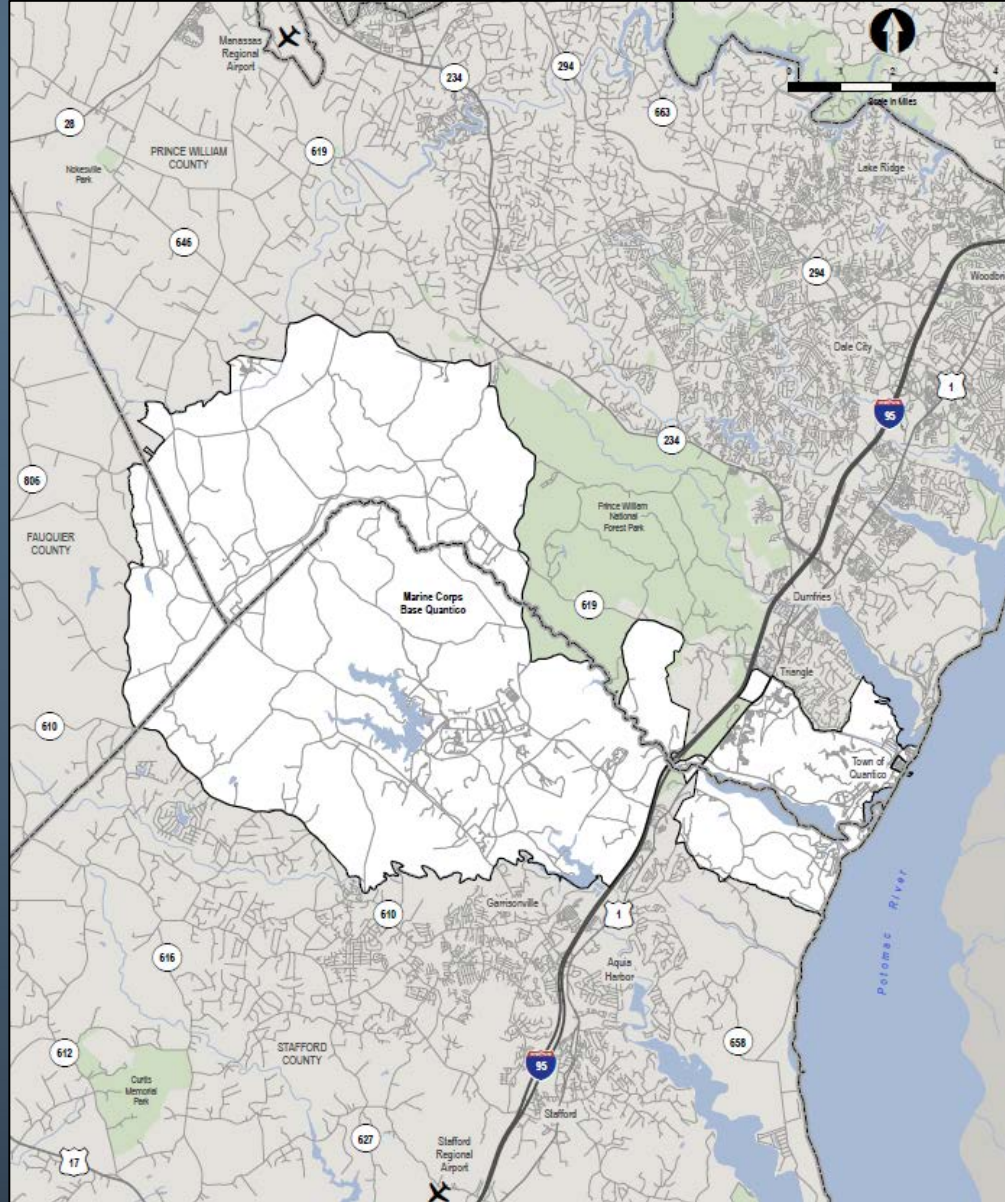
NCPC File number: MP67

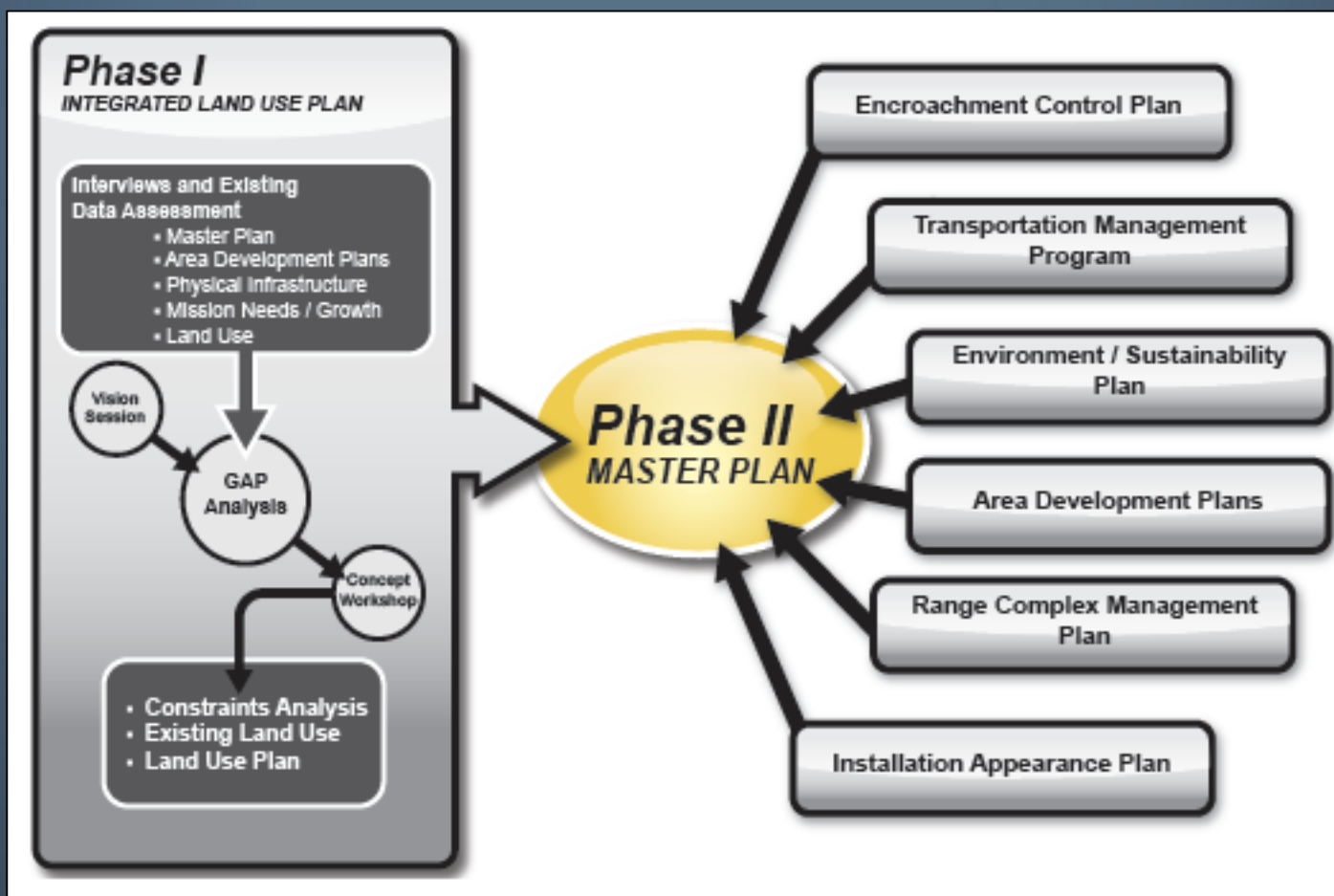
Project summary:

The United States Department of Defense has submitted a final master plan for Marine Corps Base Quantico (MCBQ) in Quantico, Virginia. MCBQ is situated 35 miles south of Washington, DC and 20 miles north of Fredericksburg, Virginia. The installation is bifurcated by I-95, with approximately 50,000 acres of land to the west of I-95 (known as West Side) and 8,000 acres of land to the east of I-95 (known as Main Side). West Side is used primarily for training “range” uses by the Marine Corps and by other federal training academies for tenants such as the Federal Bureau of Investigation (FBI) and Drug Enforcement Agency (DEA). Main Side is used by a number of community, support, and administrative uses for various tenants including: Marine Corps Air Facility, Officer Candidate School, and Marine Corps University. Overall, there are 33 tenants on the installation, which is divided into 11 land uses. The installation borders the west-side of the Potomac River and straddles three different counties (Prince William, Stafford, and Fauquier).

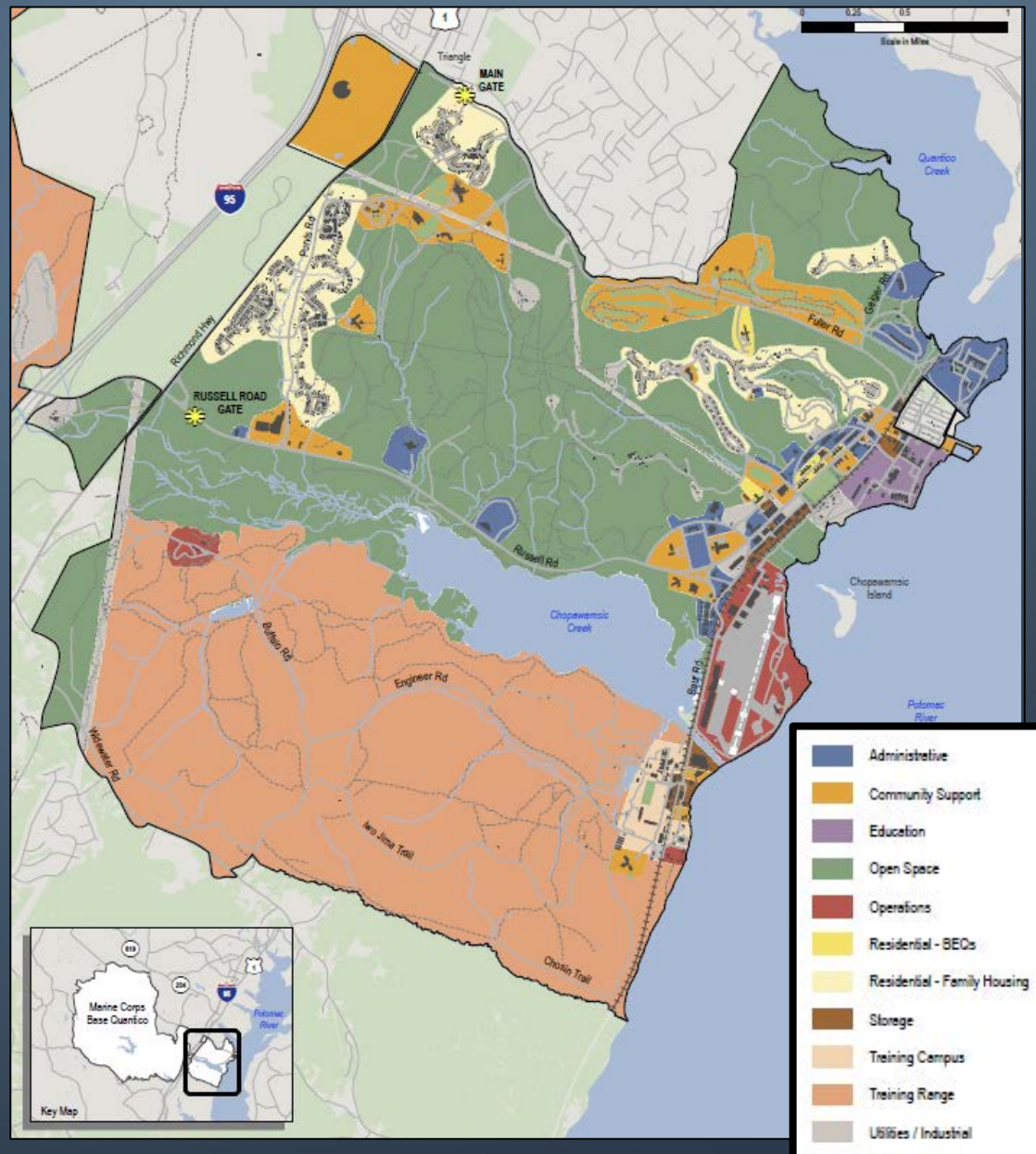
The purpose of the 2015 Master Plan is to govern future development on the installation; to accommodate an increasing daytime population (from 31,000 to 43,000 people assuming 2% annual growth); to protect the Base mission; and to protect the appearance and quality of life that exist on MCBQ today. The 2015 Plan will update the existing 2001 MCBQ Master Plan with numerous construction, demolition, repair/renovation, and utility projects during the next 20 years (until 2035), divided into Short-Term (present to 2018) and Long-Term (2019-2035) timeframes. The proposed Master Plan is supported by a Transportation Management Plan (TMP) and Bicycle and Pedestrian Mobility Plan, which illustrate how the installation will minimize Single Occupancy Vehicle (SOV) traffic; conserve energy; and improve bicycle and pedestrian-related infrastructure.



