

STAFF RECOMMENDATION

Carlton Hart

NCPC File No. 6888



FOOD AND DRUG ADMINISTRATION CONSOLIDATION - WHITE OAK CAMPUS SOUTHEAST PARKING GARAGE

10903 New Hampshire Avenue
Montgomery County, Maryland

Submitted by the General Services Administration

November 25, 2008

Abstract

The General Services Administration has requested approval of preliminary and final site and building plans for the Southeast Parking Garage, on the Food and Drug Administration, White Oak Campus in Montgomery County, Maryland. The proposed Southeast Parking Garage is a seven-story, concrete structure with a perforated aluminum panel screen wall and will house 1,715 cars. This proposed LEED certified silver garage will include bicycle parking, minimal lighting to contain light spill and bio-retention swales to reduce storm water run-off.

Commission Action Requested by Applicant

Approval of preliminary and final site and building plans pursuant to Section 40 U.S.C. § 8722(b)(1).

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Executive Director's Recommendation

The Commission:

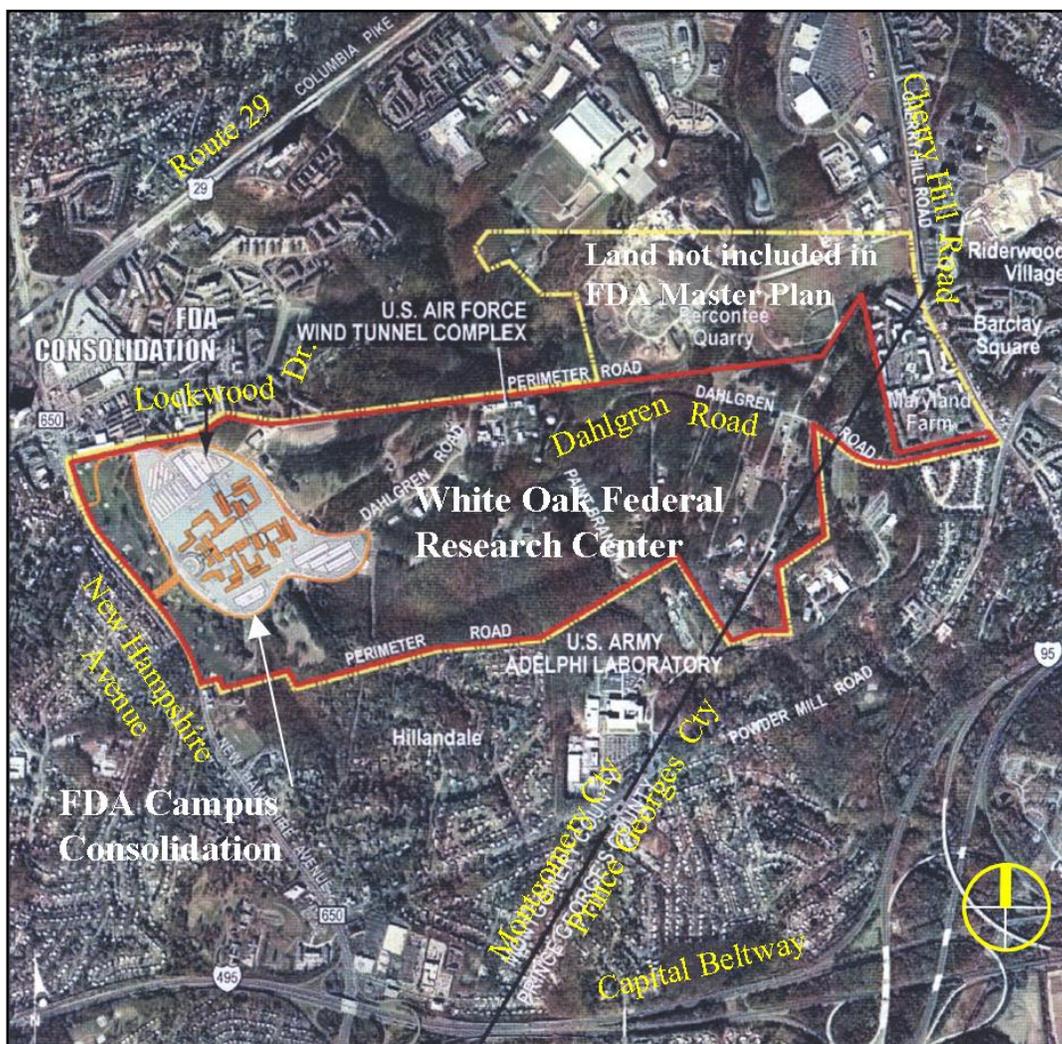
Approves preliminary and final site and building plans for the Southeast Parking Garage at the Food and Drug Administration, White Oak Campus in Montgomery County, Maryland as shown on NCPC Map File No. 3104.00(49.00)42653.

