

July 25, 2019

Mr. Marcel Acosta, Executive Director
National Capital Planning Commission
401 9th Street, N.W., Suite 500N
Washington, D.C. 20004

**RE: Proposed Naval Support Facility
Installation Development Plan
(MR-1920A)**

Dear Mr. Acosta:

The Prince George's County Planning Department appreciates the opportunity to review the proposed Naval Support Facility (NSF) Suitland Installation Development Plan at Suitland Federal Center. The application is being reviewed through Mandatory Referral pursuant to the Land Use Article §§20-301 through 305 of the Maryland Annotated Code in accordance with the Procedures for Intergovernmental Cooperation in Federal Planning in the National Capital Region.

STAFF RECOMMENDATIONS

A staff review of the subject application resulted in the recommendations outlined below:

- As major projects are built within the NSF Suitland campus, the Silver Hill Road and Suitland Road intersection and the Silver Hill Road and Metro Driveway South/Northbound Suitland Parkway off-ramp intersection should be restudied to ensure that transportation demand management measures and/or physical improvements offset any impacts of new construction within the campus.
- The applicant should include Building Envelope Standards for additional building types on the campus. The building envelope standards should not regulate uses but should provide guidance on building materials.
- The applicant should provide additional standards for development fronting on Suitland Parkway in order to protect it's viewshed, if necessary.

Enclosed are staff memoranda from the Community Planning Division, Environmental Planning Section, Urban Design Section and Transportation Planning Section with general comments pertaining to the proposed development.

If you should have any questions or need additional information, please contact Christine A. Osei, Project Manager, at 301-952-3313, or via email at Christine.Osei@ppd.mncppc.org.

Sincerely,



Andree Green Checkley
Planning Director

Enclosures

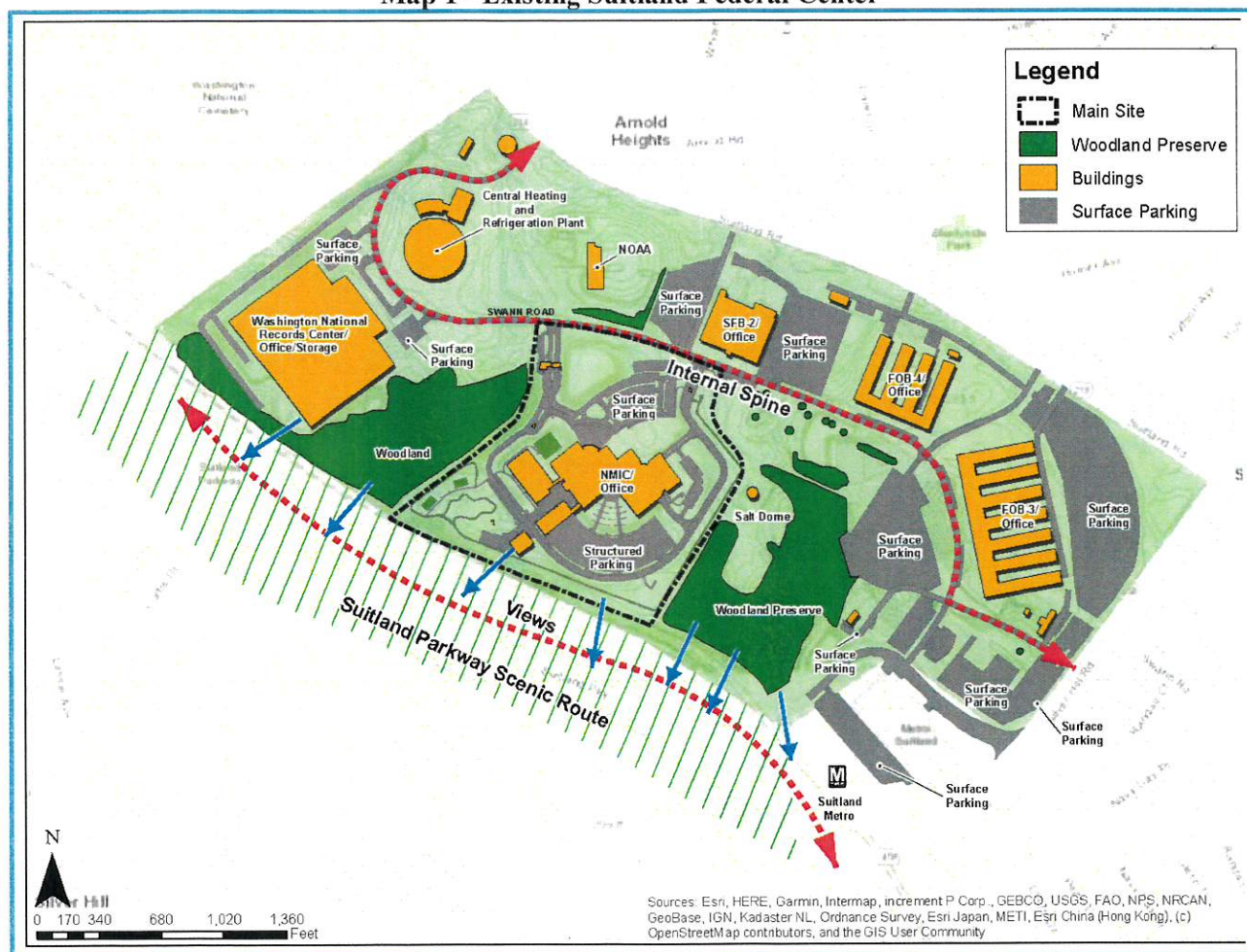
c: Katina Shoulars, Acting Chief, Countywide Planning Division
Crystal S. Hancock, Acting Planning Supervisor, Special Projects Section, Countywide Planning Division
Christine A. Osei, Project Manager, Special Projects Section, Countywide Planning Division
Donna H. Brown, Clerk of the Council, Prince George's County Council

