



## Delegated Action of the Executive Director

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<b>PROJECT</b> <b>Food and Drug Administration</b> <b>Surface Parking Lot Modifications and Site Improvements</b> Federal Research Center, White Oak Campus 10903 New Hampshire Avenue White Oak, Maryland	<b>NCPC FILE NUMBER</b> 8131  <b>NCPC MAP FILE NUMBER</b> 3104.10(38.00)45193  <b>ACTION TAKEN</b> Approved as requested
<b>SUBMITTED BY</b> United States General Services Administration	<b>REVIEW AUTHORITY</b> Advisory Per 40 U.S.C. § 8722(b)(1)

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The General Services Administration (GSA), in coordination with the U.S. Food and Drug Administration (FDA), has submitted preliminary and final site development plans for proposed improvements to the transportation infrastructure at the FDA White Oak Campus (Campus) in White Oak, Maryland. The project proposes 74 temporary surface parking spaces, stormwater management improvements, a multi-use trail connection, and two new bus shelters on a 2.25-acre site along Dahlgren Road. The primary goals of the project are to accommodate the existing vehicle parking demand and to provide enhanced connectivity between the parking areas on Dahlgren Road and the main Campus. The proposed parking lot is located on a previously developed site.

A parking shortage resulted over time as the Campus population increased and the parking garages included in the *2018 Master Plan for the Consolidation of the FDA Headquarters and the Federal Research Center (FRC) at White Oak* (Master Plan) await funding and construction. Therefore, the proposed surface parking lot is intended to alleviate daily parking demand until the planned parking garages are constructed. Currently, FDA utilizes a third-party parking attendant to park vehicles more efficiently within the existing parking areas on the Campus. This process involves attendants parking vehicles in non-delineated spaces, double parking, etc. to meet current parking demands. The cost of this service is a financial burden and is not a sustainable practice long-term.

The existing parking ratio for the campus is 1 parking space for every 2.16 employees (1:2.16). The permitted parking ratio is 1:2, and an increase of 74 parking spaces would result in a ratio of 1:2.13. Therefore, the proposal complies with the Campus' approved parking ratio. In addition, the proposed parking lot will be removed when the approved parking garages in the 2018 Master Plan are funded and constructed.

The new parking lot is proposed on a previously developed site located between Buildings 130 and 132, adjacent to two other existing surface parking lots known as Lot 132A and 132B on Dahlgren Road. Significant environmental resources, including mature forest and a stream valley buffer, are located adjacent to the project site. GSA and FDA worked diligently with NCPC staff to develop a plan that is sensitive to these environmental features. Since the initial pre-submission consultation with staff, the applicants significantly reduced the amount of proposed parking (from 134 proposed spaces to 74 spaces) and also reduced the limits of disturbance to lessen impacts to existing trees and the stream valley buffer.

The proposed surface parking lot is now located completely outside of the stream valley buffer, impervious surface area is minimized, and tree removal is also reduced.