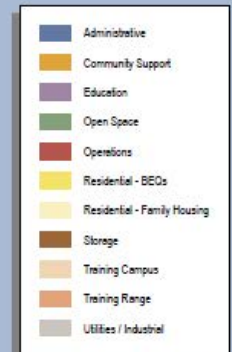
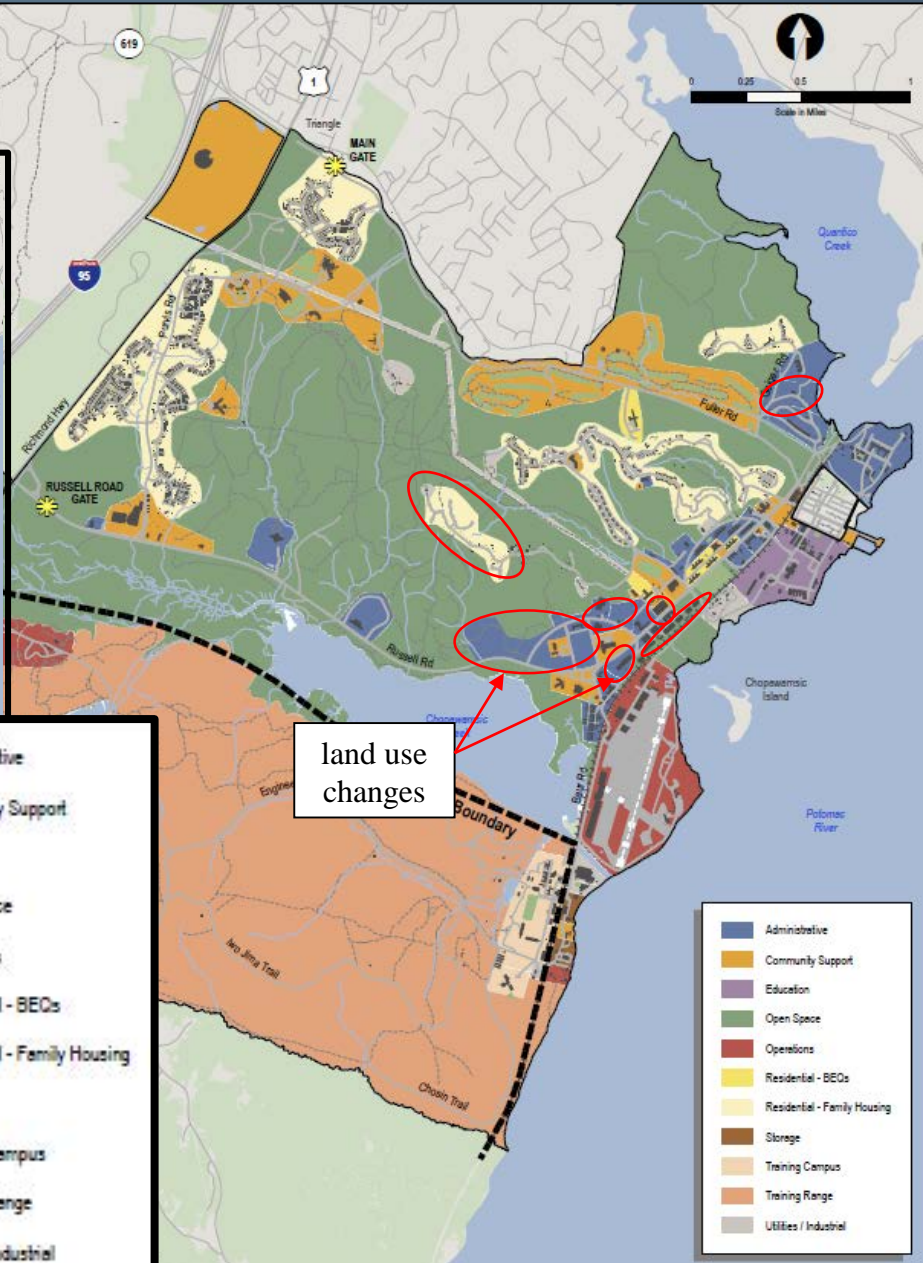
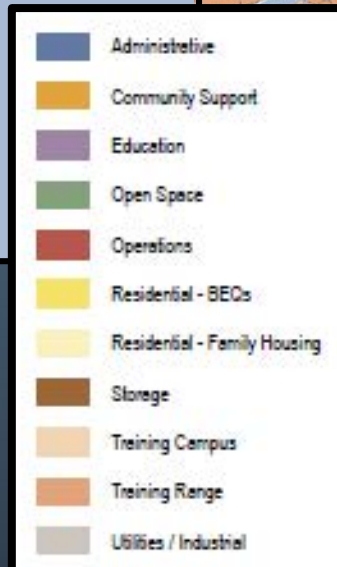
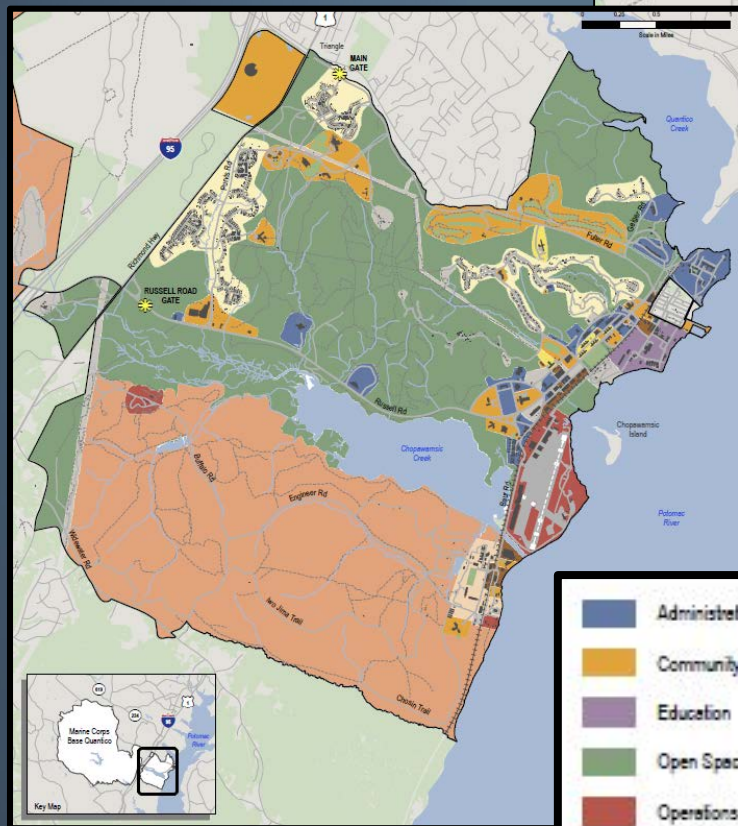




Existing Land Use (Main Side)

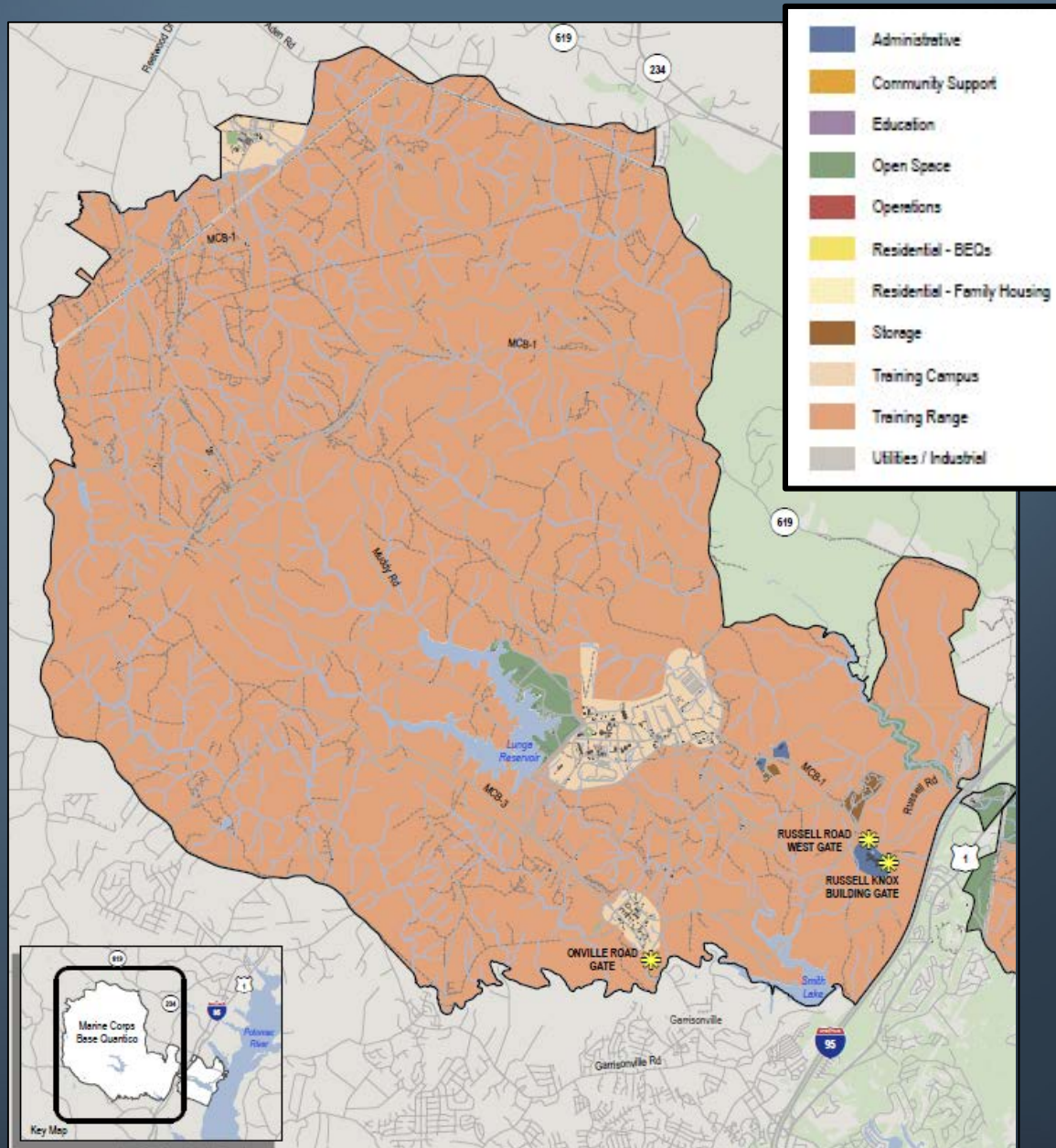


Long-Range Land Use Changes (Main Side)

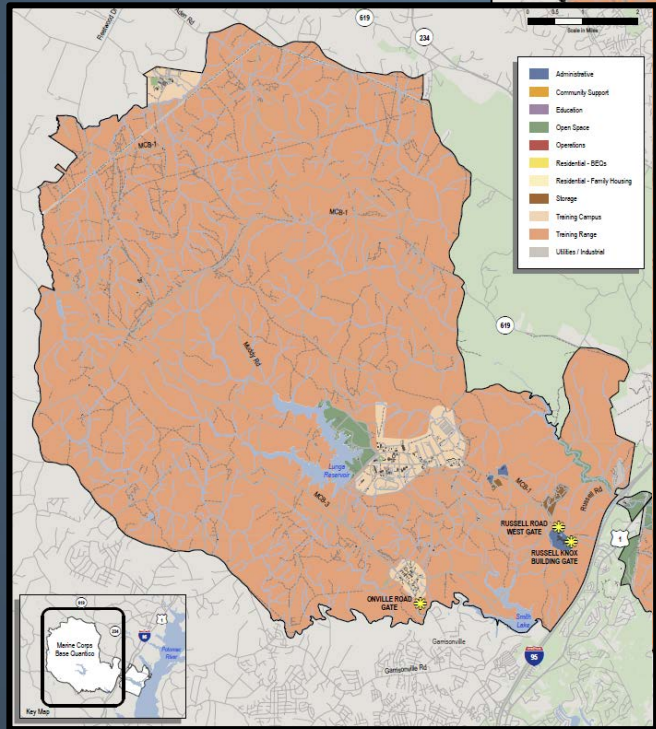


Long-
Term

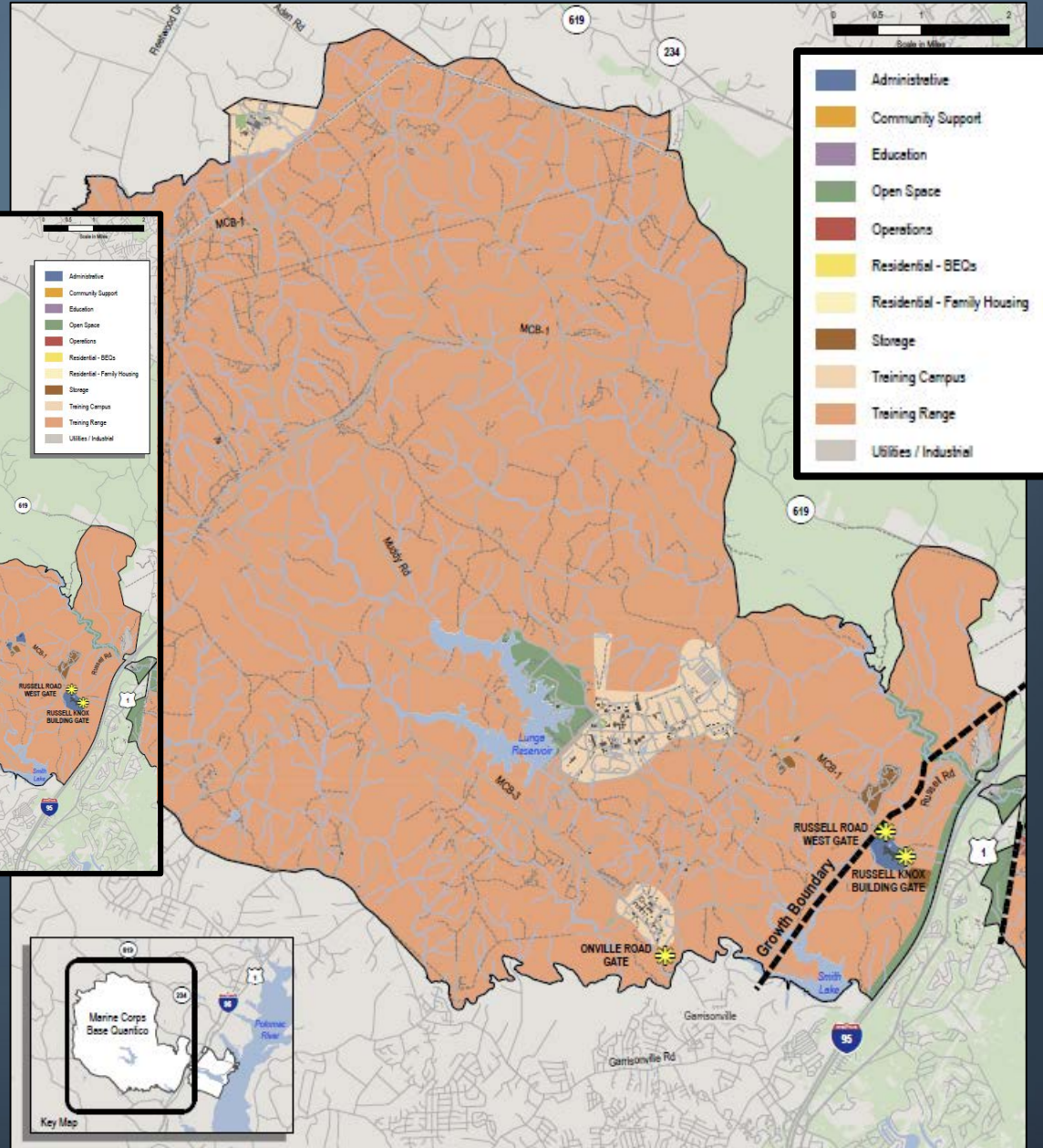
Existing Land Use (West Side)



Long-Range Land Use Changes (West Side)



