



# Executive Director's Recommendation

Commission Meeting: February 3, 2022

<b>PROJECT</b> <b>Joint Base Anacostia-Bolling Installation Development Plan - Historic Bolling District Plan</b> 20 MacDill Boulevard, SE Washington DC	<b>NCPC FILE NUMBER</b> MP55
<b>SUBMITTED BY</b> United States Department of Defense, Department of the Air Force	<b>NCPC MAP FILE NUMBER</b> 84.22(05.00)45443
<b>REVIEW AUTHORITY</b> Approval of Master Plans for use by the Commission per 40 U.S.C. § 8722(a) and (b)(1)	<b>APPLICANT'S REQUEST</b> Approval of final master plan
	<b>PROPOSED ACTION</b> Approve final master plan with comments
	<b>ACTION ITEM TYPE</b> Staff Presentation

## PROJECT SUMMARY

The United States Department of the Air Force requests approval of its final Installation Development Plan (IDP), Historic Bolling District Plan, and Transportation Management Plan (TMP) for Joint Base Anacostia-Bolling (JBAB) in southeast Washington, DC. The 966-acre installation is located near the Department of Homeland Security's (DHS) St. Elizabeths West Campus and adjacent to the Naval Research Laboratory. JBAB currently supports 17,000 military and civilian employees as well as their families, military dependents, and many mission and tenant units. Existing land uses include Airfield Operations, Community Support, Family Housing, Industrial/Logistics, Medical, Mission/Administration, and Open Space/Outdoor Recreation.

The IDP serves as a broader-level framework that is based on a vision statement, with 5 planning goals and 19 objectives that are intended to transform JBAB into a more environmentally sustainable base, supporting multiple missions, while preserving and celebrating its historic heritage. The final Historic Bolling District Plan continues the comprehensive planning process established by the IDP with additional details that address mission requirements and planning objectives for the town center district. Finally, the submission includes a final Transportation Management Plan (TMP) that is designed to enhance mobility and transportation options; mitigate future traffic impacts from development; and improve air quality by reducing Single Occupancy Vehicle (SOV) traffic. During its November 2021 draft review, NCPC expressed support for the IDP's planning strategies and noted the TDM's range of strategies that would mitigate traffic impacts from future growth and development on the installation.

The Air Force has added some general language in the final plans to address several of the Commission's previous comments including JBAB's compliance with Executive Order 13690, tree planting priority areas, renewable energy, and additional coordination with other federal and District agencies. Other comments related to landscape guidelines, eco-friendly parking guidelines, and architectural design standards will be addressed through the Air Force's future

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Installation Facilities Standards (IFS) document. The IFS has specific policies and standards that pertain to installation elements, site development, facility exteriors, and facility interiors, and the Air Force expects to have the document available for NCPC review during the summer 2022. The IDP, Historic Bolling District Plan, TMP, and IFS are all standard Air Force documents that support its formal planning process per Air Force Instruction (AFI) 32-1015, Integrated Installation Planning.

## KEY INFORMATION

- JBAB was formed from two historically separate military installations (the Naval Support Facility and the Anacostia and Bolling Air Force Base), which were 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, described in the current final plan submission.
- The IDP was developed through a collaborative process with key stakeholders, decisionmakers, and leadership, providing the basis for input of planning data and actions to the Air Force Civil Engineer Center (AFCEC) Comprehensive Planning Platform (CPP) as the primary planning tool used by Air Force planners nationwide.
- These plans are 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 National Park Service (NPS) is planning to take over ownership of a Navy-owned parcel at the northernmost tip of JBAB totaling approximately 33 acres. This area would eventually house an NPS Headquarters building, a NPS Operations Center, a U.S. Park Police (USPP) helicopter complex, and associated parking.
- An abandoned CSX railroad runs the length of the installation, towards the eastern side, within the installation boundary. CSX owns 8.08 acres of right-of-way between the two easement parcels.
- The Blue Plains Tunnel, designed to capture and provide storage for Combined Sewer Overflows (CSO) was constructed by DC Water along the western edge of the installation, and includes a subterranean easement. The system includes a large drop shaft and overflow structure near Giesboro Park that is owned and maintained by DC Water.

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## RECOMMENDATION

The Commission:

**Approves** the final Joint Base Anacostia-Bolling Installation Development Plan, Historic Bolling District Plan, and Transportation Management Plan.

**Notes** that all proposed project locations shown in the Historic Bolling District Plan are conceptual and may change based on individual project design, engineering, and other planning considerations.

**Notes** the Air Force plans to comply with the Section 106 process on a project-by-project basis.

**Requests** the Air Force continue coordination with the District of Columbia State Historic Preservation Office regarding the evaluation of historic structures, historic viewsheds, and architectural design standard compatibility prior to individual project development.

**Notes** the final JBAB submission includes additional guidance related to Executive Order 13690, tree planting priority areas, and future coordination as requested by the Commission at its draft review.

**Notes** that JBAB will respond to additional Commission recommendations related to surface parking, new tree planting areas, landscaping, architectural design, and renewable energy guidelines through its detailed Installation Facility Standards (IFS) document, which will be available in summer 2022.

**Requests** that JBAB submit the Installation Facilities Standards, Installation Energy Plan, and Climate Resilience Plan to NCPC for review to ensure their consistency with previous Commission recommendations related to landscaping, parking, renewable energy goals, architectural design, and Executive Order 13690.

**Notes** that JBAB is currently participating in an on-going Metropolitan Washington Council of Governments study – the Military Installation Resilience Review – that will identify risks, hazards, and vulnerabilities to military readiness from future flooding, energy security, and aging infrastructure.

**Recommends** the applicant incorporate the information and findings from the Military Installation Resilience Review study into its future Executive Order 13690 response as well as its Installation Energy and Climate Resilience Plans for JBAB.

#### PROJECT REVIEW TIMELINE

<b>Previous actions</b>	<b>November 2021</b> – Draft Installation Development Plan / Historic Bolling District Plan / Transportation Management Plan review.
<b>Remaining actions</b> (anticipated)	Review of Installation Facilities Standards (summer 2022); remaining district plans (spring/summer 2022); Installation Energy Plan (TBD), and Climate Resilience Plan (2023).

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## PROJECT ANALYSIS

### Executive Summary

The Air Force submission includes final Installation Development, Historic Bolling District, and Transportation Management Plans that reflect previous Commission comments. Additional more detailed information will be provided through future documents that include the Installation Facilities Standards and component plans related to Energy and Climate Resilience. The Commission previously expressed support for the IDP's planning strategies and the wide range of Travel Demand Management strategies that would mitigate traffic impacts from future growth and development on the installation. Finally, the plans are generally consistent with Comprehensive Plan policies from the Federal Transportation, Parks and Open Space, Environment, Urban Design, and Workplace Elements. Therefore, staff recommends that the **Commission approve the final Joint Base Anacostia-Bolling Installation Development Plan, Historic Bolling District Plan, and Transportation Management Plan.**

### Background

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, in addition to 1,000 privatized homes, four dorms, three Child Development Centers (CDCs), two fitness centers, and 217 other facilities on 966 acres. JBAB's existing development pattern provides infill opportunities for denser development in some areas, and its waterfront location offers benefits such as unobstructed views of the city, ample recreational space, and relatively close proximity to downtown Washington, DC. However, JBAB's location is isolated from the surrounding urban fabric by major highways/roads to the east and the Potomac and Anacostia Rivers to its west.

### *Planning Context*

As part of JBAB's planning transition from the Navy to Air Force, the Air Force is scheduled to develop a series of future documents after the IDP, Historic Bolling District Plan, and TMP are finalized. Future documents will include Installation Facilities Standards (IFS), three additional district plans (Anacostia District, Sentinels of the Capital District, Housing and Community Support District), and new component plans that address climate resiliency (2023) and renewable energy (TBD). As the IDP and Bolling Plan are intended to be more foundational, conceptual plans, the future component plans and IFS will contain more detailed policy guidance, codes, and standards. The Air Force reinforces the nature of the Historic Bolling District Plan's proposed project with a note that future development locations in the illustrative plan (Section 6.1, page 39) are conceptual and further engineering analysis would be performed prior to project design and construction. Staff recommends the **Commission note that all proposed project locations shown in the Historic Bolling District Plan are conceptual and may change based on individual project design, engineering, and other planning considerations.**

### *Submission Content*

The final JBAB submission includes the 1) Installation Development Plan, 2) Historic Bolling District Plan, and 3) Transportation Management Plan. The IDP includes installation-wide goals and objectives along with form-based and district standards through a regulating plan to help guide future development without the specificity and rigidity of more traditional zoning codes. The Historic Bolling District Plan represents a thoughtful look at how to create a denser, more walkable area through realistic planning proposals. In particular, the plan shows the removal of some parking (273 spaces), with infill opportunities, additional bicycle infrastructure, development nodes, and smaller intersections and blocks. The district would have development anchors that include a new charter school, new Child Development Center, new medical clinic, and the National Capital Region Center of Excellence. The TMP supports the IDP and Historic Bolling District Plan with a range of proposed Travel Demand Management (TDM) programs; assessment of existing travel conditions and commuter preferences; and projected mode share improvements for each strategy.

The final IDP projects an increase of 10,000 employees over the course of a 20-year horizon, which would result in a total future population of 27,000 by 2041. The final Historic Bolling Plan shows a total of 13 projects that together with other planned improvements, would accommodate the population increase. At this time, four of the thirteen projects are funded, and it is expected that the other projects will be funded within the next 3-7 years. The TMP shows a long-term 20-year (by 2041) employee parking ratio goal of 1:3, which is consistent with the NCPC Comprehensive Plan long-term goal for installations located within the Historic DC Boundary and not proximate to a Metrorail station. JBAB currently has a ratio of 1:1.9 and an interim 5-year (by 2026) goal of 1:2.2. These key goals and assumptions remain unchanged from the previous draft submission.

### *Staff Analysis*

Pursuant to Air Force policies, which prescribe a hierarchy for its planning documents, the Air Force has revised its final plans to reflect NCPC comments to the extent feasible, with more detailed guidance to be provided through future component plans and standards documents. One such document - the Installation Facilities Standards - will be available for NCPC review in the summer 2022, with information relating to landscaping, surface parking, architectural design, and renewable energy as requested by the Commission during its draft review. The IFS is part of the Air Force Corporate Facilities Standards (AFCFS) program, intended to standardize Air Force installations and optimize their operation, replacing previous references such as the Architectural Compatibility Plan.

Staff consolidated and summarized previous NCPC review comments into eight different comment topic groups as follows: Executive Order 13690; Prioritized Development Areas; Eco-Friendly Surface Parking Guidelines; Landscape Guidelines; Tree Planting Areas; Section 106 Compatible Architectural Design Standards; Renewable Energy Goals/Actions; and Additional Coordination. The following table summarizes how the Air Force addresses each topic through the final JBAB submission and how each topic will be also addressed through future planning documents if at all.

NCPC Planning Topic Comment <i>(from draft master plan review)</i>	How reflected in final JBAB submission?	How Addressed in Future
Executive Order 13690	general language	Levee Project / Integrated National Resources Management Plan (INRMP) / Climate Resilience Plan
Prioritized Development Areas	general language	
Eco-Friendly Surface Parking Guidelines		<b>Installation Facilities Standards</b>
Landscape Guidelines		<b>Installation Facilities Standards</b>
Tree Planting Areas	general language / graphics	<b>Installation Facilities Standards</b>
Renewable Energy Goals/Actions	general language	Installation Energy Plan
Section 106 Compatible Architectural Design Standards	general language	<b>Installation Facilities Standards / Integrated Cultural Resources Management Plan (ICRMP)</b>
Additional Coordination	general language / new-updated graphics	Ongoing JBAB coordination (NEPA, Section 106, DOEE, DCSHPO, DHS, GSA)

The following sections provide specific descriptions of how the final JBAB submission addresses each topic area, as well as staff analysis of each plan revision.

Executive Order 13690

The Air Force has revised several sections of its Installation Development and Historic Bolling District Plans to specify that future development would comply with Executive Order 13690, which pertains to federal development in flood-prone areas. The applicant has added language in the Constraints Summaries (4.2), Form-Based Planning (4.5), and Planning District Summaries (6.6) sections in the IDP, as well as the Preferred Alternative section (6.1) of the Bolling District Plan. In addition, the Air Force plans to develop additional more detailed implementing Executive Order policies for JBAB use, which would be available through their Climate Resiliency Plan (2023) and Integrated National Resources Management Plan (INRMP). The IDP also notes that the Air Force plans to improve and recertify its earthen levee (in conjunction with the US Army Corps of Engineers) to reduce future flood risk to 100- and 500-year flood areas on JBAB.

*Staff is satisfied that the final IDP and Historic Bolling District Plan adequately reflect JBAB’s commitment to adhering with Executive Order 13690, with additional policy guidance to be provided through the Climate Resilience Plan and Integrated Natural Resources Management Plan.*

Prioritized Development Areas

The Air Force revised the Historic Bolling District Plan to note that JBAB would work to develop the parking areas outside of the 500-year floodplain, which is consistent with the previous recommendation made by the Commission. The intent of the NCPC recommendation is to help create a more compact, walkable district; to reduce parking capacity; and to reduce the need to

develop open space on the installation. The Air Force does not plan on any additional revisions to their plans to reflect the recommendation.

*Staff is satisfied that the Commission's recommendation to prioritize development on parking areas outside of the 500-year floodplain within the Bolling District is adequately addressed through the additional language in the final Bolling Plan, and that no further revisions are necessary. In addition, NCPC staff will continue to work with JBAB in support of the recommendation through future project planning, development, and coordination efforts.*

#### Eco-Friendly Surface Parking / Landscape Guidelines

Based on the more general nature of the IDP, Bolling Plan, and TMP, the Air Force did not include any parking or landscape guidelines as recommended previously by the Commission. However, the Air Force will include detailed parking and landscaping guidance in its future IFS, which is anticipated to be available for NCPC review in summer 2022.

*Staff is satisfied that detailed eco-friendly parking and landscaping guidelines will be available through the future IFS since the role of that document is to serve as an installation's compilation of standards.*

#### Tree Planting Areas

The IDP cites an installation-wide goal to increase tree canopy in multiple sections and more specifically, the Plan specifies the use of additional planting layers (with native understory trees, shrubs, perennials, and annuals) in areas where increased tree canopy is planned. The IDP also includes additional language that describes JBAB's intent to establish park-like corridors to improve pedestrian, bicycle, and recreational connections with increased tree canopy. Finally, the Historic Bolling District Plan includes a before-after photo simulation along an internal street to illustrate the visual quality improvement that results from additional street trees. In the future, the Air Force will also include additional locational guidance in their Installation Facilities Standards.

*Staff is satisfied that the final IDP and Historic Bolling District Plan reflect the Air Force's commitment to prioritizing new tree plantings along internal JBAB streets. Additional details and guidance will be provided through the future Installation Facilities Standards document.*

#### Renewable Energy Goals/Actions

The Air Force inserted a strategy to establish development patterns and operational policies to encourage renewable energy projects in the Constraints Section (4.2) of the IDP. Additional guidance will be in their future Installation Energy Plan, with information pertaining to current energy usage, usage trends, goals, and potential alternative scenarios to attain energy goals. Finally, separate from this project, JBAB currently has a 25-year power purchase agreement for 8,900-megawatt hours of solar energy per year, with several recent solar panel installations on-site.