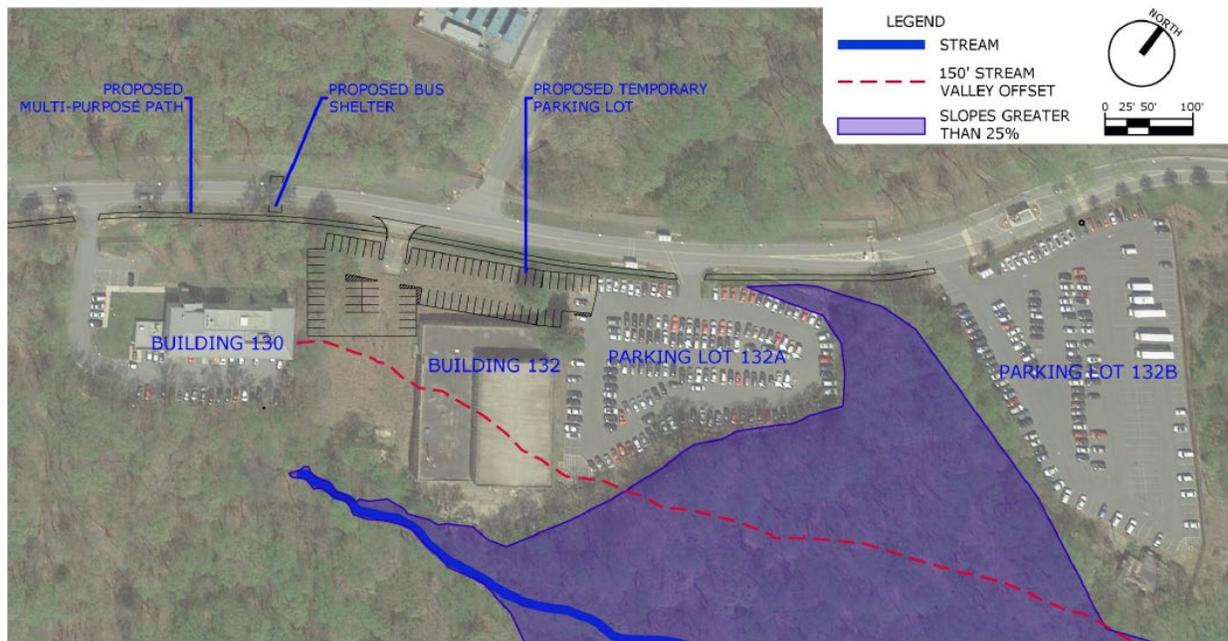


Figure 1 - Existing Conditions

The proposal includes the removal of 35 existing trees consisting of native conifers, deciduous, and evergreen trees that range in size from two-inches in diameter up to 28-inches in diameter with the majority of trees measuring 10-inches in diameter or less. While NCPC does not typically support removing existing trees for temporary uses, staff supports this proposal because: 1) the site was previously disturbed and is currently underutilized, 2) the applicants revised the initial concept to significantly reduce the amount of parking and the associated impacts, and 3) the applicants propose to mitigate tree removal by replanting 41 native trees, resulting in a net increase of trees on the project site. The proposed trees would be planted along Dahlgren Road and in a currently open area within the stream valley buffer adjacent to the proposed surface parking lot. Trees planted within the stream valley buffer will benefit the stream and downstream waterways by capturing and filtering rainfall before it enters the stream.

The proposed project would add approximately 0.58 acres of impervious surface area to the site and stormwater management measures are proposed to capture and treat the stormwater runoff generated. In addition to the stormwater management measures for the new lot, the existing parking lots 132A and 132B will be retrofitted with stormwater management practices that were not included in their original design and construction. The stormwater management practices proposed include water quantity and quality filtering and storage devices designed to be consistent with the Maryland Department of the Environment's (MDE) stormwater regulations.

The project also includes a new eight-foot wide multi-purpose trail for pedestrians and cyclists that will follow the southern shoulder of Dahlgren Road, leading from the intersection of Dahlgren Road and the Southwest Loop Road to surface parking lot 132B. The total length of the new trail is 1,215 linear feet. The multi-purpose trail is designed to provide an accessible pedestrian route between the Campus core and the surface parking lots as well as provide a link for campus bicycle circulation in conformance with the Master Plan.