MR-1920A Staff Analysis of the Proposed Naval Support Facility Installation Development Plan

The Naval Support Facility (NSF) is located within Suitland Federal Center (SFC) at 4600 Silver Hill Road in Suitland Maryland. The Suitland Federal Center encompasses approximately 226 acres and includes the parcel owned by the US Navy (NSF Suitland). The SFC is bounded to the north by Suitland Road, to the south by Suitland Parkway, to the east by Silver Hill Road, and to the west by the Washington National Cemetery. The SFC is a federal employment center operating under the control of the General Services Administration (GSA). Current tenants include the United States Bureau of Census (USBC); National Oceanographic and Atmospheric Administration (NOAA); the National Archives (Washington National Records Center [WNRC]); and the Naval Support Facility (NSF).

Silver Hill Road is listed in the *Approved Countywide Master Plan of Transportation* as a master plan arterial facility with a proposed right-of-way of 120 feet and four to six lanes. Suitland Parkway is a master plan freeway facility with a variable right-of-way and four to six lanes. Suitland Road is a master plan collector facility with a right-of-way of 80 feet and two to four lanes.

Map 1- Existing Suitland Federal Center



The project is for a campus master plan to provide guidance for the development in the Naval Support Facility (NSF) in the next twenty years. Key challenges identified by the Installation Development Plan (IDP) include spatial and functional limitations as well as deteriorated physical conditions at the NSF building, parking garage, surface parking lots and Suitland Federal Building 2. Inadequate vehicle parking to support regular use of the NSF is noted as a major challenge that has been exacerbated by the partial closure of the existing parking garage due to structural deficiencies.

Proposed improvements are for short and mid-term timeframes that include interior renovations and mechanical system replacements at the NSF, such as demolition of the existing Suitland Federal Building 2 and installation of a surface parking lot on the site, demolition of the NSF parking garage and installation of a surface parking lot on the site, construction of a 40,000+ square-foot east wing addition to the existing NSF building, and the construction of a new visitors center. The long-term development program includes the construction of a new parking garage at the NSF. The lack of adequate on-site parking at the NSF is a major contributing factor influencing the proposal to create additional surface parking in the short to mid-term and replacement of the parking garage in the long-term.

