Multi-Level Parking Garage 12 at NIH
National Capital Planning Commission

December 1, 2023
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FINAL REVIEW

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1 PROJECT OVERVIEW INFORMATION

1.1 NCPC Plans and Policies

The National Capital Planning Commission (“NCPC”) has responsibility for monitoring and evaluating capital investment projects proposed by federal agencies in the region. This document has been prepared in accordance with Report Requirements for Review by the NCPC, under its advisory authority for this project / jurisdiction. The project is a building and site improvement project (per NCPC Submission Guidelines Paragraph 1.1, Project Types) located on the NIH Bethesda Campus. The Multi-Level Parking Garage 12 (“MLP-12”) project will build a new 1,394-space, 440,800 square foot, six-level parking structure, as described in the subsequent Report.

1.2 Project Summary

The MLP-12 will provide parking for NIH staff working on the Bethesda campus. It will be served by a NIH campus shuttle bus loop for access to work locations throughout the campus.

The project will consist of the following:

- Standard-size parking stalls for up to 1,369 vehicles.
- 18 accessible car parking stalls.
- 7 accessible van parking stalls.
- Up to 32 electric vehicle charging stalls including accessible stalls (optional add-alternate).
- 10 motorcycle parking stalls.
- 20 bicycle parking capacity.

1.3 Background and Description of Project

The MLP-12 will be constructed on the site of an existing parking lot on the south side of the Bethesda campus. The garage was originally planned and designed as part of a project including the existing Industrial Water Storage (IWS) facility. The IWS was built without the garage. MLP-12 100% Design documents were last updated in 2019.

In 2022 NIH engaged HDR to revise the MLP-12 design, relocating the main vehicular entrances from the north side to the east and west sides, and revising the way the building meets the street on the north side. Changes to the building design focused on revisions to the building’s exterior expression and adjustments to the floor-to-floor heights.

The design includes infrastructure to support additional EV charging stations and adding a solar photovoltaic (PV) system. These elements could be included either as add-alternates to the base building or future installations.

1.4 Organization and Agency Contacts

Agency Contact

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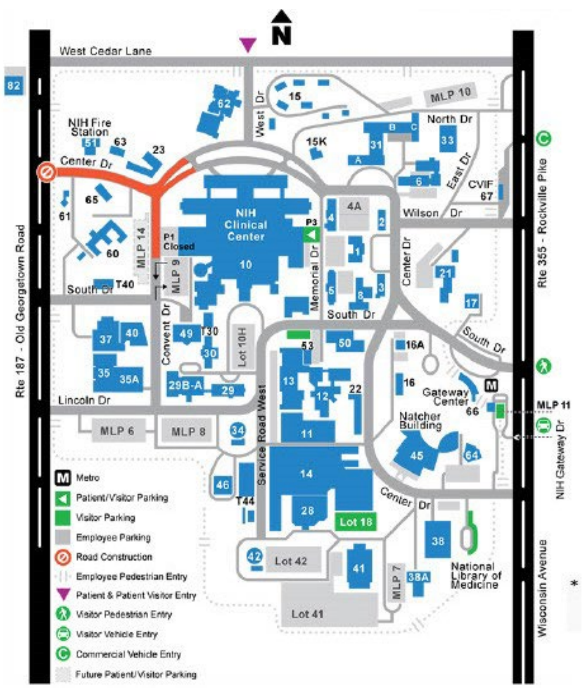
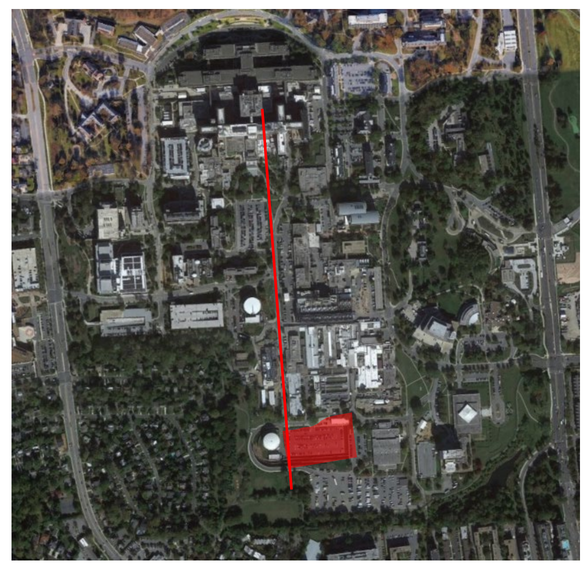
1.5 Description of Project Area