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*Staff is satisfied with the IDP revision and that the Air Force will include its renewable energy goals and implementation guidance in their future Installation Energy Plan. The intent of the Energy Plan is to contain specific guidance for Air Force installations pertaining to renewable energy production.*

#### Section 106 Compatible Architectural Design Standards

The Air Force includes a number of points in the final IDP and Bolling District Plan that address their commitment to complying with Section 106 requirements on a project-by-project basis, and this is based on a foundational planning goal to preserve JBAB's heritage. Specifically, the plans include the following points:

- Future architectural design guidelines will be defined in JBAB's Installation Facilities Standards and should be incorporated during a project's design phase to ensure compatibility with design standards and historic viewsheds. In addition, archaeological surveys will be conducted and coordination with District of Columbia State Historical Preservation Office will occur as needed prior to any demolition, renovation, or new construction.
- Specific planning objectives in support of its JBAB's heritage preservation goal including Honoring the historic significance of the installation with architectural design standards that ensure compatibility with historic viewsheds; Developing and implementing architectural design standards that are reflective of historic features; and Promoting compatibility of new development with historic viewsheds.
- Historic structures, districts, and archeological sites should be considered during planning, development, and design phases for future development. JBAB has two historic districts (Bolling AFB Historic District, Naval Air Station Anacostia Historic District) - each with several eligible buildings - and the installation's Integrated Cultural Resources Management Plan (ICRMP) shows 12 known archaeological sites (eight of which have not yet been evaluated) and five prehistoric archaeological sites.

The Air Force maintains a computerized database for the installation (known as the ICRMP) that inventories JBAB's historic/cultural assets and features, and also serves as a planning tool to identify potential adverse impacts from future development.

*Staff is satisfied with the goals, objectives, and stated commitment by the Air Force to undertake the Section 106 process for future projects in consultation with the DC SHPO and NCPC. The Air Force also plans to further reinforce its related IDP and Bolling District Plan content through more detailed architectural design guidance in the IFS.*

Previous comments from the District of Columbia State Historic Preservation Office (DCSHPO) indicate additional questions about historic structures on the installation, as well as potential impacts to historic viewsheds, and architectural design standard compatibility with the Section 106 process. As such, staff requests future coordination between the Air Force, DC SHPO and NCPC to discuss and address these issues prior to submission of future planned projects on the installation and as the Air Force develops its Installation Facilities Standards for JBAB.



Staff recommends the **Commission note the Air Force plans to comply with the Section 106 process on a project-by-project basis.** In addition, staff recommends that the **Commission requests the Air Force continue coordination with the District of Columbia State Historic Preservation Office regarding the evaluation of historic structures, historic viewsheds, and architectural design standard compatibility prior to individual project development.**

#### Additional Coordination

The Air Force revised the IDP and TMP to include the following additional information in response to previous GSA and DDOT comments:

- Additional viewshed simulations looking across the installation that include future development (to help gauge visual impacts);
- Pedestrian “walkshed” travel time information on the Future JBAB Transportation Network map (Figure 6.2); and
- Updated Metrorail/bus route information.

In addition, the TMP includes statements that JBAB will work with DDOT to improve sidewalk, trail, and bicycle connectivity outside the installation, and JBAB will coordinate their TMP programs with the Department of Homeland Security St Elizabeths Campus.

*Staff is satisfied that the Air Force will continue to coordinate with GSA, DDOT, and DC SHPO on an as-needed basis to accomplish its stated planning goals and objectives. As such, no additional actions are necessary other than regular planning coordination through the NEPA, Section 106, and NCPC review processes.*

#### *Analysis Summary*

Staff finds the JBAB IDP, Historic Bolling District Plan, and TMP respond to previous Commission comments to the extent feasible given their broader scope. The Air Force will develop additional more detailed complementary plans and standards that will further respond to Commission recommendations related to landscape guidelines, parking guidelines, renewable energy goals, architectural design, and Executive Order 13690. Therefore, staff recommends that the Commission:

- **Note the final JBAB submission includes additional guidance related to Executive Order 13690, tree planting priority areas, and future coordination as requested by the Commission at its draft review;**
- **Note that JBAB will respond to additional Commission recommendations related to surface parking, new tree planting areas, landscaping, architectural design, and renewable energy guidelines through its detailed Installation Facility Standards (IFS) document, which will be available in summer 2022; and**

- **Request that JBAB submit the Installation Facilities Standards, Installation Energy Plan, and Climate Resilience Plan to NCPC for review to ensure their consistency with previous Commission recommendations related to landscaping, parking, renewable energy goals, architectural design, and Executive Order 13690.**

The applicant is in the process of preparing these documents and anticipates they will be available later this spring or summer. Staff will work with JBAB to facilitate the review process.

The Washington Council of Governments (COG) is leading a study - Military Installation Resilience Review – that will identify risks, hazards, and vulnerabilities to military readiness from future flooding, energy security, and aging infrastructure. Joint Base Anacostia-Bolling and other military installations in the District of Columbia including the Washington Navy Yard, Fort McNair, and the Naval Research Laboratory are also participating in the study, which is scheduled to conclude in June 2022. Staff believes that the study will yield useful information and findings that would benefit the Air Force's future planning efforts related to Executive Order 13690, as well as its development of the JBAB Energy Plan (TBD) and Climate Resilience Plan (2023). Therefore, staff recommends that the Commission **note that JBAB is currently participating in an on-going Metropolitan Washington Council of Governments study – the Military Installation Resilience Review – that will identify risks, hazards, and vulnerabilities to military readiness from future flooding, energy security, and aging infrastructure.** Furthermore, staff recommends that the Commission **recommend the applicant incorporate the information and findings from the Military Installation Resilience Review study into its future Executive Order 13690 response as well as its Installation Energy and Climate Resilience Plans for JBAB.**

## **CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE**

### **Comprehensive Plan for the National Capital**

As noted above, staff analyzed the draft submission for compliance with the Federal Transportation, Parks and Open Space, Environment, Urban Design, and Workplace Elements of the Comprehensive Plan. In summary, the proposed plans are generally consistent with these policies. The recommendations and analysis provided are intended to support continued alignment with Comprehensive Plan policies as the plans are further developed.

### **National Environmental Policy Act (NEPA)**

The Air Force plans to develop a programmatic Environmental Assessment (EA) once the IDP has been finalized and reviewed by NCPC, with plans to assess potential impacts from future development through project specific EAs unless the project qualifies for a Categorical Exclusion. The Commission previously noted that should the future Programmatic Environmental Assessment show a need for mitigation that requires substantive changes to the IDP, Historic Bolling District Plan, and/or other district plans, the Air Force will need to resubmit the revised

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plans to NCPC for review. Also, 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. As part of its previous draft review action, NCPC recommended that JBAB consult with the SHPO on how to improve Air Force architectural standards to be more compatible with the Section 106 process.

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.

SHPO provided comments on the draft plan and is coordinating, noting that Section 106 review will need to be conducted for each individual project recommended in the plans. GSA noted interest in continuing DHS/GSA/JBAB coordination on transportation, specifically fast ferry, that could serve both JBAB and the St. Elizabeths campus.

### **ONLINE REFERENCE**

The following supporting documents for this project are available online at [www.ncpc.gov](http://www.ncpc.gov):

- Project Synopsis
- Final JBAB Installation Development Plan
- Final Historic Bolling District Plan
- Final JBAB Transportation Management Plan

Prepared by Michael Weil  
01/28/2022

### **POWERPOINT (ATTACHED)**

# Joint Base Anacostia-Bolling Installation Development Plan Historic Bolling 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:** February 3, 2022

**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:** MP55

## Project Summary:

JBAB provides installation support to 17,000 military and civilian employees as well as their families, military dependents, and many mission and tenant units. This population also includes the National Guard, Reserve forces, U.S. Coast Guard, and other federal agency personnel. JBAB is ideally situated within the District of Columbia, with proximity to the White House, Pentagon, downtown Washington DC, Fort Myer; Fort McNair; and Washington Naval Yard. JBAB's mission is to provide unrivaled support to include four no-fail presidential and warfighter enablers, 1,003 privatized homes, four dorms, three Child Development Centers (CDCs), two gyms, and 217 facilities on 966 acres for 17,000 military and civilian members. A proposed land swap totaling approximately 33 acres of land in the northern portion of the installation will reduce the total acreage to 933.

JBAB's waterfront location provides opportunities for denser urban development and outstanding QOL amenities. JBAB is currently somewhat isolated from the surrounding urban fabric due to the presence of major highways and the Anacostia River. Enhanced physical connections as well as community partnerships are a high priority for this effort. Being located in a dense urban environment makes JBAB subject to broader initiatives to reduce dependence on single occupancy vehicles (SOVs), limit the amount of available parking, and conversely increase the availability of non-SOV modes of transportation, such as transit, ride-sharing, pedestrian, bicycle, and other modes. JBAB continues to address environmental issues including ongoing subsidence and flooding issues, likely to be exacerbated by sea level rise, and regional initiatives to increase the tree canopy on the installation.

# Previous Commission Action Items

## *Development*

**Requests** the Air Force revise the Installation Development and Bolling Historic District Plans to show how they comply with the flood risk guidance in accordance with Executive Order 13690. *(reflected in Installation Development Plan and Historic Bolling District Plan – see slides 5, 6)*

**Recommends** that if additional program is needed in the future, JBAB should prioritize the development of the surface parking lots in the Historic Bolling District, outside of the 500-year flood risk area, to create a more compact, walkable district and reduce the need to develop open space. *(reflected in Historic Bolling District Plan – see slide 6)*

**Recommends** that JBAB include surface parking lot guidelines to show how the installation can meet stormwater management and sustainability requirements through new trees, plantings, pervious paving and integrating sustainable features such as solar panels and electric charging stations. *(reflected in Installation Development Plan – see slide 7)*

## *Landscaping / New Tree Planting*

**Recommends** that the Air Force include landscape guidelines for JBAB in the final IDP. *(reflected in Installation Development Plan – see slide 7)*

**Recommends** that the Air Force identify tree planting priority areas to show where new tree planting is encouraged for environmental and visual benefit. *(reflected in Installation Development Plan and Historic Bolling District Plan – see slides 8, 9)*

## *Historic Preservation*

**Requests** that the Air Force consult with the DC SHPO to discuss the development of compatible architectural design standards and how to incorporate the Section 106 process into early project development phases, and to reflect this information in the final IDP. *(reflected in Installation Development Plan and Historic Bolling District Plan – see slides 10-12)*

# Previous Commission Action Items

## Sustainability

**Requests** that the final IDP address installation goals and actions for increasing renewable energy so they can be incorporated during the early design phase of individual projects. *(reflected in Installation Development Plan – see slide 13)*

## Additional Coordination

**Requests** that the Air Force continue to coordinate with the District Department of Transportation, the General Services Administration and the Department of Homeland Security as plans and projects for the installation are further refined. *(reflected in Installation Development Plan and Transportation Management Plan – see slides 4, 14-16)*

**Viewsheds: Minor Constraint ● (yellow)**

The *Parks and Open Space* chapter of NCPC's *Federal Elements* states "the federal government should:

- Maintain the prominence of the topographic bowl formed by lowland and rim features of the L'Enfant City and environs by controlling the urban and natural skylines in the Anacostia, Florida Avenue, and Arlington County portions of the bowl.
- Preserve the green setting of the Anacostia hills and integrate building masses with, and subordinate to, the natural topography."

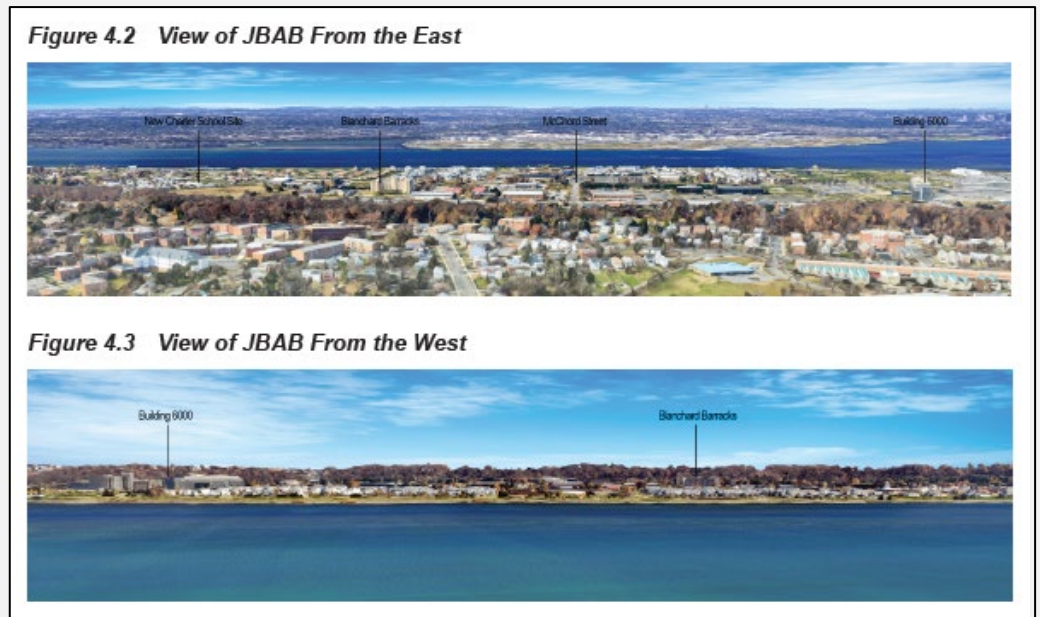
JBAB lays on a flat riverfront plain near sea level at the confluence of the Anacostia and Potomac Rivers, across the water from Washington's Historic L'Enfant City and about 200 feet below the rim of the Anacostia Hills east of the installation.

Visual corridors at JBAB are a valuable asset to the character and visual integrity of the site, however there are areas of interruption including hangars, the control tower for the flight operations, and the high-rise Blanchard Barracks both from and into the installation. By incorporating visual analysis into planning and design considerations, future development will minimize negative impacts on important views, such as various historic monuments, and settings, like the City of Alexandria and Ronald Reagan Washington National Airport, at the installation and the region.

**MITIGATION ALTERNATIVE**

*Not applicable.*

Installation Development Plan / Section 4.2 – Constraint Summaries / p.46



Installation Development Plan / Section 4.2 – Constraint Summaries / p.47



# Executive Order 13690

## Floodplains: Major Constraint ● (red)

Flooding caused by the Anacostia and Potomac Rivers is a major concern along the shoreline. Both rivers are subject to upstream freshwater flows and downstream tidal influences. Storm surges caused by major storms are the chief causes of flooding at JBAB, and flooding following strong storm events is a long-standing issue at JBAB. A levee and flood wall system was constructed to mitigate flooding impacts, but is in disrepair. A project is currently under design to rebuild and improve the flood protection wall. **This levee project will address floodplain issues and once in design phase all development will be in compliance with Executive Order (EO) 13690, Establishing a Federal Flood Risk Management Standard and Process for Further Soliciting and Considering Stakeholder Input.** Based on Federal Emergency Management Agency (FEMA) floodplain mapping, much of the Historic Anacostia District and the area around the marina are within the 100-year and 500-year floodplains.

See Figure 4.2, Floodplains.

Stormwater management and flood risk management are closely intertwined and JBAB is implementing several approaches to address these issues. As noted in Section 4.2.2 Environmental Planning Constraints, the planned levee and seawall repair project will reduce the

extent of the 100- and 500-year floodplains and support compliance with EO 13690. Ongoing improvements to the storm drainage system will also mitigate flood risks.

IDP / Section 6.5 – Form-Based Planning / p.60-61

Installation Development Plan / Section 4.2 – Constraint Summaries / p.44

## Planning Concerns and Opportunities

Major planning concerns in the Historic Anacostia District include:

- **Subsidence, flooding, and stormwater management that may affect future use and the need to address flooding potential in future development through design or by siting land uses that are less sensitive to flooding. New development will comply with EO 13690.**
- Proposed land swap considerations, including the future presence of APZs associated with a future helipad.
- Contaminated sites, UXO, and historic preservation issues.
- The need for open space preservation for periodic laydown and operations.
- Potential redevelopment of several areas including Enterprise Hall and the area around Buildings 73 and 29 after demo.
- **The need to address flooding potential in future development through design or by siting land uses that are less sensitive to flooding. New development will comply with EO 13690.**
- Logistics and warehouse shortages.
- The need to replace sewer lines.
- The need for improved public transportation access as this is the closest point on installation to a DC Metro Station.