PERMITTING AGENCIES

It should be noted that the Mandatory Referral review process does not exempt any project from the need to meet the requirements of any other entitlement process. The subject application will receive final approvals from the following permitting agencies:

The site is not subject to the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). Woodland impacts will be reviewed under the Interagency Natural Resource Management Program (INRMP) which was approved by the Maryland Department of Natural Resources (MD DNR) and the United States Fish and Wildlife Service (USFWS). Any wetland or buffer impacts on the site will be evaluated by the United States Army Corps of Engineers (USACE) and the Maryland Department of the Environment Nontidal wetlands and Waterway Program (MDE). The project is subject to a state-level review by the Maryland Department of the Environment (MDE) for Stormwater Management (SWM) impacts.

STAFF COMMENTS

301-952-3530

July 11, 2019

MEMORANDUM

TO: Christine A. Osei, Project Manager, Special Projects Section

VIA: Jill Kosack, Supervisor, Urban Design Section *JSK*

FROM: Adam Bossi, Planner Coordinator, Urban Design Section

**SUBJECT: Mandatory Referral MR-1920A
Naval Support Facility - Suitland Installation Development Plan**

The Urban Design Section has reviewed the Naval Support Facility (NSF) - Suitland Installation Development Plan (IDP), dated June 2019. The IDP will serve as the updated master plan for NSF Suitland and is intended to replace the 2007 Area Development Plan (ADP) for the site. The IDP outlines land and facility development needs over short-term (0-5 years), mid-term (5-10 years) and long-term (10-20 years) time frames for the NSF site and adjacent 8.8-acre Suitland Federal Building 2 site that the Department of Navy has or intends to lease from the General Services Administration (GSA). NSF Suitland is a 42-acre site owned by the Navy that is located within the 226-acre Suitland Federal Center (SFC), a gated and secured office park managed by the GSA. The SFC property is bounded by Suitland Road to the north, by Suitland Parkway to the south, by Silver Hill Road to the east and by Washington National Cemetery to the west. The Suitland Metro Station abuts the southeast corner of the SFC property. Land within the SFC is primarily composed of government buildings, surface parking areas, Swann Road (an internal "spine" roadway), and open space areas. The NSF site is bounded by Swann Road to the north, Metro Greenline tracks and the Suitland Parkway to the south, and open space areas to the east and west. The NSF site is zoned O-S (Open Space), while the remainder of the SFC is zoned within the Suitland M-U-TC (Mixed-Use Town Center). Both sites are within the Development District Overlay (D-D-O) Zone of the *2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*. However, no specific standards exist for the property because the campus is far away from both Naylor Road and Branch Avenue Metro Stations.

Key challenges identified by the IDP include spatial and functional limitations as well as deteriorated physical conditions at the NSF building, parking garage, surface parking lots and Suitland Federal Building 2. Inadequate vehicle parking to support regular use of the NSF was noted as a major challenge that has been exacerbated by the partial closure of the existing parking garage due to structural deficiencies. Improvements proposed for the short and mid-term periods include interior renovations and mechanical system replacements at the NSF, demolition of Suitland Federal Building 2 and installation of a surface parking lot in the same location, demolition of the NSF parking garage and installation of a surface parking lot in its place, construction of a 40,000+ square-foot east wing addition to the existing NSF building, and construction of a new visitors center. The long-term development program includes constructing a new parking garage at the NSF. A lack of adequate on-site parking at the NSF is a major contributing factor influencing the proposal to create additional surface parking in the short to mid-term

and replacement of the parking garage in the long-term. The IDP in general is a well-prepared master plan document that includes all required elements in accordance with applicable master plan guidance and standards of the Department of Defense.

The Urban Design Section offers the following observations and suggestions relating to the June 2019 IDP for NSF Suitland:

Installation Planning and Design Standards

The IDP includes installation, planning, and design standards in accordance with the requirements of Unified Facilities Criteria (UFC) that are appropriate, except for Building Envelope Standards. Use of the building on the campus is predetermined and it is not necessary to set the standards for uses. The plan only shows one type of flex-use building envelope standard. Standards for additional building types on the campus, such as a parking garage, should be provided too. In addition, since the campus is adjacent to the Suitland Parkway, which is listed on the National Register of Historic Places, additional design standards for any future development along that side of the campus are warranted.

NSF Building Addition

The preferred location for the proposed building addition is within the envelope of existing development on the site. When prepared, the architectural design for the façade of the proposed addition should be complimentary to the character of the existing structure. Incorporating LEED or other best practices in sustainability to reduce the overall impacts of construction and operation of the NSF building addition are encouraged. Additional landscaping and stormwater management elements should be considered for incorporation to reduce the visual and environmental impacts from the creation of more building space.