Existing

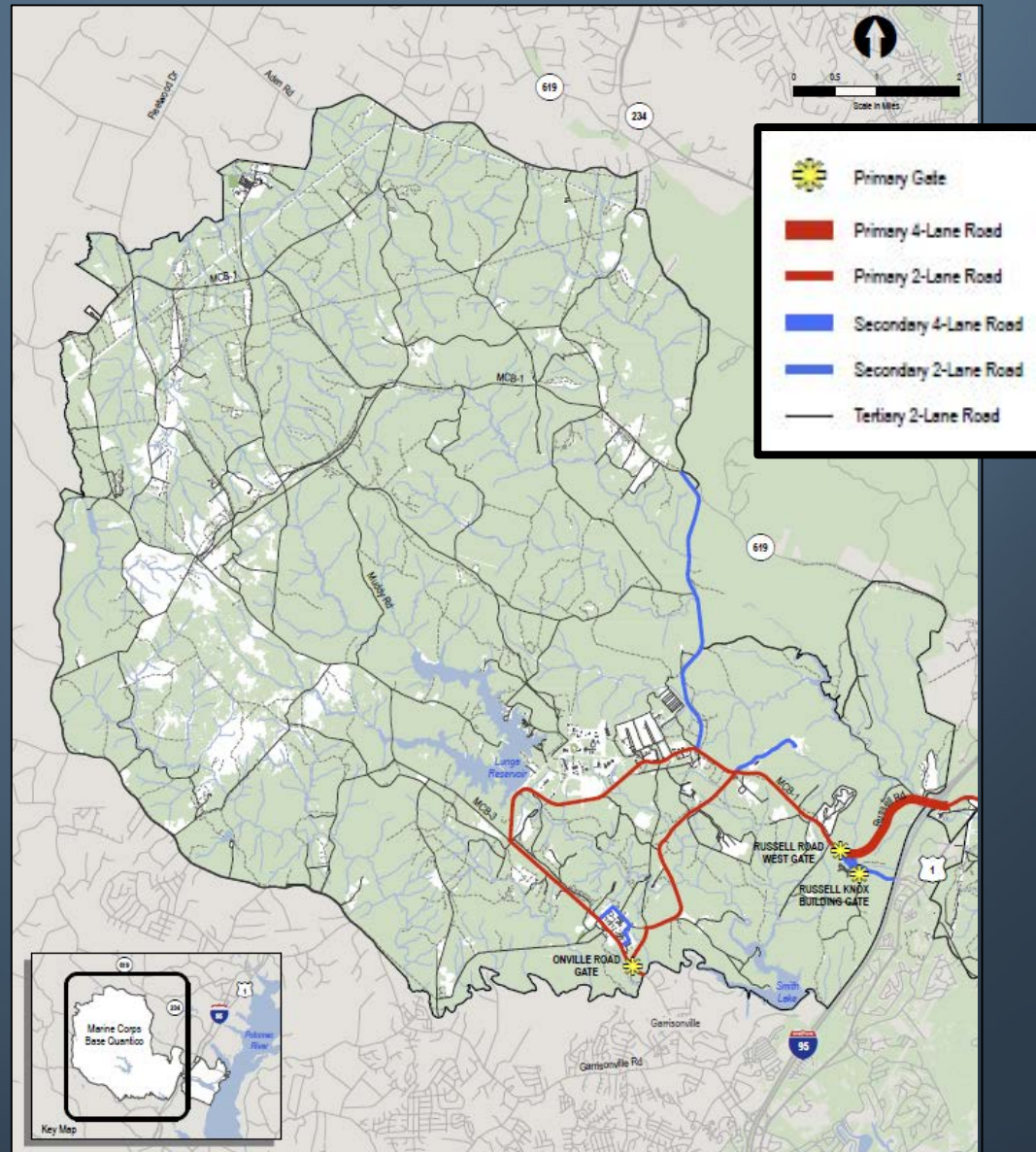


Long-Term
(no changes)

Existing MCBQ Roadways (Main Side)



Existing MCBQ Roadways (West Side)



Existing Employment District Parking Ratios

Table 2.9 Existing Parking – Main Side

Location District	Spaces	Parking Ratio
Russell Road	1,253	1.56
Headquarters North	1,293	1.15
Headquarters South	846	1.58
MCAF Quantico /HMX-1	638	1.68
Barnett Ave. Warehouse Row	655	1.42
Barnett Ave. Admin North	572	1.30
Barnett Ave. Admin Center	1,618	1.67
Marine Corps University (MCU)	1,428	1.28
Hospital Point/MCSC	1,004	1.68
Geiger Ridge/TECOM	512	1.16
Purvis Road*	423	0.91
OCS	893	1.79
MAIN SIDE TOTAL	11,135	1.47

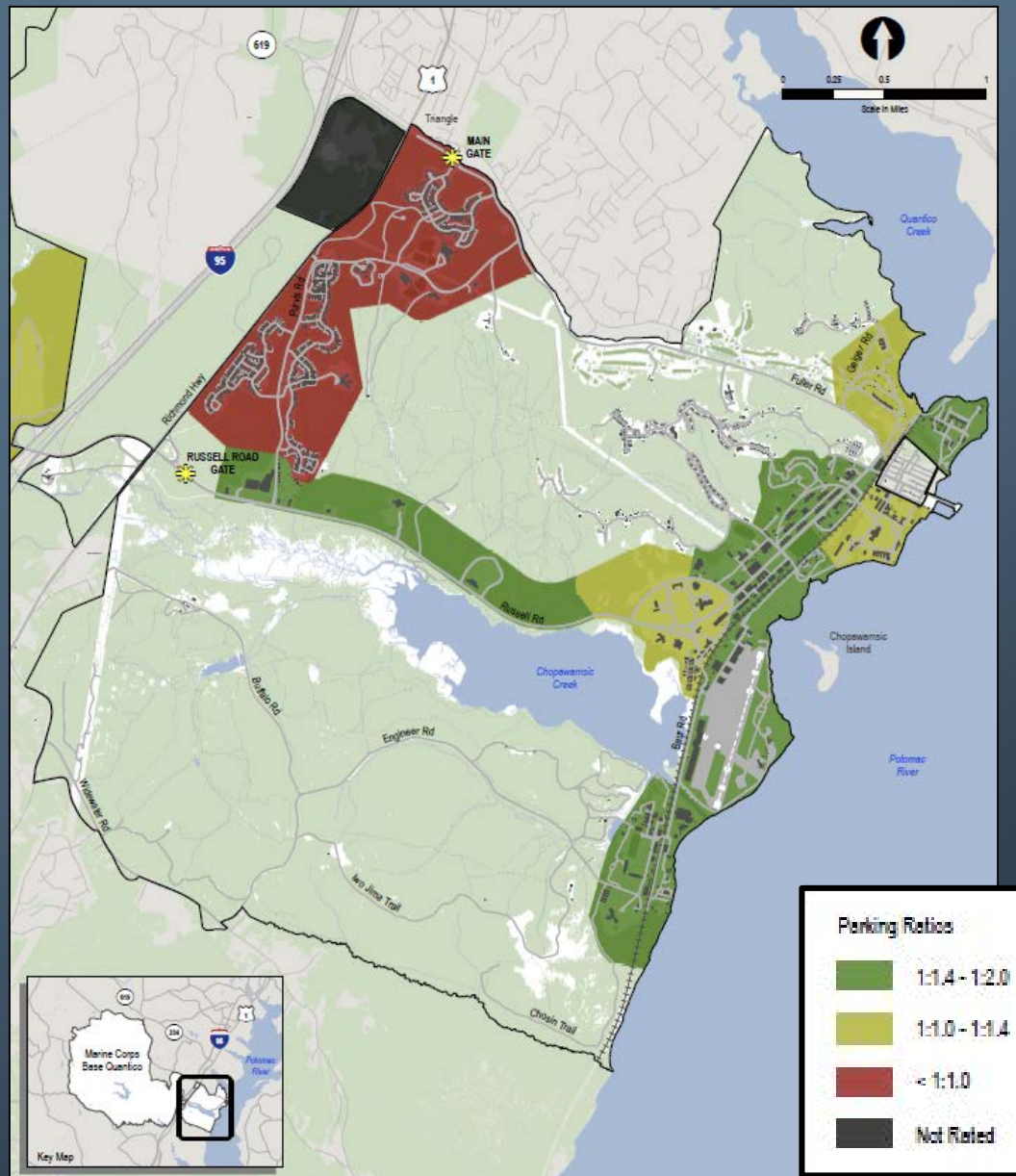
*parking ratios calculated using employment centers; residential population and parking excluded from ratio calculations.

Table 2.10 Existing Parking – West Side

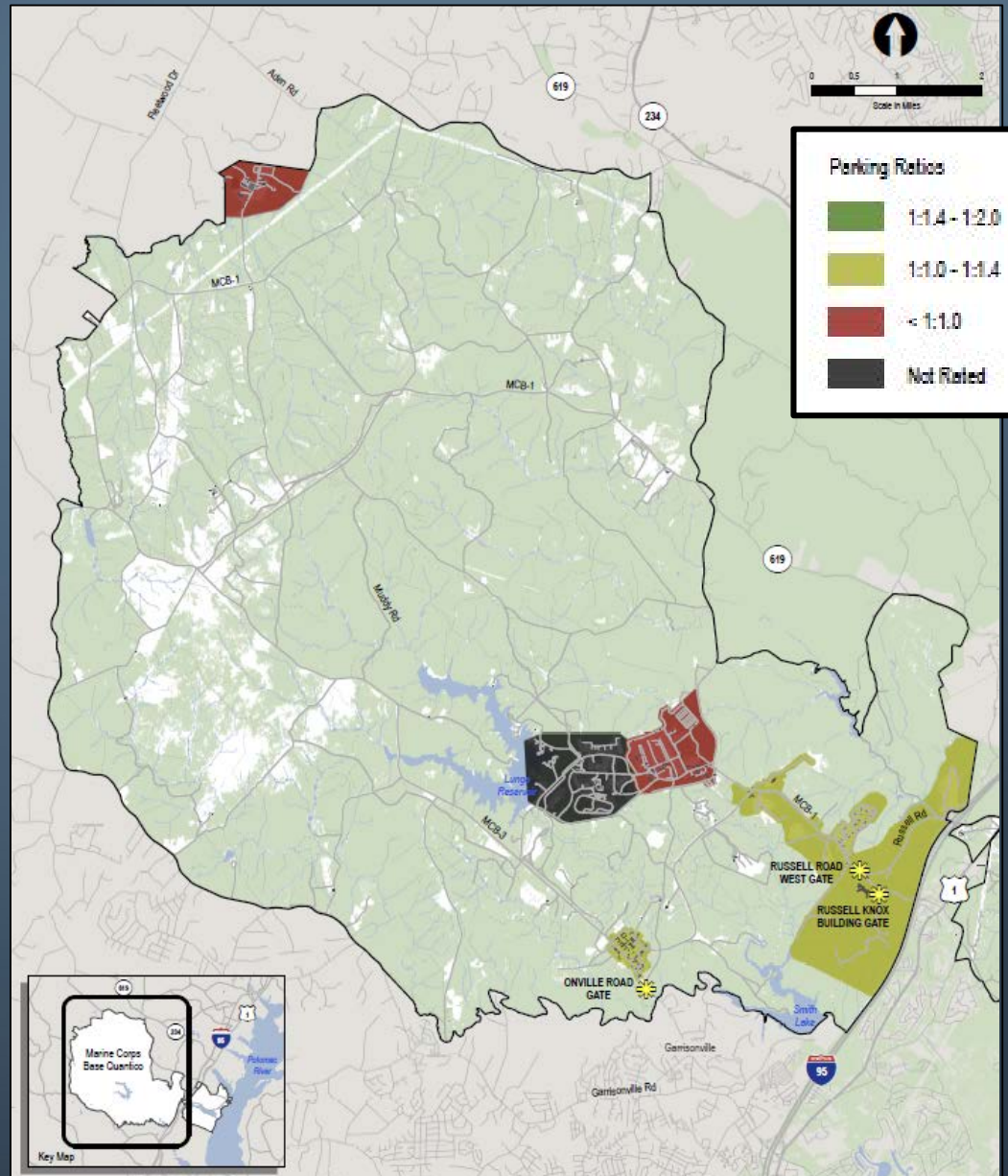
Location District	Spaces	Parking Ratio
MCB-1 Corridor	755	1.31
MDIA /Russell Knox Building	1,956	1.38
Weapons Training Battalion	643	.84
Camp Barrett (TBS)	2,295	1.01
DEA Academy	416*	-
FBI Academy	3,613*	-
WEST SIDE TOTAL	9,603	1.36

Note: DEA Academy and FBI Academy were not included in the 2013 MCB Quantico TMP parking count or overall parking ratio as they are a Non-DoD Tenant and operate under a land use agreement. Camp Upshur is not considered a separate employment district in the 2013 MCB Quantico TMP and is included within the WTBn totals.

Existing MCBQ Parking (Main Side)



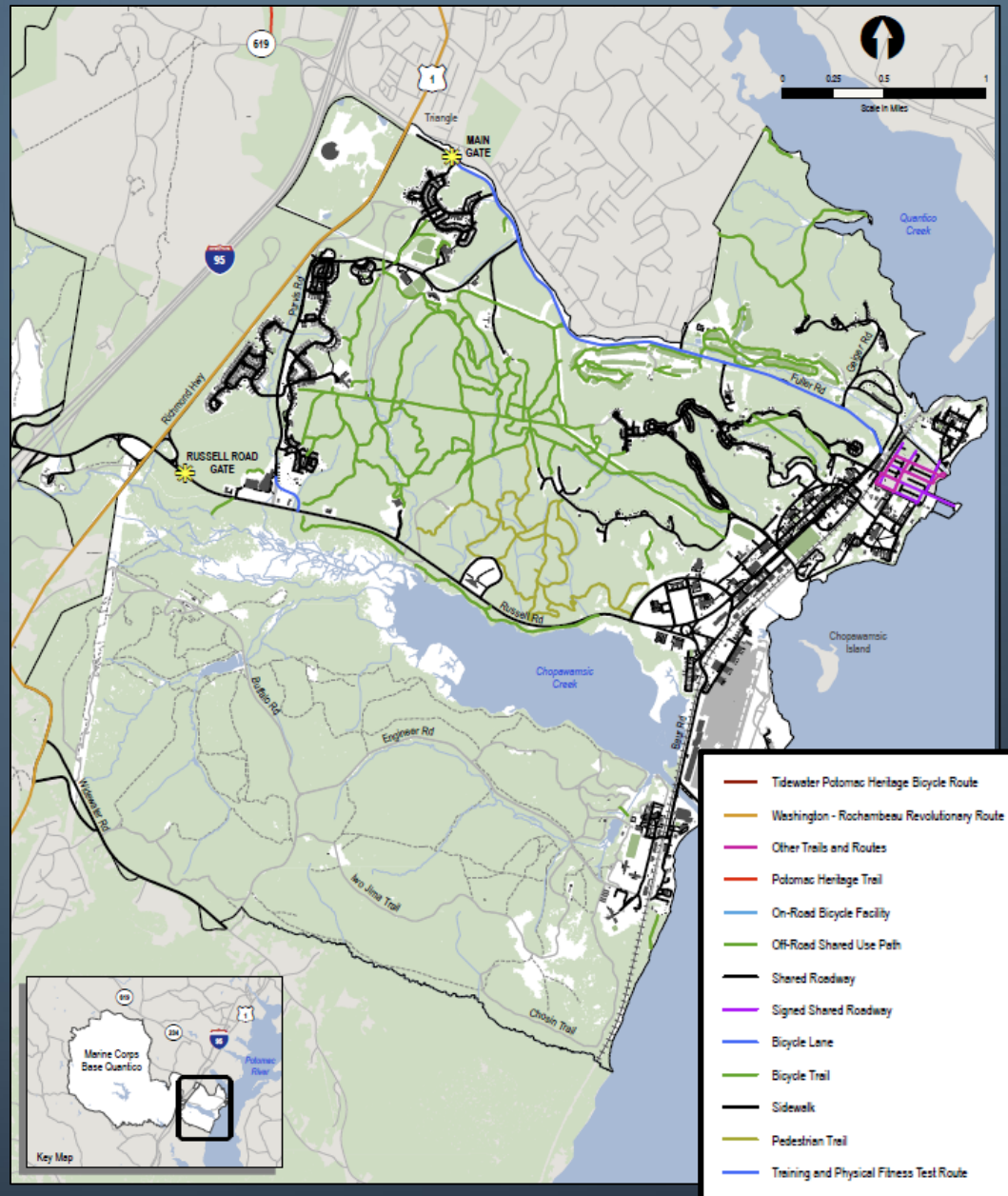
Existing MCBQ Parking (West Side)



