



Executive Director's Recommendation

Commission Meeting: January 5, 2023

PROJECT Historic Anacostia District Plan Joint Base Anacostia-Bolling 20 MacDill Boulevard, SE Washington, DC	NCPC FILE NUMBER MP55B
SUBMITTED BY United States Department of Defense, Department of the Air Force	NCPC MAP FILE NUMBER 84.22(05.00)45591
REVIEW AUTHORITY Approval of Master Plans for use by the Commission per 40 U.S.C. § 8722(a) and (b)(1)	APPLICANT'S REQUEST Approval of final master plan
	PROPOSED ACTION Approve final master plan with comments
	ACTION ITEM TYPE Open Session

PROJECT SUMMARY

The United States Department of the Air Force has submitted a final Area Development Plan (ADP) for one of Joint Base Anacostia-Bolling's (JBAB) planning districts, identified as the Historic Anacostia District. The District (one of four planning districts) is identified in the JBAB Installation Development Plan (IDP), which was reviewed by NCPC for final approval in February 2022. The district plan shows future notional development for the northernmost portion of the installation as the industrial hub of the base, continuing the comprehensive planning process established by the IDP through additional details that address mission requirements, planning objectives, and command priority changes. The Commission is also reviewing JBAB's final Housing and Support Plan (MP55A) for final approval this month.

The Commission previously provided comments on the draft Historic Anacostia District Plan in September 2022, largely pertaining to future development, flood protection, transportation, and historic preservation. Since that time, the Air Force has revised the Plan to respond to previous Commission comments. In addition, the Air Force will continue to provide NCPC with additional planning information through its future Installation Facilities Standards (IFS) document, which will be available during the spring/summer 2023.

KEY INFORMATION

- JBAB was formed from two historically separate military installations (the Naval Support Facility and the Anacostia and Bolling Air Force Base), officially merged in 2010 as part of the 2005 Base Realignment and Closure (BRAC).
- The Air Force 11th Wing currently serves as the host planning and general administrative group to the installation, recently starting on October 1, 2020. This new transfer in leadership from the Navy to the Air Force presents a rare opportunity for a fresh look at the overall purpose, identity, and vision for JBAB as described in the Installation Development Plan.

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- The Historic Anacostia District Plan was developed through a collaborative process with key stakeholders, decisionmakers, and leadership, providing input for the Air Force Civil Engineer Center (AFCEC) Comprehensive Planning Platform (CPP) as the primary planning tool used by Air Force planners nationwide.
 - The Historic Anacostia District Plan is subject to applicable guidance and policy that directs installation master planning at JBAB including Department of Defense Instruction 4165.70, Unified Facilities Criteria (UFC) 2-100- 01, Installation Master Planning, and Air Force Instruction (AFI) 32-1015, Integrated Installation Planning. The Plan includes framework and regulating plans to help guide development patterns, densities, and transportation connections within the district.
 - NCPC previously approved the JBAB Installation Development Plan, Transportation Management Plan, and Historic Bolling District Plan (town center) in February 2022. In addition, the Commission approved the final Sentinels of the Capital District Plan in September 2022. The Historic Anacostia District Plan is another JBAB district plan, along with one other plan (Housing and Community Support District Plan) that is currently under review by NCPC.
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RECOMMENDATION

The Commission:

Approves the final Historic Anacostia District Plan with comments.

Notes the Air Force successfully responded to previous Commission comments through revisions to the Historic Anacostia District Plan and additional supplemental information that addresses flood risk mitigation, future development, renewable energy, and Travel Demand Management.

Future Installation-Wide Employee Parking

Notes the Air Force has committed to a long-term 1:3 goal for the installation (by 2041) and supports the future implementation of multiple planned Transportation Management Plan initiatives, which include high-capacity transit to downtown Washington, DC, and commuter ferry/water taxi service.

Finds that JBAB has recently improved its parking ratio (from 1:1.7 in 2014 to 1:1.9 in 2019), and the Air Force plans to continue to improve the overall JBAB ratio through limited parking capacity increases at a 1:3 ratio for new projects.

Finds that while this approach will slowly improve the overall JBAB ratio over time, the installation is unlikely to reach its 1:3 goal by 2041.

Requests that JBAB submit updated data regarding mode share, parking utilization, planned accessibility improvements, trip origins, and other relevant data at the time of the National Capital

Region Center of Excellence submission, anticipated between 2025-2027, at which time NCPC will consider the need for new parking capacity.

Future Coordination

Recommends the Air Force initiate early consultation with the DC SHPO and NCPC for all planned future demolition and development projects in and around the Naval Air Station Anacostia Historic District.

PROJECT REVIEW TIMELINE

Previous actions	September 2022 – Approval of the draft Historic Anacostia District Plan
Remaining actions (anticipated)	None.

PROJECT ANALYSIS

Executive Summary

The final Historic Anacostia District Plan generally aligns with many Comprehensive Plan policies around preserving open/recreational space, enabling infill development, and promoting alternative modes of travel. The Plan is founded on the approved Installation Development Plan (IDP) and vision statement for Joint Base Anacostia-Bolling (JBAB) as an urban waterfront military community that enables readiness and resilience, with an integrated and efficient development pattern organized around complete transportation and park networks. The district is currently developed as the industrial hub of the installation with multiple industrial and administrative missions. One major area of focus is the plan’s proposal to develop a new Navy Ceremonial Guard campus to support the unit’s unique mission and to improve the design of the area. Staff is satisfied with the final plan submission, which adequately responds to previous Commission comments as described below. Therefore, staff recommends that the Commission **approve the final Historic Anacostia District Plan with comments.**

Background / District Plan

Joint Base Anacostia-Bolling (JBAB) has a current overall population of approximately 17,000 military and civilian employees, in addition to their families and many mission and tenant units. The installation currently supports over 70 different military missions with approximately 1,000 privatized homes, four dorms, three Child Development Centers (CDCs), two fitness centers, and approximately 200 other facilities on 966 acres. JBAB’s existing development pattern allows for infill opportunities to densify development in some areas, and its waterfront location offers benefits such as unobstructed views, recreational space, and close proximity to downtown

Washington, DC. However, JBAB's location is isolated from the surrounding city by major highways/roads to the east and the Potomac and Anacostia Rivers to the west.

A majority of the Anacostia District's land area is dedicated to administrative/mission and light industrial/logistics uses, with several community support nodes, bachelor housing, and recreational/open space. Most of the district's open/recreational space is situated in its northern tip (owned by the Navy) and along the raised levee waterfront area where there is a paved hiker/biker path. Other notable development includes bachelor housing, the Navy Ceremonial Guard campus, a Child Development Center (CDC), National Guard buildings, and maintenance vehicle facilities. In addition, there is a large eight-acre, in-ground solar array that generates power for JBAB, operated as part of a Power Purchase Agreement. The Firth-Sterling Gate currently provides direct access for employees and is one of three operational gates at the installation.

A portion of the district encompasses one of the installation's National Register historic districts, known as the "Naval Air Station Anacostia (NAS) Anacostia Historic District." The area is historically significant based on its early development and contribution to the previous Naval installation (known as Naval Support Facility Anacostia), which was merged with Bolling Air Force base in 2010 to form the current joint base installation. The NAS Historic District is located adjacent to the existing sea wall/raised levee, with multiple historic buildings and contributing resources. Several of the historic buildings are unused, in poor condition, and are experiencing subsidence based on the soil conditions.

District planning objectives align well with many NCPC Comprehensive Plan policies around preserving open space, enabling infill development, and promoting alternative modes of travel. These objectives are founded on JBAB's larger planning vision as an urban waterfront military community that enables readiness and resilience, with an integrated and efficient development pattern organized around complete transportation and park networks. Notable objectives, which remain unchanged from the draft Plan, include:

- Enabling mission partners and unique NCR missions;
- Enhancing base security and force protection;
- Adapting to and mitigating climate change and sea level rise;
- Providing complete, multimodal transportation networks;
- Connecting and enhancing park-like corridors with trails, open space amenities, and increased tree canopy; and
- Improving gate security and efficiency.

The Historic Anacostia District Plan builds on these planning objectives (founded upon the larger IDP goals and objectives) with framework and regulating components to help guide development patterns, densities, and transportation connections within the district. Based on these, the Air Force previously formulated three potential future development scenarios (Conservative, Moderate, Transformative), with a "preferred" future scenario that includes "planning actions" from the three development alternatives. This remains unchanged from the previous September 2022 Plan.

The Anacostia Plan shows future development that includes a reconstructed Firth-Sterling Gate; new Navy Ceremonial Guard campus; updated vehicle maintenance facilities; and a new notional warehouse. The future projects would improve facilities for the existing missions; improve base security; and bicycle, pedestrian, and transit connectivity within the district. Most of the district resides within the 100- and 500-year floodplains, so river flooding, stormwater drainage, and building subsidence are major development concerns in the area. In response, the Air Force plans to rehabilitate and upgrade the existing seawall/raised levee (with a potential increase in levee height) to reduce flood risk. In addition, the Air Force plans to design all future development per Executive Order 13690 (Federal Flood Risk Management) and District Department of Energy and Environment (DOEE) stormwater requirements.

Defense Boulevard serves as primary north-south “spine” road through the district, connecting Firth-Sterling Gate to local district uses and other locations to the south. Thomas Road and Mitscher Road SW serve as secondary east-west and north-south roadways respectively, and the other roads are classified as smaller local streets. One Air Force planning action (Action D) would improve the pedestrian and multimodal transportation environment along Defense Boulevard to encourage pedestrian, bicycle, and multimodal travel. The Plan also includes a future project to reconfigure Firth-Sterling Gate with the purpose of better accommodating delivery truck traffic (with a screening facility) and a transit hub. This information remains unchanged from the draft Plan.

Staff Analysis

During its review of the draft Historic Anacostia District Plan, the Commission previously transmitted a number of comments to the Air Force related to flooding, future development, transportation/parking, and historic preservation. Staff finds the Air Force responses are sufficient given the district plan’s broader scope and information available at this time. The following sections describe each comment and subsequent response.

Flood Risk Mitigation

The Commission recommended that future development be planned in accordance with Executive Order 13690, which is intended to improve the resilience of communities and federal assets against the impacts of flooding. The Anacostia District is especially vulnerable to potential flooding since much of its land area resides within the 100- and 500-year floodplains. In response, the Air Force added language to the final Plan that clarifies that future development would be planned, designed, and developed pursuant to the Executive Order. In addition, JBAB has initiated a study to improve its sea wall/levee as additional protection against future flood risk.

Firth-Sterling Gate Improvement

The Commission requested early consultation with the Air Force on the proposed Firth-Sterling Gate improvement project to help NCPC staff understand the future site layout, potential alternative configurations, and design assumptions. The Air Force has met with NCPC and DDOT staff to discuss their current concept design and JBAB will continue to coordinate additional design

development with Commission and DDOT staff through the NEPA process and future pre-review submission consultations.

Downtown Washington, DC Connection

The Commission recommended the Air Force explore the feasibility of establishing a new pedestrian/bicycle gate in the installation's northern tip (through the perimeter security fence) to facilitate travel between the waterfront/levee trail and downtown Washington, DC via the Frederick Douglass Memorial Bridge. The Air Force plans to establish an alternative east-west connection between the waterfront trail, through the reconstructed Firth-Sterling Gate, which would allow access to South Capitol Street and the Frederick Douglass Bridge. The Air Force clarified that a new connection through the northern-most point of JBAB would not be feasible as the land is under the control of the Navy and may be redeveloped in the future.