Parking

The proposed future demolition of the existing NSF parking structure and Suitland Federal Building 2 and replacement with surface parking lots is proposed as an interim situation within existing disturbed areas of the NSF and SFC. While not required to comply with these standards, the Prince George's County Landscape Manual provides guidelines for the inclusion of internal and peripheral landscaping for surface parking areas. The County and State also provide stormwater management guidelines that could be incorporated to curb and control runoff and associated pollutants. Additional review and comments will be provided at time of future parking lot development.

Conclusion

The Urban Design Section recommends the following regarding Mandatory Referral MR-1920A:

1. Include Building Envelope Standards for additional building types on the campus. The building envelope standards should not regulate uses, but can provide guidance on building materials.
2. Provide additional standards for development fronting on Suitland Parkway in order to protect it's viewshed, if necessary.

Countywide Planning Division
Environmental Planning Section

301-952-3650

June 26, 2019

MEMORANDUM

TO: Christine Osei, Planner Coordinator, Special Projects Section

VIA: Megan Reiser, Acting Supervisor, Environmental Planning Section MKR

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section CS

SUBJECT: MR-1920A Suitland Naval Facility Master Plan – Garage Replacement Project

The M-NCPPC Environmental Planning Section has completed its review for MR-1920A, Suitland Naval Facility Master Plan located on 42-acre federally owned Suitland Federal Center on Suitland Road in Suitland, Maryland as shown in project documents received on June 6, 2019. A Pre-Mandatory Referral meeting took place on June 24, 2019 and initial comments were given on the presented scope and project. The master plan is for the demolition of the failing on-site parking garage facility with construction of a new on-site garage facility while managing the parking demands of an active facility during this process.

In the Pre-Mandatory Referral meeting, it was conveyed that the existing on-site parking garage has been failing for several years and that parts of the garage had to be closed due to dangerous conditions. The Navy shares the 42-acre campus with several other federal agencies with Government Services Administration (GSA) being another main user. The naval facility is a totally fenced in facility and will use all on-site surface parking during the parking garage construction project. There will be a shortfall of surface parking and during this construction project and existing surface parking from outside the fenced area from the adjacent GSA site will be used along with the construction of more surface parking lots on the GSA site. The Navy is also proposing various Commuter Connection programs such as ridesharing, guaranteed ride home program, and the CarpoolNow application to help alleviate the parking demand during construction. No plans of the new parking garage or the new surface parking areas were presented during the Pre-Mandatory Referral meeting.

The Environmental Planning Section has determined that as federal property, the site is not subject to the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). Woodland impacts will be reviewed under the Interagency Natural Resource Management Program (INRMP) which was approved by the Maryland Department of Natural Resources (MD DNR) and the United States Fish and Wildlife Service (USFWS). It is unknown if the new surface parking area will have any wetland or buffer impacts, but any possible impacts to on-site wetlands and buffers will be evaluated by the United States Army Corps of Engineers (USACE) and the Maryland Department of the Environment Nontidal wetlands and Waterway Program (MDE). The project will be subject to a state-level review by the Maryland Department of the Environment (MDE) for Stormwater Management (SWM) impacts. The M-NCPPC Environmental Planning Section has no additional comments.

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Suitland Naval Support Facility
Master Plan for Garage Replacement Project
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Thank you for the opportunity to review this project. If you have questions regarding these comments, please contact the M-NCPPC Environmental Planning Section at 301-952-3650.

July 2, 2019

MEMORANDUM

TO: Christine Osei, Project Manager, Special Projects Section, Countywide Division

VIA: Scott Rowe, AICP, CNU-A, Planning Supervisor, Community Planning Division AD
David A. Green, MBA, Master Planner, Community Planning Division

FROM: Thomas Lester, Senior Planner, Long-Range Planning Section, Community Planning Division TEL

SUBJECT: MR-1920A Naval Support Facility (NSF) Suitland Master Plan

FINDINGS

General Plan: This application is consistent with the 2014 *Plan Prince George's 2035 General Plan* which designates this application in the Established Communities policy area.