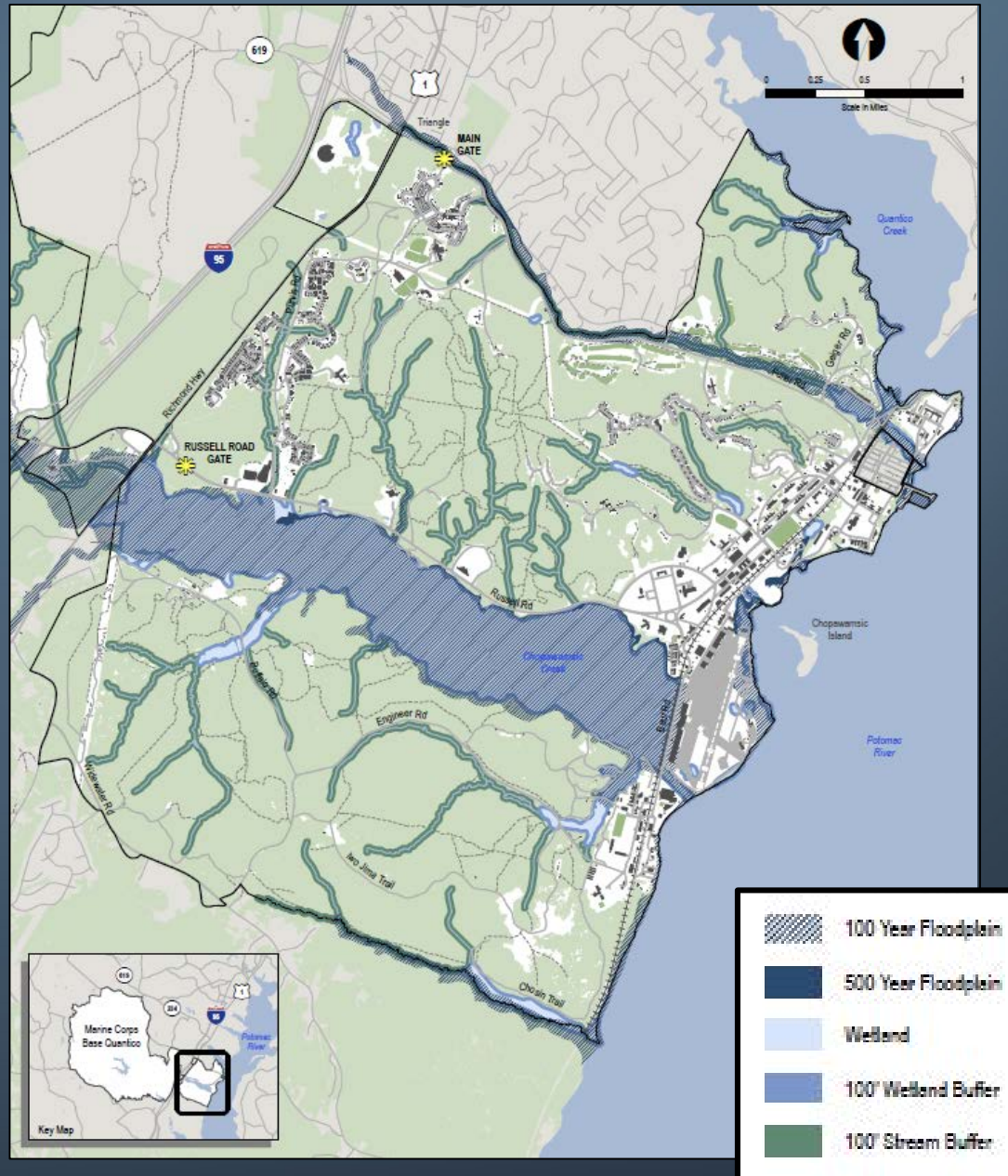
Existing MCBQ Transit System (Main Side)



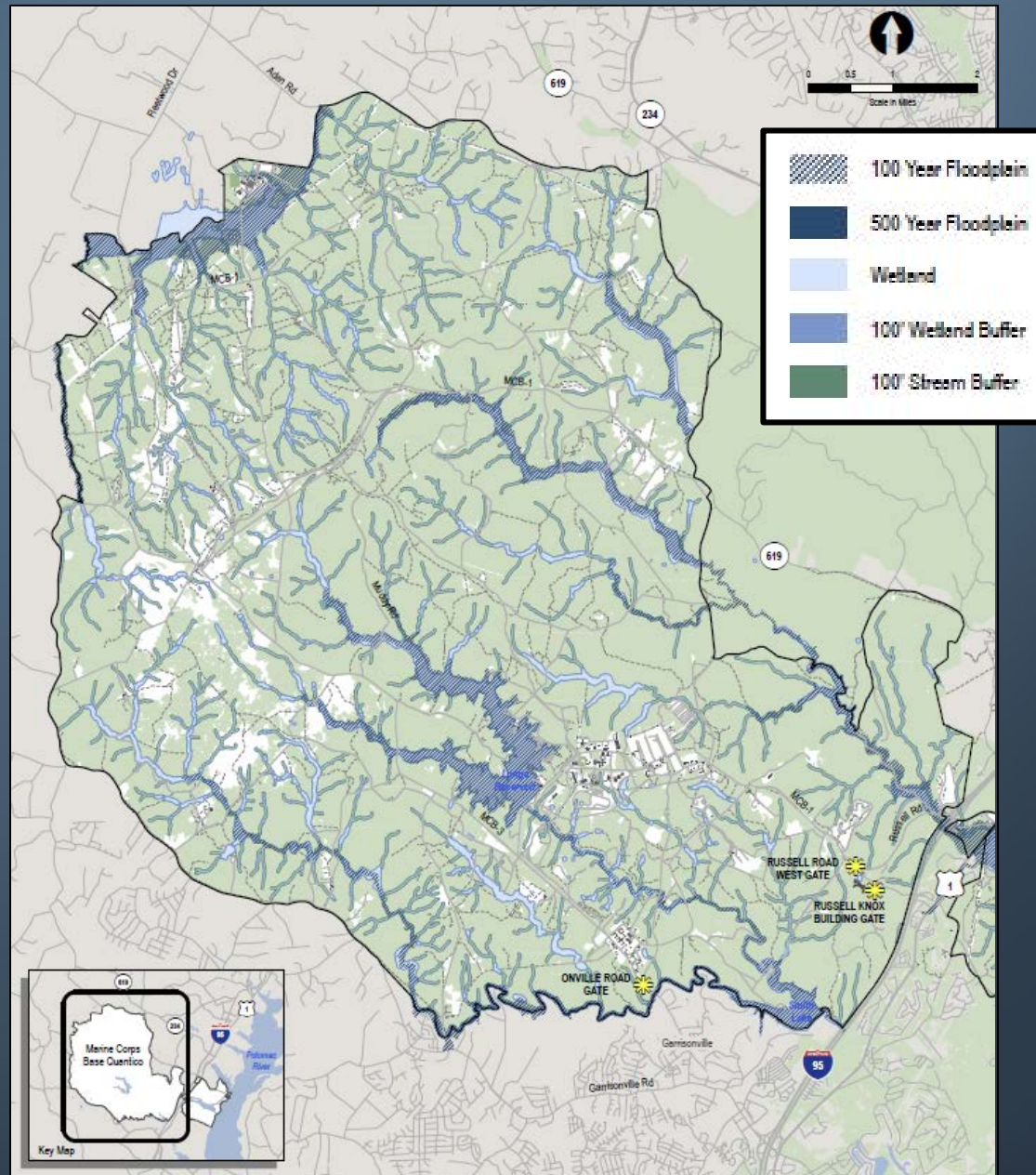
Existing MCBQ Pedestrian and Bicycle Circulation



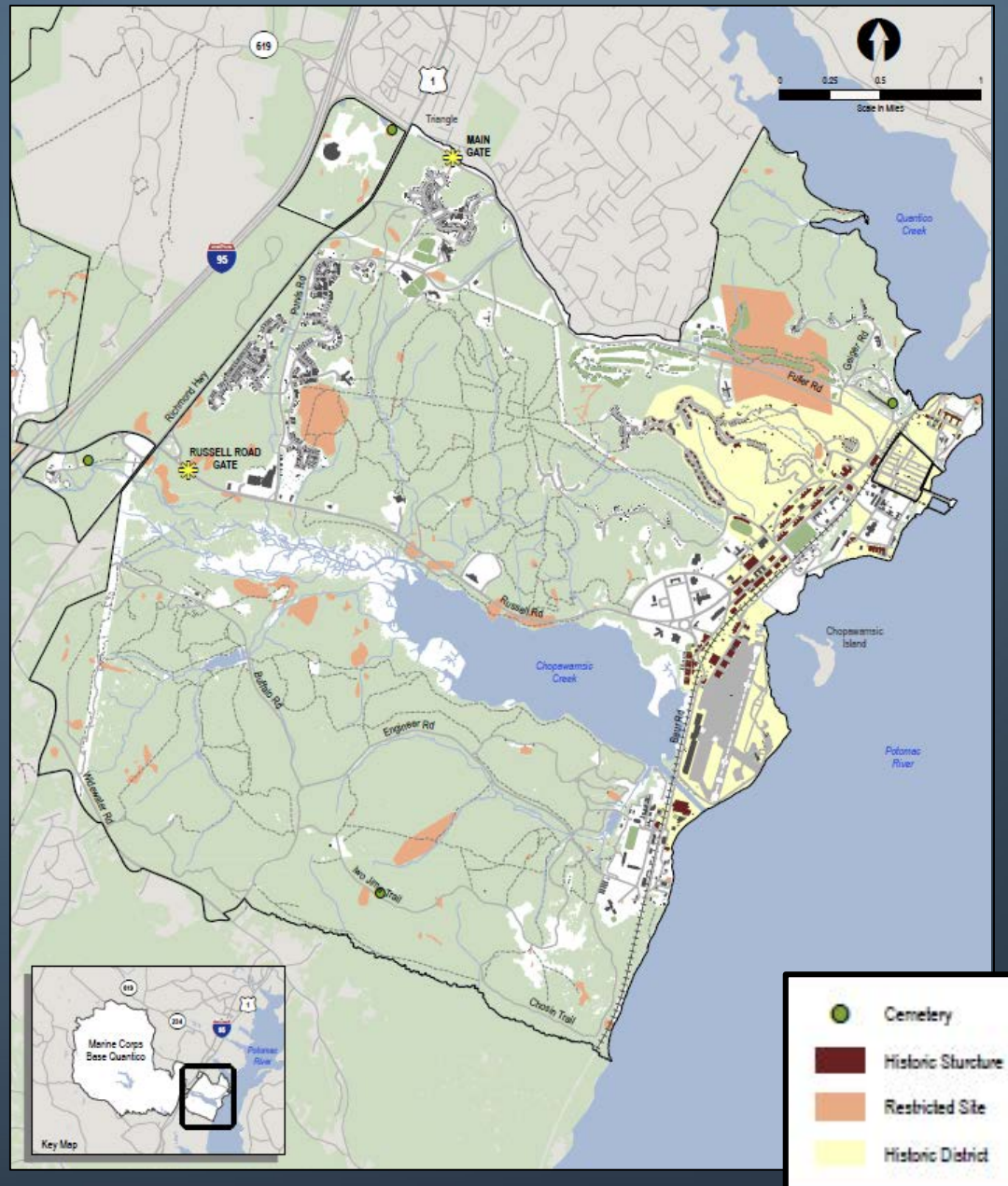
MCBQ Water Resources (Main Side)



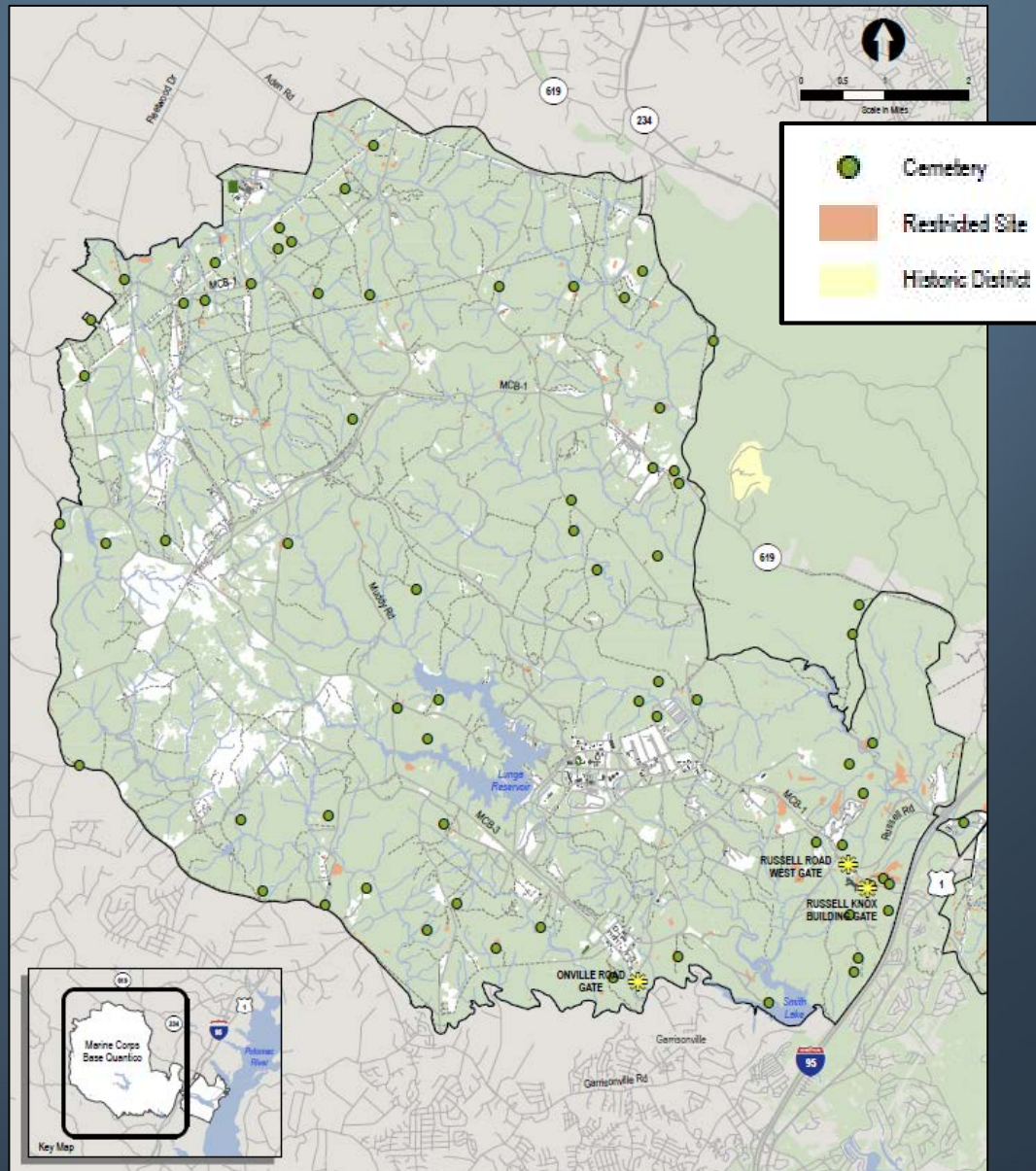
MCBQ Water Resources (West Side)