The project site is the existing Lot 42 on the south end of campus, directly east of the existing IWS facility. The main entrance at the garage's northwest corner will be on axis with the NIH Clinical Center along Service Road West as shown on the aerial photo overlay below. The site is bounded to the north by Medlars Drive.



CAMPUS MAP

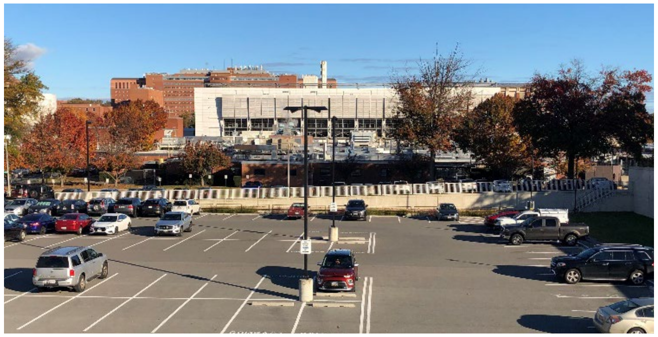


AERIAL PHOTO OVERLAY

1.6 Adjacent Buildings

The immediate context for the MLP 12 is the IWS facility, featuring the cylindrical water tank structure and small service buildings. Existing retaining walls surround the site. Other existing buildings in the vicinity are a variety of types and materials.

IWS (BUILDING 42) AND LOT 42



BUILDINGS 28 & 14

LOT 42 EAST RETAINING WALL

BUILDING 41 & LOT 42 RETAINING WALLS

IWS FROM MEDLARS DRIVE

IWS SITE WALL

1.7 Description of the Proposed Development

The MLP 12 will provide parking for staff throughout the Bethesda campus, served by the NIH shuttle bus system. It is also sited to support future development of the south campus. The IWS was designed in anticipation of MLP 12 including site utility infrastructure. Vehicular entrances will be located on the east and west sides of the building. Ramps on the south side of the building will connect each of the six parking levels. Stair/elevator towers on the northwest and northeast corners will accommodate vertical circulation.

1.8 Description of the Sitework Improvements

The site work will emphasize the frontal quality of the north façade with hardscape and plantings while enhancing pedestrian safety. A bioswale along the north façade provides storm water management and softens how the garage structure meets the landscape. Additional plantings between the building and existing retaining walls to the east and south provide a buffer zone around the garage. The existing slope from east to west facilitates entering the east side one level above the west side, diluting traffic concentration and promoting flow.

SITE PLAN

NORTHWEST ENTRY PLAN

NORTHEAST ENTRY PLAN

2 MASTER PLAN ALIGNMENT

The 2013 Master Plan for the Bethesda Campus identified Lot 42 as the MLP 12 project site, adjacent to a new South Research Cluster to its north and a potential MLP 13 to its east. Subsequent to the 2013 Master Plan, the IWS facility was developed, with the large water tank structure and retaining walls to the south and east of Lot 42 providing immediate context for the MLP 12.

Exhibit 5.2.B. Illustrative Master Plan

3 SCHEDULE AND BUDGET

3.1 Project Schedule

Construction is planned to begin in early 2026 and continue through 2027.

3.2 Project Cost Estimate

This information is withheld due to procurement sensitivity.

4 PUBLIC ENGAGEMENT AND OUTREACH

4.1 Public Outreach

The project has been presented to the NIH Community Liaison Council.

4.2 Jurisdictional Outreach

The proposed construction of MLP 12 is being submitted to the NCPC for Final Review. The report will also be shared with relevant agencies within the NIH. The Maryland Department of the Environment (MDE) Final review of the project is underway.