Master Plan: This application conforms with the land use recommendations for the 2013 *Approved Subregion 6 Master Plan*.

BACKGROUND

Location: Suitland

Existing Uses: Federal government facility, office

Proposal: Update the Naval Support Facility (NSF) Master Plan

GENERAL PLAN, MASTER PLAN AND SMA

General Plan: This application is in the Established Communities policy area. The vision for Established Communities is context-sensitive infill and low- to medium-density development.

Master Plan: The 2014 *Approved Southern Green Line Station Area Sector Plan* recommends Institutional land uses on the subject property.

Planning Area: 75A

Community: Suitland-District Heights and Vicinity

MR-1920A Naval Support Facility (NSF)

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Aviation/MIOZ: This application is not located within the Military Installation Overlay Zone (MIOZ) or the Aviation Policy Area (APA).

SMA/Zoning: The 2014 *Approved Southern Green Line Station Area Sector Plan* retained the subject property in the O-S (Open Space) Zone and applied the Southern Green Line Development District Overlay Zone (DDOZ).

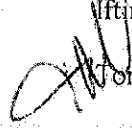
cc: Long Range Book

July 12, 2019

MEMORANDUM

TO: Christine Osei, Special Projects, Countywide Planning Division

FROM: Wftin Thompson, Transportation Planning Section, Countywide Planning Division

VIA:  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **MR-1920A: Suitland Naval Support Facility**

The Transportation Planning Section has reviewed the following mandatory referral application referenced above. The project is a 20-year master plan providing guidance for development at the Naval Support Facility (NSF) Suitland over the next twenty years. A key proposal in this plan is to address parking challenges by demolishing the existing parking garage and reconstructing a new one. The property is located within the Suitland Federal Center at 4600 Silver Hill Road, Suitland, MD.

Analysis of Traffic Impacts

A Traffic Management Plan (TMP) was prepared by the applicant to foster more efficient commuting patterns, create strategies to encourage change in employee travel behavior, and to ultimately reduce traffic congestion. The following intersections, interchanges, or links in the transportation system were analyzed in the proposed plan:

- Silver Hill Road & Pennsylvania Avenue (signalized)
- Silver Hill Road & Suitland Road (signalized)
- Silver Hill Road & Swann Road (signalized)
- Silver Hill Road & Navy Day Drive / Metro Driveway North (signalized)
- Silver Hill Road & Metro Driveway South / NB Suitland Parkway Off-Ramp (signalized)
- Suitland Road & WNRC Entrance (Gate 0) (unsignalized)
- Suitland Road & Gate 1 (unsignalized)
- Swann Road & NSF Suitland Primary Access Gate (unsignalized)
- Swann Road & NSF Suitland Staff Access Gate (Gate 9) / Driveway to Gate 1 (unsignalized)
- Swann Road & Federal Center Lane/Census North Garage (unsignalized)

A traffic study dated May 2019, was submitted by the applicant for the critical intersections. Traffic counts for critical intersections were taken in October 2018. The findings and recommendations outlined below are based upon review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the "Transportation Review Guidelines, Part 1."

The subject property is located within Transportation Service Area (TSA) 1, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds; (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds; (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. Once the CLV exceeds 1,150, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The following critical intersections identified above, operate as follows under total future (action) conditions:

| Total Future Conditions for Signalized Intersections | | | | |
|------------------------------------------------------------------------|----------------|-----|----------------|-----|
| Signalized Intersections | AM Peak Period | | PM Peak Period | |
| | CLV | LOS | CLV | LOS |
| Silver Hill Road & Pennsylvania Avenue | 1184 | C | 1478 | E |
| Silver Hill Road & Suitland Road | 2568 | F | 2871 | F |
| Silver Hill Road & Swann Road | 1398 | D | 1204 | C |
| Silver Hill Road & Navy Day Drive / Metro Driveway North | 1110 | B | 1449 | D |
| Silver Hill Road & Metro Driveway South / NB Suitland Parkway Off-Ramp | 2196 | F | 1530 | E |

| Unsignalized Study Intersections | AM Peak Hour Delay (sec.) | PM Peak Period Delay (sec.) |
|-----------------------------------------------------------------------------|---------------------------------|-----------------------------------|
| Suitland Road & WNRC Entrance (Gate 0) | 0.4 | 0.5 |
| Suitland Road & Gate 1 | 1.7 | 7.2 |
| Swann Road & NSF Suitland Primary Access Gate | 4.7 | 7.7 |
| Swann Road & NSF Suitland Staff Access Gate (Gate 9) /Driveway to Gate 1 | 35.0 | 11.6 |
| Swann Road & Federal Center Lane / Census North Garage | 25.0 | 8.9 |