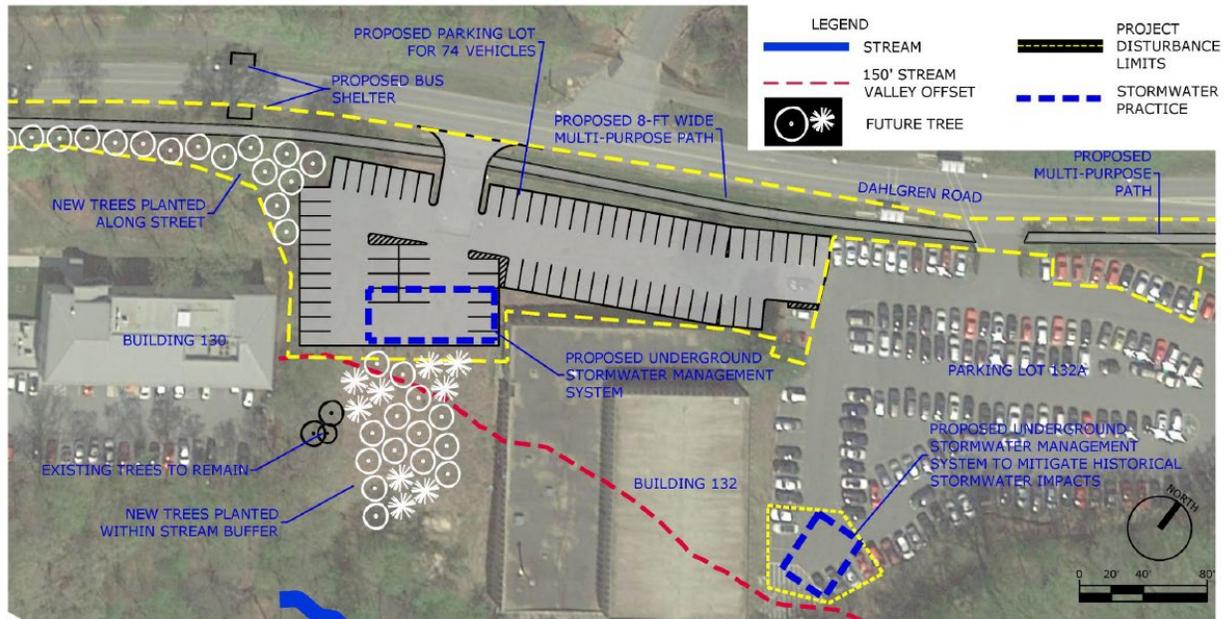


Figure 2 - Enlarged Site Plan

The 2018 Master Plan was approved by NCPC in December 2018. The proposed project is generally consistent with the Master Plan and advances its goals in regard to stormwater management, bicycle circulation, pedestrian circulation, and landscape design. The Master Plan includes the construction of a new traffic circle at the intersection of Dahlgren Road and Blandly Road, which is approximate to the location of the proposed parking lot. However, the parking lot will be demolished prior to construction of the traffic circle to allow for full implementation of the Master Plan.

The applicants coordinated the proposed improvements with state and local agencies prior to submission of the plans to NCPC. The plans were submitted to the Maryland State Clearinghouse and comments were requested from the Maryland Department of General Services, Natural Resources, Transportation, and the Environment; Montgomery County; the Maryland-National Capital Parks and Planning Commission – Montgomery County, the Metropolitan Washington Council of Governments; and the Maryland Department of Planning, including the Maryland Historic Trust (MHT). The Maryland Department of the Environment (MDE) has reviewed and approved the stormwater management concept plans and final plans are currently pending MDE’s approval. In addition, MHT concurred with GSA’s determination that the project will have “no adverse effect” on historic properties and that the federal and/or state historic preservation requirements have been met.

NCPC does not have an independent responsibility to comply with the National Environmental Policy Act (NEPA) for projects located in the environs. GSA determined that the proposed project qualifies for a NEPA Categorical Exclusion (CATEX), Category “j” “Repair and alteration of projects involving, but not adversely affecting, properties listed on or eligible for the National Register of Historic Places, when there is no evidence of community controversy or other environmental issues...”

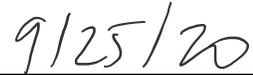
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Pursuant to delegations of authority adopted by the Commission on October 3, 1996 and per 40 U.S.C. § 8722(b)(1), I approve the preliminary and final site development plans for the Food and Drug Administration Surface Parking Lot Modifications and Site Improvements located at the Food and Drug Administration (FDA) Campus in White Oak, Maryland.



Marcel Acosta  
Executive Director



Date