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PROJECT DESCRIPTION

Site

The project is located in the Food and Drug Administration (FDA) Consolidated campus of the White Oak Federal Research Center (WOFRC), a 660-acre federal facility located primarily in Montgomery County, near the intersection of Columbia Pike (Route 29) and New Hampshire Avenue (Route 650), with a portion at the eastern edge of the installation in Prince George’s County. The FDA campus occupies 130 acres in the western portion of the WOFRC, fronting on New Hampshire Avenue, where a nine-hole public golf course operated by the Maryland National Capital Park and Planning Commission (M-NCPPC) fills the foreground in front of the FDA site. The primarily wooded campus slopes gradually downward to the east from New Hampshire Avenue.



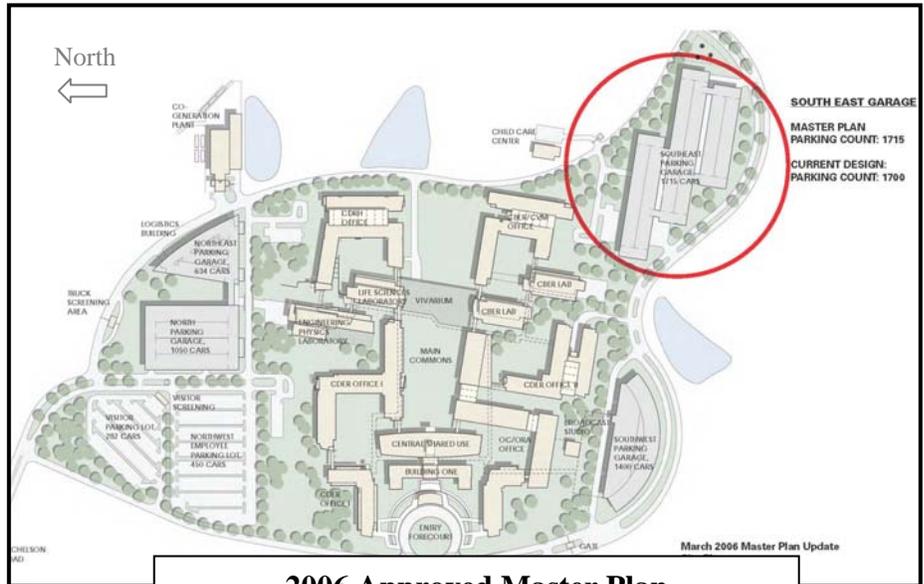
Project Vicinity Map

Background

In December 2007, the Commission approved the Northeast Parking Garage and the East Access Road for the Food and Drug Administration Consolidation at the White Oak Campus. These two projects were in the fourth phase of the approved Campus Master Plan (2006)

Proposal

This proposal is to construct a three bay, seven-story parking garage for 1,715 parking spaces in the southeastern quadrant of the Food and Drug Administration Campus at White Oak. The parking garage will be a poured-in-place concrete structure, clad with corrugated, perforated aluminum panels similar to existing parking structures on site. The walls on the east and west contain the storm water outfalls to the bio-retention areas. The two elevator/stair towers on the north side are linked by a glass canopy and a serpentine brick wall that screens the bike parking area from the road.



2006 Approved Master Plan



Site Plan

The Southeast Parking garage will be approximately 68 feet tall and 556,000 square feet with the bottom level at grade. The entire site will cover 11.5 acres and includes road access, landscaping, bio-retention areas and pathways. The parking garage will serve the new buildings proposed for this quadrant. Expansion of this parking garage in the future is possible given the proposed increase in employees for this campus from 6069 to 8889 employees.

The population of the campus will be 6069 employees at the completion of the current construction and the total number of parking spaces for the campus will be 4388 spaces for a ratio of 1:1.38 approved by the Commission at the May 2007 meeting. There will also be an additional 400 parking spaces on-site made available for visitors.

With regard to sustainable design, this proposal uses daylight and natural ventilation to reduce energy consumption, utilizes special lighting techniques to reduce light spill at night, and connects the stormwater drains from the uncovered top level with bio-retention areas to handle stormwater onsite and provide water for the surrounding vegetation.