IDP / Section 6.6 – Planning District Summaries, Planning Concerns and Opportunities / p.63

## Planning Concerns and Opportunities

Major planning concerns in the Sentinels of the Capital District include:

- Constraints including DC Water project easements, flight patterns from outside the district, and waterfront security.
- The need to coordinate development and siting of multiple tenants to support increased capacity.
- APZs, CZs, and noise impacts from flight operations.
- The opportunity for consolidation of parking areas and structured parking.
- Traffic management given the current dependency on single-occupancy vehicles.
- The need for bicycle, public transit, and shuttle access.
- The need for pedestrian connections to community services.
- The need for a local food options.
- Interest in MILCON development from multiple tenants, especially on Giesboro Park site.
- **A portion of this district, including the airfield, is within the 100-year floodplain and may be vulnerable to sea level rise associated with climate change. New development will comply with EO 13690.**
- The district has not been surveyed for archaeological resources and may require an archaeological identification survey prior to development.

IDP / Section 6.6 – Planning District Summaries, Planning Concerns and Opportunities / p.65

*“Requests the Air Force revise the Installation Development and Bolling Historic District Plans to show how they comply with the flood risk guidance in accordance with Executive Order 13690.”*



# Prioritized Development Areas / Executive Order 13690

Note that some development is proposed within areas currently constrained by the mapped 500-year floodplain. Development proposed on the Illustrative Plan is conceptual and further engineering analysis will be performed prior to project design and construction to ensure that development complies with Executive Order (EO) 13690. **As noted in the IDP, the planned levee and seawall repair project will reduce the extent of the 100- and 500-year floodplains and support compliance with EO 13690. JBAB will work to develop parking outside the post-levee-upgrade 500-year floodplain**

Historic Bolling District Plan / Section 6.1 – Preferred Alternative / p.39

*“**Recommends** that if additional program is needed in the future, JBAB should prioritize the development of the surface parking lots in the Historic Bolling District, outside of the 500-year flood risk area, to create a more compact, walkable district and reduce the need to develop open space.”*

# Surface Parking / Landscape Guidelines

## ES.7 FORM-BASED PLANNING

Table ES.1, Form-Based Planning Standards, summarizes planning standards that apply on a district-by-district basis. These standards are intended to complement and enhance future land use planning through the regulation of building types, height, setbacks, circulation patterns, and landscaping, regardless of land use. Detailed design and planning guidelines that apply at the site or building scale are found in the JBAB Installation Facilities Standards (IFS).

Table ES.1 Form-Based Planning Standards

RECOMMENDED DEVELOPMENT GUIDELINES	HISTORIC ANACOSTIA	HOUSING AND COMMUNITY SUPPORT	SENTINELS OF THE CAPITAL	HISTORIC BOLLING
<b>FORM AND BUILDING SCALE</b>				
Adherence to build-to lines	E	E	A	E
Building height allowance-1-2 stories	A	A	A	A
Building height allowance-2-3 stories	A	A	A	A
Building height allowance-3-5 stories	A	A	A	E

Installation Development Plan / ES.7 – Form Based Planning / p.15

*“Recommends that JBAB include surface parking lot guidelines to show how the installation can meet stormwater management and sustainability requirements through new trees, plantings, pervious paving and integrating sustainable features such as solar panels and electric charging stations.”*

*“Recommends that the Air Force include landscape guidelines for JBAB in the final IDP.”*

## 6.5 FORM-BASED PLANNING

Table 6.2, Form-Based Planning Standards, summarizes planning standards that apply on a district-by-district basis. These standards are intended to complement and enhance future land use planning through the regulation of building types, height, setbacks, circulation patterns, and landscaping, regardless of land use. Detailed design and planning guidelines that apply at the site or building scale are found in the JBAB Installation Facilities Standards (IFS).

Applying form-based planning at the planning district level offers greater flexibility than solely land use-based planning in responding to changing planning and development requirements. It also allows for the consideration of mixed or alternative land uses if the planning context requires. These standards will ensure installation growth or redevelopment is achieved in an orderly, attractive, and cohesive manner that promotes mixed uses, compact development, walkability, and sustainability.

The following is a summary of the attributes of future development regulated by the form-based planning standards:

- **Building Form and Scale** address development density, height, massing and configuration to maximize development capacity. These standards may also protect historic resources, establish a presence or defined identity for an area, or influence the scale and character of development to better serve pedestrians.
- **Parking Elements** address the transition between 1) land use and 2) transportation and the configuration of parking, which can significantly impact the function, security, aesthetics, and circulation within an area. These standards promote configurations that best complement the development character of a future planning area.
- **Pedestrian Circulation** guidelines encourage nonmotorized travel and complement the urban fabric of areas intended to be highly populated, densely developed, and easily walkable.
- **Streetscape Elements** establish a hierarchy for the installation roadway network and reinforces the definition of specific planning districts or future planning areas. These standards can also encourage multimodal transportation or improve installation aesthetics.

### Relationship to the IFS and Other Guidelines

The Form-Based Planning Standards are intended to provide preliminary guidance for the District Planning process and should be revised and enhanced as new or revised District Plans are completed.

Table 6.2, Form-Based Planning Standards, determines the applicability of standards within each of the four categories noted above at the district scale. These standards must be used in conjunction with the IFS during project planning and design process to determine the specific numerical standards that apply at the site and building scales. For example, while Table 6.2 identifies that parking structures are allowed in the Historic Anacostia and Housing & Community Support Districts and encouraged in the Sentinels of the Capital and Historic Bolling Districts, the design and configuration of parking structures, including stormwater management elements, is prescribed by the IFS.

The IFS is intended to assist Air Force installations in implementing and maintaining facilities standards as appropriate for efficient operations within their respective climate region to ensure mission success; reduce initial and lifecycle costs; reduce energy and water use; and establish consistent site development, architectural, engineering, landscape, and other design standards that apply to all new construction and development.

The IFS contains parking guidelines that include stormwater management and sustainability requirements, including the use of pervious paving; establish landscape design considerations such as tree, shrub, and groundcover plantings; and integrate sustainable features such as solar panels and electric charging stations.

Stormwater management and flood risk management are closely intertwined and JBAB is implementing several approaches to address these issues. As noted in Section 4.2.2 Environmental Planning Constraints, the planned levee and seawall repair project will reduce the

# New Tree Planting Guidance

**Threatened and Endangered Species: No Constraint ● (green)**

Past development at JBAB has resulted in the loss of most native wildlife and vegetation, and as a result, threatened and endangered species have not been a constraint in the past. No threatened or endangered species are known to exist at the installation, but the installation plans to conduct surveys to confirm. The INRMP is a good source of information about species that exist in the region.

Areas where increased tree canopy is planned should consider additional planting layers to include native understory trees, shrubs, perennials and annuals. JBAB's tree canopy replacement program uses site-specific analysis to determine the ratios for replacement. This will create a richer landscape that will not only benefit the health and longevity of the trees, but will also provide pollinator habitat.

**MITIGATION ALTERNATIVE**

Not applicable.

Joint Base Anacostia-Bolling Installation Development Plan FINAL

43

Installation Development Plan / Section 4.2 – Constraint Summaries / p.43

*“Recommends that the Air Force identify tree planting priority areas to show where new tree planting is encouraged for environmental and visual benefit.”*

**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 bike 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.

Installation Development Plan / ES.2 – Vision, Goals, and Objectives / p.10, 27, 76

JBAB's waterfront location provides opportunities for denser urban development and outstanding QOL amenities. JBAB is currently somewhat isolated from the surrounding urban fabric due to the presence of major highways and the Potomac and Anacostia Rivers. Enhanced physical connections as well as community partnerships are a high priority for this effort. Being located in a dense urban environment makes JBAB subject to broader initiatives to reduce dependence on single occupancy vehicles (SOVs), limit the amount of available parking, and conversely increase the availability of non-SOV modes of transportation, such as transit, ride-sharing, pedestrian, bicycle, and other modes. JBAB continues to address environmental issues including ongoing subsidence and flooding issues, likely to be exacerbated by sea level rise, and regional initiatives to increase the tree canopy on the installation.

Installation Development Plan / ES.3 – Installation Setting / p.10



# New Tree Planting Guidance

*“Recommends that the Air Force identify tree planting priority areas to show where new tree planting is encouraged for environmental and visual benefit.”*

Figure 6.12 Luke Avenue Street-Level Rendering (Before)



Figure 6.13 Luke Street-Level Rendering (After)



# Architectural Design Standards / Section 106 Consultation

Architectural design guidelines are defined in JBAB's Installation Facilities Standards (IFS), and should be incorporated during a project's design phase to ensure compatibility with design standards and historic viewsheds. Archaeological surveys will be conducted and coordination with District of Columbia (DC) State Historical Preservation Office (SHPO) will occur as needed prior to any demolition, renovation, or new construction.

Bolling District Plan / Section 1.3 – Purpose / p.11

*“Requests that the Air Force consult with the DC SHPO to discuss the development of compatible architectural design standards and how to incorporate the Section 106 process into early project development phases, and to reflect this information in the final IDP.”*

## Historical and Archaeological Sites: Minor Constraint ●

JBAB's 2020 ICRMP identifies twelve archaeological sites, eight of which have not yet been evaluated. These sites should be considered only as representative of the types of resources that could be identified at JBAB. Archaeological surveys and assessments completed as of the writing of the ICRMP are listed in the ICRMP with a synopsis of findings. All reports are either on file at JBAB or at the DC SHPO.

Five prehistoric archaeological sites at JBAB were identified and recorded prior to and during the development of Bolling Field in the 1930s. Four of the sites include prehistoric Native American camps and one contains prehistoric ossuary pits. However, these sites have not been thoroughly evaluated through formal archaeological studies. Given that few surveys have been conducted, there is a reasonable possibility of other undetected sites at JBAB, and sensitive areas have been identified throughout the Housing and Community Support District, the Historic Bolling/Town Center District, and the Sentinels of the Capitol District.

JBAB previously had two operational flying missions with associated runways, aprons, and parking areas. While not considered contributing historic or archaeological resources, the runways were often buried under layers of fill. The potential to encounter the runways during construction of foundations and utility infrastructure is an important cost consideration for future development.



### MITIGATION ALTERNATIVES

1. Typically, archaeological sites require additional coordination, survey, study, and documentation processes, but do not necessarily preclude development activity.
2. The JBAB ICRMP is a key reference in the description and processes necessary for preserving archaeological sites.
3. A basewide archaeological Phase I survey could better delineate cultural resource restraints through the installation and inform future development.

Installation Development Plan / Section 4.2 – Constraint Summaries / p.45

# Architectural Design Standards / Section 106 Consultation

## Historic Structures and Districts: Minor Constraint ● (yellow)

There are two historic districts at JBAB. The first is the Bolling AFB Historic District, located in the Town Center District, which encompasses the original administrative core of Bolling AFB along Brookley Avenue and the residential quarters along Westover Avenue. Buildings B1, 2, 20, and 21 are considered eligible historic buildings, and many other facilities in the district are considered contributing resources.

The second historic district is the Naval Air Station (NAS) Anacostia Historic District, which comprises the historic core of Anacostia Naval Base. Eligible facilities in the NAS Anacostia Historic District include Buildings 72, 92, and 93, and several other buildings in the area are considered contributing resources.

See Figure 4.3, Historic Structures and Districts at JBAB.



### MITIGATION ALTERNATIVES

1. *Actions involving the historic districts or contributing historic facilities require coordination with historic preservation departments and agencies, including the local District of Columbia Historic Preservation Office (DC HPO).*
2. *The JBAB Integrated Cultural Resources Management Plan (ICRMP) is a key reference in the description and processes necessary for preserving historic facilities and districts.*

Installation Development Plan / Section 4.2 – Constraint Summaries / p.45

## 3. Honor and Communicate JBAB's Heritage

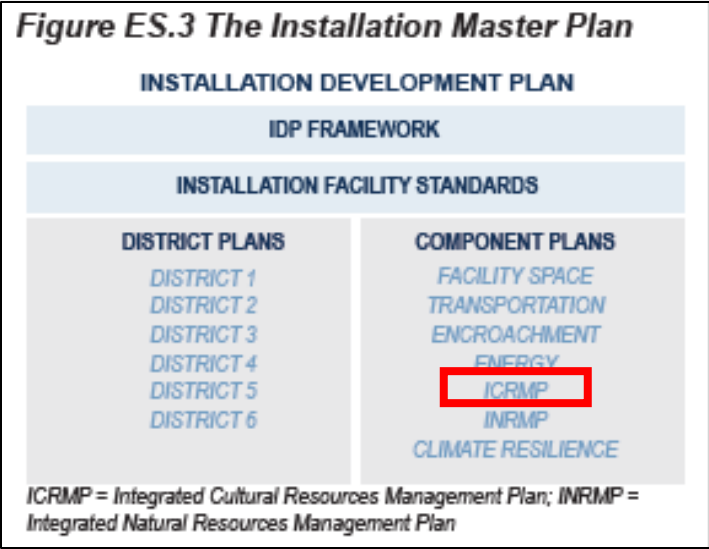
JBAB honors the historic significance of the installation with architectural design standards that ensure compatibility with historic viewsheds.

- 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.

Installation Development Plan / ES.2 – Vision, Goals, and Objectives / p.9, 26, 76

***“Requests that the Air Force consult with the DC SHPO to discuss the development of compatible architectural design standards and how to incorporate the Section 106 process into early project development phases, and to reflect this information in the final IDP.”***

# Architectural Design Standards / Section 106 Consultation



Installation Development Plan / ES.1 – Purpose / p.8, 21

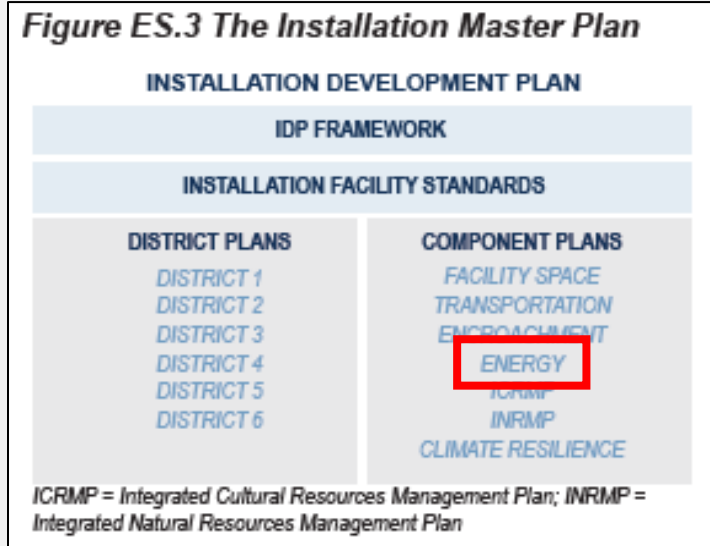
The IFS is intended to assist Air Force installations in implementing and maintaining facilities standards as appropriate for efficient operations within their respective climate region to ensure mission success; reduce initial and lifecycle costs; reduce energy and water use; and establish consistent site development, architectural, engineering, landscape, and other design standards that apply to all new construction and development.

Installation Development Plan / 6.5 – Form Based Planning / p.60

*“Requests that the Air Force consult with the DC SHPO to discuss the development of compatible architectural design standards and how to incorporate the Section 106 process into early project development phases, and to reflect this information in the final IDP.”*



# Renewable Energy



Installation Development Plan / ES.1 – Purpose / p.8, 21

**Air Quality: Minor Constraint ● (yellow)**

JBAB has responsibility to contribute to the improvement of air quality in the Metropolitan Washington, D.C. region, which is a marginal non-attainment area or non-attainment area for several types of air pollution. Sources of air pollution at JBAB include stationary sources, such as boilers, generators, and building heating, ventilation, and air conditioning (HVAC) systems, as well as vehicular sources, including both privately owned vehicles (POV) and government owned vehicles (GOV). This constraint is installation-wide, and influences future development in a minor way.