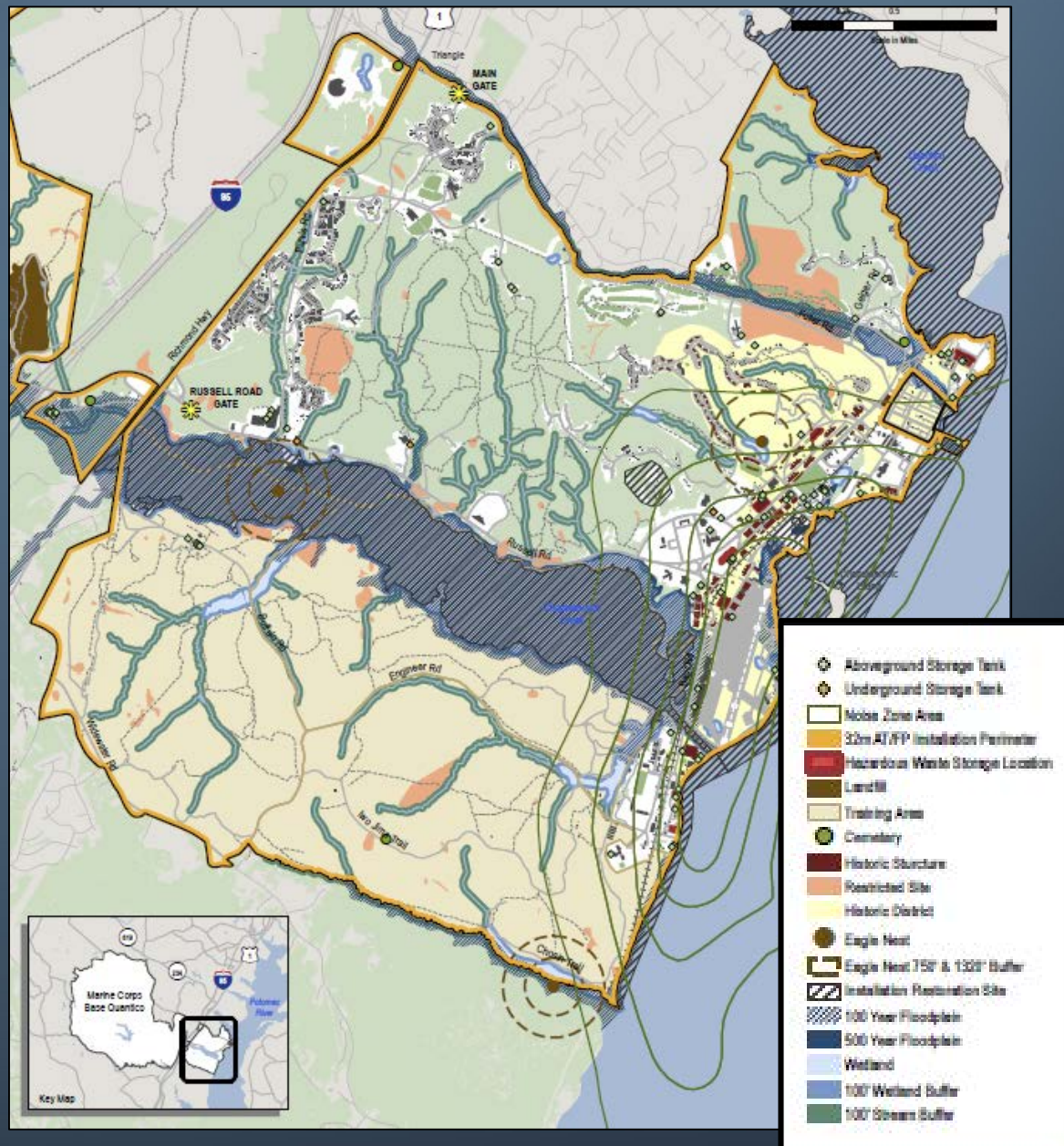
MCBQ Cultural Resources (Main Side)



MCBQ Cultural Resources (West Side)



Combined Constraints (Main Side)



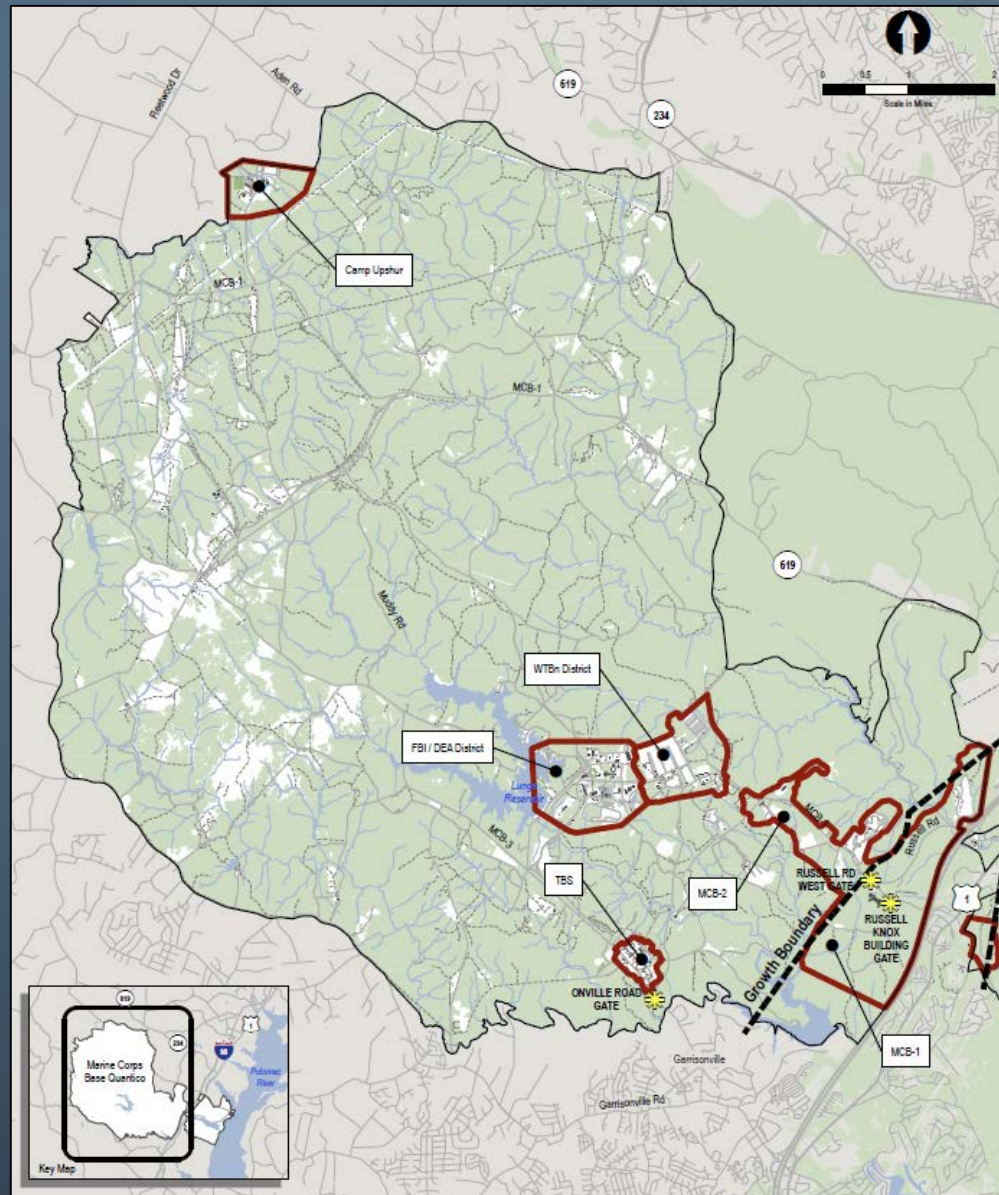
Combined Constraints (West Side)



Future Framework Plan (Main Side)



Future Framework Plan (West Side)



2018 Employment District Parking Ratios

Table 3.18 Parking Ratio Projections – Main Side

Location District	Spaces	Parking Ratio
Russell Road	1,253	1.64
Headquarters North	1,293	1.21
Headquarters South	846	1.66
MCAF Quantico /HMX-1	638	1.77
Barnett Ave. Warehouse Row	655	1.49
Barnett Ave. Admin North	572	1.36
Barnett Ave. Admin Center	1,618	1.75
Marine Corps University (MCU)	2,480	1.41
Hospital Point/MCSC	1,004	1.77
Geiger Ridge/TECOM	512	1.75
Purvis Road*	423	0.95
OCS	893	2.18
MAIN SIDE TOTAL	12,187	1.58

*parking ratios calculated using employment centers; residential population and parking excluded from ratio calculations.

Source: 2013 MCB Quantico TMP - Employment Districts

Table 3.19 Parking Ratio Projections – West Side

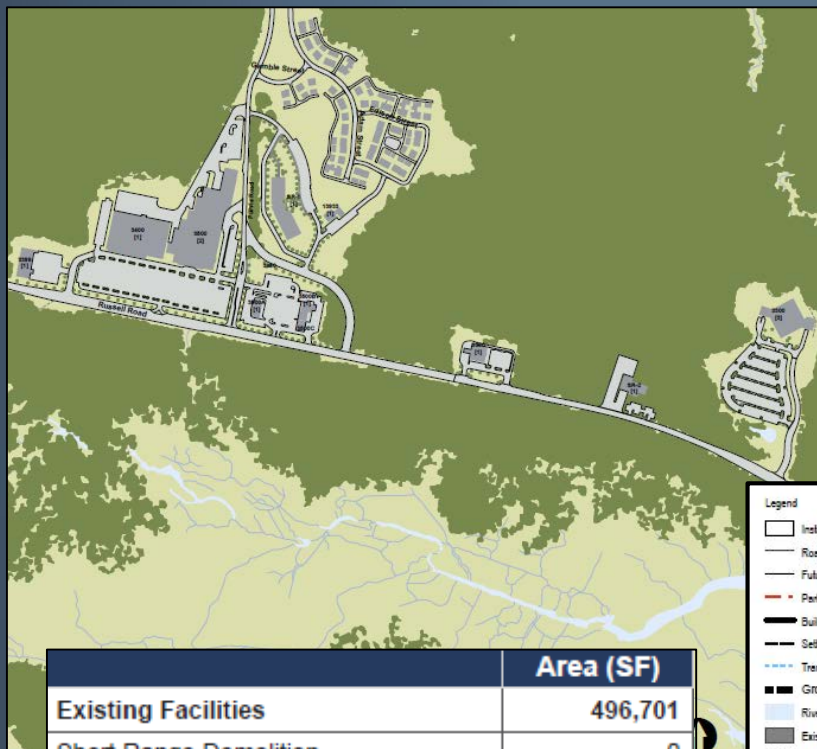
Location District	Spaces	Parking Ratio
MCB-1 Corridor	755	1.60
MDIA /Russell Knox Building	1,956	1.60
Weapons Training Battalion	643	.88
Camp Barrett (TBS)	2,295	1.06
DEA Academy	416*	-
FBI Academy	3,613*	-
WEST SIDE TOTAL	5,649	1.30
MCBQ TOTAL	17,836	1.49

Note: DEA Academy and FBI Academy were not included in the 2013 MCB Quantico TMP parking count or overall parking ratio as they are a Non-DoD Tenant and operate under a land use agreement. Camp Upshur is not considered a separate employment district in the 2013 MCB Quantico TMP and is included within the WTBn totals.

Source: 2013 MCB Quantico TMP - Employment Districts (*Estimate based on FY2000 population)

Russell Road District Plan – Short-Term and Long-Term

Short-Term - 2018



Long-Term - 2035



new Auto
Repair Station

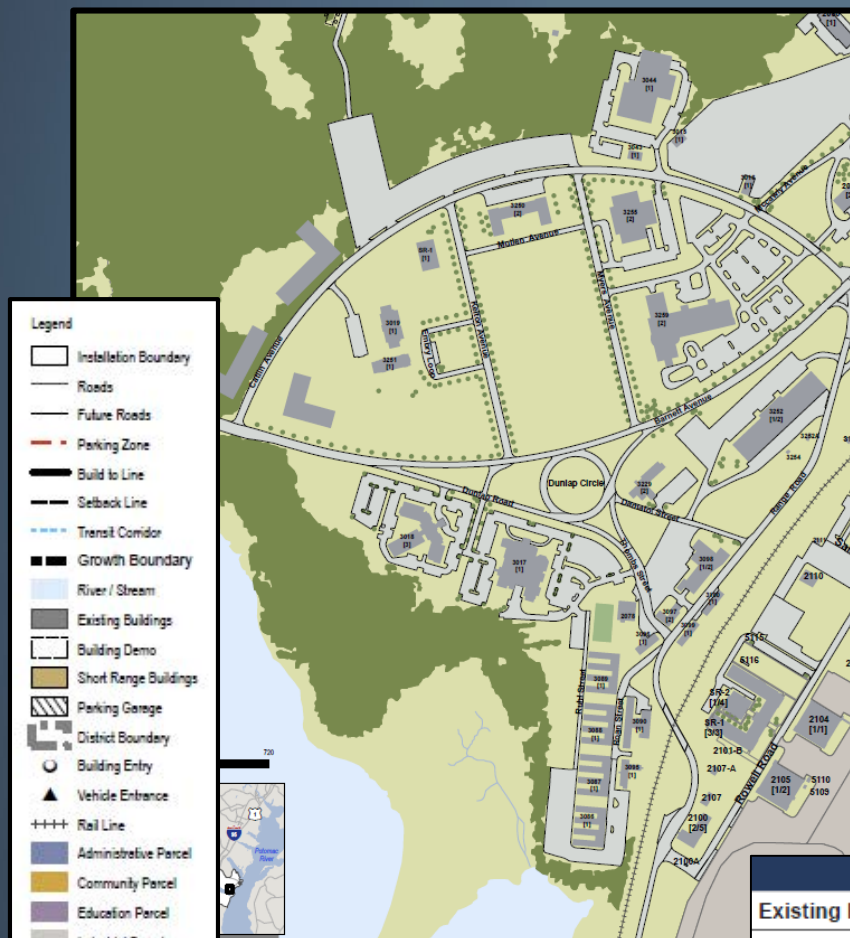
	Area (SF)
Existing Facilities	496,701
Short Range Demolition	0
Short Range Construction	+43,394
SHORT RANGE NET (+/-) CHANGE	+43,394
Long Range Demolition	0
Long Range Construction	+3,135
LONG RANGE NET (+/-) CHANGE	+3,135
TOTAL DISTRICT NET (+/-) CHANGE	+46,529