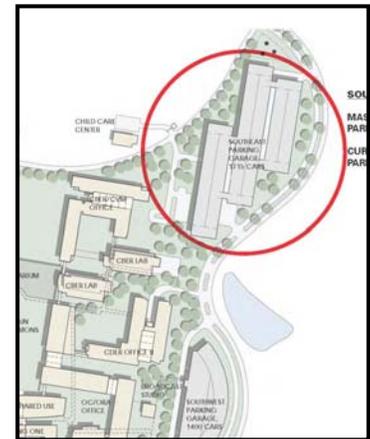
Perspective looking Southeast
(Computer Generated)

Stormwater will be handled by a gravity drainage system for the entire parking garage. After stormwater reaches one of the four bio-retention areas surrounding the garage, it will then be piped to the existing stormwater quantity management facilities to the north and west of the Southeast parking garage. These stormwater quantity management facilities will provide 12-hour extended detention for stormwater run-off, per Maryland Department of the Environment criteria.

Development Program

Applicant: General Services Administration
 Architect: Kling Stubbins in association with RTKL Associates, Inc.
 Square Footage: 556,000 GSF (approximately)
 Cost: \$45 M
 Construction Schedule: Early 2009 to mid-2010

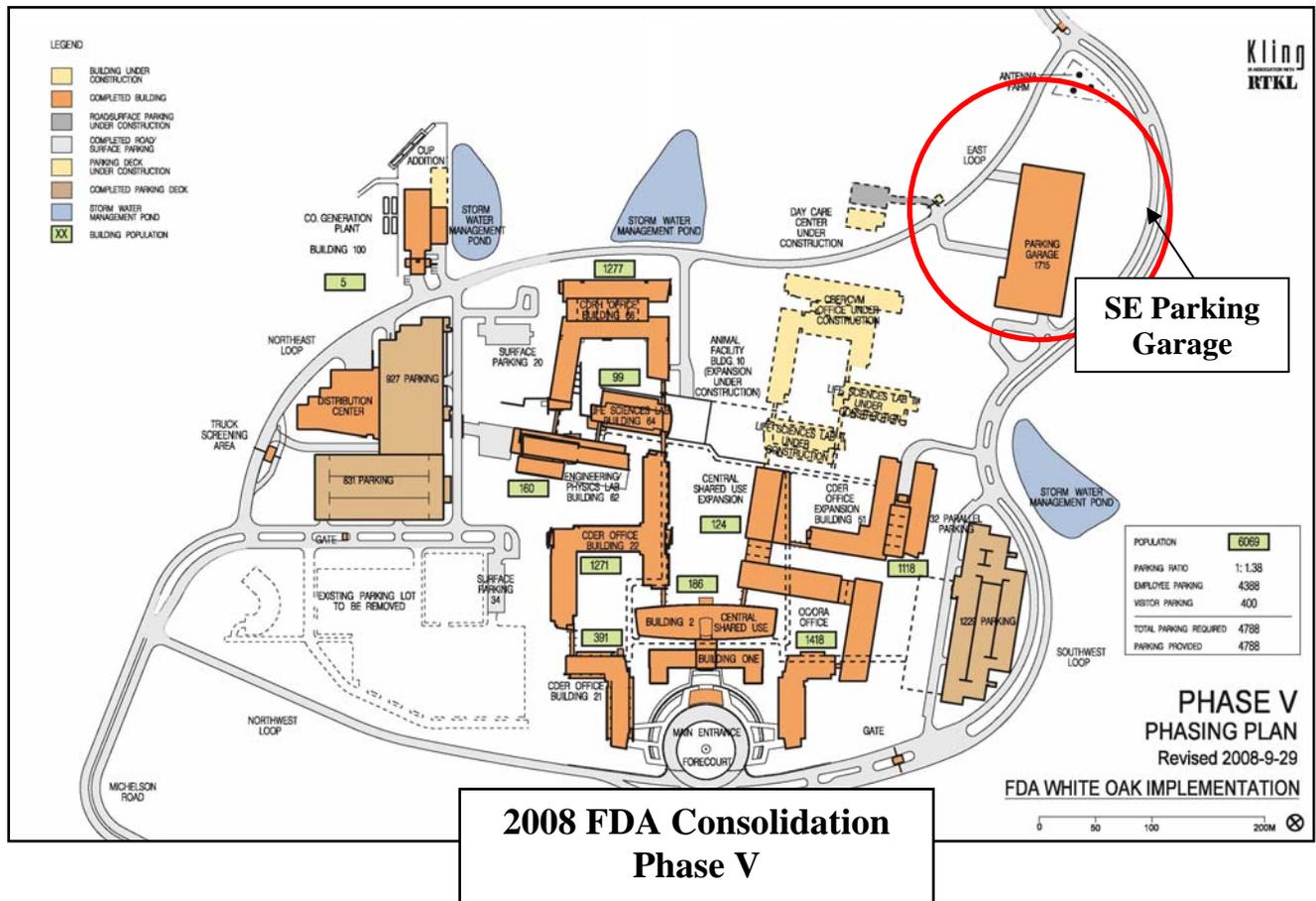
2006 Master Plan
 (Southeast Detail)



PROJECT ANALYSIS

Executive Summary

The proposed Southeast Parking Garage project is included in the 2006 approved campus master plan in the same location, but in a different configuration. This approved master plan noted that approximately 1,700 parking spaces would be located in the Southeast Parking Garage. GSA states that the proposed parking garage was necessary given the population increase from 4507 to 6096 employees. The net increase in the total amount of parking spaces on campus is actually 1055 because several surface parking areas in the northwestern quadrant will be removed during this phase as the Southeast Parking Garage is constructed.