**MITIGATION ALTERNATIVES**

1. The JBAB TMP is important in establishing strategies and recommendations for pollution reduction.
2. Development patterns and operational policies should encourage renewable energy projects.
3. Planning efforts should encourage less vehicle travel and fuel consumption through the creation of multi-modal transportation networks.

Installation Development Plan / Section 4.2 – Constraint Summaries / p.42

*“Requests that the final IDP address installation goals and actions for increasing renewable energy so they can be incorporated during the early design phase of individual projects.”*



# Additional Coordination

*“Requests that the Air Force continue to coordinate with the District Department of Transportation, the General Services Administration and the Department of Homeland Security as plans and projects for the installation are further refined.”*



Installation Development Plan / Section 6.3 – Future Transportation Networks / p.56

# Additional Coordination

*“Requests that the Air Force continue to coordinate with the District Department of Transportation, the General Services Administration and the Department of Homeland Security as plans and projects for the installation are further refined.”*

## 6.1.2 Performance Metrics

The measures presented here can be implemented to have a strong positive effect in reducing the dependence on SOVs as the primary travel mode of JBAB commuters, thereby working towards the regional transportation objectives also shared by federal and local agencies, notably NCPC, DDOT, VDOT, and MDOT.

Some of these measures detailed here offer significant potential to change employee travel behavior and some offer more modest improvements, but applied together they can lead to a significant shift in travel mode and a reduction in the need for parking. The multifaceted approach is especially necessary for a location such as JBAB where the workforce is scattered throughout the region at varying distances from the Installation and with differing travel modes available. Incentivizing and providing a variety of transportation mode alternatives will be critical to impacting the travel behavior of as many employees as possible.

Transportation Management Plan / Section 6.1 – TDM Program Overview / p.47

## 6.3 FUTURE TRANSPORTATION NETWORKS

JBAB will be working towards the transportation goals and objectives outlined in the 2021 JBAB TMP. Implementation steps are listed below to maximize the resources and efforts that are currently in place and to further develop future transportation management solutions.

The following strategies were identified. Each is assigned projects and metrics to ensure successful implementation. Detailed summaries, action plans, metrics, and goals for each proposed implementation action can be found in the TMP.

- Improve sidewalk, trail, and bicycle connectivity inside the installation.
- Work with DDOT to improve sidewalk, trail, and bicycle connectivity outside the installation.
- Streamline installation access through reconfigured gates.
- Establish a Parking Management Plan.
- Incentivize the use of electric vehicles.
- Integrate JBAB with an external bikeshare system.
- Expand and increase utilization of the shuttle service.
- Encourage the use of carpools.
- Encourage the use of vanpools.
- Promote the use of teleworking or flex work schedule policies.
- Promote the use of government benefit programs.
- Communicate the benefits of avoiding single occupancy vehicles (SOVs).
- Provide annual commuter fairs.
- Identify an Installation Transportation Coordinator.
- Implement a commuter ferry or water taxi service.
- Incorporate a metrobus loop that has internal JBAB stops.
- Reengage the Transportation Task Force for external coordination.

See Figure 6.2, Future Transportation Network.

Installation Development Plan / Section 6.3 – Future Transportation Networks / p.55

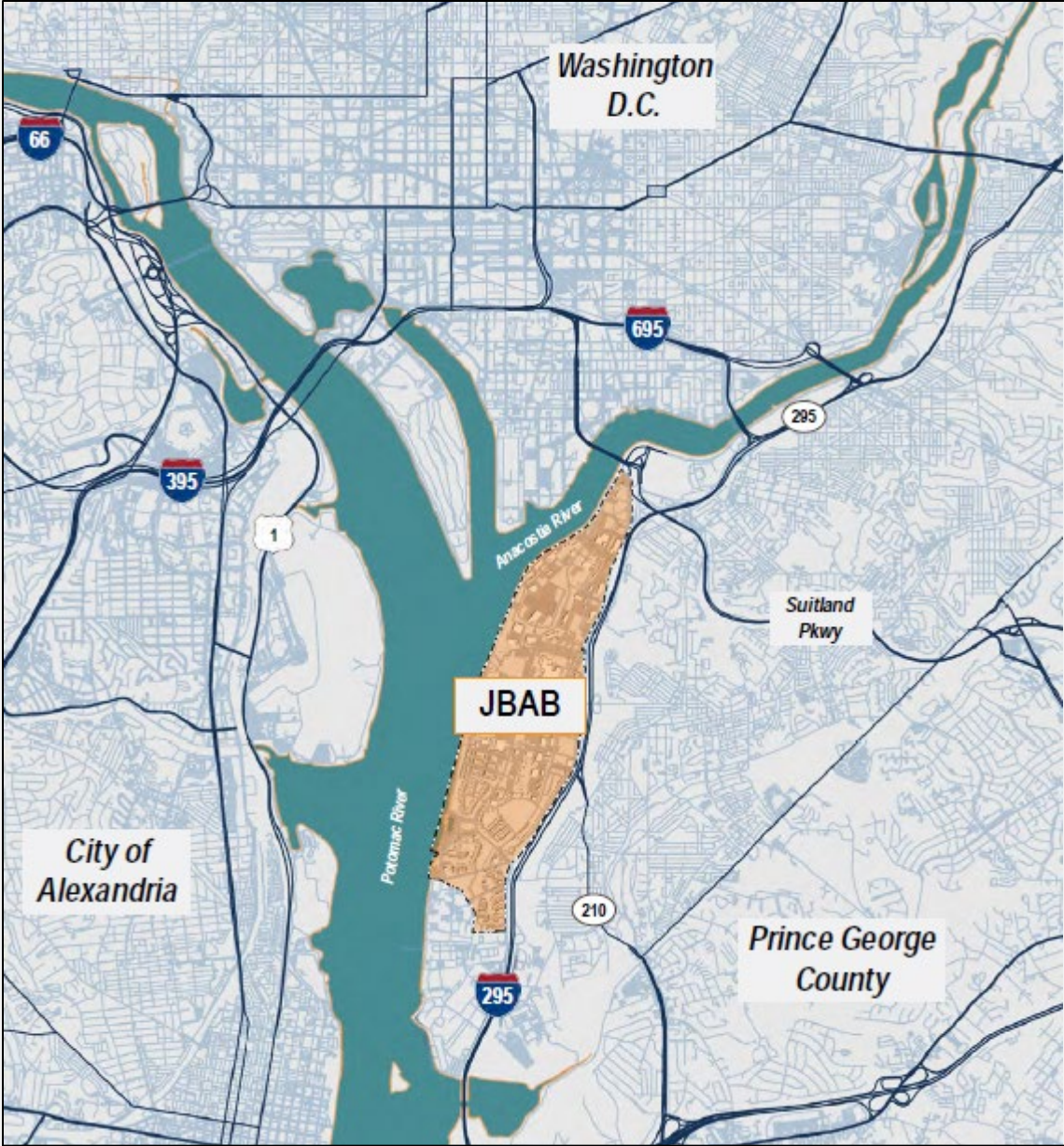
# Additional Coordination

<i>Table 6.1 TMP Strategies</i>		Short Range (0-2 Years)	Mid Range (2-5 Years)	Long Range (+5 Years)
<b>11th Wing</b>				
FW-1	Continue to Promote the use of teleworking or flex work schedule policies	X		
<b>11th CES (Policy)</b>				
CES-1	Establish a parking management system			X
CES-2	Support the Traffic Council Planning Meeting	X		
CES-3	Implement a commuter ferry or water taxi service	X		X
<b>11th CES (Construction)</b>				
CES-4	Improve sidewalk, trail & bicycle connectivity inside the installation	X		
CES-5	Work with <b>DDOT</b> to improve sidewalk, trail & bicycle connectivity outside the		X	
CES-6	installation Streamline installation access through reconfigured gates			X
CES-7	Incentivize the use of electric vehicles	X		

Transportation Management Plan / Section 6.5 – Selected TDM Strategies / p.51

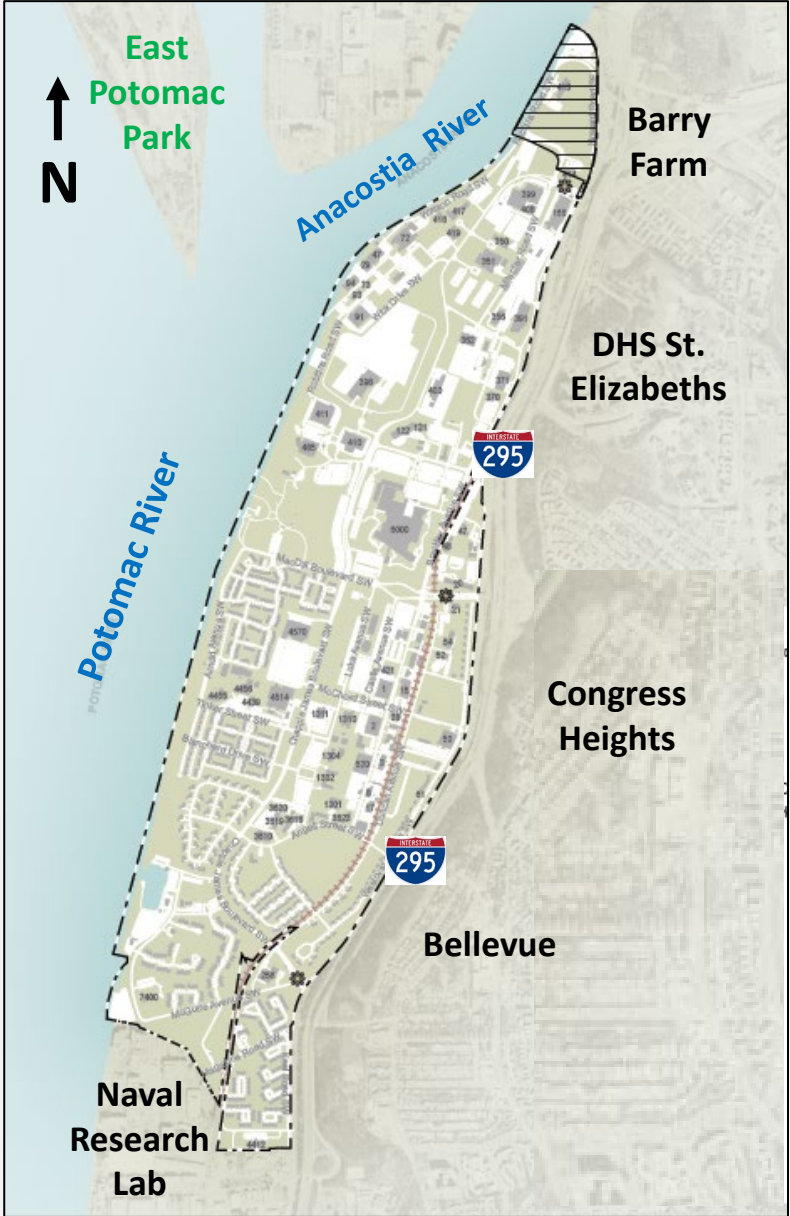
*“Requests that the Air Force continue to coordinate with the District Department of Transportation, the General Services Administration and the Department of Homeland Security as plans and projects for the installation are further refined.”*