Renewable Energy Production

The Commission previously requested a future briefing by the Air Force on its efforts to implement additional renewable energy production at JBAB. The Air Force did agree to the Commission briefing and provided the following additional information related to their program:

- JBAB has a purchase power agreement with a private solar provider, which has funded the installation, maintenance, and operation of multiple solar arrays on the installation. These arrays currently generate approximately 10% of JBAB's total power needs, and the Air Force will re-evaluate the program to determine whether future changes are necessary. The Navy established the current agreement as the previous JBAB leadership.
- There is interest in establishing additional solar power arrays on a mission-by-mission basis. The Air Force considers a number of factors when assessing the feasibility of new solar installations including the potential to impact JBAB air operations and flights operating out of Reagan National Airport; proximity to existing underground utilities; compatibility with potential future development; and funding availability.
- The Air Force plans to evaluate the technical requirements of increasing battery storage for JBAB's existing solar arrays to provide backup power during grid outages.

Travel Demand Management

The Commission requested JBAB's latest parking inventory, employment population, and TMP performance information based on Comprehensive Plan Policy T.D.3, which encourages federal agencies to monitor their TDM programs. In addition, the Commission advised the Air Force to develop a means for tracking its planning decisions and their potential to result in excess parking. The Air Force will share its latest TDM/parking information with NCPC staff in early 2023 and will continue its policy of parking increases based on a 1:3 (one new space for every three new employees) ratio. The installation will need to rely on a number of planned off-site transit services to reduce parking demand such as future commuter ferry/water taxi service and frequent direct transit service to downtown Washington, DC.

Navy Ceremonial Guard Campus

In light of the Air Force's plan to develop a new Navy Ceremonial Guard campus, which overlaps with the Naval Air Station Anacostia Historic District, NCPC recommended future consultation with the DC SHPO and NCPC early in the planning, development, and design process. The Air Force stated its commitment for early consultation.

Staff is satisfied with the Air Force's responses to previous Commission comments from the draft Historic Anacostia District Plan review. The Applicant provided its responses both through revisions to the Plan document and through a supplemental memorandum. Therefore, staff recommends the Commission **note the Air Force successfully responded to previous Commission comments through revisions to the Historic Anacostia District Plan and additional supplemental information that addresses flood risk mitigation, future development, renewable energy, and Travel Demand Management.**

Future Installation-Wide Employee Parking

The JBAB Transportation Management Plan (TMP), which was approved by NCPC in February 2022, shows a long-term 20-year (by 2041) employee parking goal of 1:3, which is consistent with the NCPC Comprehensive Plan. The Air Force plans to attain the 1:3 goal by supporting multiple planned TMP initiatives, which include high-capacity transit to downtown Washington, DC, and commuter ferry/water taxi service. Staff recommends the Commission **note the Air Force has committed to a long-term 1:3 goal for the installation (by 2041) and supports the future implementation of multiple planned Transportation Management Plan initiatives, which include high-capacity transit to downtown Washington, DC, and commuter ferry/water taxi service.**

The most recent Air Force TMP data shows JBAB at a 1:1.9 ratio, which is an improvement from the installation's previous 1:1.7 ratio in 2014, and the Air Force plans to continue to improve the overall JBAB ratio by limiting new parking capacity (based on employment increases) to a 1:3 ratio. However, the Air Force will need to limit new parking even further (over and above 1:3 ratio-based capacity increases) to attain JBAB's overall 1:3 goal by 2041. Therefore, staff recommends the Commission **find that JBAB has recently improved its parking ratio (from 1:1.7 in 2014 to 1:1.9 in 2019), and the Air Force plans to continue to improve the overall JBAB ratio through limited parking capacity increases at a 1:3 ratio for new projects.** In addition, staff recommends the Commission **find that while this approach will slowly improve the overall JBAB ratio over time, the installation is unlikely to reach its 1:3 goal by 2041.**

NCPC should consider all future parking increases within the context of the overall JBAB ratio, as well as factors such as mode share data; existing parking utilization; planned accessibility improvements; trip origin information; and other relevant data. This will ensure that our Commission is able to review planned new projects based on the (future) conditions that exist at the time of each proposal. Staff notes a planned future project at JBAB - the National Capital Region Center of Excellence - which would be designed as a six-level, 650,000 square foot, anchor development in the Historic Bolling District, with anticipated design submissions to NCPC from

2025-2027. Though the project is still a concept at this point, the Air Force anticipates that new parking will need to be constructed as part of the project. Therefore, staff recommends the Commission request that JBAB submit updated data regarding mode share, parking utilization, planned accessibility improvements, trip origins, and other relevant data at the time of the National Capital Region Center of Excellence submission, anticipated between 2025-2027, at which time NCPC will consider the need for new parking capacity.

CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE

Comprehensive Plan for the National Capital

As noted above, staff analyzed the final submission for compliance with the Transportation, Parks and Open Space, Environment, Urban Design, and Workplace Elements of the Comprehensive Plan. In summary, the proposed final district plan is generally consistent with these policies. The recommendations and analysis provided are intended to support continued alignment with Comprehensive Plan policies as more detailed site and project plans are developed in the future.

National Environmental Policy Act (NEPA)

The Air Force plans to develop a future programmatic Environmental Assessment (EA), with plans to assess potential impacts from future development through project specific EAs unless the project qualifies for a Categorical Exclusion. As part of its previous review of the JBAB Installation Development Plan (IDP), the Commission requested to be invited to participate in all future project-related Environmental Assessments to ensure that the project is consistent with its Comprehensive Plan policies.

NCPC's authority is advisory for development within the Bolling-Anacostia Tract (pursuant to Public Law 93-166) and therefore, the Commission does not have an independent review responsibility under NEPA.

National Historic Preservation Act

The Air Force plans to comply with the Section 106 process on a project-by-project basis in the future and would consult with the District of Columbia State Historic Preservation Office (DC SHPO) as required. NCPC's authority is advisory for development within the Bolling-Anacostia Tract (pursuant to Public Law 93-166) and therefore, the Commission does not have an independent Section 106 responsibility.

CONSULTATION

Without objection, the Committee forwarded the proposed final master plan to the Commission with the statement that the proposal has been coordinated with all participating agencies.

The DC SHPO understands that many of its previous comments have been incorporated into the plan and appreciates that Building 91 (and the c. 1991 non-historic Building 399) was removed from the list of buildings proposed for demolition. The DC SHPO further understands that JBAB is continuing to recommend demolition for Building 93 because it was not constructed on bedrock and is sinking into the ground. The DC SHPO requests JBAB initiate Section 106 consultation regarding Building 93 as soon as possible so that any reasonable alternatives which may avoid adverse effects can be evaluated while time may still allow. The DC SHPO is coordinating subject to the initiation of the Section 106 review process for Building 93 in the near future and for the rest of the plan as it is implemented. In light of the previous DC SHPO comments, staff recommends the Commission **recommend the Air Force initiate early consultation with the DC SHPO and NCPC for all planned future demolition and development projects in and around the Naval Air Station Anacostia Historic District.**

DOEE had no additional comments, noting the reference to EO 13690 for mitigating flood hazard risks. DOEE is glad that there are so many directives, executive orders and policies that help ensure buildings are flood resistant. In addition, DOEE also urged the Air Force to work with its housing management company to protect on-site military housing from future flooding as well.

ONLINE REFERENCE

The following supporting documents for this project are available online at www.ncpc.gov:

- Project Synopsis
- Draft Housing and Community Support District Plan

Prepared by Michael
Weil 12/29/2022

POWERPOINT (ATTACHED)

Joint Base Anacostia-Bolling Historic Anacostia District Plan

20 MacDill Boulevard, SE
Washington DC

Approval of Final Master Plan

United States Department of Defense / Department of the Air Force

Project Summary



Commission Meeting Date: January 5, 2023

NCPC Review Authority: Approval of Master Plans for use by the Commission 40 U.S.C. § 8722(a) and (b)(1)

Applicant Request: Approval of Final Master Plan

Session: Open Session

NCPC Review Officer: Michael Weil

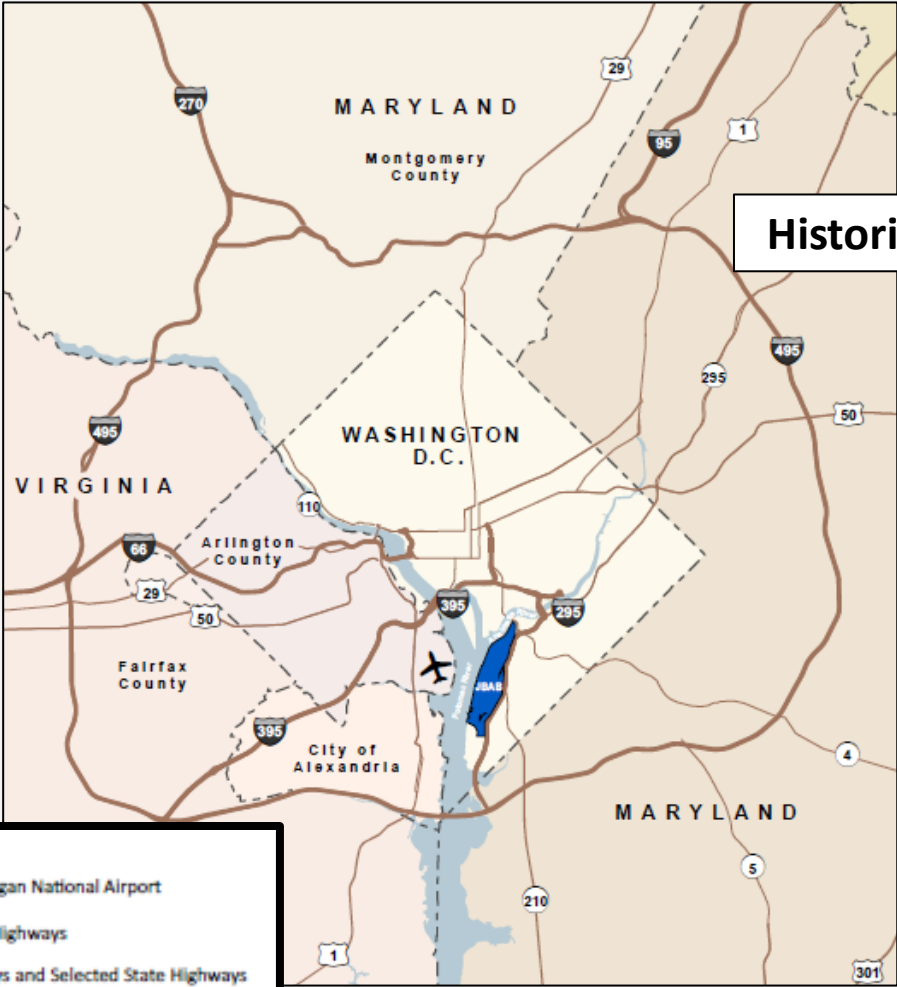
NCPC File Number: MP55B

Project Summary:

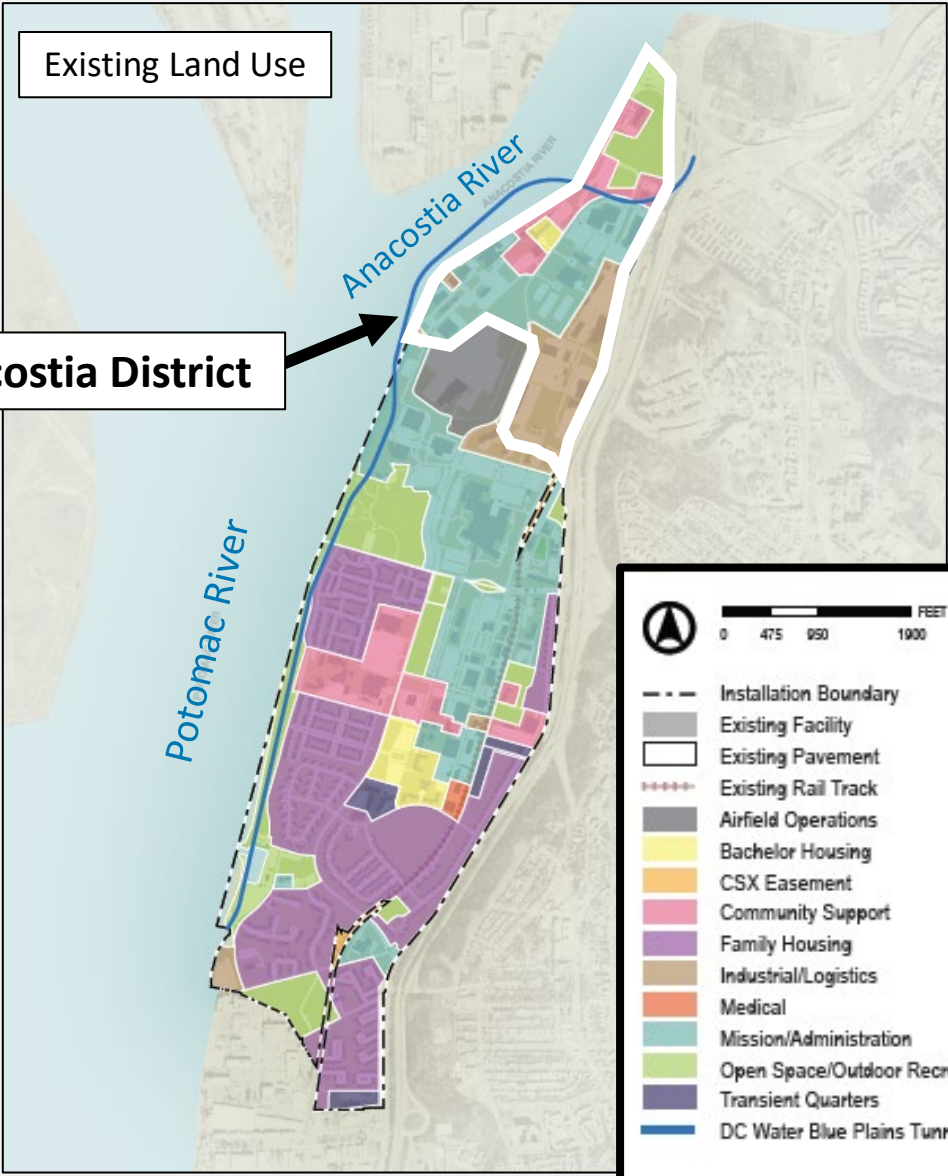
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The Commission previously approved the draft Historic Anacostia District Plan at its meeting in September 2022, with comments related to flooding, future development, transportation/parking, and historic preservation. The Air Force submission responds to NCPC's comments through several plan revisions and a supplemental memorandum, which is included on Slides 20-22.

Project Location



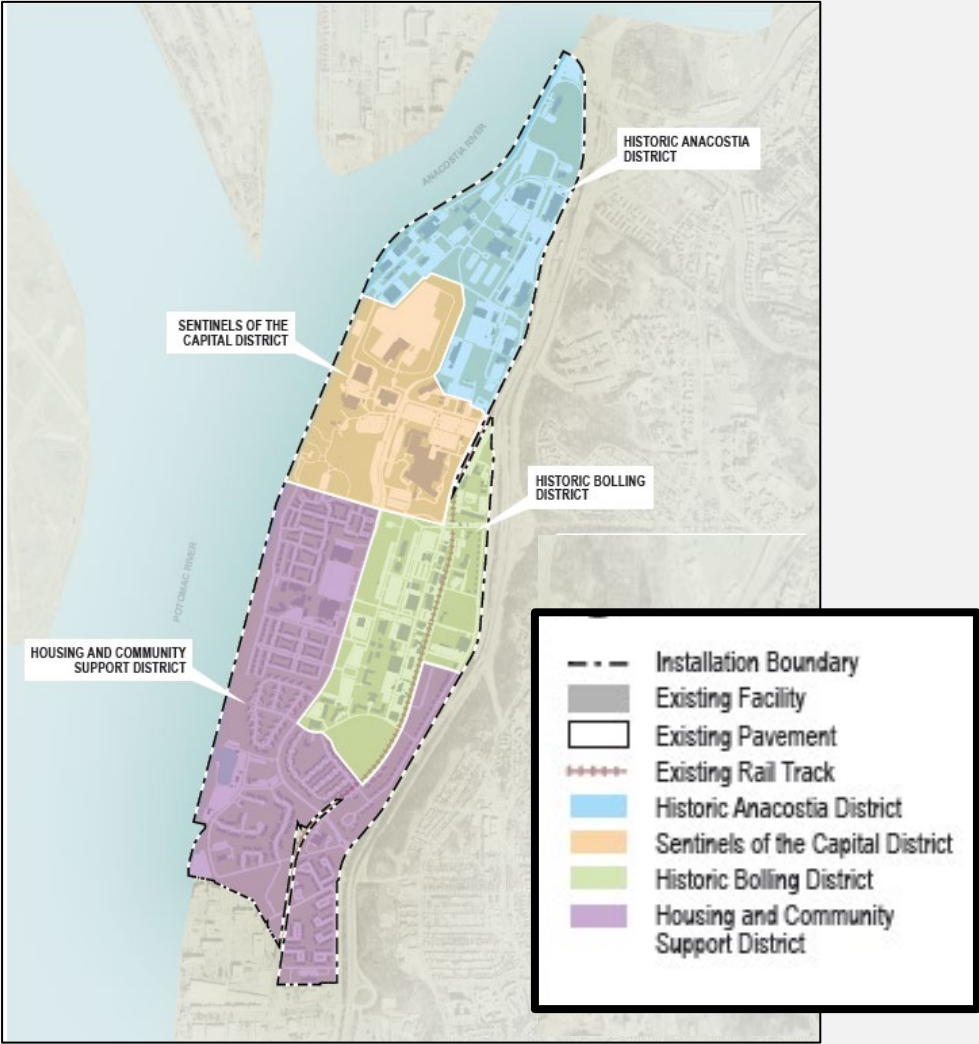
- Ronald Reagan National Airport
- Interstate Highways
- US Highways and Selected State Highways
- County Boundary



Historic Anacostia District

- 0 475 950 1900 FEET
- Installation Boundary
- Existing Facility
- Existing Pavement
- Existing Rail Track
- Airfield Operations
- Bachelor Housing
- CSX Easement
- Community Support
- Family Housing
- Industrial/Logistics
- Medical
- Mission/Administration
- Open Space/Outdoor Recreation
- Transient Quarters
- DC Water Blue Plains Tunnel

