



## Commission Action

December 6, 2018

---

<b>PROJECT</b> <b>US Food and Drug Administration Headquarters Consolidation at the Federal Research Center, White Oak Campus Final Master Plan</b> Federal Research Center, White Oak Campus 10903 New Hampshire Avenue Silver Spring, Maryland	<b>NCPC FILE NUMBER</b> MP201
<b>SUBMITTED BY</b> United States General Services Administration	<b>NCPC MAP FILE NUMBER</b> 3104.00(05.00)44839
	<b>APPLICANT'S REQUEST</b> Approval of final master plan
	<b>ACTION TAKEN</b> Approved final master plan with comments
	<b>REVIEW AUTHORITY</b> Advisory per 40 U.S.C. § 8722(a) and (b)(1)

---

The Commission:

**Approves** the final master plan for the U.S. Food and Drug Administration Headquarters Consolidation at the Federal Research Center, White Oak Campus in Montgomery County, Maryland, but **defers** action on the East Parking Garage B with 1,496 spaces due to traffic and environmental impacts.

**Notes** that the final master will add approximately 1.9 million gross square feet of new office and special/shared use space to accommodate a population of 18,000 employees and support staff.

**Notes** that the applicant has selected *Alternative C: Two Large Tower Office Buildings* as the preferred alternative. Alternative C consists of four new office buildings: a 16-story and a 14-story tower with two additional mid-rises. It also includes a dining pavilion, a conference center, a visitor and transit center, a communications center, a fitness center, a distribution center, a truck screening facility, and three parking garages.

**Finds** that Alternative C maintains the campus architectural character and urban design framework, minimizes adverse effects to its historic setting, reduces environmental impacts, and responds to the surrounding context.

**Commends** the applicant for taking into account previous Commission comments to improve Alternative C. The final master plan refines the massing of the proposed towers to open up the east vista toward the forest from 72 to 135 feet and provide a pedestrian scale at the ground level. It connects the commons to the proposed courtyard, activates the space between the towers with landscape and programming, eliminates the previously proposed sky bridge, and improves the view of the proposed buildings from New Hampshire Avenue by complementing the symmetry and main architectural elements of Building 1.

---

Parking and Transportation

**Finds** that the number of proposed parking spaces has not significantly changed since the draft master plan review and the proposed parking ratio is the same.

**Notes** that the final master plan includes a total on-site parking capacity of 11,615 spaces, including 10,000 employee parking spaces (based on the projected campus population of 18,000), plus 1,615 visitor parking spaces.

**Finds** that the proposed parking ratio of one space for every 1.8 employees (1: 1.8) is within the 1:1.5-1:2 range established by the *Transportation Element of the Comprehensive Plan*.

**Notes** that the Maryland-National Capital Park and Planning Commission (including Montgomery and Prince George's Counties) continues to identify traffic as their main concern. As teleworking trends continue to increase, they encourage the applicant to consider a parking ratio of one space per two employees to reduce single occupancy vehicle trips and increase transit ridership.

**Strongly encourages** FDA to set a long-term goal of one parking space for every two employees (1:2) by the end of construction in 2035, limiting the number of employee parking spaces to 9,000.

**Finds** that based on the *Transportation Technical Report* (2018 Master Plan Environmental Impact Statement Appendix G) 13 of the 25 study area intersections will fail (level of service E or F) in one or more peak hours due to planned developments and increases in background traffic, regardless of the FDA master plan implementation. With the proposed population increase at FDA, there will be 16 intersections operating at a failing condition.

**Notes** that the applicant has reduced the footprint of the proposed East Parking Garage B by approximately 30 percent (from 102,000 to 73,000 square feet) to minimize the environmental impacts as suggested by the Commission. The applicant has also reduced its parking capacity from approximately 1,794 to 1,496 spaces by relocating 298 spaces to the proposed Northwest Parking Garage A.

**Finds** that the proposed East Parking Garage B to be built in Phase 4 (~2030), located in a sensitive environmental area, continues to encroach into the stream valley buffer (1.21 acres) and requires a large amount of forest removal (1.31 acres).

**Finds** that reducing the footprint and number of parking spaces by 1,000 (from 1,496 to 496 spaces) would further reduce environmental impacts and result in a 1:2 parking ratio.

**Notes** that there will be a significant increase in residential density in the immediate vicinity of the FDA Campus over the next 15 years, including 5,000 new residential units directly adjacent to the campus at Viva White Oak, in addition to local/regional transportation improvements, which could reduce overall parking demand on the campus.

**Notes** that future local transportation improvements to alleviate congestion and reduce single occupancy vehicle in the White Oak area include bus rapid transit corridors along US 29/Columbia Pike (currently funded) and New Hampshire Avenue (not funded at this time).

**Defers** action of the proposed East Parking Garage B with the 1,496 spaces until the time of design and construction in Phase 4 of the master plan to better understand the impacts of the proposed land use and transportation improvements in the White Oak area.

**Requests** that at the time of submission, GSA include an updated Transportation Management Plan (TMP) that evaluates the performance and impacts of the planned transportation improvements (including BRT, bike share stations, bicycle network, Purple Line), housing trends, and changes in the transit mode share in the White Oak area to inform the Commission's recommendation.

**Notes** that the applicant has modified the current TMP to address the following comments from the Commission:

- Provide a visitor parking analysis to justify the increase in visitor parking from 1,000 to 1,615 spaces.
- Expand the existing multi-use trail along New Hampshire Avenue to a minimum of ten feet.
- Provide continuous sidewalks and multi-use trails within the campus.
- Coordinate with the Maryland Department of Transportation to provide bikeshare stations and dockless bikes on campus, as well as throughout the surrounding community.
- Expand the commuter shuttle service to transit facilities in areas with higher concentrations of employee residences along the I-270 corridor.

**Notes** that GSA has committed to create a Memorandum of Understanding (MOU) with Montgomery County to consider road improvements, public transit connections, and park-and-ride facilities near the campus; and explore public access and amenities consistent with the security requirements of the FDA campus. The specific terms of the MOU will be outlined in the future.

#### General Comments

**Notes** that the applicant has provided the following information as requested by the Commission:

- Responses to comments provided by the Maryland National Capital Planning Commission (M-NCPPC), Maryland Department of Environment (MDE), Maryland Department of Transportation (MDOT), the Maryland Department of Transportation State Highway Administration (MDOT SHA) and Montgomery County Council.
- A campus-wide stormwater management plan, a landscape plan, and a tree preservation plan.

// Original Signed //

December 7, 2018

---

Julia A. Koster

Secretary to the National Capital Planning  
Commission