# Location





# Geographic Context



# Base Realignment and Closure Act

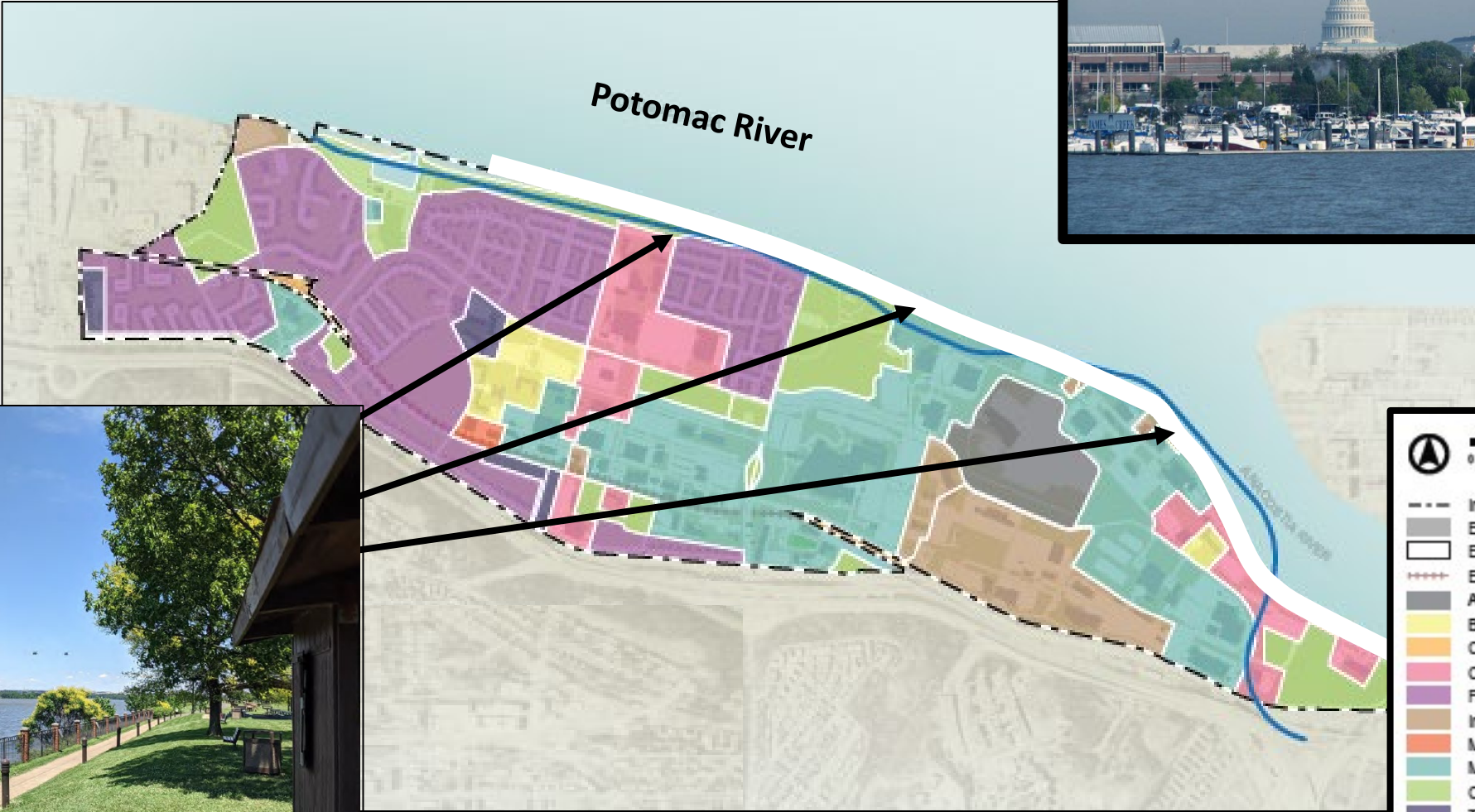


# Existing Conditions





# Existing Conditions

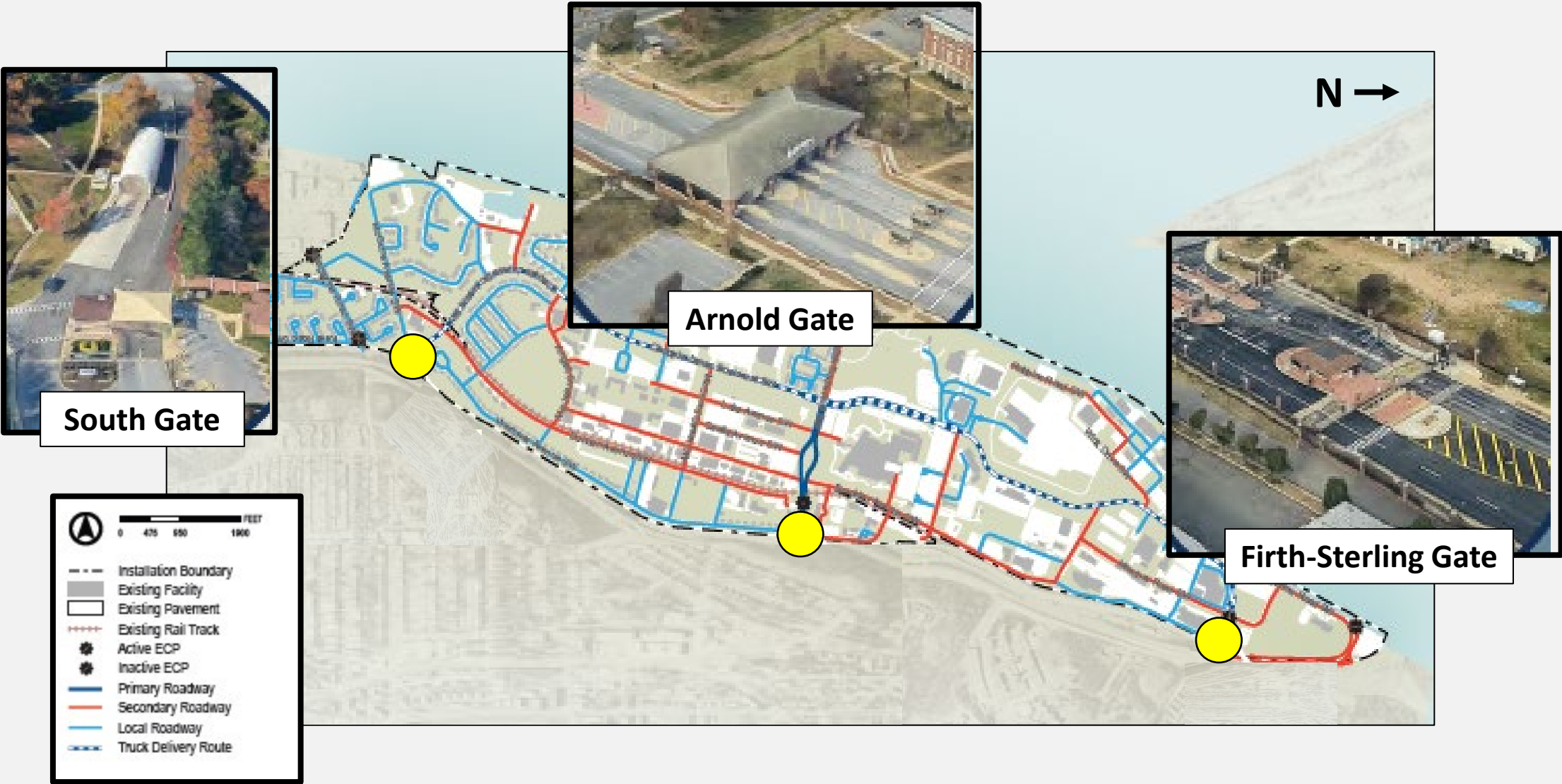


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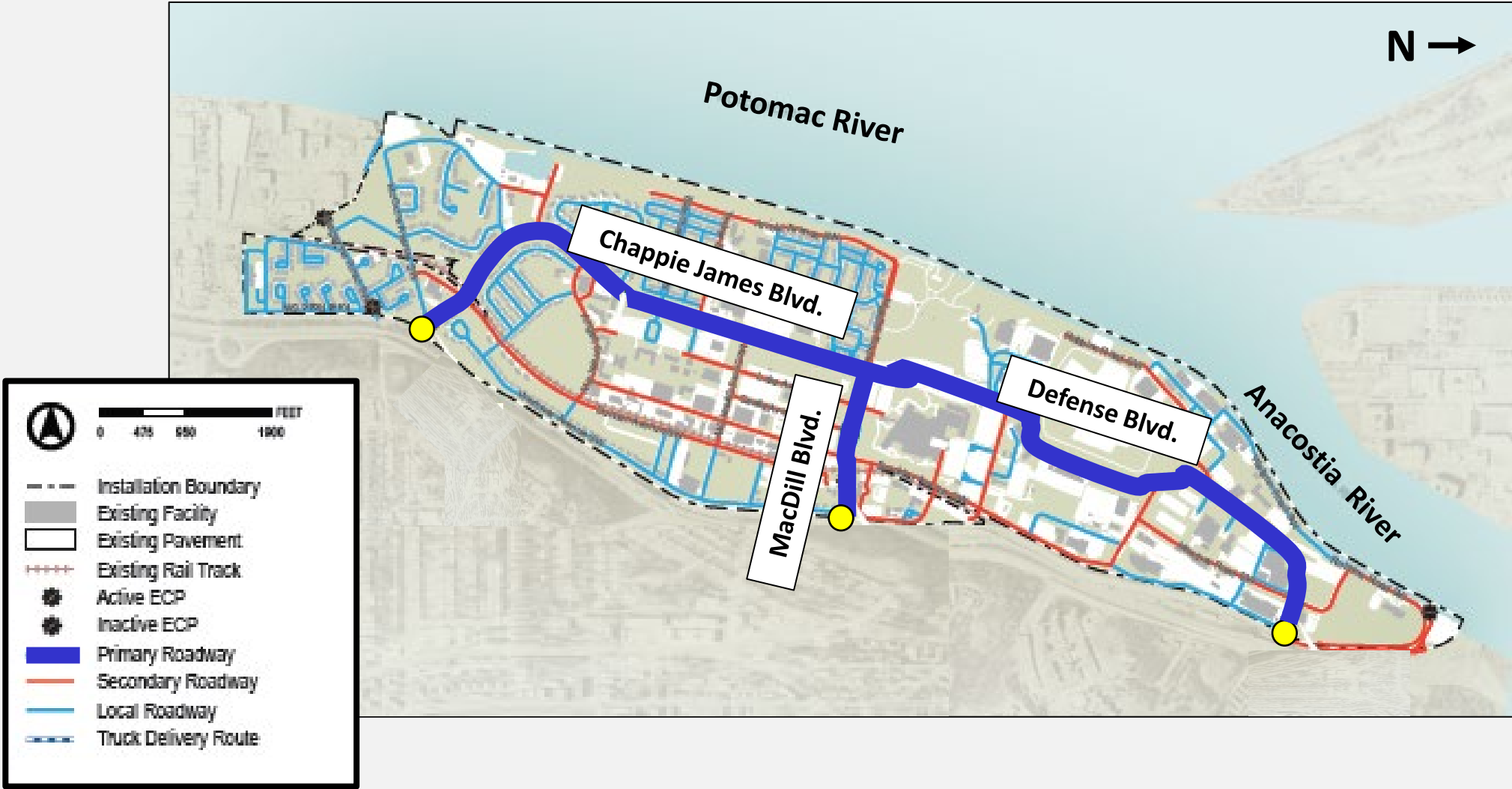
- North
- Installation Boundary
- Existing Facility
- Existing Pavement
- Existing Rail Track
- Airfield Operations
- Bachelor Housing
- CSX Easement
- Community Support
- Family Housing
- Industrial/Logistics
- Medical
- Mission/Administration
- Open Space/Outdoor Recreation
- Transient Quarters
- DC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



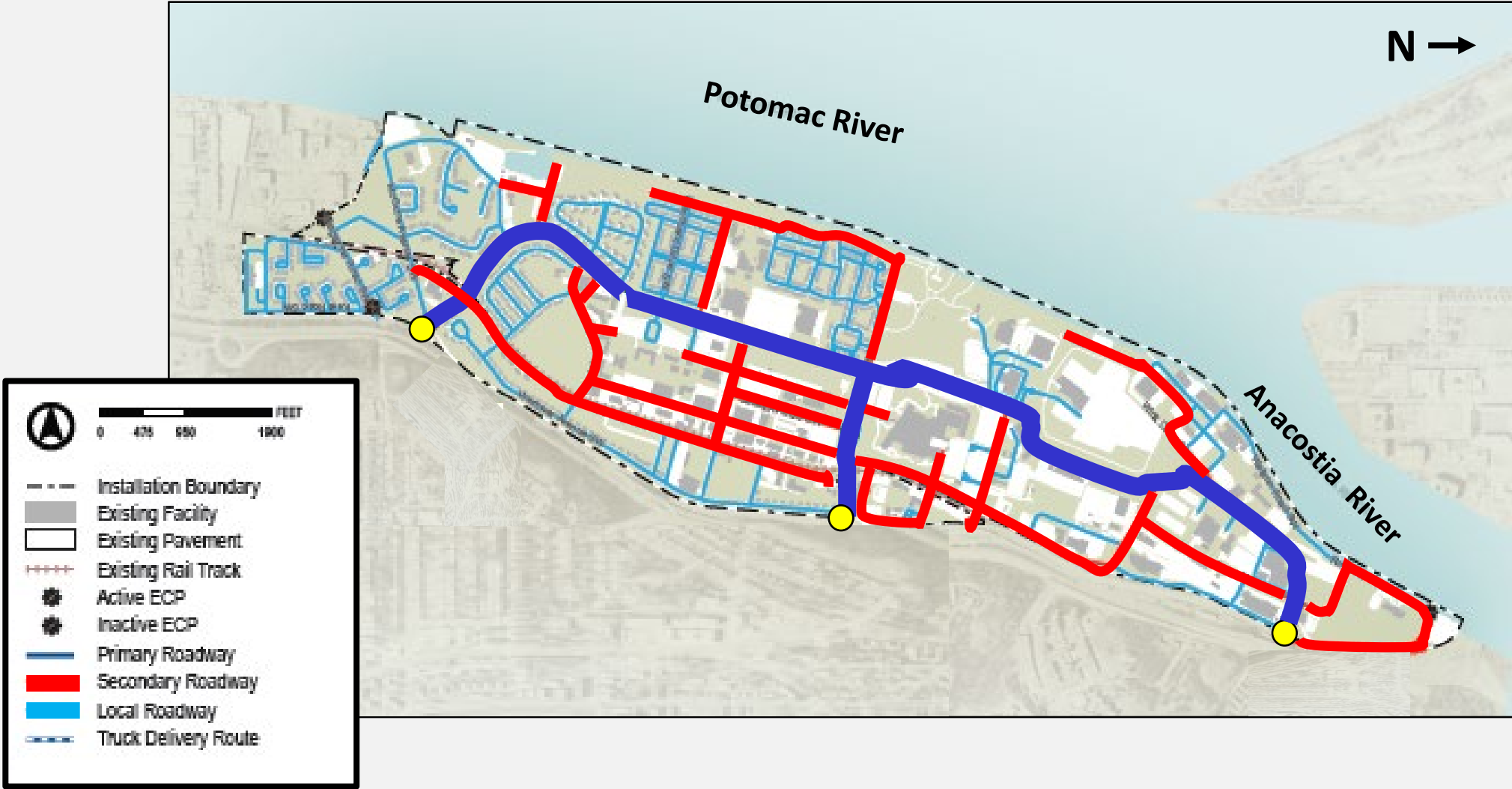
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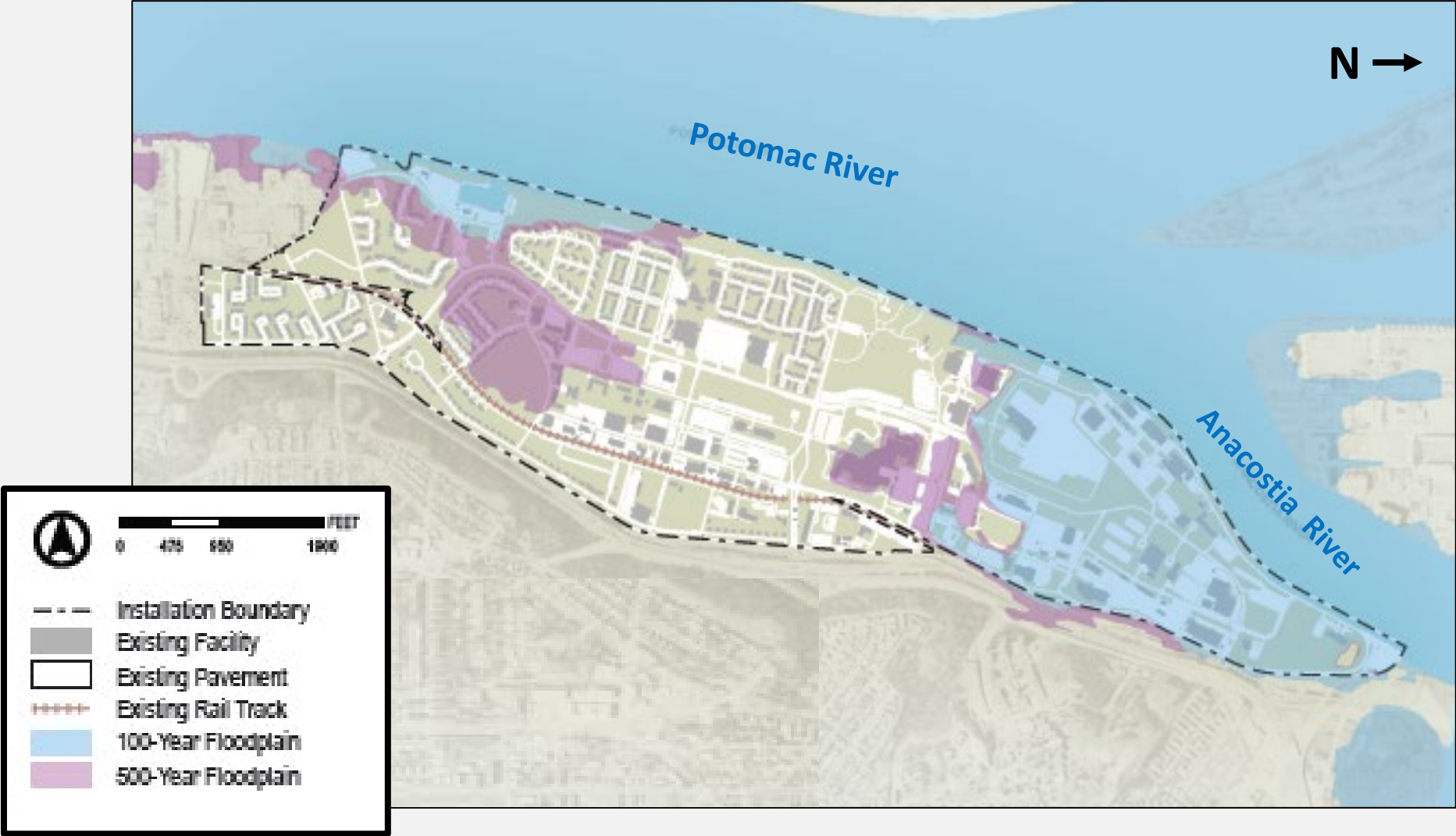
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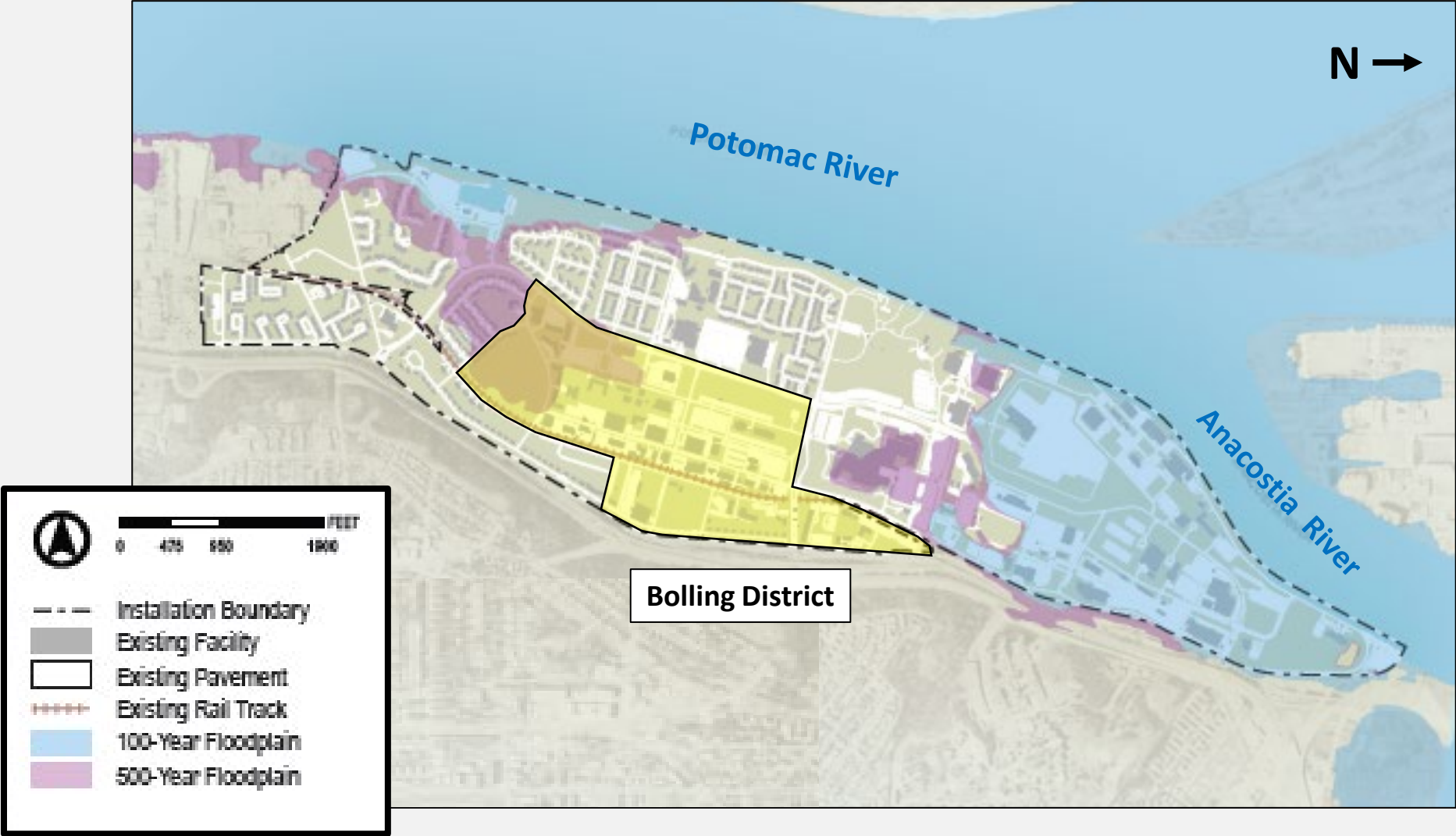
# Existing Conditions