Over the next 5 years, GSA has projected a population growth on campus from 6096 to 8889 employees which staff anticipates will result in the need for additional parking spaces beyond the 4388 currently being requested. The General Service Administration is in the process of updating the campus master plan and will submit it and the new parking space requirements within the next few months. The proposed Southeast Parking Garage was reconfigured to allow for additional parking in the future.

Phase	Employees	Number of Spaces	Parking Ratio	Visitor Spaces	Total Spaces
Phase IV	4507	3333	1:1.352	400	3733
Phase V	6069	4388	1:1.38	400	4788

In order to ensure that appropriate parking ratios have been requested, staff has reviewed the overall number of parking spaces for the entire campus. The total number of parking spaces for the campus currently is 3333 for 4507 employees which is equivalent to a parking ratio of 1 parking space per 1.352 employees. The addition of the proposed Southeast Parking Garage, which has 1715 parking spaces and the removal of two surface lots in the northwest quadrant, containing 660 parking spaces means that there will be a total of 4388 parking spaces on the campus. Since the number of employees will increase to 6069 during Phase Five, the parking ratio will be 1 parking space per 1.38 employees. This parking ratio is within the range allowed in the master plan for this campus.

CONFORMANCE

Comprehensive Plan for the National Capital

Continuing the ongoing consolidation at White Oak, the proposed building is consistent with applicable policies for Locating Federal Workplaces under the Federal Workplace Element of the Comprehensive Plan for the National Capital, which specify that the federal government should:

- Utilize available federally owned land or space before purchasing or leasing land or building space.
- Locate employees near other federal agencies and departments with which they regularly interact.

Within the Transportation Element, the following Parking policies also apply, which specify that the federal government should:

- Provide parking only for those federal employees who are unable to use other travel modes.
- Give priority to carpool and vanpool parking over that for single-occupant vehicles.
- Place parking in structures, preferably below ground, in the interest of efficient land use and good urban design

Federal Capital Improvements Plan (FCIP)

The FDA Consolidation at White Oak campus build-out is included in the Federal Capital Improvements Program fiscal Years 2009 – 2014, adopted by the Commission on September 4, 2008. The total amount of funds included in the current FCIP is \$507,869,000 and the total project cost for the entire campus is estimated at \$1,158,188,000.

FDA White Oak Consolidation Master Plan

In November 2007, the Commission approved modifications to the Phase IV Plan as well as the Northeast Garage and the East Access Road, which would connect to Cherry Hill Road to the east. During previous consultations with staff, the submitting agency has commented that they are preparing an update to the Master Plan and will include an updated transportation management plan with this update. Staff recommends that the Master Plan update include all proposed employee increases and associated parking needs as well as any additional visitor parking needs.

National Environmental Policy Act (NEPA)

GSA completed an environmental impact statement for the FDA Consolidated campus at White Oak in 1997. In March 2005, a supplemental environmental impact statement was completed that analyzed the impacts of an east access road, additional employees to be located on-site and inclusion of a day care center. The NEPA process has been satisfied for this project and is in conformance with the mitigation proposed for stormwater management that will meet or exceed the Maryland Department of the Environment criteria for stormwater control.

National Historic Preservation Act (NHPA)

GSA completed a Memorandum of Agreement (MOA) for future review of development phases at White Oak in 2002. Under the agreement, GSA is to circulate the design plans for each phase that includes a renovation of an existing historic building on the site to the Maryland Historical Trust (MD SHPO) for comment. Areas where new buildings are proposed only need further review by the Maryland Historic Trust if they are directly behind Building One. Since the proposed parking garage is not directly behind Building One and is similar in plan and location to the scheme shown in the Master Plan staff find this building does adhere to the guidelines established in the MOA.

CONSULTATION

Referral to relevant local planning agencies

The requirement for consultation and coordination with affected local and state governments and the Metropolitan Washington Council of Governments (COG) has been satisfied for the building project, since the project conforms to an approved master plan. Additionally, during development of this project it was presented to the local community group LABQUEST and no objections were raised.