In addition, the project design is being developed in accordance with the NIH Design Requirements Manual.

5 PROJECT INFORMATION

5.1 Description of Building

The new garage building will be 6 levels, providing approximately 1,392 parking spaces in 440,800 square feet. It will be constructed of precast concrete framing and cladding supported by concrete foundations. Its height above the ground level will be 60 feet to the top deck, with stair/elevator tower cladding extending an additional 26’-3” above the deck. The maximum height allowable by building code is 180 feet.

5.2 Existing Context

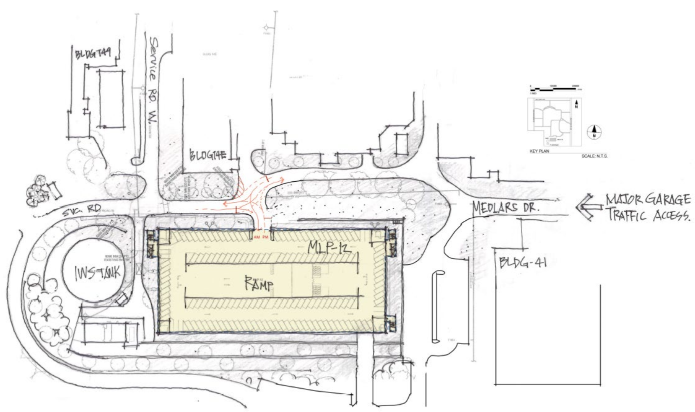
The existing IWS facilities and retaining walls constrain the MLP 12 on three sides. The north side faces Medlars Drive and other campus buildings to the north.

5.3 Proposed Entrances

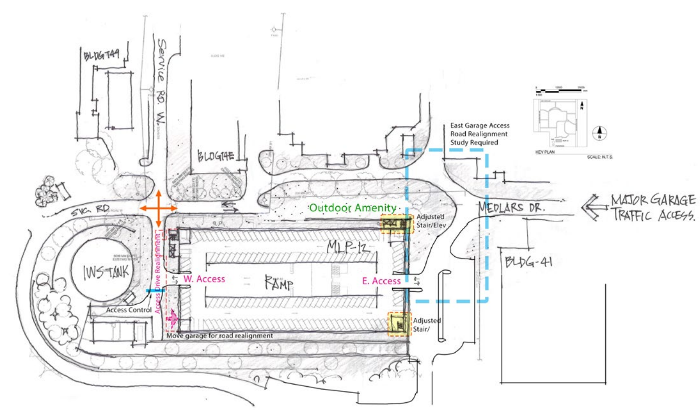
Vehicles will enter and exit the building’s ground level at grade from the west side, adjacent to the IWS facility. The east side vehicle entrance comes in at Level 2. Stair/elevator towers at the northwest and northeast corners provide pedestrian access. A third egress stair exits to the south.

5.4 Previous Concept Diagrams

The 2019 MLP-12 100% Design documents included the main vehicle entrance on the north side directly from Medlars Drive. NIH’s concept sketch below of the Re-Design concept relocated the vehicular entrances to the east and west sides and shifted the building footprint to better accommodate the west vehicular entrance, which is the basis for the current design.