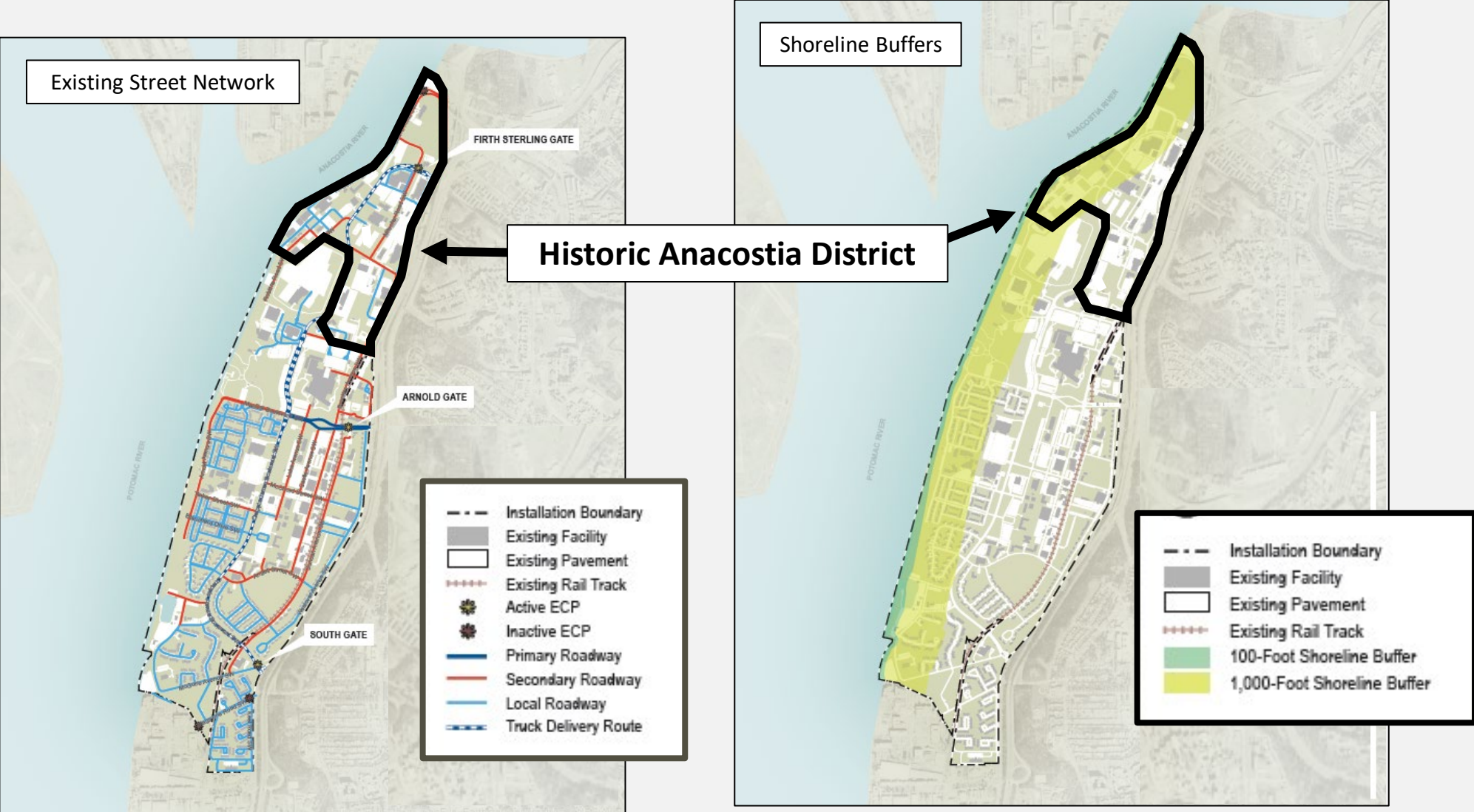
District Context



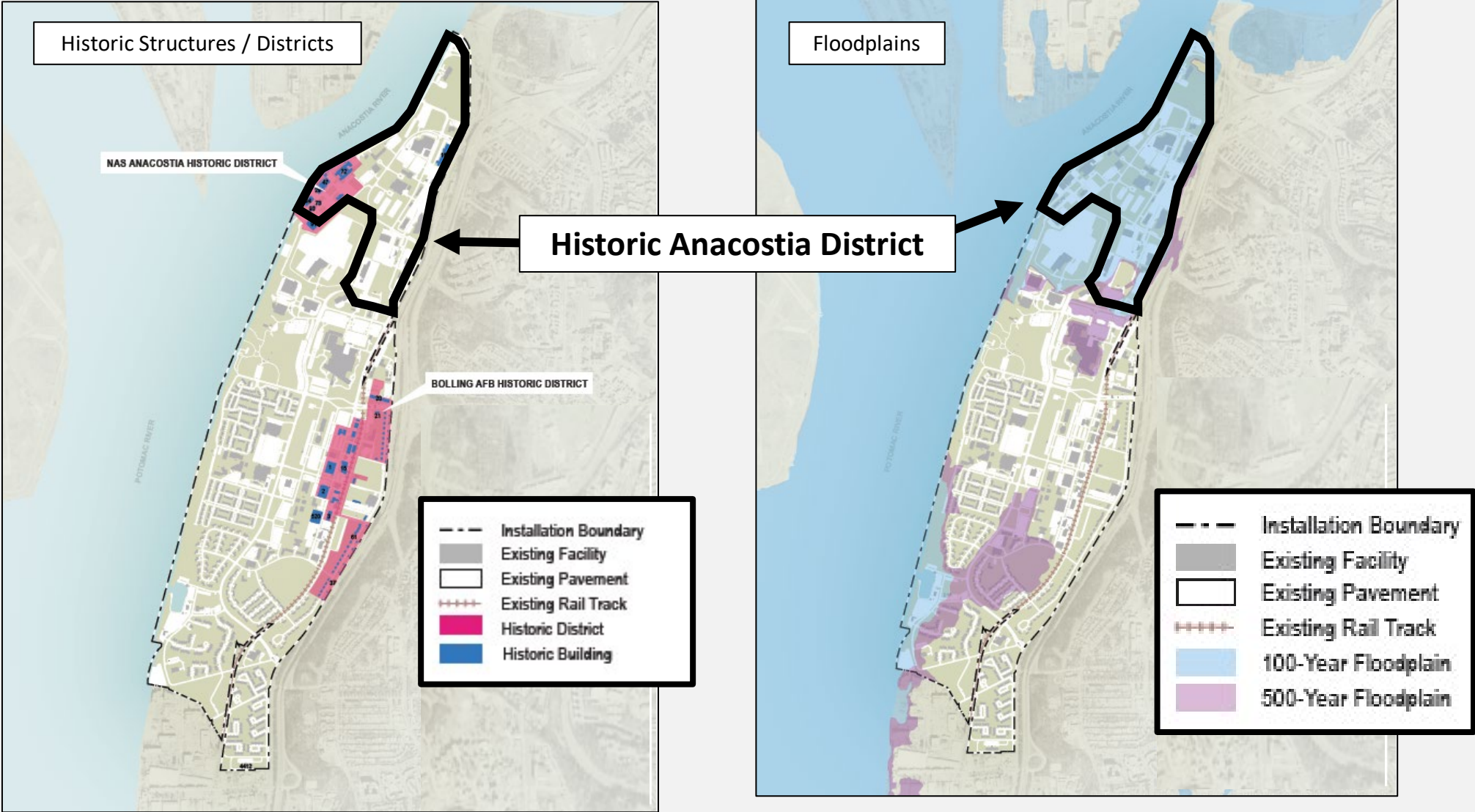
Opportunities / Constraints



District Context



District Context



Installation Development Plan (IDP) Planning Vision, Goals, Objectives

1. Promote and Strengthen JBAB's Identity as an Urban Waterfront Military Community

JBAB is a nonstandard power-projection platform supporting the NCR, White House, Pentagon, higher HQ, and global missions. JBAB will promote multistory development at urban densities that take advantage of and respond to the waterfront for military and community needs.

- Enable mission partners and unique NCR missions.
- Promote multistory, compact, urban development.
- Leverage waterfront assets.
- Provide development that supports military and community needs.

2. Enhance Mission and Community Readiness and Resilience

JBAB will provide facilities and infrastructure that support mission readiness, are adaptive to climate change and sea level rise, are secure, and promote community resilience.

- Reinvest in facilities and infrastructure that support mission readiness.
- Adapt to and mitigate climate change and sea level rise.
- Enhance installation security and force protection.
- Promote community resilience.

3. Honor and Communicate JBAB's Heritage

JBAB honors the historic significance of the installation with architectural design standards that ensure compatibility with historic viewsheds.

- Honor and communicate the historic significance of the installation.
- Develop and implement architectural design standards that are reflective of historic features.
- Promote compatibility of new development with historic viewsheds.

4. Organize Development Within an Integrated and Efficient Development Pattern

JBAB makes effective use of land area and allows room for growth with appropriate siting of facilities, consolidation, campus connections, and mixed uses.

- Make efficient and effective use of limited land through infill development, consolidation of functions, and appropriate facility siting.
- Preserve development potential for future growth.
- Promote connections among mission campuses.
- Provide a dense mix of compatible land uses.

5. Integrate the Installation with Complete Transportation and Park Networks

JBAB provides complete transportation networks that



JBAB PLANNING VISION

*Joint Base Anacostia-Bolling, the Sentinels of the Capital, is an **urban waterfront military community** that enables **readiness and resilience** and **honors its heritage** with an **integrated and efficient development pattern** organized around **complete transportation and park networks**.*

5. Integrate the Installation with Complete Transportation and Park Networks

JBAB provides complete transportation networks that support multiple modes of transportation including transit, bicycle, and pedestrian; reduce the demand for parking; and improve security and efficiency of gates. JBAB will establish park-like corridors that provide pedestrian and bicycle connections, recreation, and increased tree canopy.

- Provide complete, multimodal transportation networks.
- Reduce the demand for parking while providing consolidated and accessible parking facilities.
- Improve gate security and efficiency.
- Connect and enhance park-like corridors with trails, open space amenities, and increased tree canopy.

Existing District Development



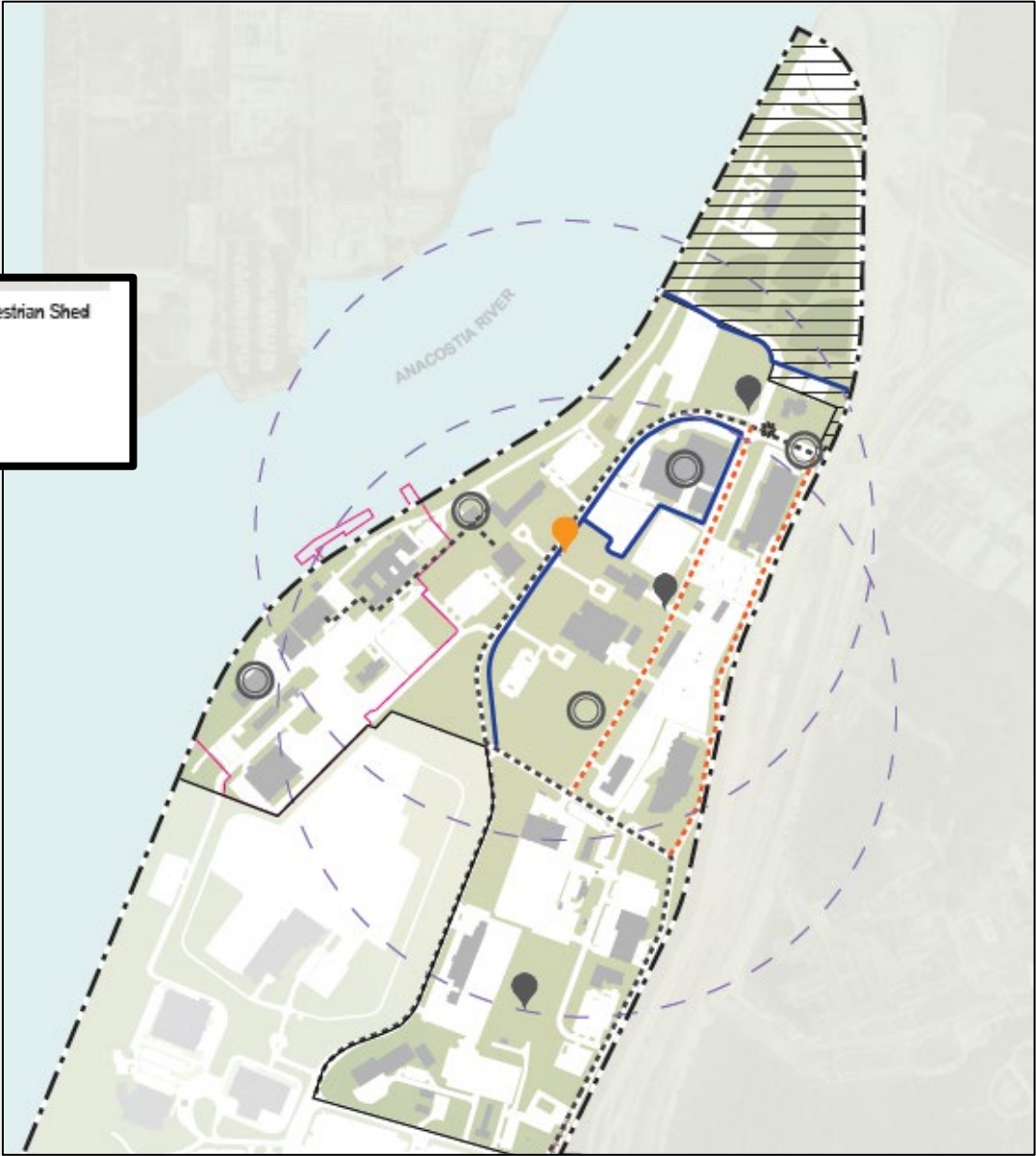
District Planning Objectives

Table 2.1 *Historic Anacostia District Priority Objectives*

Objective 1.1	Enable mission partners and unique NCR missions.
Objective 1.2	Promote multistory, compact, urban development.
Objective 1.3	Leverage waterfront assets.
Objective 1.4	Provide development that supports military and community needs.
Objective 2.1	Reinvest in facilities and infrastructure that support mission readiness.
Objective 2.2	Adapt to and mitigate climate change and sea level rise.
Objective 2.3	Enhance installation security and force protection.
Objective 2.4	Promote community resilience.
Objective 3.1	Honor and communicate the historic significance of the installation.
Objective 3.2	Develop and implement architectural design standards that are reflective of historic features.
Objective 3.3	Promote compatibility of new development with historic viewsheds.
Objective 4.1	Make efficient and effective use of limited land through infill development, consolidation of functions, and appropriate facility siting.
Objective 4.2	Preserve development potential for future growth.
Objective 4.3	Promote connections among mission campuses.
Objective 4.4	Provide a dense mix of compatible land uses.
Objective 5.1	Provide complete, multimodal transportation networks.
Objective 5.2	Reduce the demand for parking while providing consolidated and accessible parking facilities.
Objective 5.3	Improve gate security and efficiency.
Objective 5.4	Connect and enhance park-like corridors with trails, open space amenities, and increased tree canopy.

District Framework Plan

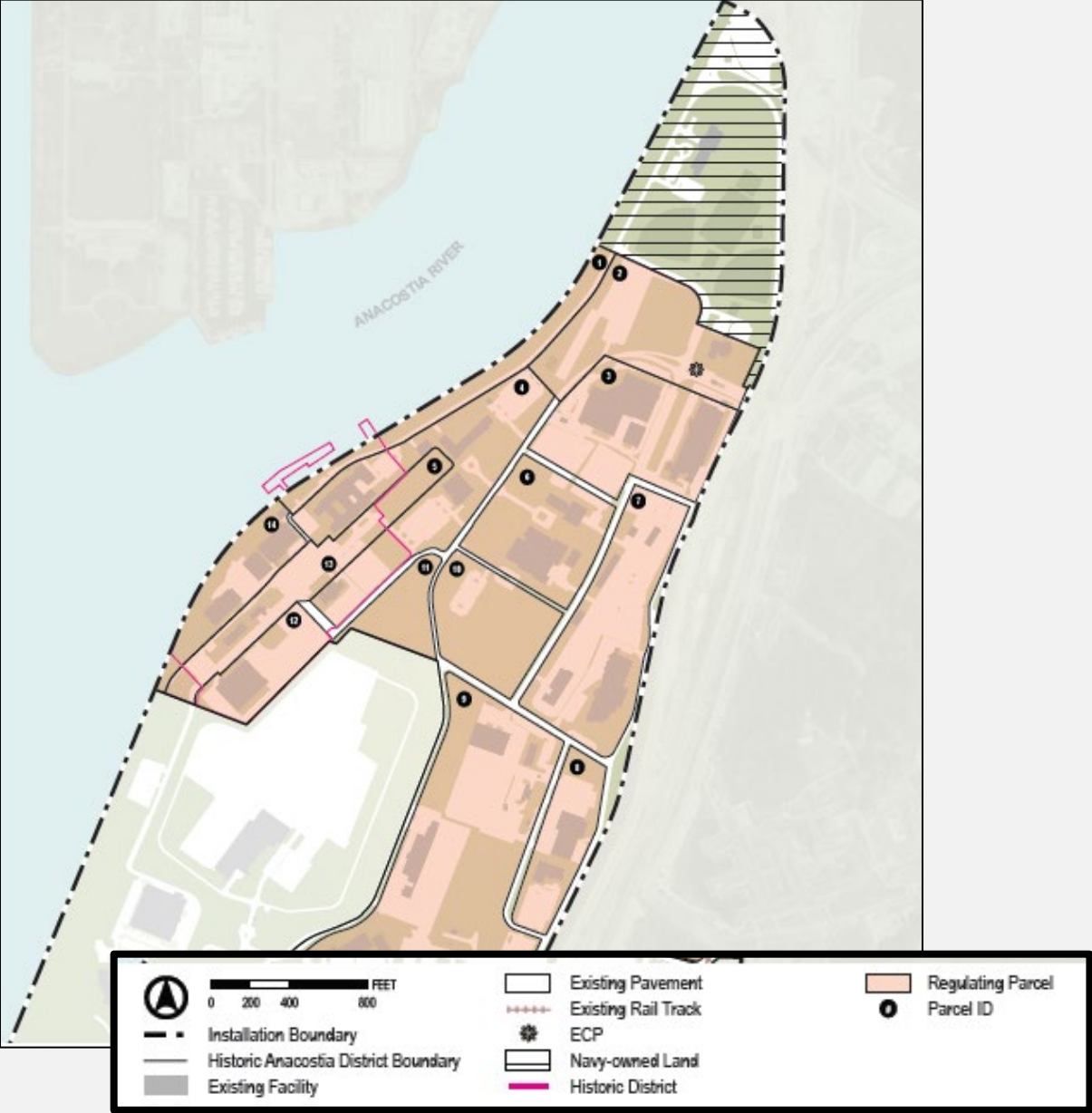
			Existing Pavement		Edge		0.25-Mile Pedestrian Shed
	Installation Boundary		Existing Rail Track		Existing Landmark		Activity Node
	Historic Anacostia District Boundary		ECP		Existing Path		Desired Landmark
	Existing Facility		Navy-owned Land		Desired Path		
			Historic District				