- Legend
- Installation Boundary
 - Roads
 - Future Roads
 - - - Parking Zone
 - Build to Line
 - Setback Line
 - Transit Corridor
 - Growth Boundary
 - River / Stream
 - Existing Buildings
 - Building Demo
 - Short Range Buildings
 - Parking Garage
 - District Boundary
 - Building Entry
 - Vehicle Entrance
 - ++++ Rail Line
 - Administrative Parcel
 - Community Parcel
 - Education Parcel
 - Industrial Parcel
 - Operations Parcel
 - Residential BEO Parcel
 - Storage Parcel
 - Training Campus Parcel
 - Open Space Parcel
 - Recreation Area
 - Severely Restricted

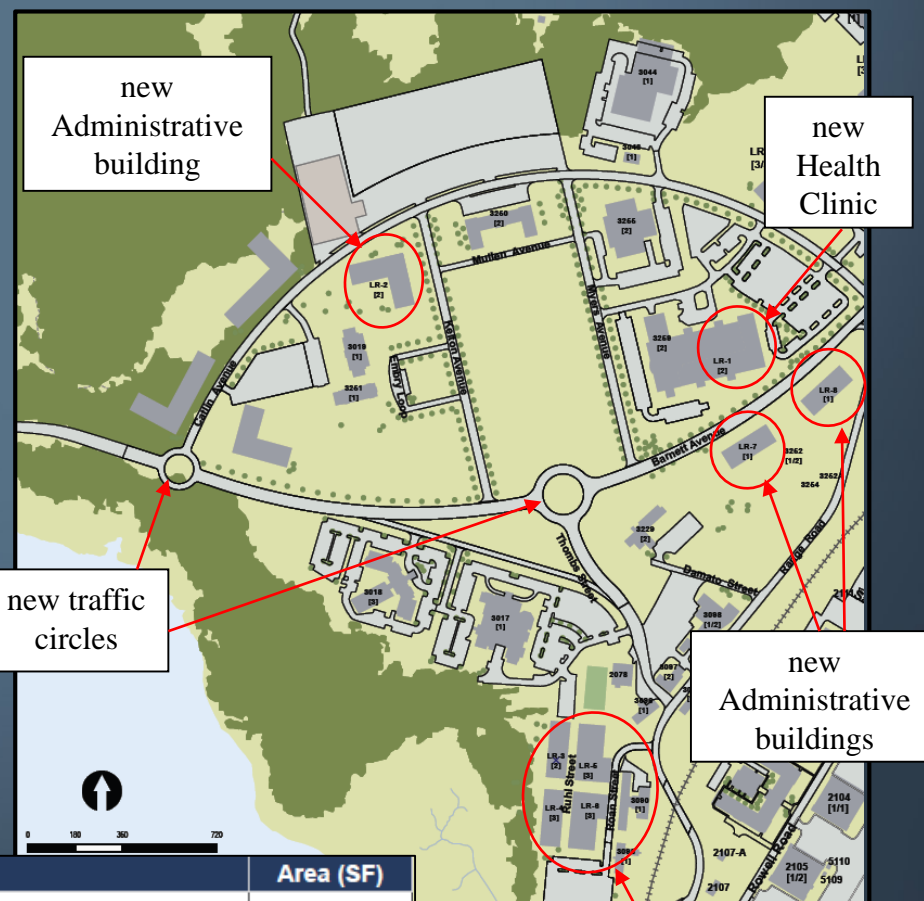
Headquarters District Plan – Short-Term and Long-Term

Intent: To densify and create additional administrative space

Long-Term - 2035

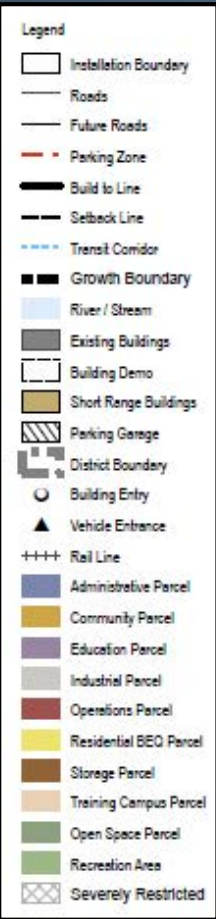


Short-Term - 2018



	Area (SF)
Existing Facilities	619,930
Short Range Demolition	-15,200
Short Range Construction	+238,640
SHORT RANGE NET (+/-) CHANGE	+223,440
Long Range Demolition	-129,014
Long Range Construction	+239,000
LONG RANGE NET (+/-) CHANGE	+109,986
TOTAL DISTRICT NET (+/-) CHANGE	+333,426

new Administrative buildings



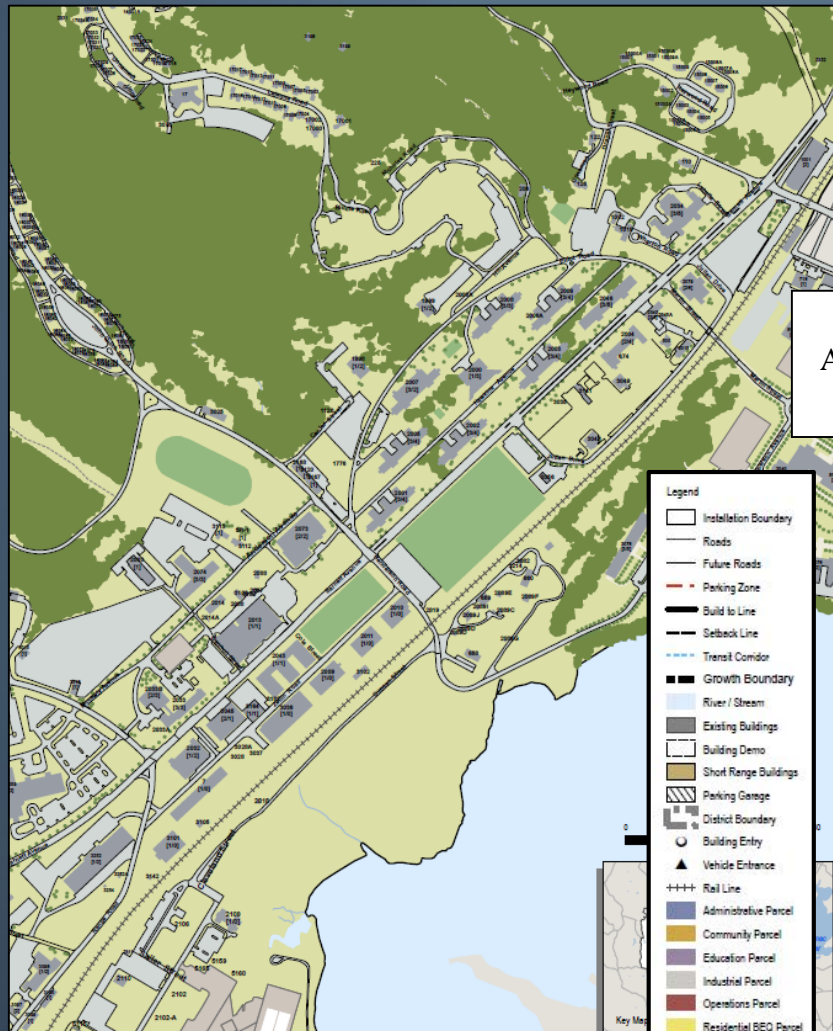
- Due to height restrictions, there is no more developable space
- No change between short-term and long-term
- Primarily demolition projects within the short-term

	Area (SF)
Existing Facilities	610,743
Short Range Demolition	-226,334
Short Range Construction	+47,000
SHORT RANGE NET (+/-) CHANGE	-179,334
Long Range Demolition	0
Long Range Construction	0
LONG RANGE NET (+/-) CHANGE	0
TOTAL DISTRICT NET (+/-) CHANGE	-179,334

Barnett Avenue District Plan – Short-Term and Long-Term

Intent: To densify and create additional administrative space

Long-Term - 2035



Short-Term - 2018

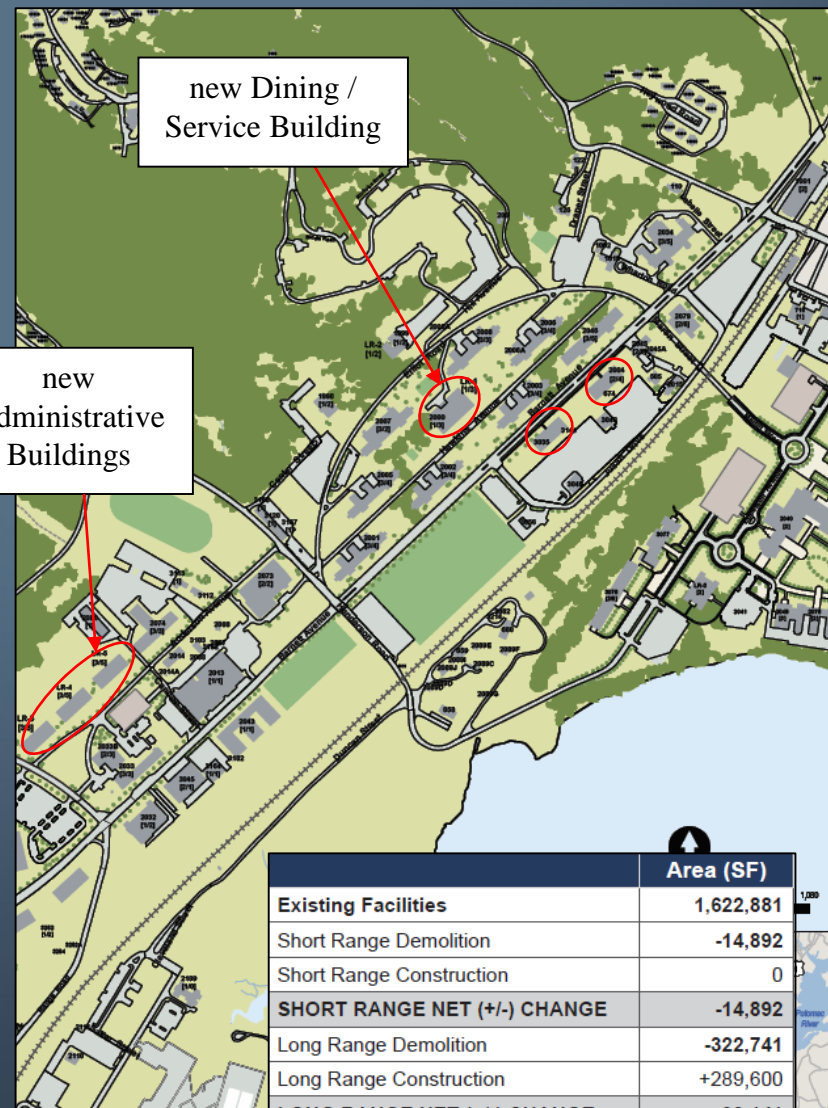


Table E.8 MCU District Summary

Short-Term - 2018

new Academic Support Facility

new Academic
Support Facility

Hospital Point District Plan – *Short-Term and Long-Term*

Intent: To re-organize, remove impervious surface area, and to create additional administrative space