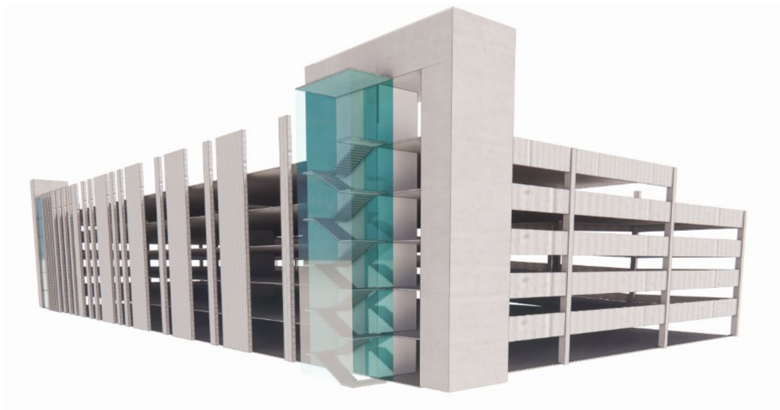


Sketch of Existing Design
for illustrative purpose only

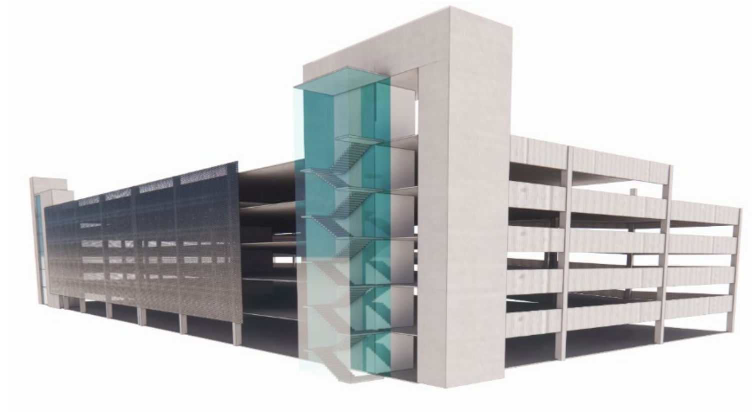


Sketch of Re-design Concept
for illustrative purpose only

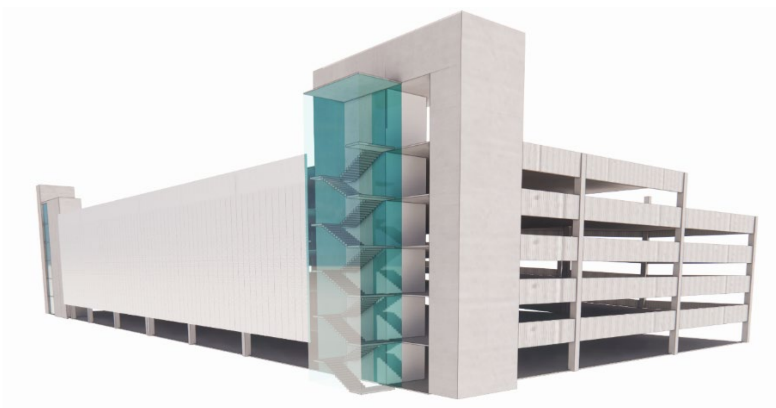
Several different design concepts were considered, including exterior cladding options emphasizing the north façade as the primary elevation.



PRECAST PANELS



PERFORATED METAL



METAL MESH

METAL FINS

Durability, safety, maintenance, compatibility with nearby structures, and frugality were emphasized as NIH's priorities for the design.

5.5 Current Design Concept

The current design emphasizes the north façade with prominent stair / elevator towers and entrances at each end, using a uniform pattern on the precast concrete spandrels on all sides of the building. Building identification signage will be mounted on the NW and NE stair / elevator towers. Additional signage will be provided at each vehicular entrance.