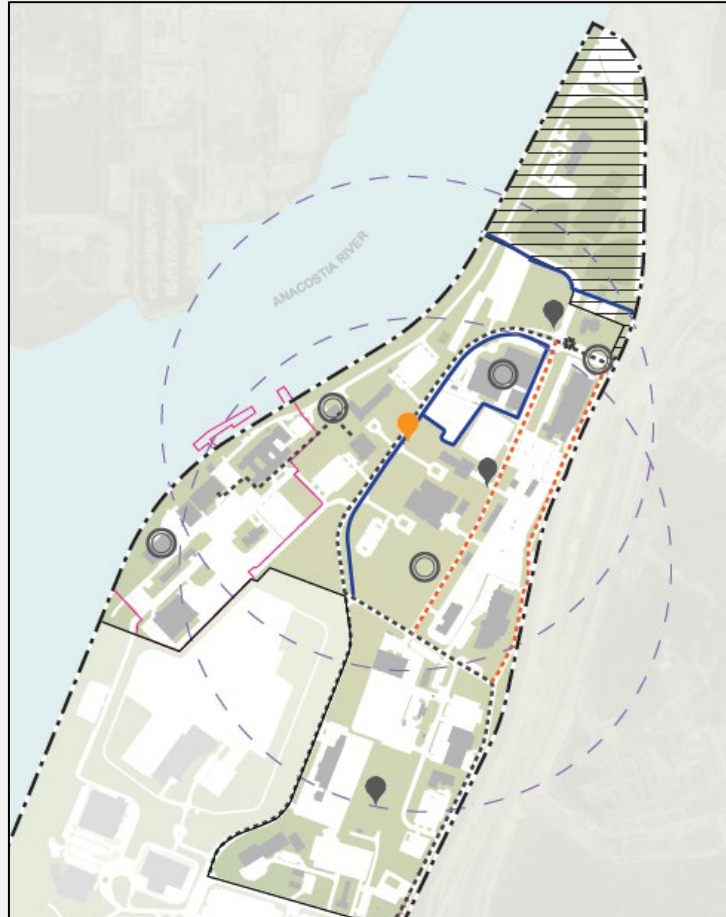
District Regulating Plan

Table 2.3 Permitted Uses

REGULATING PARCEL	MINIMUM LEVEL	MAXIMUM LEVEL*	MUNITIONS AND WEAPONS STORAGE	AIRFIELD OPERATIONS*	INDUSTRIAL	LIGHT INDUSTRIAL	ADMINISTRATIVE	SMALL-SCALE ADMINISTRATIVE	MEDICAL	COMMUNITY COMMERCIAL	COMMUNITY SERVICE	SMALL-SCALE RETAIL AND SERVICE	LODGING	RESIDENTIAL	OUTDOOR RECREATION	OPEN SPACE
1	N/A	N/A													X	X
2	1	3			X	X		X							X	X
3	2	6			X	X	X	X				X			X	X
4	2	6			X	X	X	X		X	X	X	X	X	X	X
5	N/A	N/A														X
6	2	6			X	X	X	X				X			X	X
7	2	6			X	X	X	X				X			X	X
8	2	6			X	X	X	X				X			X	X
9	2	6			X	X	X	X				X			X	X
10	2	6			X	X	X	X				X			X	X
11	N/A	N/A														X
12	2	6								X	X				X	X
13	N/A	N/A													X	X
14	2	6			X	X	X	X				X			X	X



Future Planning Actions



Framework Plan

Table 4.1 Planning Action Summary

PLANNING ACTION	DETAILS
A Reduce flooding risks from seawall and levee.	Most of the district lies within the 100- and 500-year floodplains due to gaps in and deteriorating conditions of the existing seawall and levee.
B Reduce stormwater effects in district and update utilities.	Stormwater management is an ongoing challenge within the district. Aging utilities also need to be addressed. Stormwater best management practices and utility plans should be completed to support new development.
C Reconfigure Firth Sterling Gate into compliance and support large vehicle inspection.	Currently the gate does not meet AT standards. Reconfiguration will include a new LVIS to accommodate commercial vehicle traffic.
D Improve pedestrian and multimodal transportation connections.	There is a lack of quality pedestrian, bicycle, and multimodal transportation connections to amenities in the district (food, fitness, etc.).
E Meet mission partner facilities needs for size, condition, configuration, and flooding/subsidence reduction.	Current mission partner facilities are undersized and in poor condition and require investment to meet mission needs. In addition, there are major utility and flooding/subsidence issues.
F Meet Navy Ceremonial Guard facility need for size, condition, and security.	Navy Ceremonial Guard facility is undersized and in poor condition and requires investment to meet mission needs. In addition, it does not meet AT standards due to its proximity to Firth Sterling Gate, as currently configured.
G Meet mission partner facilities needs for condition, connectivity, and practice space.	Mission partner needs pedestrian connections within and connecting to South Capital Street multi trail, as well as adequate space for practicing drills.
H Provide option for updated mission partner vehicle maintenance facilities to meet needs of newer vehicles.	Larger, heavier vehicles cannot be maintained by mission partner at current facilities. As the primary vehicle maintenance hub for the region, this poses a substantial mission threat.
I Improve configuration and capacity of mission partner for both personnel and fleet storage.	The mission partner's mission is fragmented in several buildings (configuration) and needs additional space for personnel deployment processing and fleet storage (capacity).
J Improve configuration of shared parking.	Current parking garages are unsafe to use due to deterioration and need replacement.
K Improve circulation, efficiency, surface parking, and open space in the area between buildings 91 and 419	Circulation, surface parking, and open space in the area between buildings 91 and 419 is inefficient and haphazardly arranged.
L Replace CDC #3.	CDC #3 (Building 413) will be demolished and needs to be replaced elsewhere on the installation.
M Notional Warehouse Development.	There is opportunity to construct notional facilities that will increase warehouse capacity within the district.

Course of Actions (COA) Evaluation

5.2.1 Planning Actions

After creating the rubric for evaluation, stakeholders then used these criteria to determine how well each Alternative met the planning actions for the district. Planning Actions are the basic “building blocks” within the CPP and are created by an installation to address an identified problem, gap, or requirement. These Planning Actions are primarily driven by capacity, condition, or configuration, and should be aligned to the installation objectives—hence the criteria for evaluation. The end product is a set of self-explanatory project(s) and/or action(s) that can be complex, involving multiple steps. See Table 5.3, Planning Action Evaluation, for more information on the rating of each COA and the preferred alternative.

- Alternative 1 meets three planning actions, and partially meets eight planning actions.
- Alternative 2 meets three planning actions, and partially meets eight planning actions.
- Alternative 3 meets eight planning actions, partially meets one planning action, and does not meet two planning actions.

Table 5.3 Planning Action Evaluation

PLANNING ACTION	COA 1	COA 2	COA 3	PREFERRED PLANNING ACTION	PREFERRED ALTERNATIVE
A Reduce flooding risks from seawall and levee.	Green	Green	Green	Green	1A
B Reduce stormwater effects in district and update utilities.	Green	Green	Green	Green	3B
C Reconfigure Firth Sterling Gate into compliance and support large vehicle inspection.	Green	Green	Green	Green	1C
D Improve pedestrian and multimodal transportation connections.	Green	Green	Green	Green	3D
E Meet mission partner facilities needs for size, condition, configuration, and flooding/subsidence reduction.	Red	Yellow	Green	Green	3E
F Meet mission partner facility need for size, condition, and security.	Red	Yellow	Yellow	Yellow	1F
G Meet Navy Ceremonial Guard facilities needs for condition, connectivity, and practice space.	Green	Yellow	Red	Green	1G
H Provide option for updated mission partner vehicle maintenance facilities to meet needs of newer vehicles.	Green	Green	Green	Yellow	2H
I Improve configuration and capacity of mission partner for both personnel and fleet storage.	Yellow	Yellow	Green	Green	3I
J Improve configuration of shared parking.	Yellow	Green	Green	Yellow	1J
K Improve circulation, efficiency, surface parking, and open space in the area between buildings 91 and 419	Green	Green	Green	Green	3K
L Replace CDC #3.	Green	Green	Green	Green	2L
M Notional Warehouse Development.	Red	Yellow	Green	Green	3M