Short-Term - 2018



Long-Term - 2035

Intent: To create additional administrative space



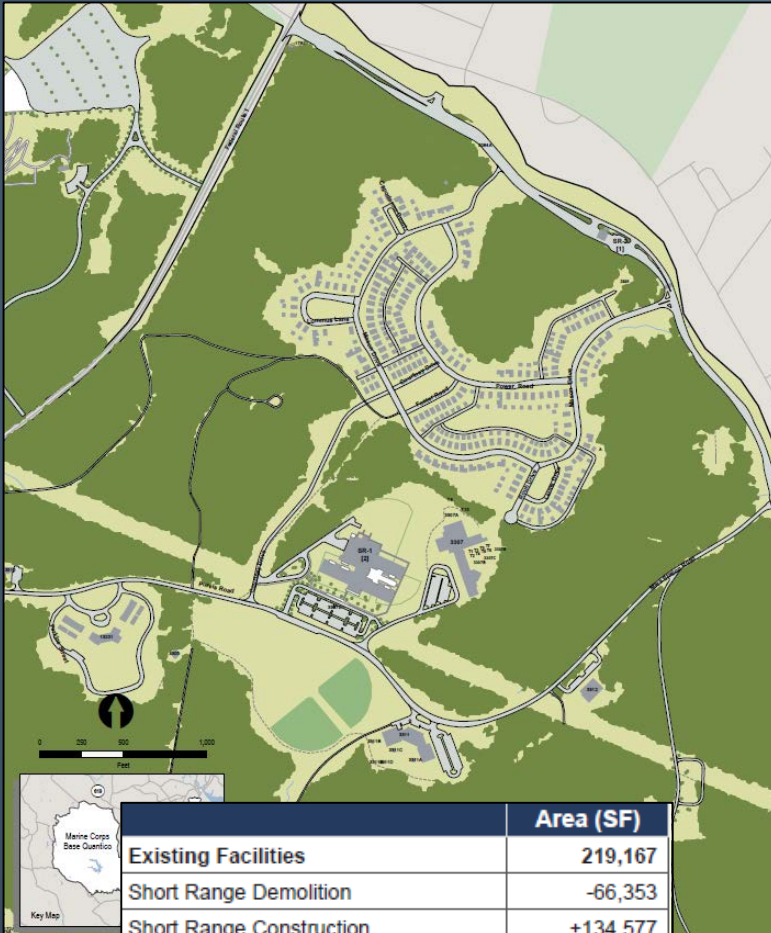
Short-Term - 2018



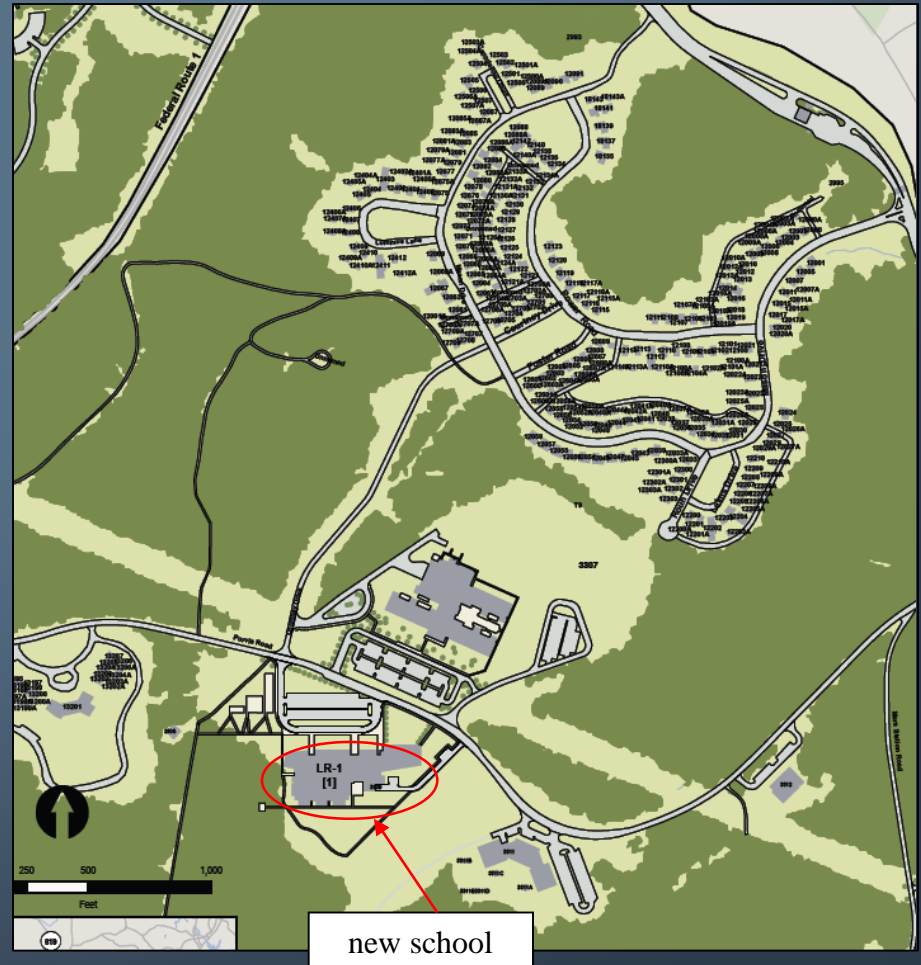
Long-Term - 2035

Purvis Road District Plan – Short-Term and Long-Term

Short-Term - 2018



Long-Term - 2035

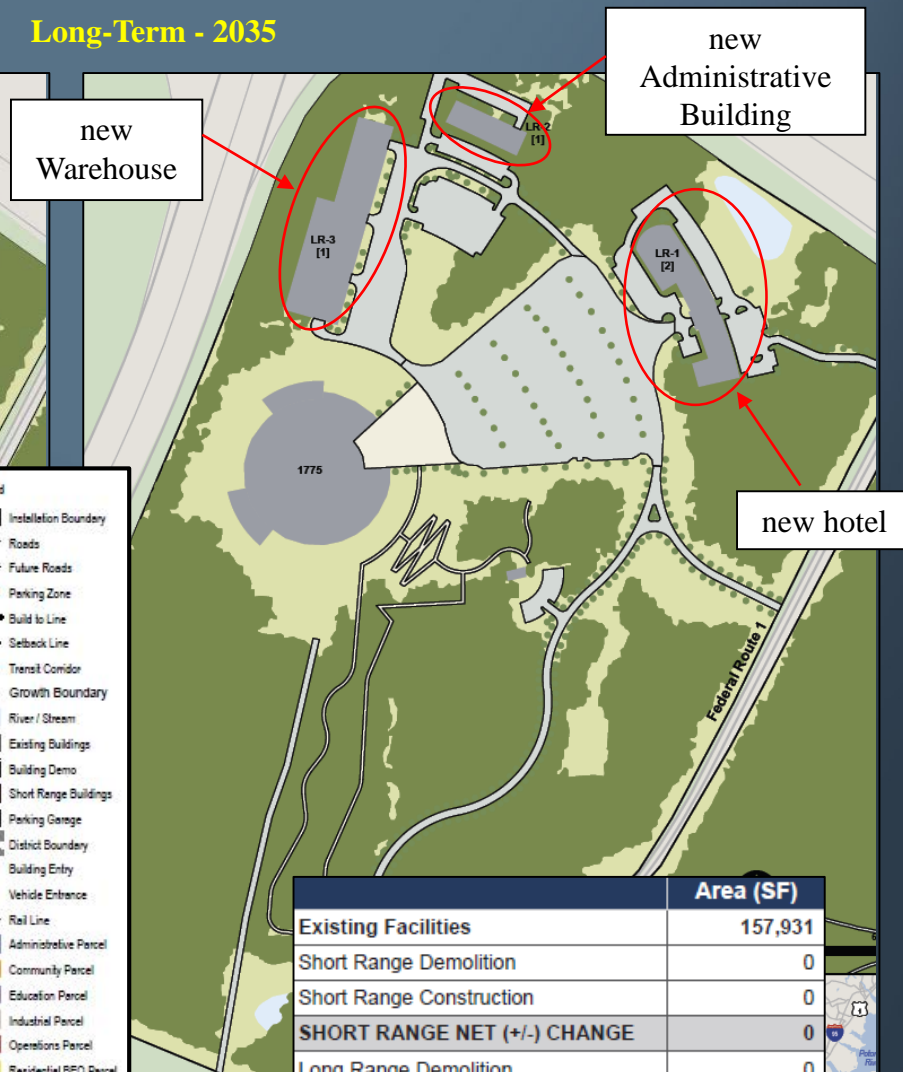


Museum District Plan – Short-Term and Long-Term

Short-Term - 2018



Long-Term - 2035



Legend

- Installation Boundary
- Roads
- Future Roads
- Parking Zone
- Build to Line
- Setback Line
- Transit Corridor
- Growth Boundary
- River / Stream
- Existing Buildings
- Building Demo
- Short Range Buildings
- Parking Garage
- District Boundary
- Building Entry
- Vehicle Entrance
- Rail Line
- Administrative Parcel
- Community Parcel
- Education Parcel
- Industrial Parcel
- Operations Parcel
- Residential BEQ Parcel
- Storage Parcel
- Training Campus Parcel
- Open Space Parcel
- Recreation Area
- Severely Restricted

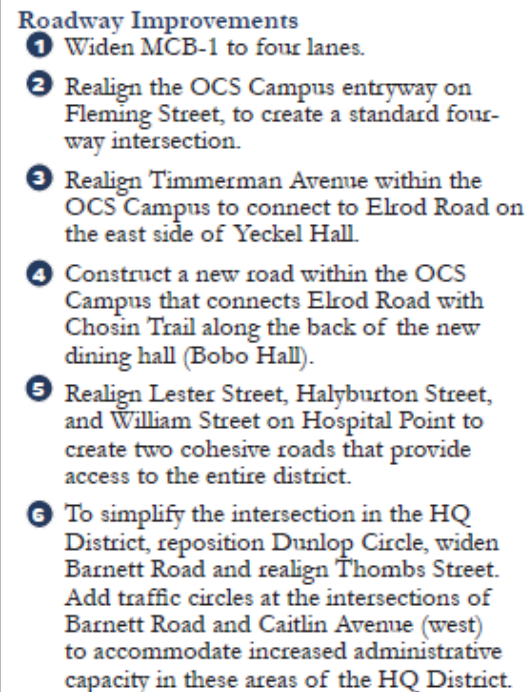
	Area (SF)
Existing Facilities	157,931
Short Range Demolition	0
Short Range Construction	0
SHORT RANGE NET (+/-) CHANGE	0
Long Range Demolition	0
Long Range Construction	+225,000
LONG RANGE NET (+/-) CHANGE	+225,000
TOTAL DISTRICT NET (+/-) CHANGE	+225,000

Short-Term Roadway Improvement Projects (Main Side)

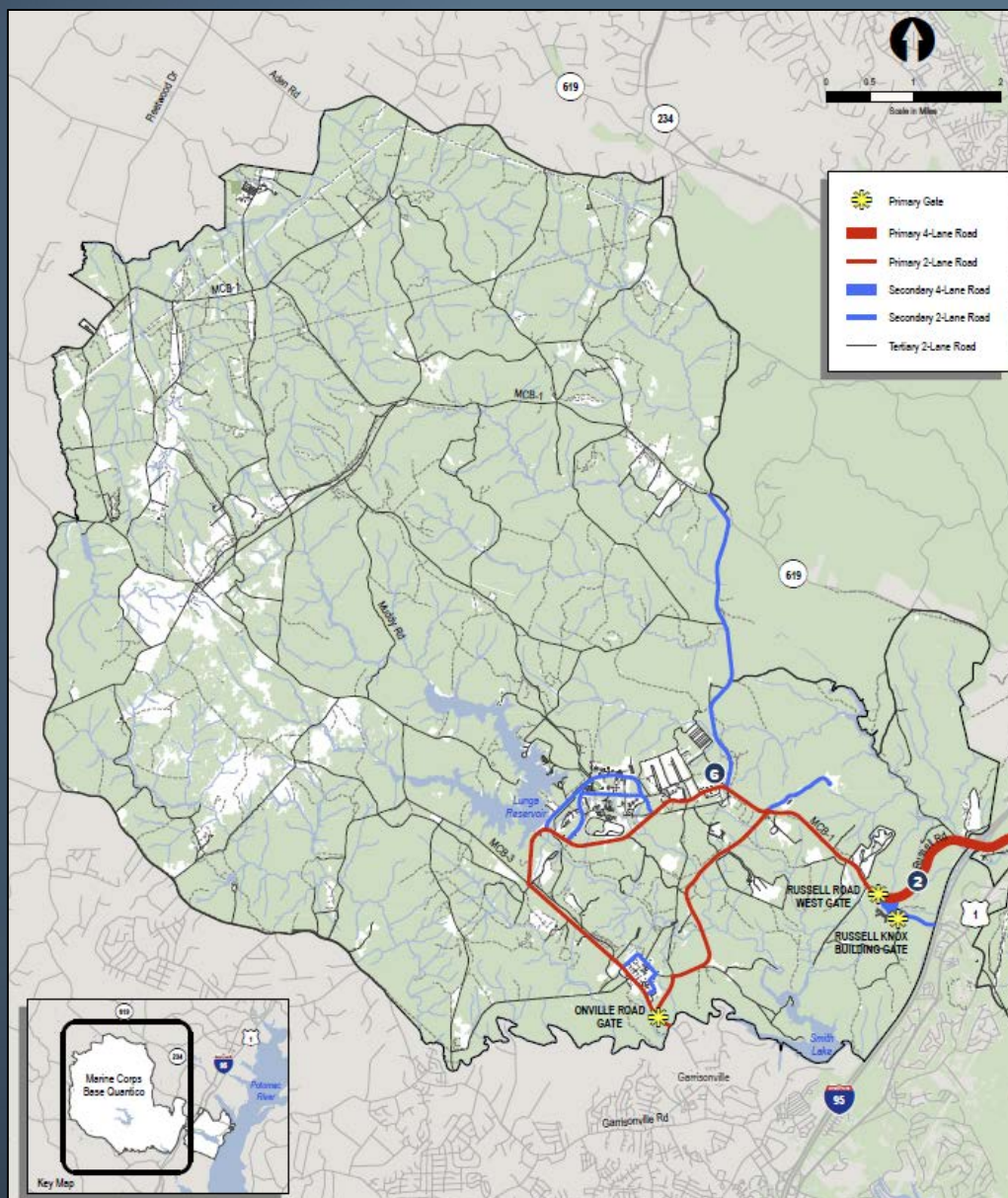


Roadway Improvements

- 1 Construct P-588 to increase the Main Gate inbound inspection lanes to three with an additional truck inspection lane.
- 2 Redesign the Russell Road and Route 1 interchange to alleviate the choke point at this intersection. Russell Road will be widened to four lanes from I-95 to Russell Road West Gate.
- 3 Construct P-551 to widen Fuller Road from the Main Gate to Barnett Avenue to add a reversible peak direction lane.
- 4 Construct P-571 and P-572 to widen Russell Road to 4-lanes from the Marine Credit Union to MCCDC and add a reversible peak direction lane from MCCDC to Dunlap Circle.
- 5 Construct P-632, which adds a one-lane traffic circle to the intersection of Martin Street and Broadway Street as the entrance to the MCU.
- 6 Install a roundabout at the intersection of MCB-1 and MCB-2 to address the future level of service (LOS) and increase safety.
- 7 Install an eastbound left turn lane and a northbound left turn lane on Barnett Avenue and Potomac Avenue to address safety issues.
- 8 Construct P-647, a new gate at the entrance to the MCAF district.



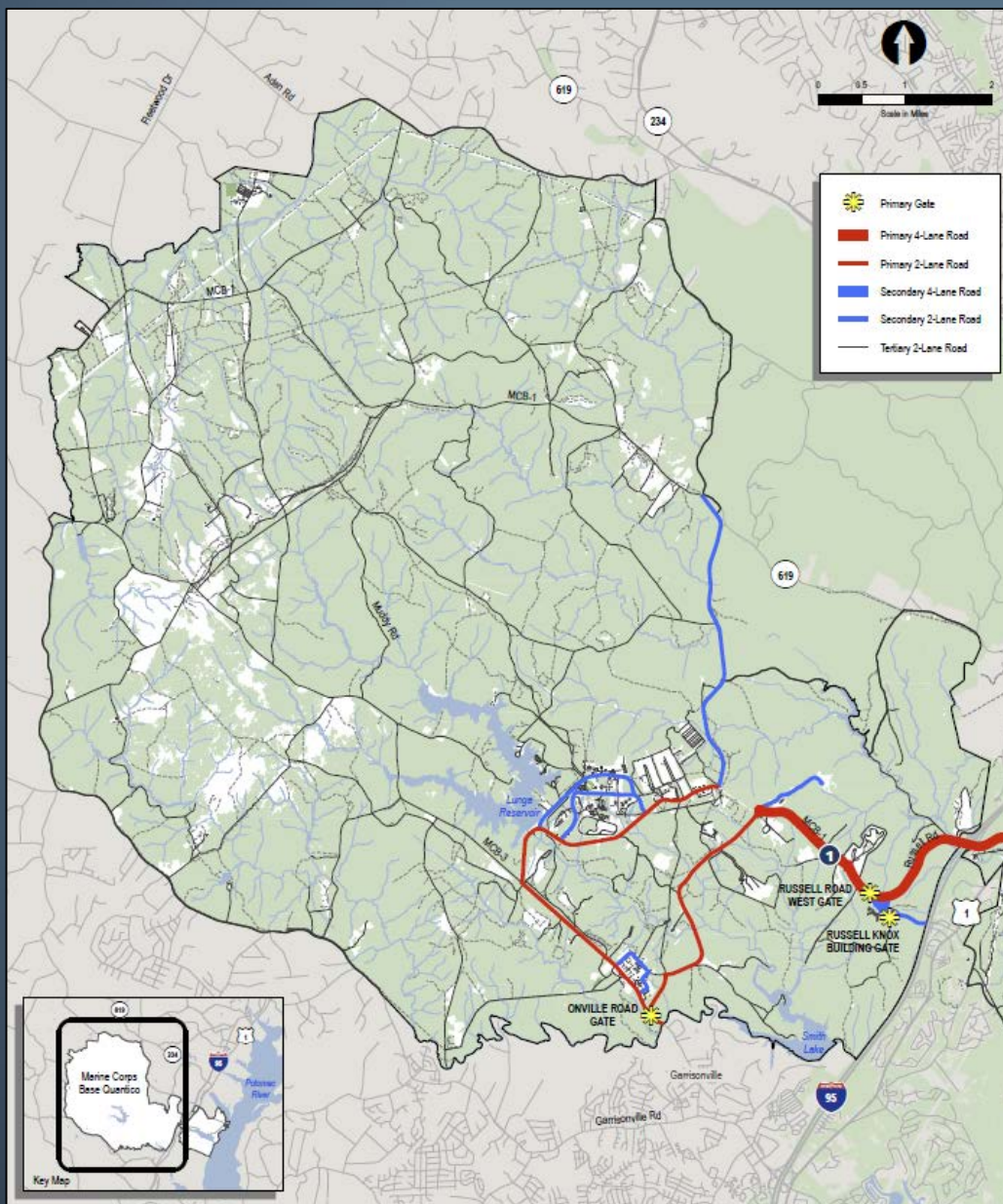
Short-Term Roadway Improvement Projects (West Side)