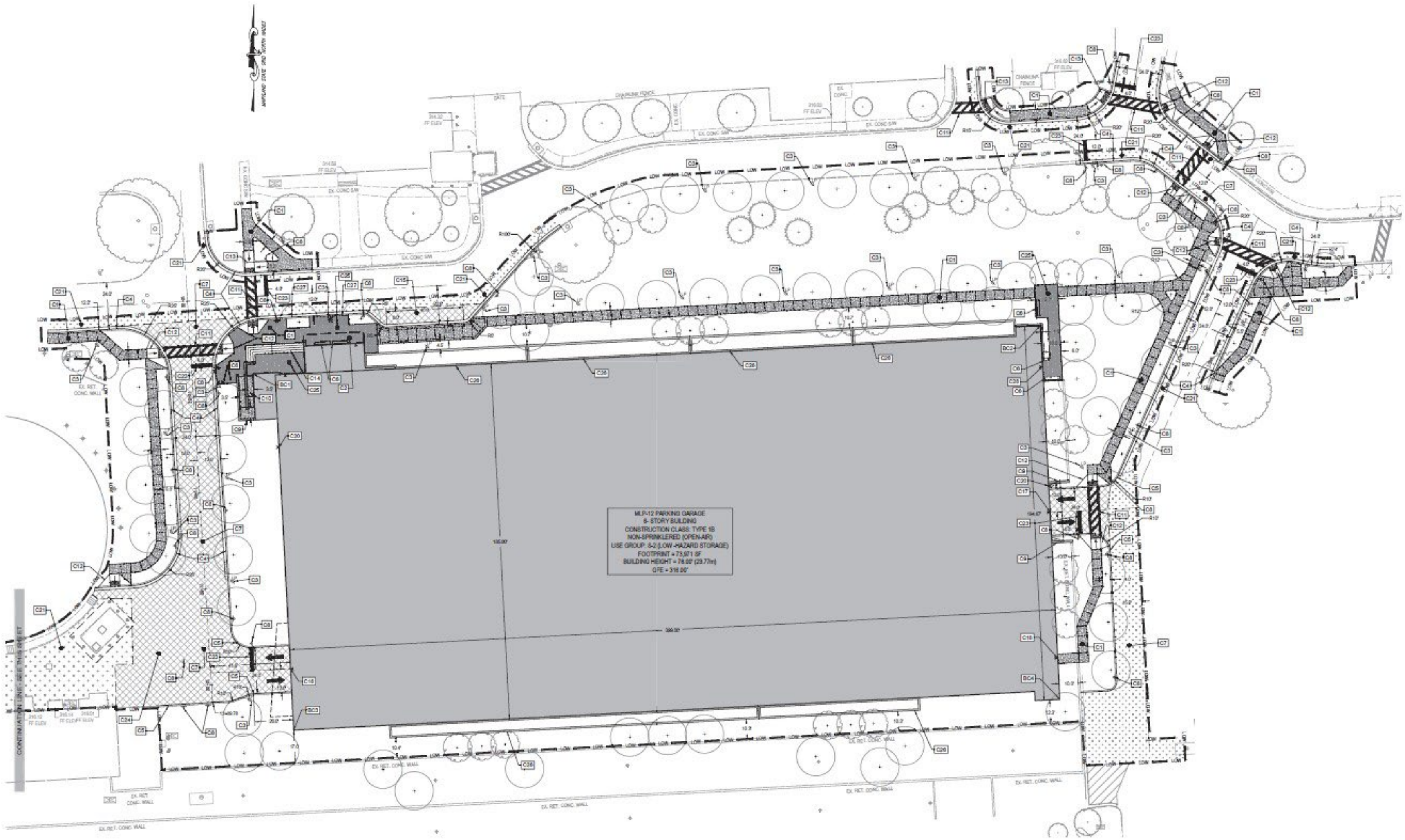
NW PERSPECTIVE VIEW

NE PERSPECTIVE VIEW

6 SITE INFORMATION

6.1 Site Disturbance and Boundary

The project proposes to disturb approximately 3.5 site acres. It has been submitted to the MD Department of the Environment for review of stormwater management design.