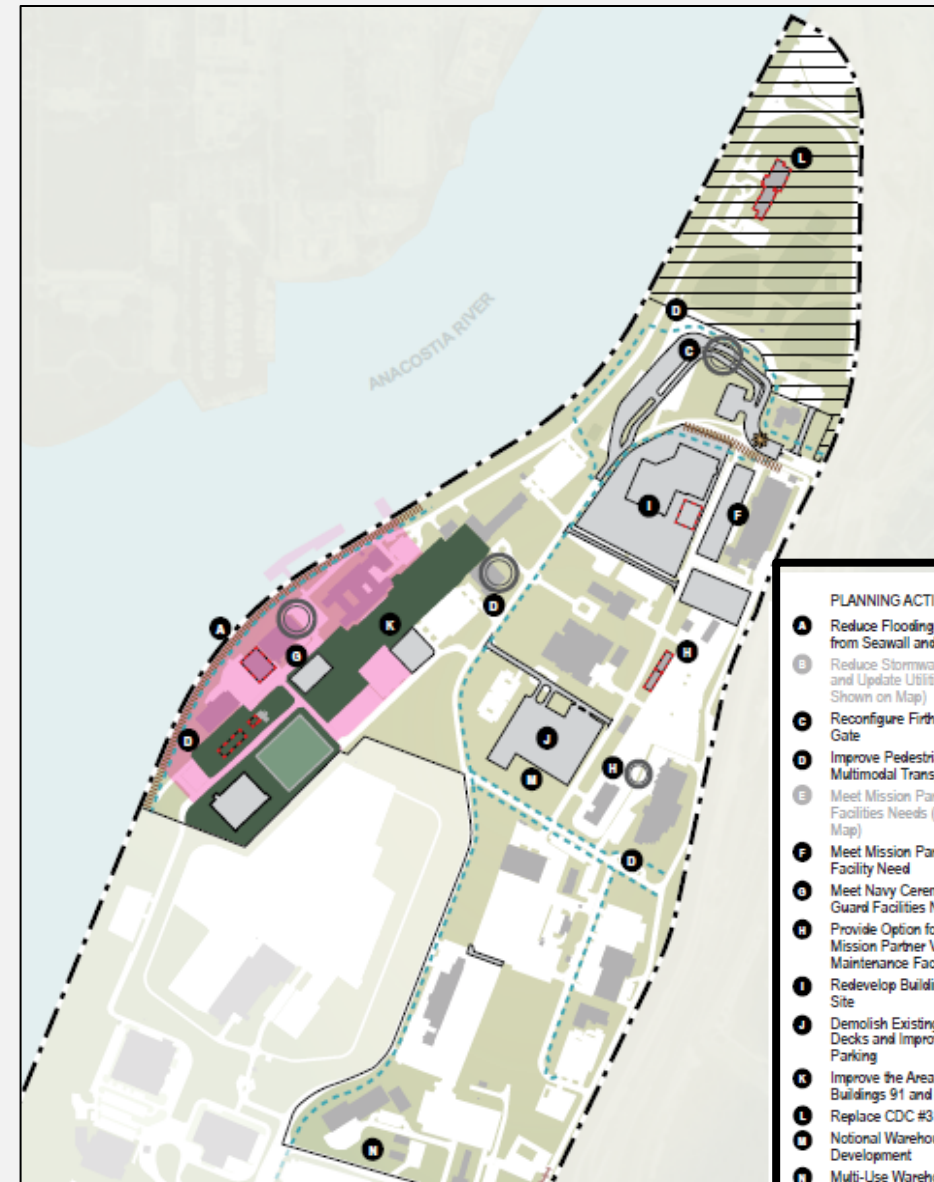
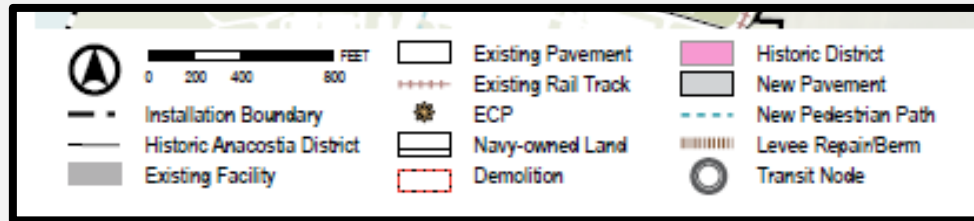
Table 5.1 Planning Action COA Evaluation

PLANNING ACTION	COA 1	COA 2	COA 3	PREFERRED ALTERNATIVE
A Reduce flooding risks from seawall and levee.	Green	Green	Green	-
B Reduce stormwater effects in district and update utilities.	Green	Green	Green	-
C Reconfigure Firth Sterling Gate into compliance and support large vehicle inspection.	Green	Green	Green	-
D Improve pedestrian and multimodal transportation connections.	Green	Green	Green	-
E Meet mission partner facilities needs for size, condition, configuration, and flooding/subsidence reduction.	Red	Yellow	Green	3E
F Meet mission partner facility need for size, condition, and security.	Red	Yellow	Yellow	1F
G Meet Navy Ceremonial Guard facilities needs for condition, connectivity, and practice space.	Green	Yellow	Red	1/2G
H Provide option for updated mission partner vehicle maintenance facilities to meet needs of newer vehicles.	Green	Green	Green	2H
I Improve configuration and capacity of mission partner for both personnel and fleet storage.	Yellow	Yellow	Green	3I
J Improve configuration of shared parking.	Yellow	Green	Green	3J
K Improve circulation, efficiency, surface parking, and open space in the area between buildings 91 and 419.	Green	Green	Green	3K
L Replace CDC #3.	Green	Green	Green	-
M Notional Warehouse Development.	Red	Green	Green	3M

Table 5.2 COA Evaluation

PLANNING ACTION	COA 1	COA 2	COA 3
Does it enable mission partners and unique NCR missions?	Yellow	Yellow	Green
Does it provide development that supports military and community needs?	Green	Green	Green
Does it adapt to and mitigate climate change and sea level rise?	Green	Green	Green
Does it enhance installation security and force protection?	Yellow	Yellow	Green
Does it make efficient and effective use of limited land through infill, consolidation, and siting?	Yellow	Yellow	Green
Does it provide complete, multimodal transportation networks?	Yellow	Yellow	Green
Does it improve gate security and efficiency?	Green	Green	Green
Does it connect and enhance park-like corridors with trails, open space amenities, and increased tree canopy?	Yellow	Yellow	Green
Does it improve capacity, condition, or configuration issues?	Yellow	Yellow	Yellow
What is the relative cost?	Yellow	Yellow	Red
What is the relative time/complexity?	Yellow	Yellow	Red

Future District Development



- PLANNING ACTIONS**
- A** Reduce Flooding Risks from Seawall and Levee
 - E** Reduce Stormwater Effects and Update Utilities (Not Shown on Map)
 - C** Reconfigure Firth Sterling Gate
 - D** Improve Pedestrian and Multimodal Transportation
 - E** Meet Mission Partner Facilities Needs (Not on Map)
 - F** Meet Mission Partner Facility Need
 - G** Meet Navy Ceremonial Guard Facilities Needs
 - H** Provide Option for Updated Mission Partner Vehicle Maintenance Facilities
 - I** Redevelop Building 399 Site
 - J** Demolish Existing Parking Decks and Improve Surface Parking
 - K** Improve the Area Between Buildings 91 and 419
 - L** Replace CDC #3
 - M** Notional Warehouse Development
 - N** Multi-Use Warehouse and Haz Mat Storage Facility