# Existing Conditions

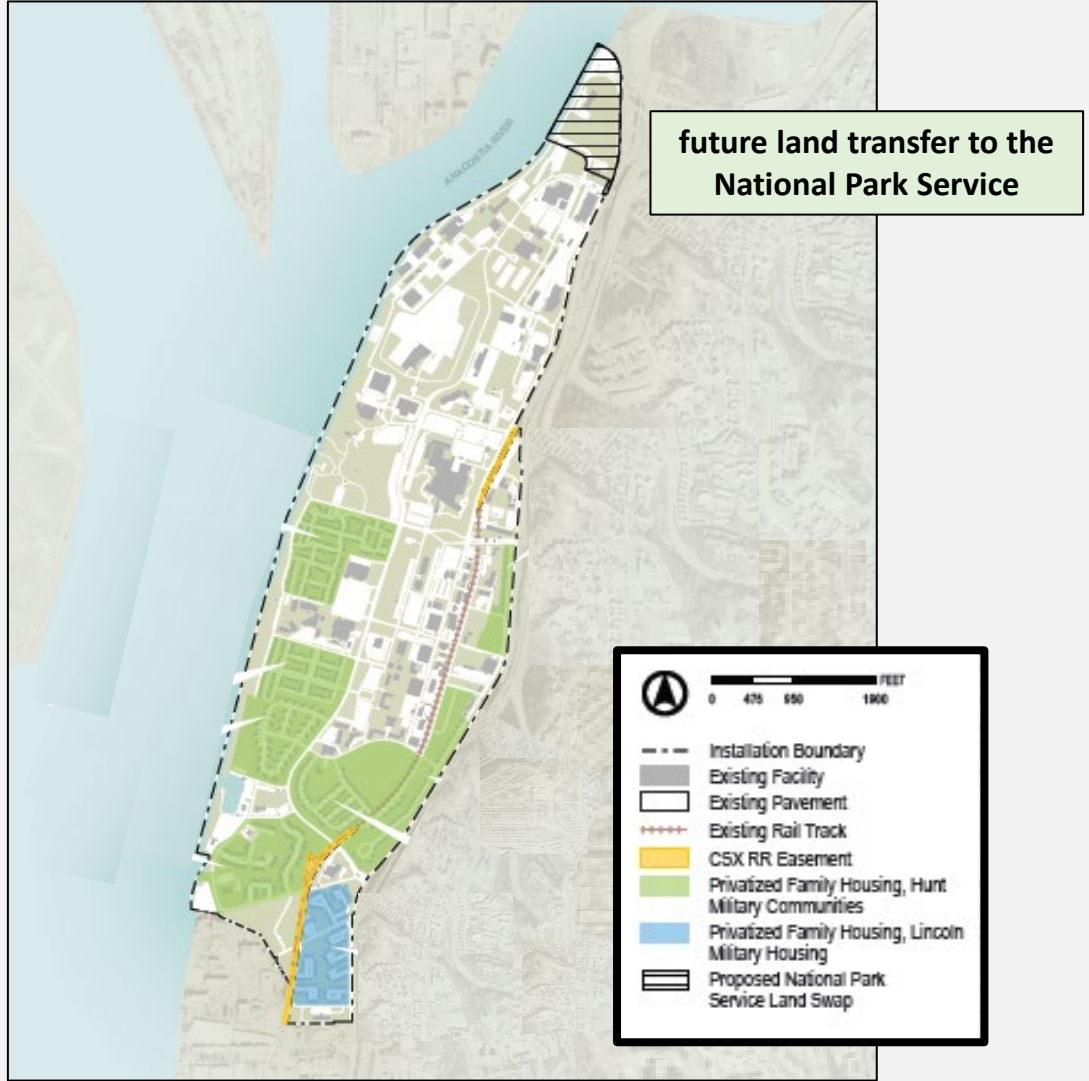
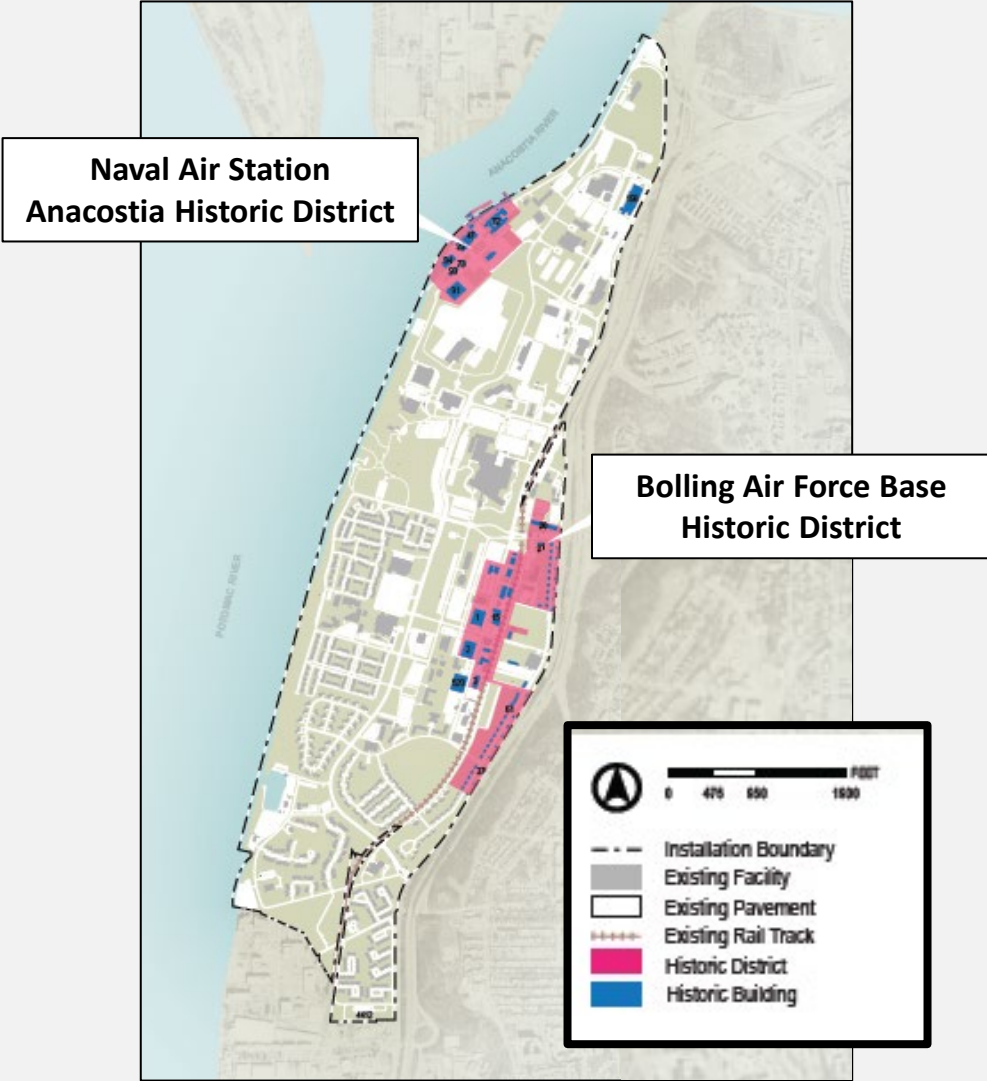


# Existing Conditions





# Existing Conditions



# Master Plan Submission



JOINT BASE ANACOSTIA-BOLLING

## INSTALLATION DEVELOPMENT PLAN

National Capital Planning Commission Review Submittal  
December 2021



JOINT BASE ANACOSTIA-BOLLING

## HISTORIC BOLLING DISTRICT PLAN

National Capital Planning Commission Review Submittal  
December 2021



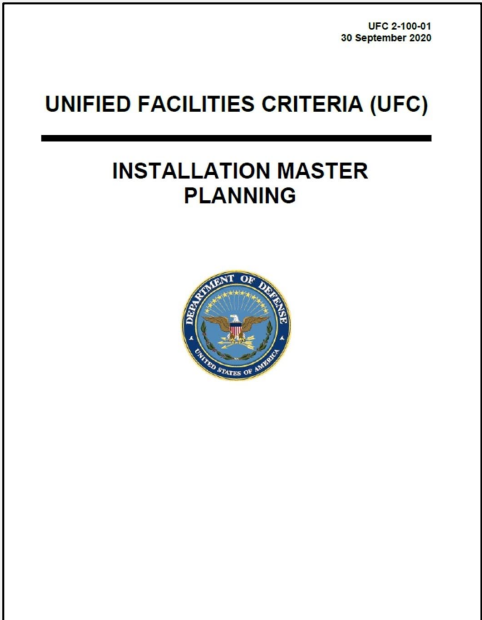
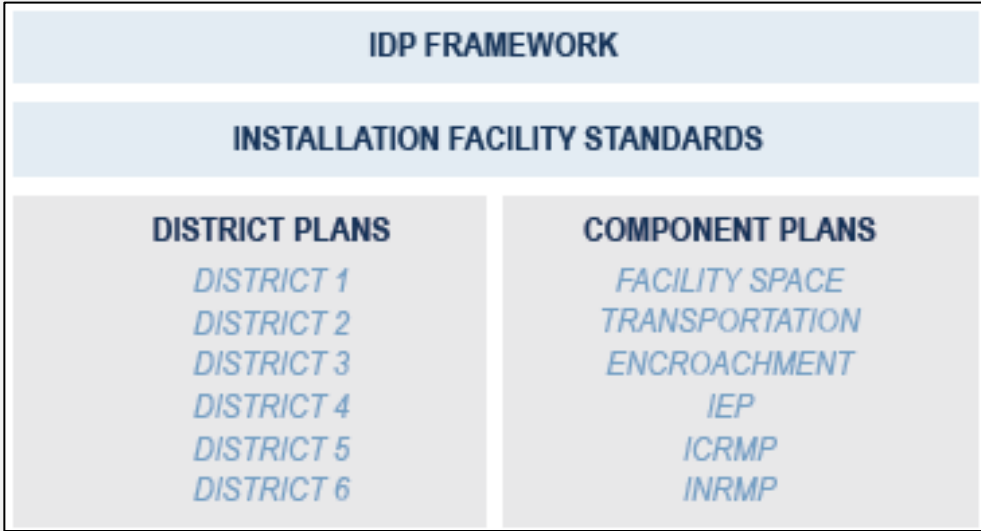
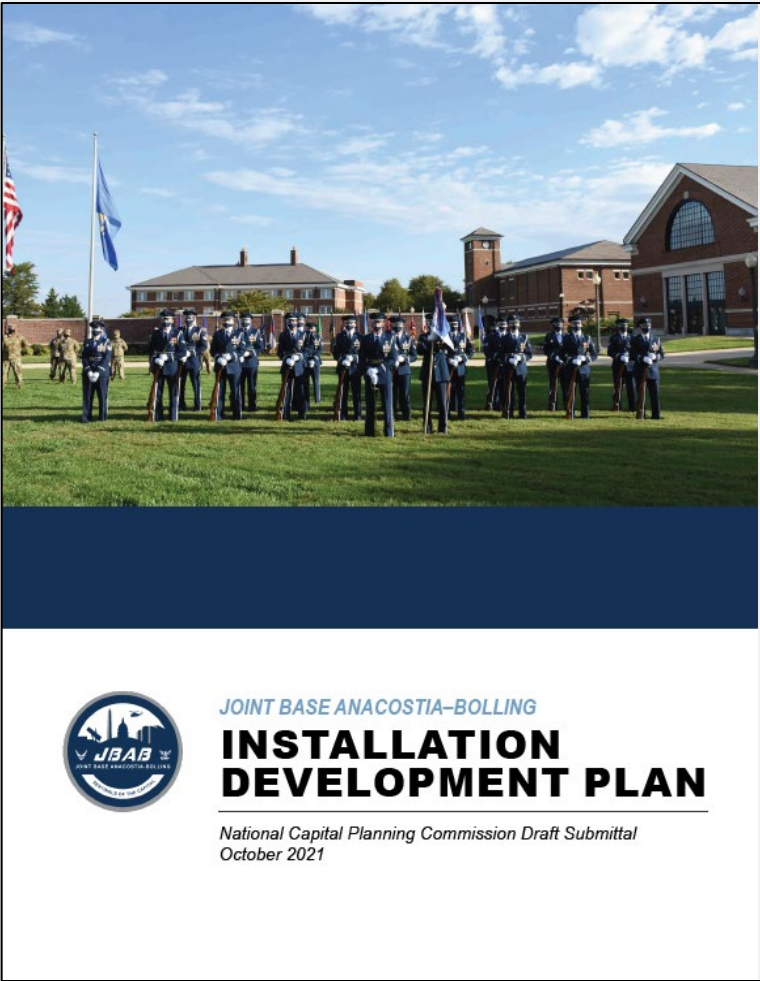
JOINT BASE ANACOSTIA-BOLLING