Under future conditions most of the signalized intersections are operating at acceptable levels of service and/or intersection delay as defined by the "Transportation Review Guidelines, Part 1." However, the Silver Hill Road and Suitland Road intersection during both peak hours and the Silver Hill Road and Metro Driveway South/NB Suitland Parkway off-ramp intersection during the morning peak hour are not operating acceptably. With the addition of future growth at NSF Suitland, employees traveling to the facility through these intersections will experience congestion and delays during the morning and afternoon peak hours. Transportation demand management (TDM) measures will be implemented to reduce single occupancy vehicle trips and to avoid possible delays at these intersections. Nevertheless, as the 20-year master plan is realized, and major projects are built within the NSF Suitland campus, the Silver Hill Road and Suitland Road intersection and the Silver Hill Road and Metro Driveway South/NB Suitland Parkway off-ramp intersection should be restudied to ensure that TDM measures and/or physical improvements offset any impacts of new construction within the campus.

The unsignalized intersections do not exceed 50 seconds of minor street delay under total future (action) conditions during morning and evening peak hours. However, the analysis indicates that the Swann Road and NSF Suitland Staff Access Gate (Gate 9) /Driveway to Gate 1 intersection will experience a significant increase in delay time during the morning peak hour. At this intersection, traffic on Swann Road is free-flowing without any traffic controls while the driveway from Gate 1 and the roadway from the NSF Suitland Staff Gate are controlled by stop signs. The study has considered mitigation measures at this intersection, with the results shown below. The study recommends that this intersection be converted from two-way stop controlled to all-way stop controlled. The study indicates mitigation will reduce conflicts with vehicles crossing Swann Road, improve pedestrian safety at the nearby pedestrian crossing by reducing vehicle speed on Swann Road, and improve the overall operations at the intersection. Transportation staff agree with this assessment.

| Study Intersection | AM Peak Hour | | PM Peak Hour | |
|-----------------------------------------------------------------------------|---------------------|------------------------------|---------------------|------------------------------|
| | Future Delay (sec.) | With Mitigation Delay (sec.) | Future Delay (sec.) | With Mitigation Delay (sec.) |
| Swann Road & NSF Suitland Staff Access Gate (Gate 9) / Driveway to Gate 1 * | 35.0 | 14.0 | 11.6 | 9.4 |

Site Access Evaluation

The site currently has seven vehicular access points and one pedestrian access point. Access is expected to remain unchanged from the current situation. Sidewalks are located alongside the internal Loop Road, providing a connection between the parking areas and the main building. Within the NSF Suitland fence line, there is also an asphalt paved trail used for recreation purposes. Bicycle racks with a capacity of 15 bicycles are provided in the NSF Suitland parking garage. Access and circulation within the site are acceptable.

Parking

The applicant is proposing to demolish and reconstruct the existing parking garage with 1,026 spaces. An office building on site will also be demolished to create surface parking. Other existing parking areas are expected to remain.

Master Plan Roads

Silver Hill Road is listed in the *Approved Countywide Master Plan of Transportation* as a master plan arterial facility with a proposed right-of-way of 120 feet and four to six lanes. Suitland Parkway is a master plan freeway facility with a variable right-of-way and four to six lanes. Suitland Road is a master plan collector facility with a right-of-way of 80 feet and two to four lanes. There are no structures proposed within the ultimate rights-of-way of Silver Hill Road, Suitland Parkway, and Suitland Road.

Conclusion

Overall from the standpoint of transportation, it is determined that this plan is acceptable with the following recommendation:

1. As major projects are built within the NSF Suitland campus, the Silver Hill Road and Suitland Road intersection and the Silver Hill Road and Metro Driveway South/NB Suitland Parkway off-ramp intersection should be restudied to ensure that TDM measures and/or physical improvements offset any impacts of new construction within the campus.