Future Honor Guard Campus / Parade Ground



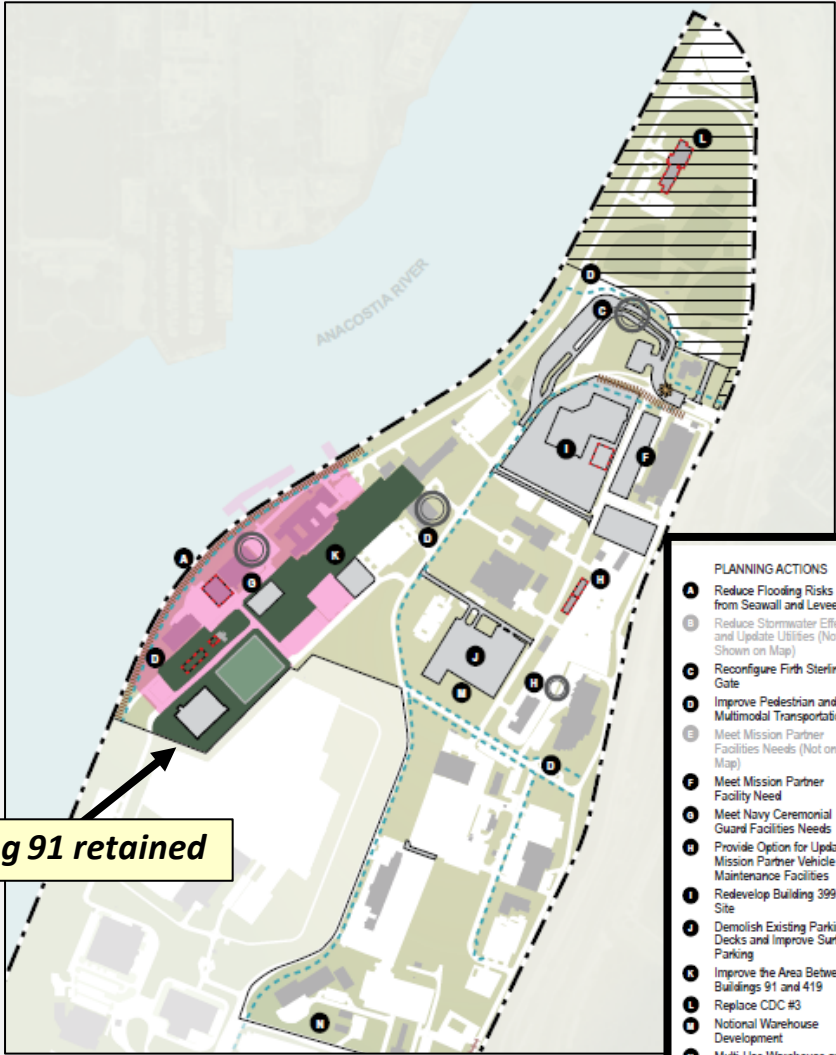
Building 91 retained

CURRENT Plan



Previous Plan

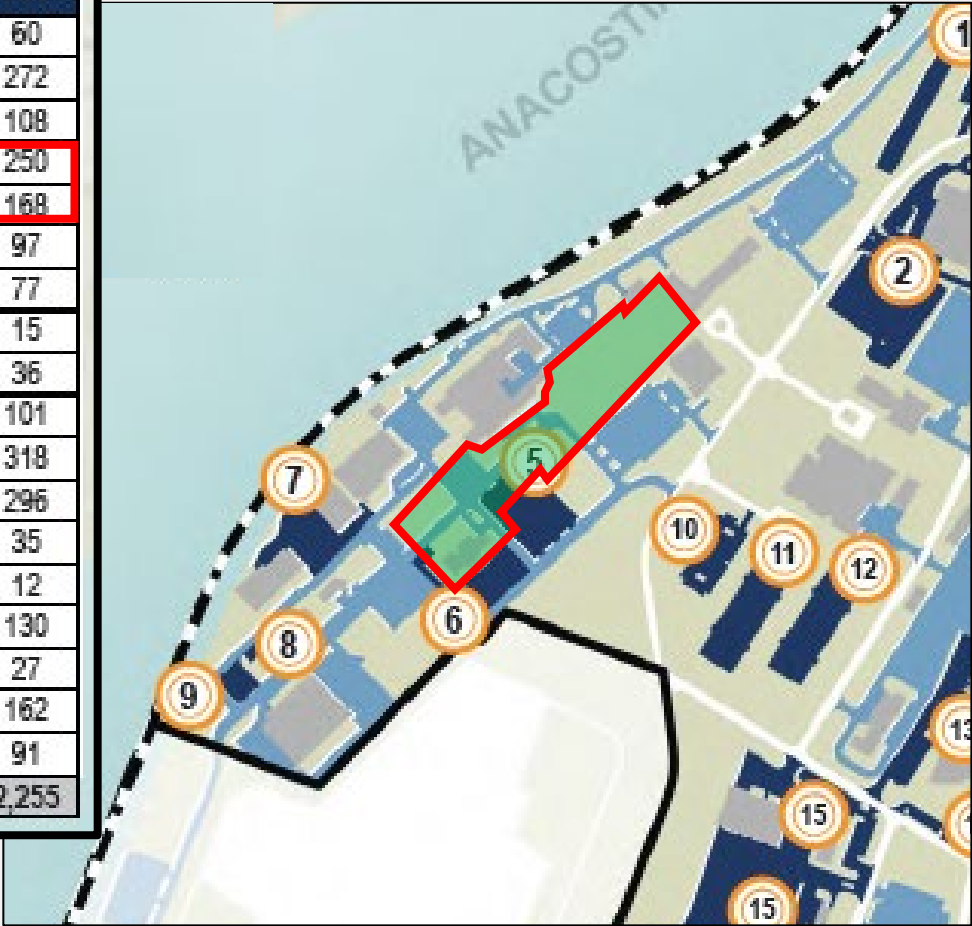
Building 91 retained



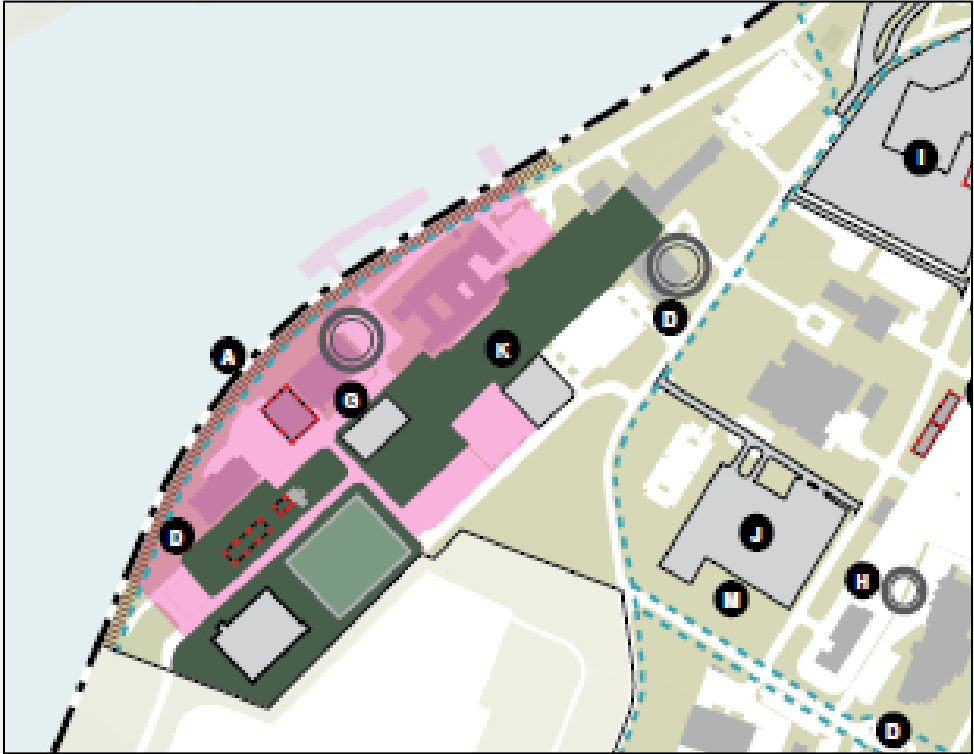
- PLANNING ACTIONS**
- A** Reduce Flooding Risks from Seawall and Levee
 - B** Reduce Stormwater Effects and Update Utilities (Not Shown on Map)
 - C** Reconfigure Firth Sterling Gate
 - D** Improve Pedestrian and Multimodal Transportation
 - E** Meet Mission Partner Facilities Needs (Not on Map)
 - F** Meet Mission Partner Facility Need
 - G** Meet Navy Ceremonial Guard Facilities Needs
 - H** Provide Option for Updated Mission Partner Vehicle Maintenance Facilities
 - I** Redevelop Building 399 Site
 - J** Demolish Existing Parking Decks and Improve Surface Parking
 - K** Improve the Area Between Buildings 91 and 419
 - L** Replace CDC #3
 - M** Notional Warehouse Development
 - N** Multi-Use Warehouse and Haz Mat Storage Facility

Future Parking Removal

Lot Identifier	All	
1	LS21045	60
2	LS21044	272
3	LS21009	108
4	LS21008	250
5	LS21076	168
6	LS21081	97
7	LS21023	77
8	LS21083	15
9	LS21084	36
10	LS21040	101
11	358	318
12	357	296
13	LS21038	35
14	LS21039	12
15	LS21029	130
16	LS21035	27
17	LS21034	162
18	LS21046	91
Total		2,255

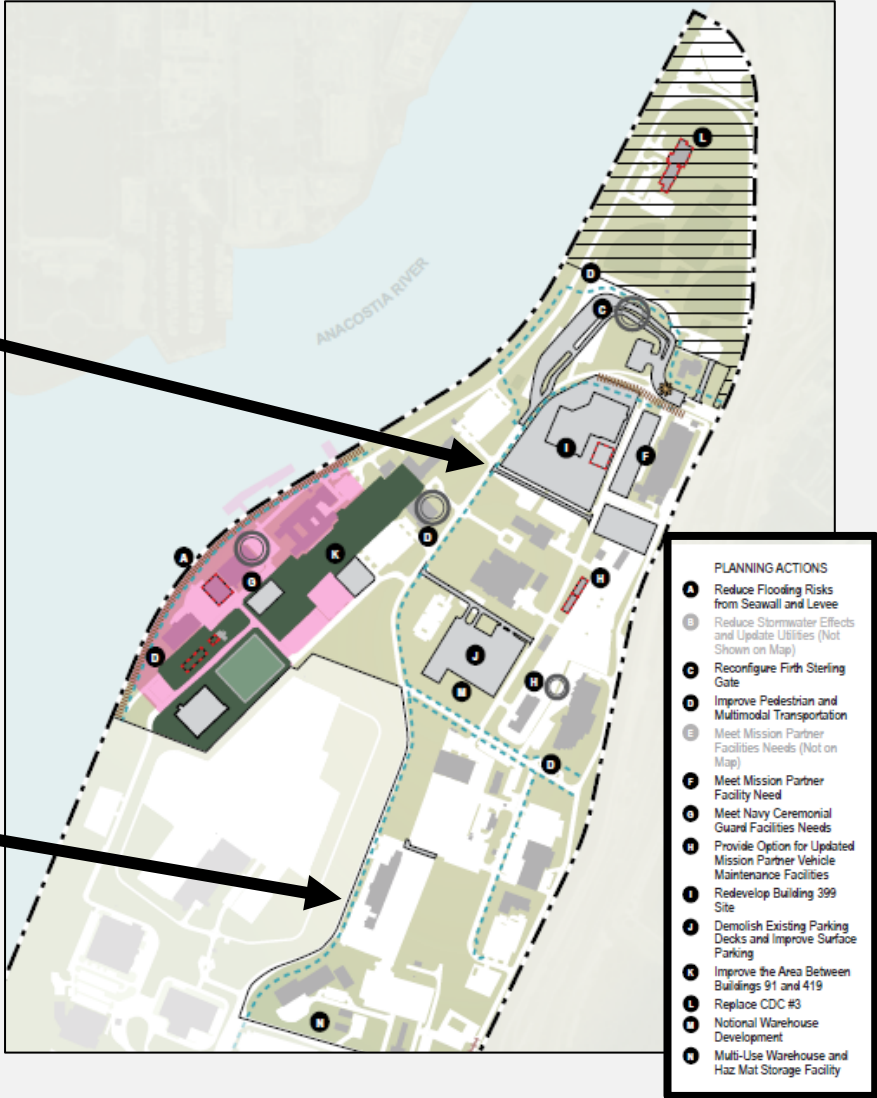
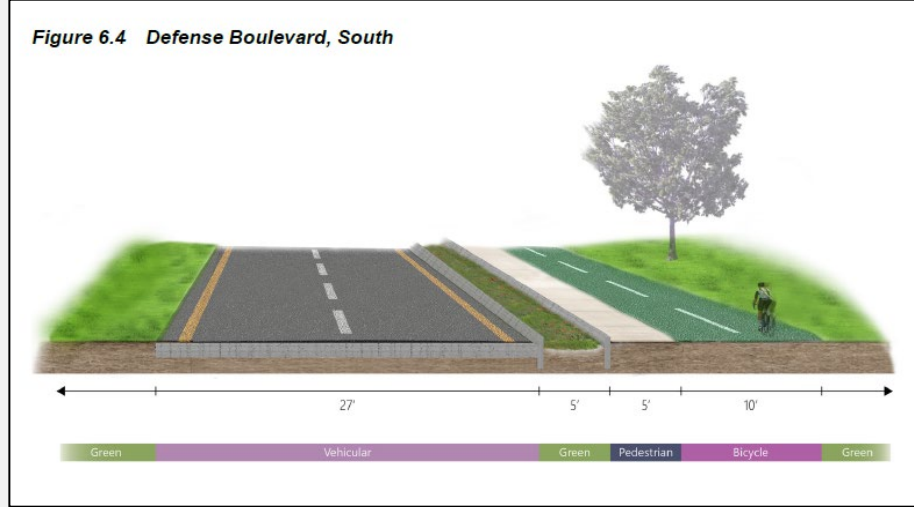
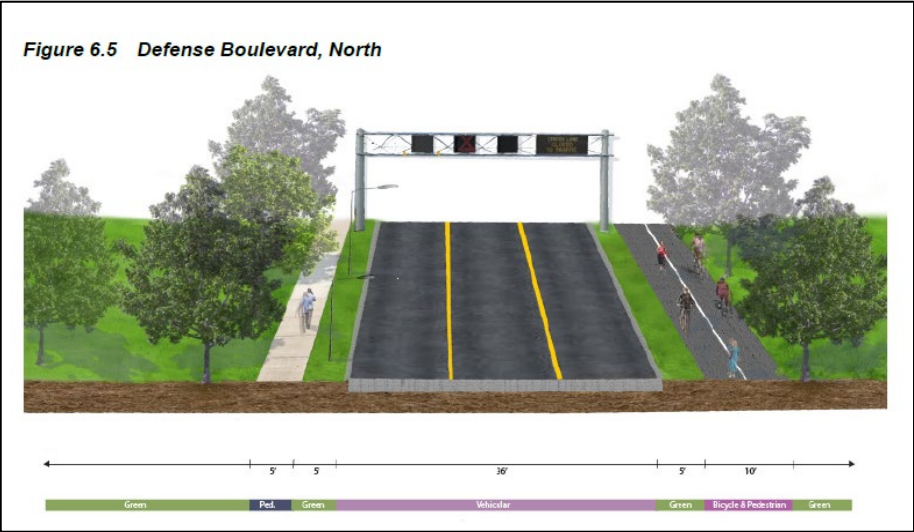


JBAB TMP – Parking Inventory

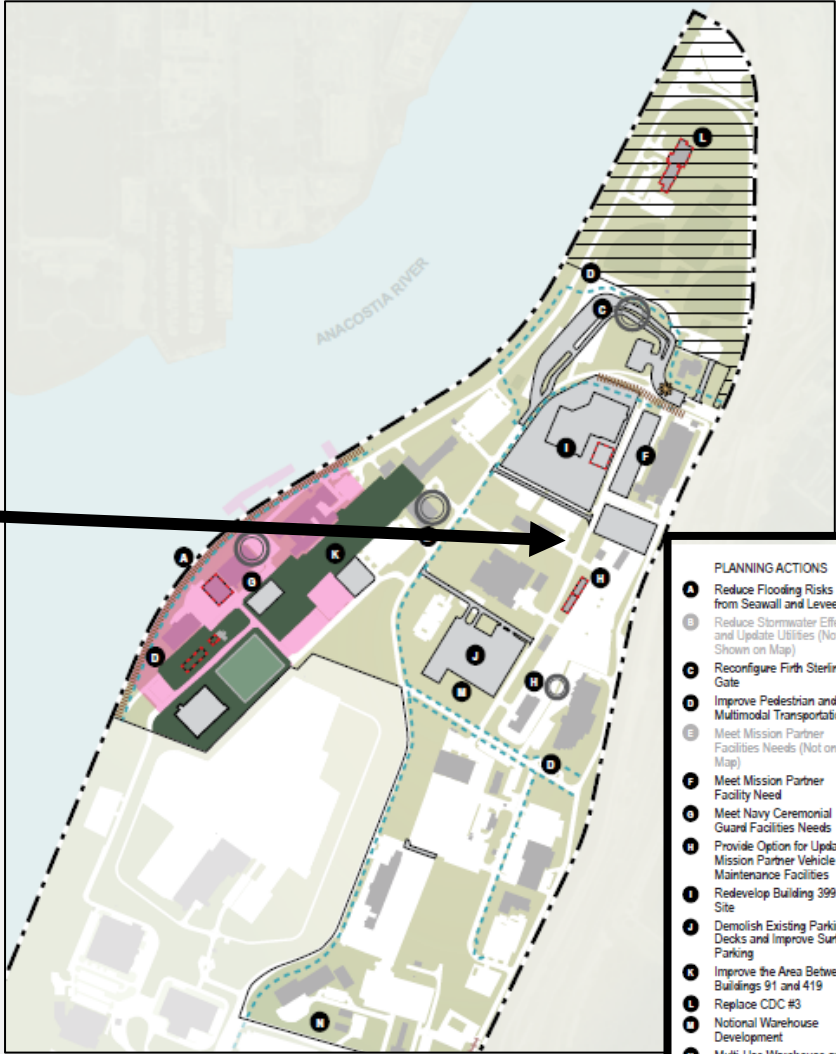


Future Illustrative Plan

Future Defense Boulevard Cross Sections



Future Mitscher Road Improvements



- PLANNING ACTIONS**
- A** Reduce Flooding Risks from Seawall and Levee
 - B** Reduce Stormwater Effects and Update Utilities (Not Shown on Map)
 - C** Reconfigure Firth Sterling Gate
 - D** Improve Pedestrian and Multimodal Transportation
 - E** Meet Mission Partner Facilities Needs (Not on Map)
 - F** Meet Mission Partner Facility Need
 - G** Meet Navy Ceremonial Guard Facilities Needs
 - H** Provide Option for Updated Mission Partner Vehicle Maintenance Facilities
 - I** Redevelop Building 399 Site
 - J** Demolish Existing Parking Decks and Improve Surface Parking
 - K** Improve the Area Between Buildings 91 and 419
 - L** Replace CDC #3
 - M** Notional Warehouse Development
 - N** Multi-Use Warehouse and Haz Mat Storage Facility

6.3 PREFERRED ALTERNATIVE ANALYSIS

Following the development of the Preferred Alternative, the planning team evaluated how well it solved the mission capability gaps described in Chapter 3. The Preferred Alternative fully meets nine Planning Actions and partially meets three planning actions, as shown in Table 6.1, Preferred Alternative Analysis.