## TRANSPORTATION MANAGEMENT PLAN

Final Submittal  
December 2021



# Strategic Vision Alignment





# Strategic Vision Alignment

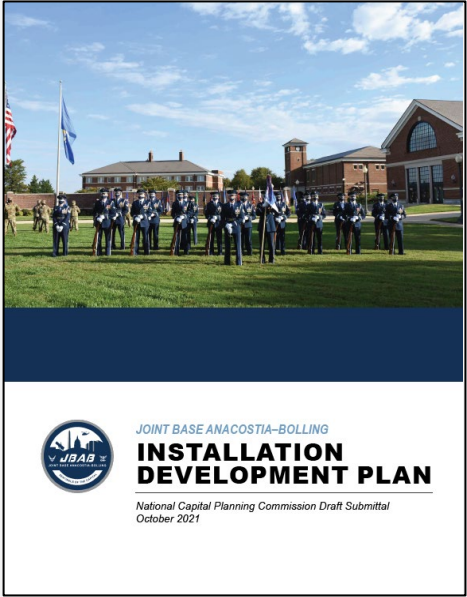
IDP FRAMEWORK	
INSTALLATION FACILITY STANDARDS	
<b>DISTRICT PLANS</b>	<b>COMPONENT PLANS</b>
DISTRICT 1	FACILITY SPACE
DISTRICT 2	TRANSPORTATION
DISTRICT 3	ENCROACHMENT
DISTRICT 4	IEP
DISTRICT 5	ICRMP
DISTRICT 6	INRMP

**Vision Statement:**

**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.**

**Planning Goals:**

- Promote and Strengthen JBAB’s Identity as an Urban Waterfront Military Community
- Enhance Mission and Community Readiness and Resilience
- Honor and Communicate JBAB’s Heritage
- Organize Development Within an Integrated and Efficient Development Pattern
- Integrate the Installation with Complete Transportation and Park Networks

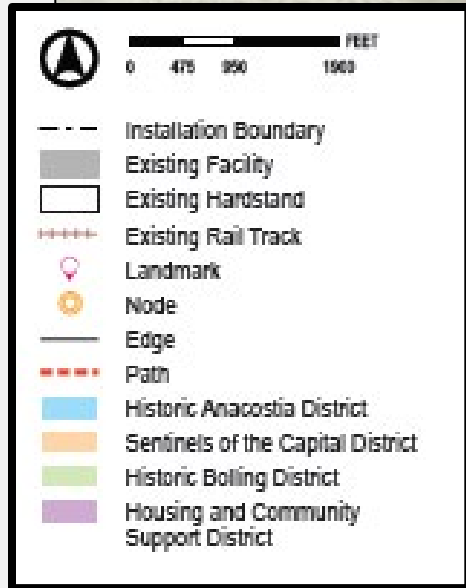


# Framework Plan

IDP FRAMEWORK	
INSTALLATION FACILITY STANDARDS	
DISTRICT PLANS	COMPONENT PLANS
DISTRICT 1	FACILITY SPACE
DISTRICT 2	TRANSPORTATION
DISTRICT 3	ENCROACHMENT
DISTRICT 4	IEP
DISTRICT 5	ICRMP
DISTRICT 6	INRMP



JOINT BASE ANACOSTIA-BOLLING  
**INSTALLATION  
 DEVELOPMENT PLAN**  
 National Capital Planning Commission Draft Submittal  
 October 2021

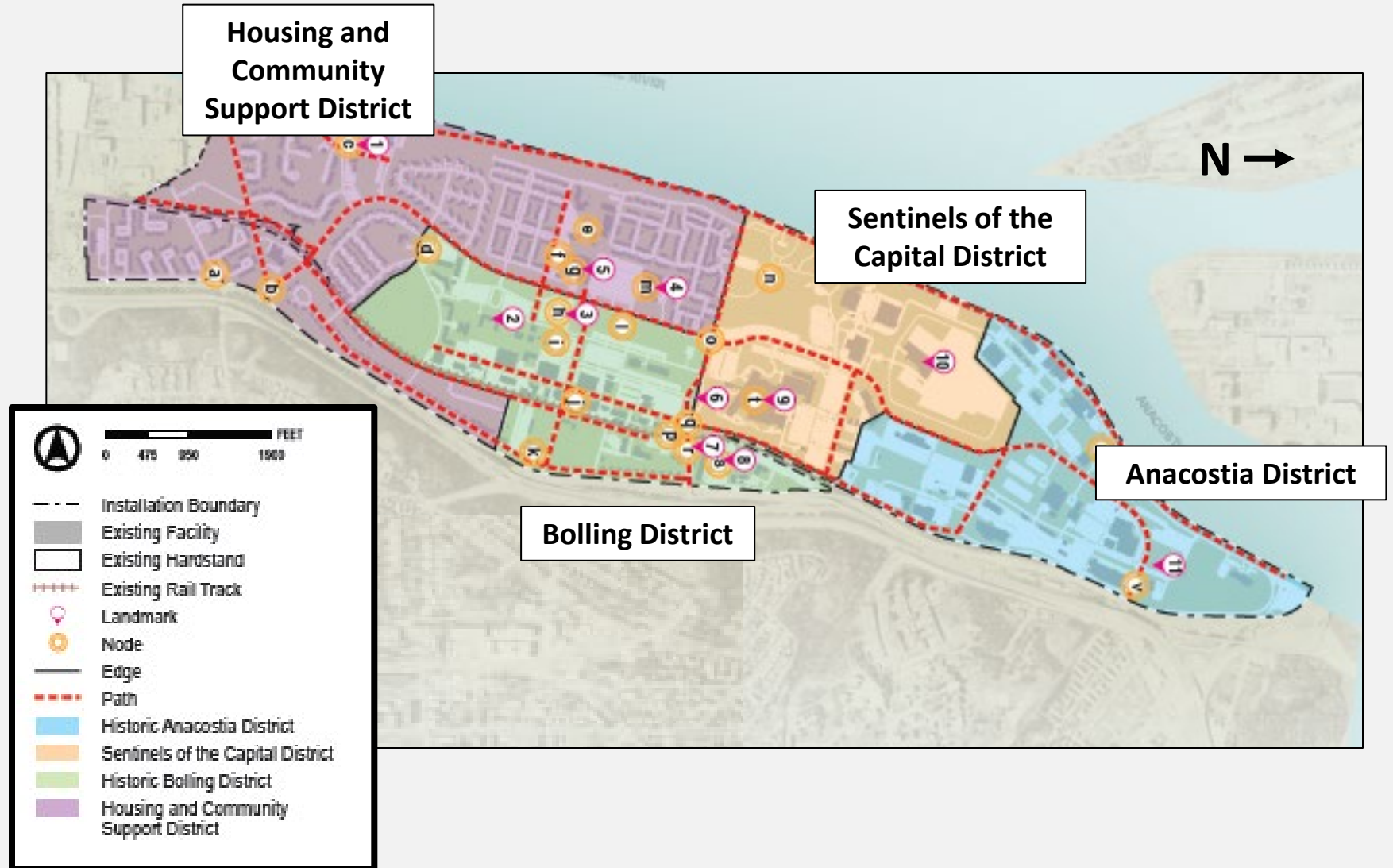


# Framework Plan

IDP FRAMEWORK	
INSTALLATION FACILITY STANDARDS	
<b>DISTRICT PLANS</b>	<b>COMPONENT PLANS</b>
DISTRICT 1	FACILITY SPACE
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JOINT BASE ANACOSTIA-BOLLING  
**INSTALLATION  
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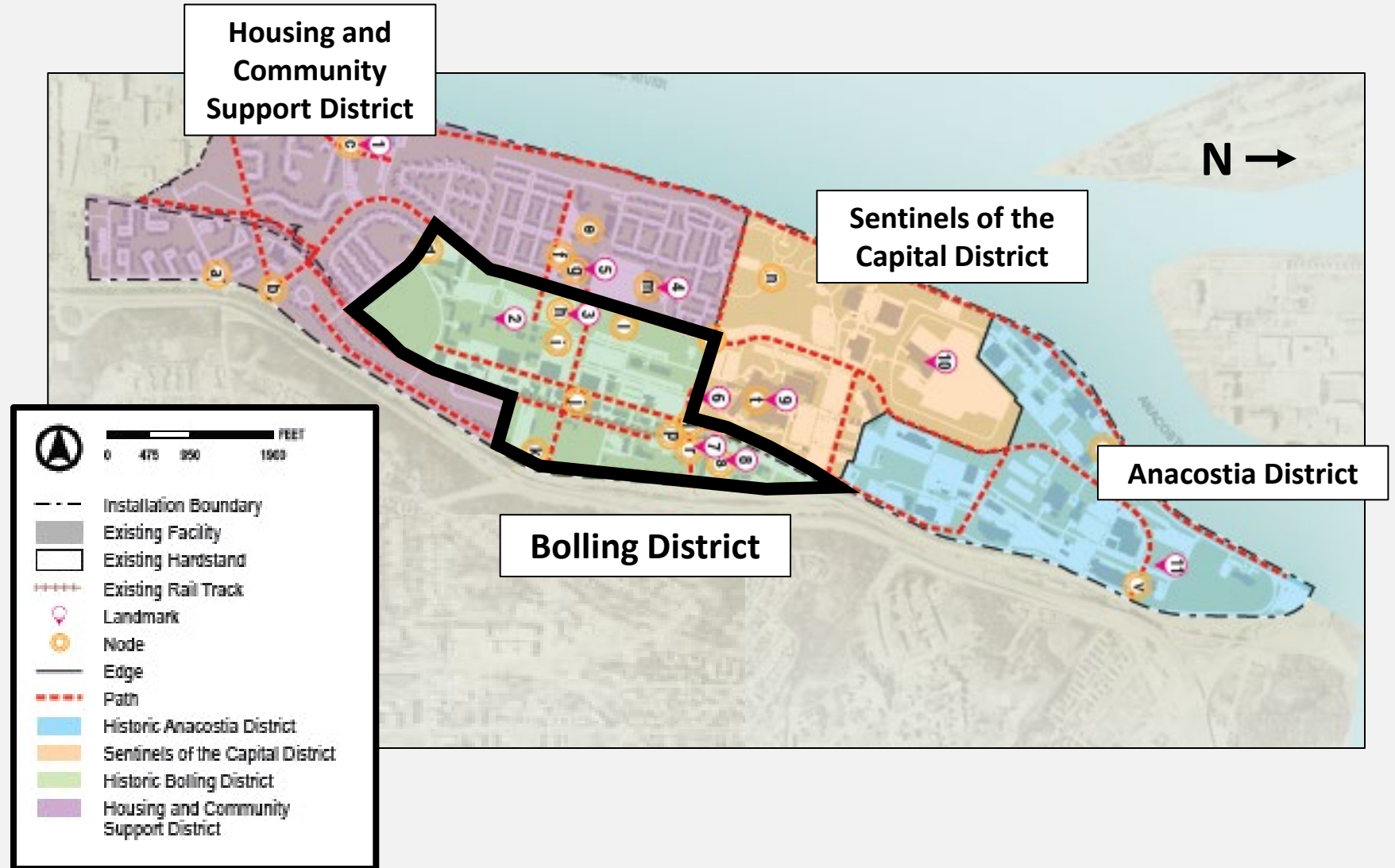


# Historic Bolling District Plan

IDP FRAMEWORK	
INSTALLATION FACILITY STANDARDS	
<b>DISTRICT PLANS</b>	<b>COMPONENT PLANS</b>
DISTRICT 1	FACILITY SPACE
DISTRICT 2	TRANSPORTATION
DISTRICT 3	ENCROACHMENT
DISTRICT 4	IEP
DISTRICT 5	ICRMP
DISTRICT 6	INRMP



JOINT BASE ANACOSTIA-BOLLING  
**INSTALLATION DEVELOPMENT PLAN**  
 National Capital Planning Commission Draft Submittal  
 October 2021



# Planning Standards

IDP FRAMEWORK	
INSTALLATION FACILITY STANDARDS	
<b>DISTRICT PLANS</b>	<b>COMPONENT PLANS</b>
DISTRICT 1	FACILITY SPACE
DISTRICT 2	TRANSPORTATION
DISTRICT 3	ENCROACHMENT
DISTRICT 4	IEP
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DISTRICT 6	INRMP



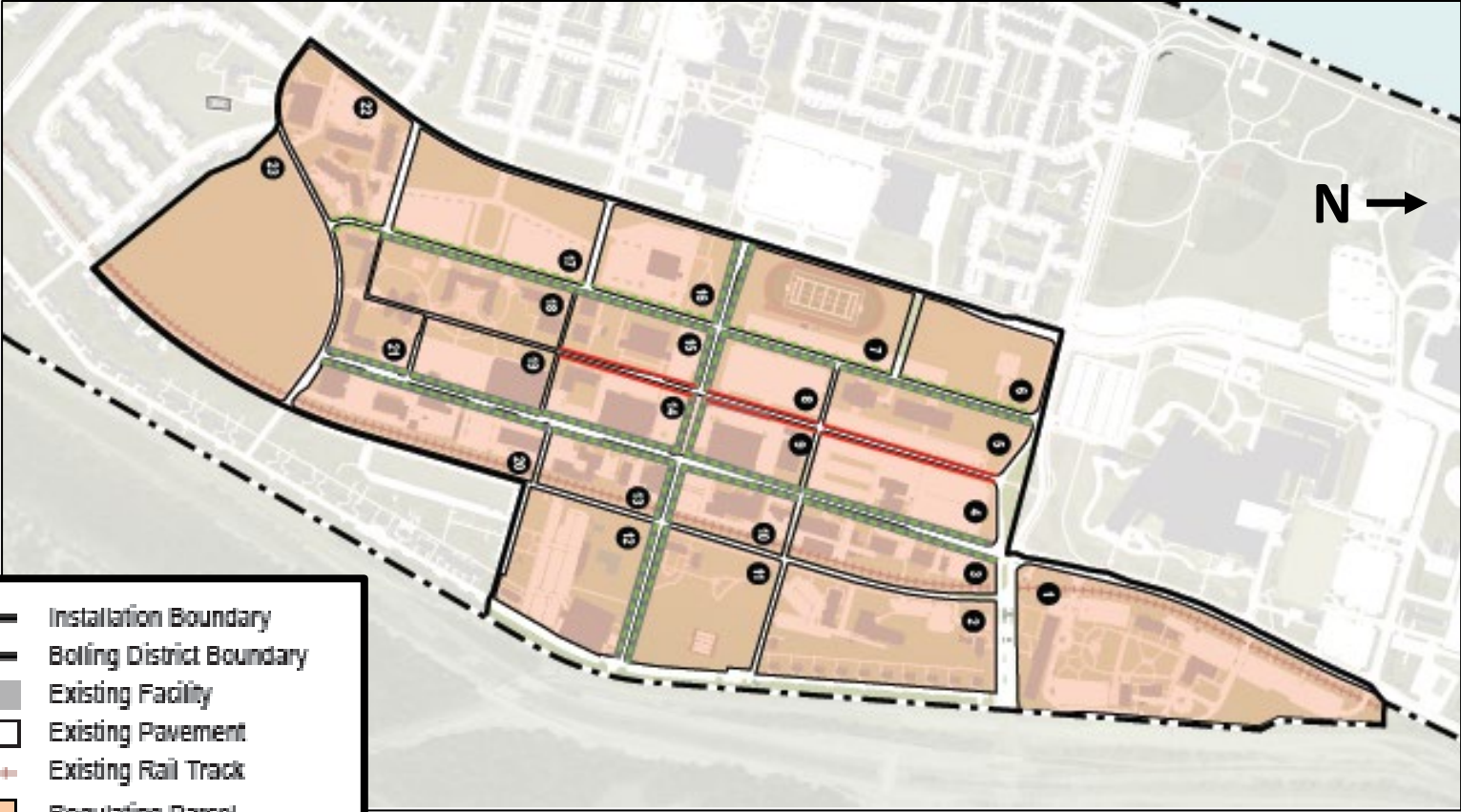
LAND USE	DISTRICT			
	HISTORIC ANACOSTIA	HOUSING AND COMMUNITY SUPPORT	SENTINELS OF THE CAPITAL	HISTORIC BOLLING
Munitions and Weapons Storage	● yellow	● red	● yellow	● red
Airfield Operations	● red	● red	● yellow	● yellow
Industrial	● green	● yellow	● yellow	● yellow
Light Industrial	● green	● yellow	● yellow	● yellow
Administrative	● green	● yellow	● yellow	● yellow
Small-Scale Administrative	● green	● yellow	● yellow	● green
Medical	● yellow	● yellow	● yellow	● yellow
Community Commercial	● yellow	● yellow	● yellow	● yellow
Community Services	● yellow	● yellow	● yellow	● yellow
Small-Scale Retail and Service	● green	● yellow	● yellow	● green
Lodging	● red	● yellow	● red	● yellow
Residential (Accompanied)	● red	● yellow	● red	● yellow
Residential (Unaccompanied)	● yellow	● yellow	● yellow	● yellow
Outdoor Recreation	● green	● green	● green	● green
Open Space	● green	● green	● green	● green