Roadway Improvements

- 1 Construct P-588 to increase the Main Gate inbound inspection lanes to three with an additional truck inspection lane.
- 2 Redesign the Russell Road and Route 1 interchange to alleviate the choke point at this intersection. Russell Road will be widened to four lanes from I-95 to Russell Road West Gate.
- 3 Construct P-551 to widen Fuller Road from the Main Gate to Barnett Avenue to add a reversible peak direction lane.
- 4 Construct P-571 and P-572 to widen Russell Road to 4-lanes from the Marine Credit Union to MCCDC and add a reversible peak direction lane from MCCDC to Dunlap Circle.
- 5 Construct P-632, which adds a one-lane traffic circle to the intersection of Martin Street and Broadway Street as the entrance to the MCU.
- 6 Install a roundabout at the intersection of MCB-1 and MCB-2 to address the future level of service (LOS) and increase safety.
- 7 Install an eastbound left turn lane and a northbound left turn lane on Barnett Avenue and Potomac Avenue to address safety issues.
- 8 Construct P-647, a new gate at the entrance to the MCAF district.

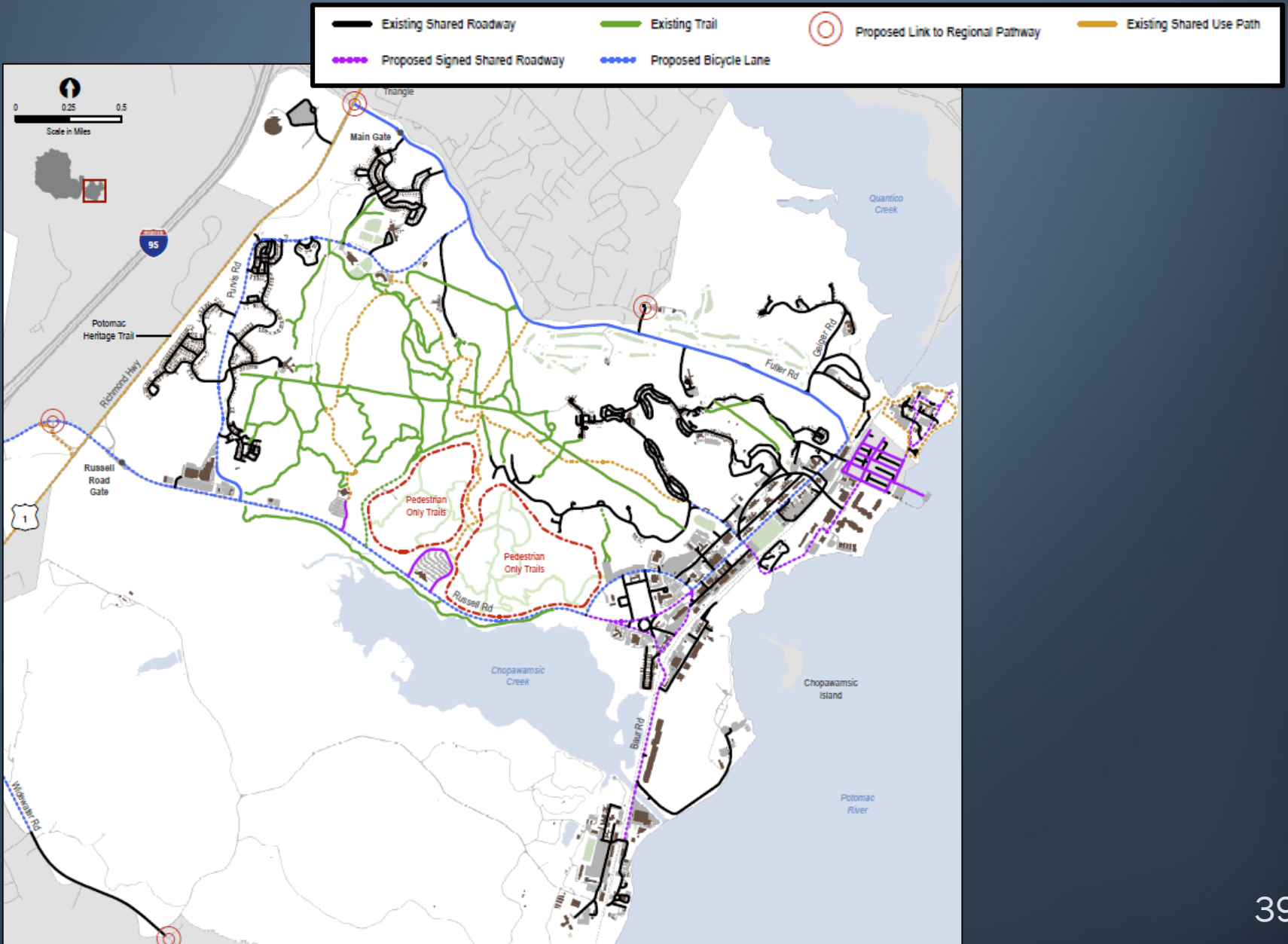
Long-Term Roadway Improvement Projects (West Side)



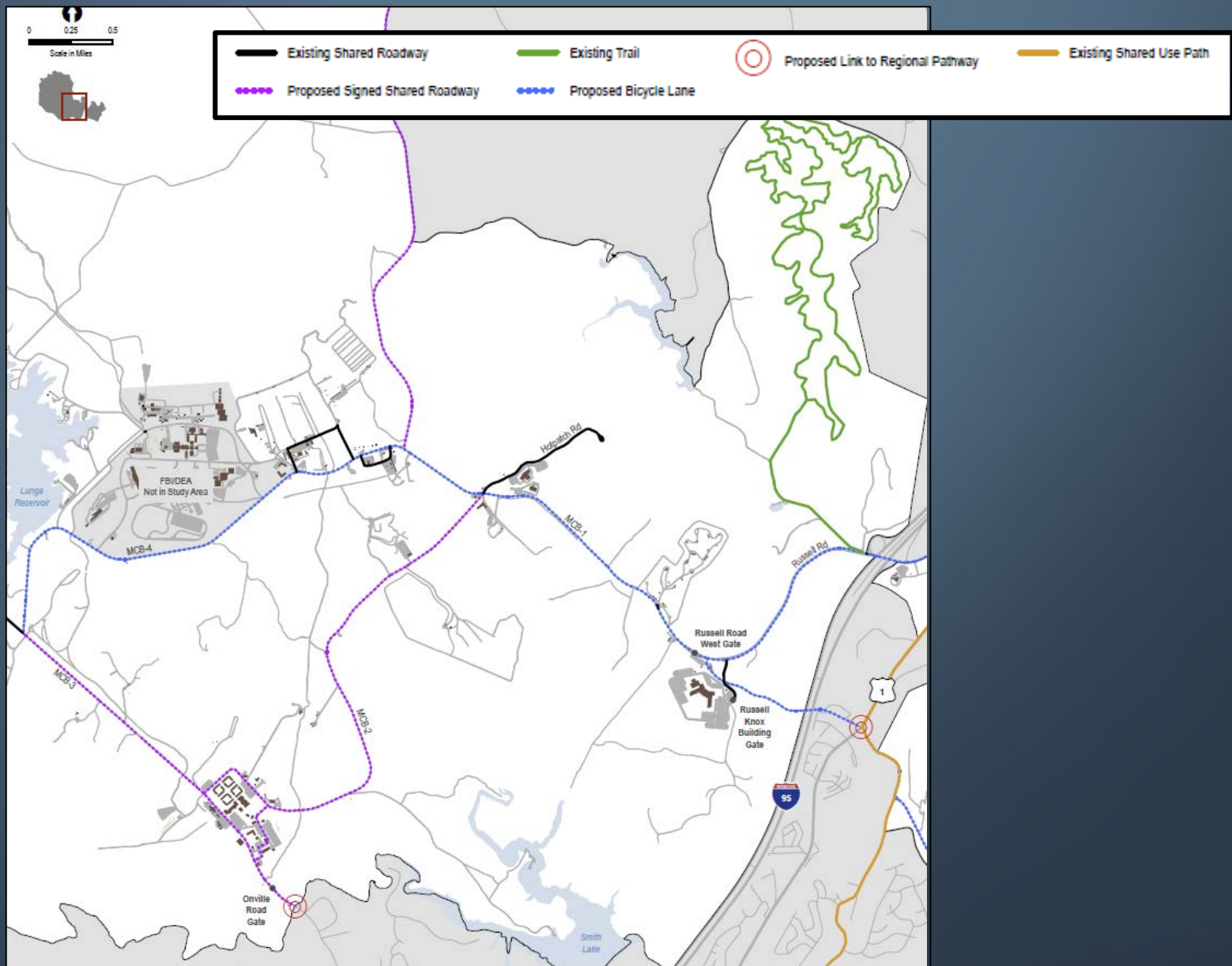
Roadway Improvements

- 1 Widen MCB-1 to four lanes.
- 2 Realign the OCS Campus entryway on Fleming Street, to create a standard four-way intersection.
- 3 Realign Timmerman Avenue within the OCS Campus to connect to Elrod Road on the east side of Yeckel Hall.
- 4 Construct a new road within the OCS Campus that connects Elrod Road with Chosin Trail along the back of the new dining hall (Bobo Hall).
- 5 Realign Lester Street, Halyburton Street, and William Street on Hospital Point to create two cohesive roads that provide access to the entire district.
- 6 To simplify the intersection in the HQ District, reposition Dunlop Circle, widen Barnett Road and realign Thombs Street. Add traffic circles at the intersections of Barnett Road and Caitlin Avenue (west) to accommodate increased administrative capacity in these areas of the HQ District.

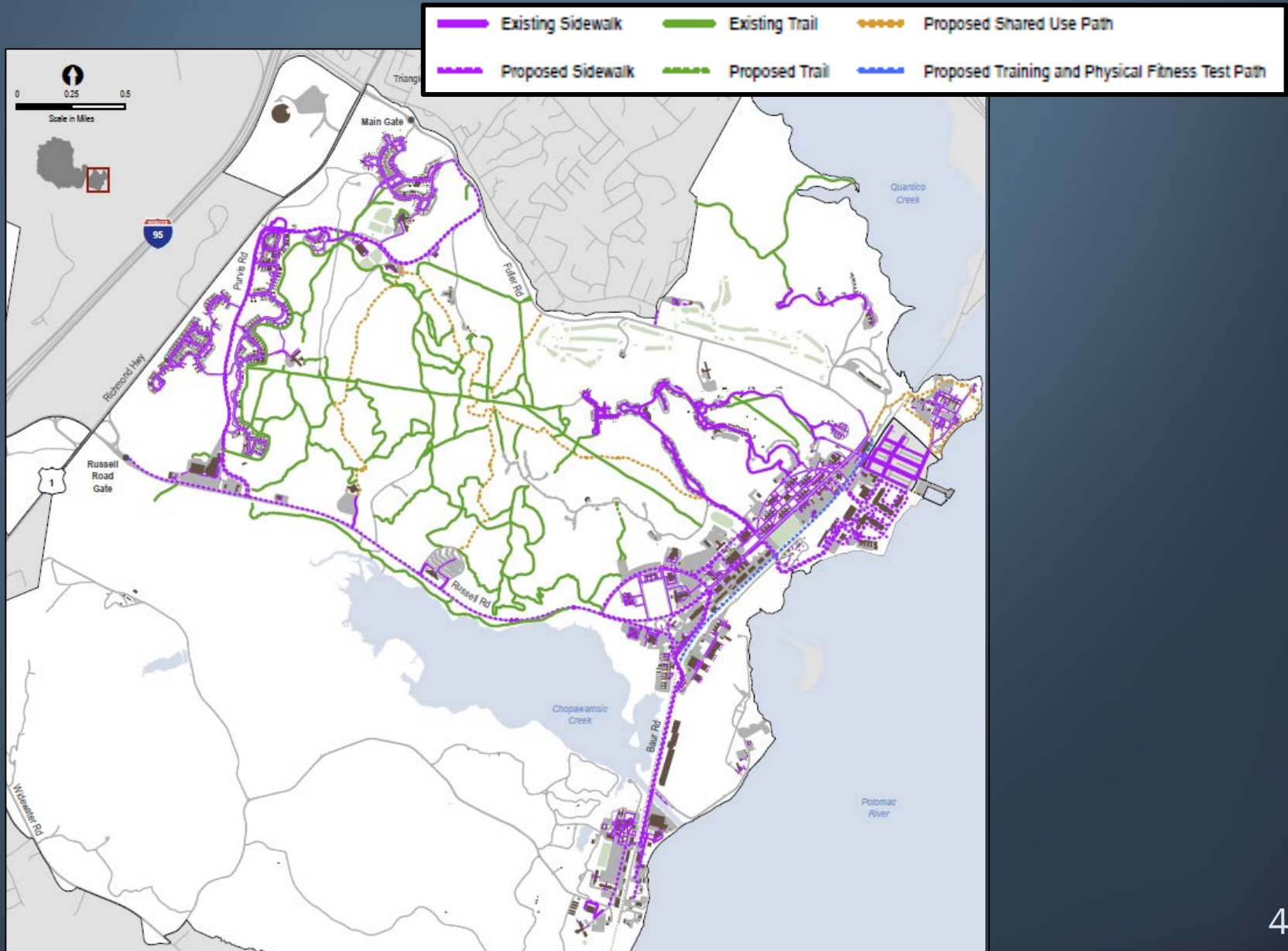
Future Bicycle Path Plan (Main Side)



Future Bicycle Path Plan (West Side)



Future Pedestrian Path Plan (Main Side)



Future Pedestrian Path Plan (West Side)