The Preferred Alternative meets nine planning actions and partially meets three planning actions as shown in Table 6.1, Preferred Alternative Planning Action Evaluation.

Table 6.1 Preferred Alternative Analysis

PLANNING ACTION	PREFERRED ALTERNATIVE
A Reduce flooding risks from seawall and levee.	Green
B Reduce stormwater effects in district and update utilities.	Green
C Reconfigure Firth Sterling Gate into compliance and support large vehicle inspection.	Green
D Improve pedestrian and multimodal transportation connections.	Green
E Meet mission partner facilities needs for size, condition, configuration, and flooding/subsidence reduction.	Green
F Meet mission partner facility need for size, condition, and security.	Yellow
G Meet mission partner facilities needs for condition, connectivity, and practice space.	Green
H Provide option for updated mission partner vehicle maintenance facilities to meet needs of newer vehicles.	Yellow
I Improve configuration and capacity of mission partner for both personnel and fleet storage.	Green
J Improve configuration of shared parking.	Yellow
K Improve circulation, efficiency, surface parking, and open space in the area between buildings 91 and 419.	Green
L Replace CDC #3.	Green
M Construct Notional Warehouse Development.	Green
N Construct New Multi-Use Warehouse and Haz Mat Storage Facility	Green

Additional Information / Plan Revisions

(in response to previous NCPC draft review comments)

Changes between the Draft and Final Document are outlined below:

Section	Page	Revision
1.2.2	10	Added text to reference EO 13690 regarding planning concerns.
2.5.1	24	Industrial, light industrial, administrative, and small-scale administrative uses removed from parcel 12. This parcel is planned for future recreational use.
4.1.1	28	Added text to expand on the process of developing planning actions.
6.2	42	Buildings 91 and 399 removed from the proposed demolition list. Building 93 remains on the demolition list because it's outer walls and interior layout is not supported by bedrock and will continue to sink into the ground. The facility currently houses a mission partner and will continue to do so until the subsidence factor renders it uninhabitable.
6.2.1	43	Planning Action A: added references to EO 13690 regarding any planned developed within the floodplain.
6.2.1	46	Planning Action G: Text added to restate that Building 91 will not be demolished, but Building 93 will remain on the demolition list due to the cost of maintaining a structure sinking at least one inche per year into the ground.
6.2.1	46	Planning Action H: Text updated to note that reconstruction of Building 356 is in the early planning stages. Once the 35% designs are ready, the AF will share with NCPC.
throughout		Added national historic district boundaries to maps

1) Potential renewable energy production locations

JBAB is the process of finalizing their Installation Energy Plan (IEP), an Air Force master plan requirement and necessary as part of the lead service transfer from Navy to Air Force in 2020. The IEP recommends short term (0-5 years) resilience strategies to evaluate the technical requirements for adding battery storage to solar panels to provide backup power during grid outages.

JBAB's current solar provider funded the installation and maintains/operates the panels situated on JBAB. The current panels generate an estimated 10 percent of JBAB's power needs. If a mission requests to install solar power, 11 CES focuses on several questions. 1) Does FAA concur that the solar panel will not affect the various flight paths to DCA in terms of reflection of the sun into pilot's eyes? 2) Do underground utilities exist that might be impacted by the piers that will support the panels? 3) Does JBAB -based helicopter missions concur that the solar panel will not impact existing flight paths? 4) Does the solar panel location affect future planned development? 5) Does the mission have their own funding or agreement with JBAB's solar panel provider to fund the installation and maintenance of the solar panels because the Air Force's limited budget primarily focuses on mission-critical needs?

Given the AF has been the lead agency for two years, we need to evaluate the current solar panel program to determine if it makes financial/power creation sense to scale it bigger. Potential locations have not been considered at this time, but there is ongoing interest at JBAB to install solar panels.

Additional Information / Plan Revisions

(in response to previous NCPC draft review comments)

2) Existing Building Historic Eligibility

The NAS Anacostia Historic District has a period of significance from 1917 to 1962, which captures the initial establishment of the Navy at JBAB and extends to the year when all flight activities were disbanded, and the installation was redesignated from a naval air station to a naval support facility. Sixteen resources are contributing to the Anacostia Historic District including Buildings 29, 47, 72, 73, 84, 91, 92, 93, 94, 108, 109, 110, 111, 117, 423, and 748 (Baynard 2018a). Individual Determination of Eligibility forms for eligibility for listing on the National Register of Historic Places were submitted to the DC Historic Preservation Office for review and concurrence.

Buildings determined individually eligible in a 2018 survey include Buildings 72, 92, and 93, all eligible under Criteria A and C (Baynard 2018b). Enterprise Hall (Building 72) is eligible for its association with the development, testing, and operations of NAS Anacostia and as the first permanent barracks of the base. It is eligible under Criterion C as one of the most iconic and architecturally dominant buildings in the Anacostia complex, and as one of the original permanent buildings of the complex. The Operations Building (Building 92) is eligible under Criterion A for its association with the development, testing, and operations of NAS Anacostia. It is also eligible under Criterion C as an excellent representation of an Art Modern-style building constructed by the U.S. Navy. The Bachelor Officer's Quarters (Building 93), is eligible under Criterion A for its association with radio testing and housing on NAS Anacostia. It is eligible under Criterion C as a representation of the Art Deco style on a military installation. In addition to the historic area of NAS Anacostia, Buildings 168 and 169 on the Anacostia Annex located on the eastern side of Mitscher Avenue, just south of Defense Boulevard have been determined individually eligible in the NRHP (Smith and Stone 2009). The buildings are individually eligible under Criteria A and C, significant as the primary photography lab for the Navy during World War II and the Cold War (Criterion A), and as modified Government Deco buildings designed by the Eastman Kodak Company (Criterion C). The map contained below illustrates the building locations and historic eligibility described in the above text.

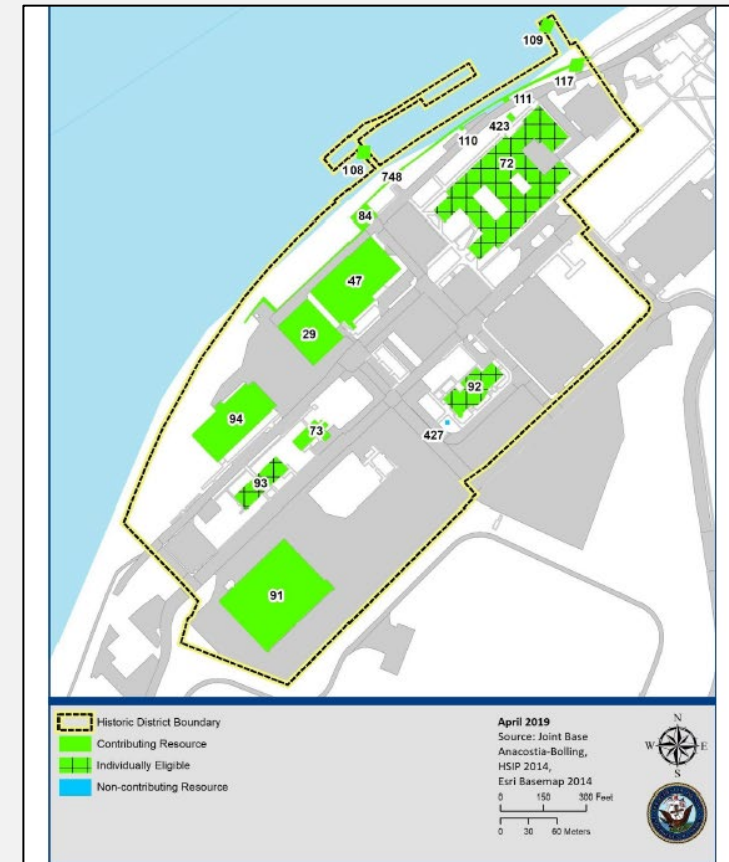


Figure 5-10. Inventory of Architectural Resources within Naval Air Station Anacostia Historic District
Integrated Cultural Resource Management Plan
Joint Base Anacostia-Bolling

5-35
Map clipped from latest JBAB ICRMP

Additional Information / Plan Revisions

(in response to previous NCPC draft review comments)

5.4.3 ARCHITECTURAL INVENTORIES FOR JBAB

Table 5-4. Naval Air Station Anacostia Historic District Architectural Inventory

BUILDING NO.	BUILDING NAME	YEAR BUILT	STATUS
29	Vacant	1920	Contributing
47	Navy Ceremonial Honor Guard	1923	Contributing
72	Enterprise Hall	1932/1942	Contributing & Individually Eligible
73	Vacant: Heating Plant/Sewage Pump	1932/1942	Contributing
84	Boat Crew Maintenance Shop	1938	Contributing
91	White House Communications	1942	Contributing
92	Personnel Support Detachment	1942	Contributing & Individually Eligible
93	Temporary Lodging Facility	1942	Contributing & Individually Eligible
94	Postal Division	1942	Contributing
108	Pier 108	1938	Contributing
109	Pier 109	1942	Contributing
110	Pumping Station No. 1	1940	Contributing
111	Pumping Station No. 2	1939	Contributing
117	Bulkhead for Flood Control	1946	Contributing
423	Mechanical Support Building	1942	Contributing
427	The Gun	1983	Non-Contributing
748	Floodwall	1938	Contributing

Table clipped from latest JBAB ICRMP

3) Responses to Comments from DC SHPO

Copied NCPC on e-mail containing responses dated 09/09/2022 @ 9:13AM.

4) Early coordination for Firth Sterling Gate

AF has conducted an early coordination meeting with NCPC staff to review the 35% design. AF plans to continue this coordination and include NCPC in the NEPA process.

5) Connecting Waterfront Trail to the Frederick Douglass Bridge

The proposed Firth Sterling Gate design includes bicycle and pedestrian connections. These connections will create a connection between the JBAB Waterfront Trail and newly opened South Capitol Street multiuse trail creating a safe 24/7 link between JBAB and the Frederick Douglass Memorial Bridge.

6) TMP Monitoring Plan

The AF will plan to provide NCPC an updated snapshot in time of the current JBAB parking inventory in February, the one-year anniversary from the TMP approval.

7) Coordination with DCSHPO and NCPC

The AF will continue to coordinate on projects situated within the NAS Anacostia Historic District.