# Planning Standards

IDP FRAMEWORK	
INSTALLATION FACILITY STANDARDS	
<b>DISTRICT PLANS</b>	<b>COMPONENT PLANS</b>
DISTRICT 1	FACILITY SPACE
DISTRICT 2	TRANSPORTATION
DISTRICT 3	ENCROACHMENT
DISTRICT 4	IEP
DISTRICT 5	ICRMP
DISTRICT 6	INRMP



JOINT BASE ANACOSTIA-BOLLING  
**INSTALLATION DEVELOPMENT PLAN**  
 National Capital Planning Commission Draft Submittal  
 October 2021

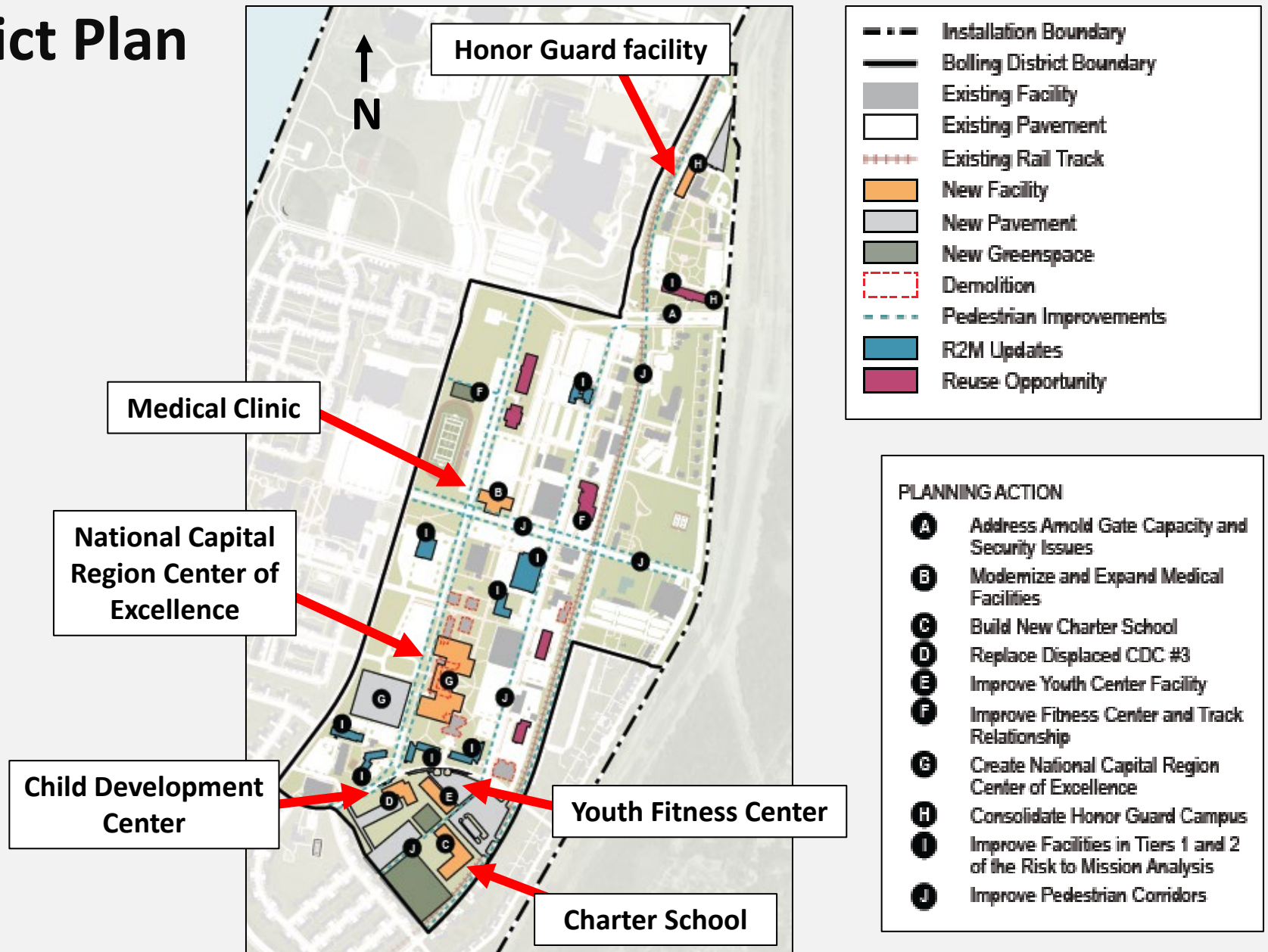
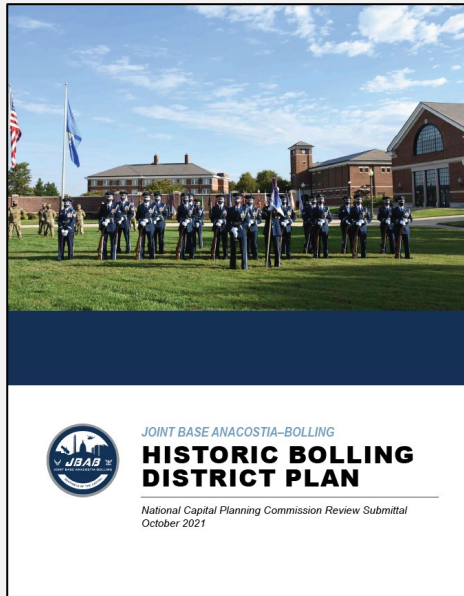


- Installation Boundary
- Bolling District Boundary
- Existing Facility
- Existing Pavement
- Existing Rail Track
- Regulating Parcel
- Required Build-To Line
- Required Entry Zone
- Required Parking Access
- Parcel Number



# Historic Bolling District Plan

IDP FRAMEWORK	
INSTALLATION FACILITY STANDARDS	
DISTRICT PLANS	COMPONENT PLANS
DISTRICT 1	FACILITY SPACE
DISTRICT 2	TRANSPORTATION
DISTRICT 3	ENCROACHMENT
DISTRICT 4	IEP
DISTRICT 5	ICRMP
DISTRICT 6	INRMP



	Installation Boundary
	Bolling District Boundary
	Existing Facility
	Existing Pavement
	Existing Rail Track
	New Facility
	New Pavement
	New Greenspace
	Demolition
	Pedestrian Improvements
	R2M Updates
	Reuse Opportunity

PLANNING ACTION	
<b>A</b>	Address Arnold Gate Capacity and Security Issues
<b>B</b>	Modernize and Expand Medical Facilities
<b>C</b>	Build New Charter School
<b>D</b>	Replace Displaced CDC #3
<b>E</b>	Improve Youth Center Facility
<b>F</b>	Improve Fitness Center and Track Relationship
<b>G</b>	Create National Capital Region Center of Excellence
<b>H</b>	Consolidate Honor Guard Campus
<b>I</b>	Improve Facilities in Tiers 1 and 2 of the Risk to Mission Analysis
<b>J</b>	Improve Pedestrian Corridors



# Historic Bolling District Plan



view looking toward the west





# Historic Bolling District Plan



view looking toward the north

National Capital Region  
Center of Excellence

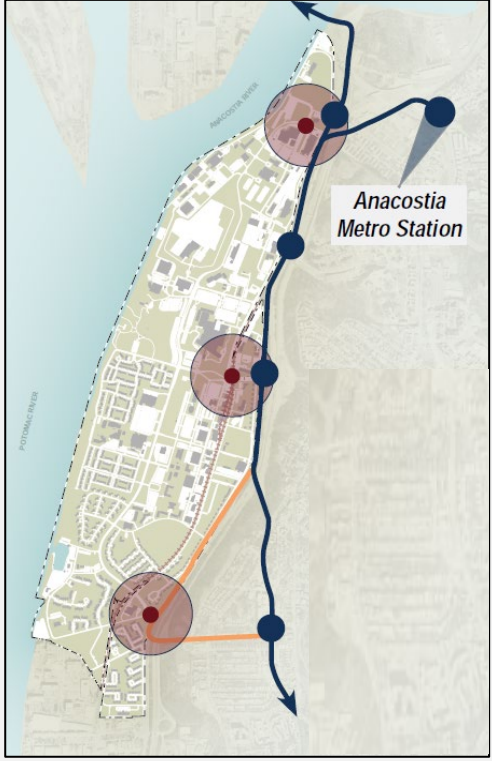
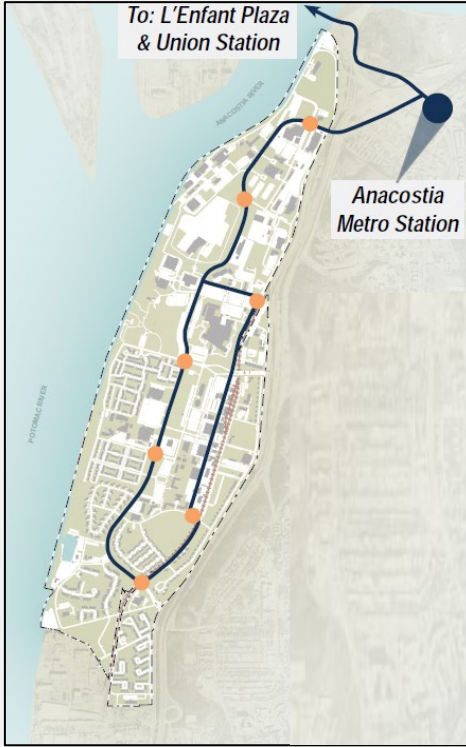
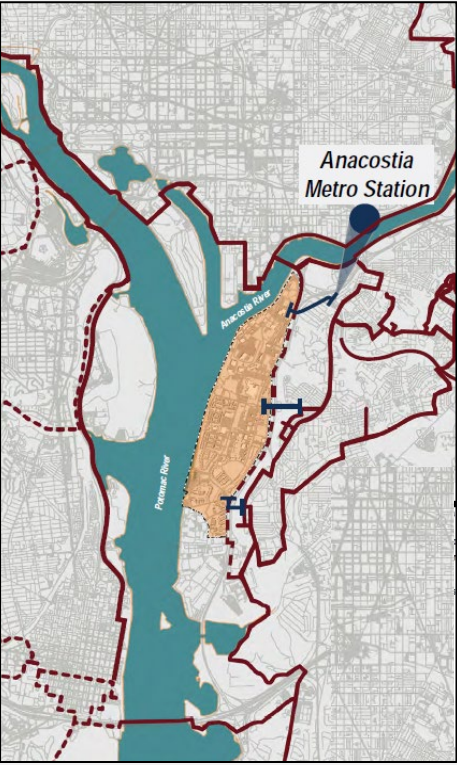


# Future Travel











# Future Travel

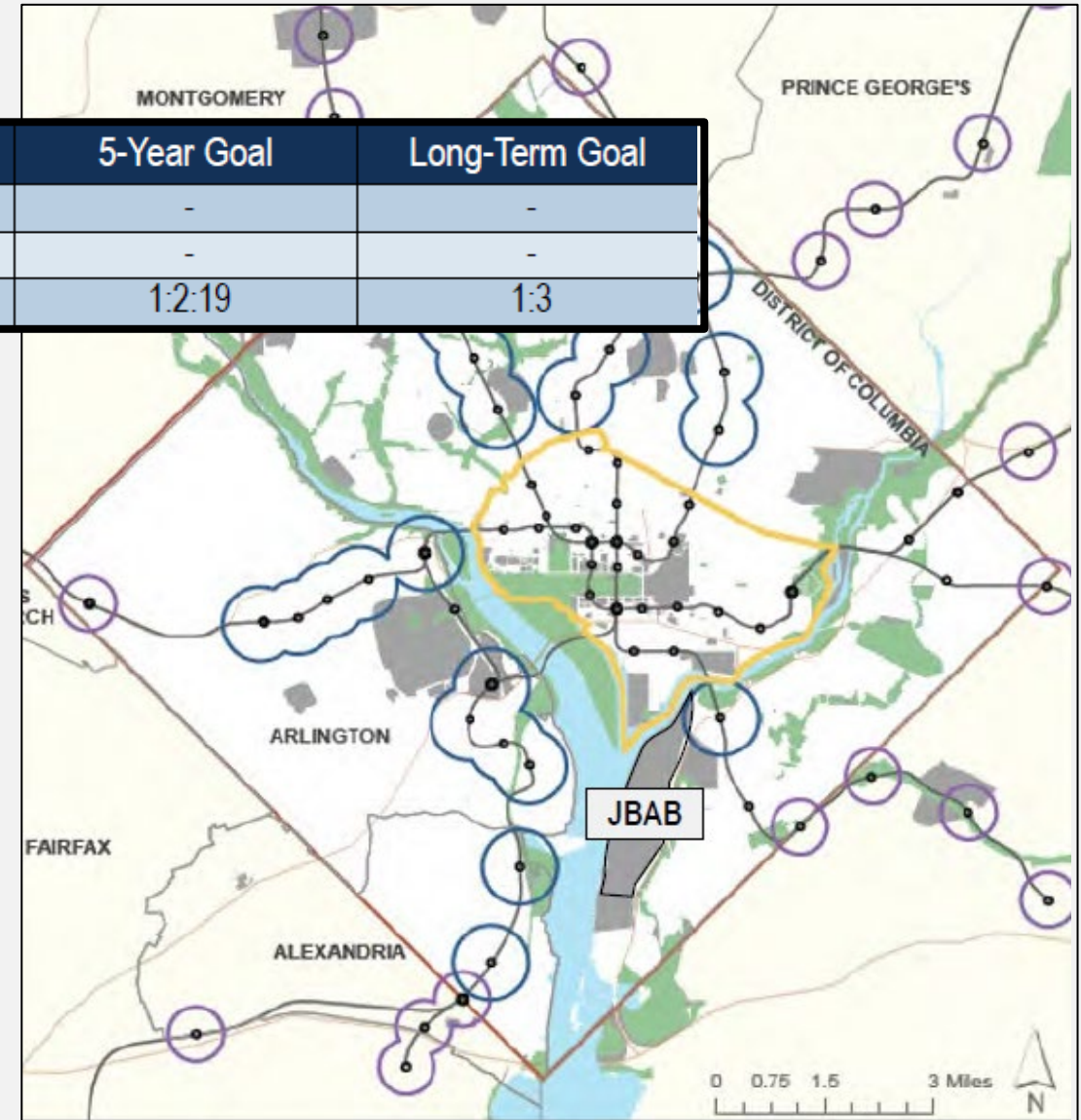


# Future Travel

Subject	2014	Current	5-Year Goal	Long-Term Goal
Population	14,000	17,000	-	-
Parking Spaces	8,259	8,884	-	-
Parking Ratio	1:1.69	1:1.91	1:2:19	1:3

	Transit-Rich Corridors - 1:4 75% non-SOV mode share		Suburban Areas Beyond Metrorail - 1:2 50% non-SOV mode share
	Transit-Accessible - 1:3 66% non-SOV mode share		Historic DC Boundary - 1:3 66% non-SOV mode share
	Metrorail		L'Enfant City - 1:6 83% non-SOV mode share

Sources: The Comprehensive Plan for the National Capital | Federal Elements



NCP Parking Ratio Goal Map