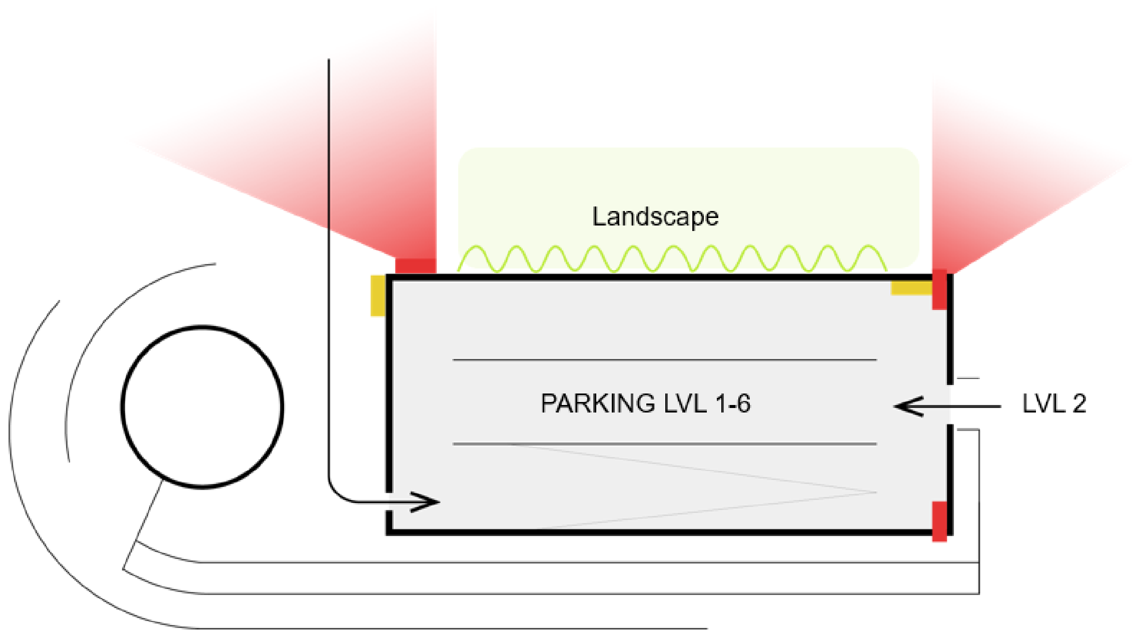
SITE PLAN

6.2 Site Civil Plan (Reference Appendix A)

The building is located on the footprint of a relatively flat existing surface parking lot. Existing retaining walls to the east and south accommodate the 12- to 13-foot rise in grades in those directions. Roadway improvements will serve new vehicular entrances to the garage. Roof drainage will be routed into micro-bioretention facilities along the north and south facades.

6.3 Vicinity Plan (Reference Section 1.5)

6.4 Architectural and Design Program



CONCEPT DIAGRAM

Stair and elevator towers are treated in a hierarchical way. The northwest corner is articulated as the primary entry with a secondary entry on the northeast corner, based upon the anticipated volume of pedestrian traffic coming from the north. The northwest stair is arranged outside in a glass-enclosed volume, providing the signature architectural element for the garage. The other stair and elevator towers are compatible while more restrained expressions, contained within the garage’s primary facades and using glazing to mark their locations.

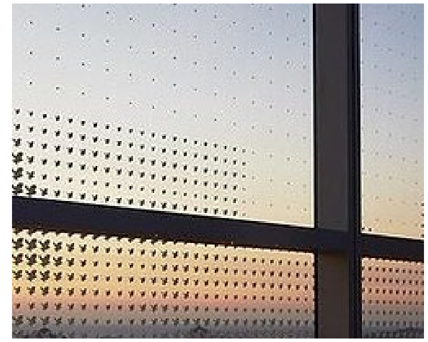
The building massing and materials are designed for compatibility with the adjacent IWS facility.

NW PERSPECTIVE VIEW

The new vehicular entrances are articulated with NIH-branded blue panels to enhance wayfinding.

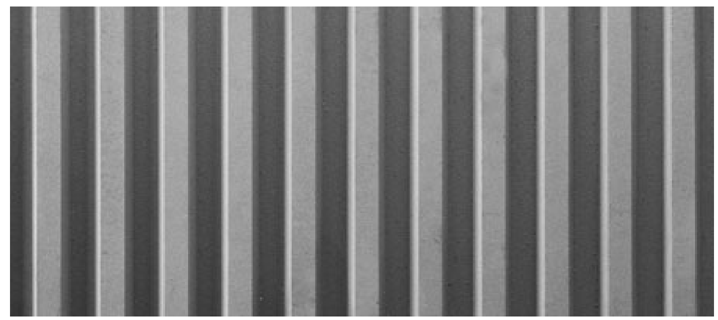
SMOOTH CONCRETE WALLS & CURBS

TEXTURED CONCRETE WALLS



BIRD-FRIENDLY GLAZING

PRECAST CONCRETE PANELS COLOR



PRECAST CONCRETE PANEL FORM LINERS

ALUMINUM MULLIONS & LOUVERS

METAL PANEL AT VEHICLE ENTRIES

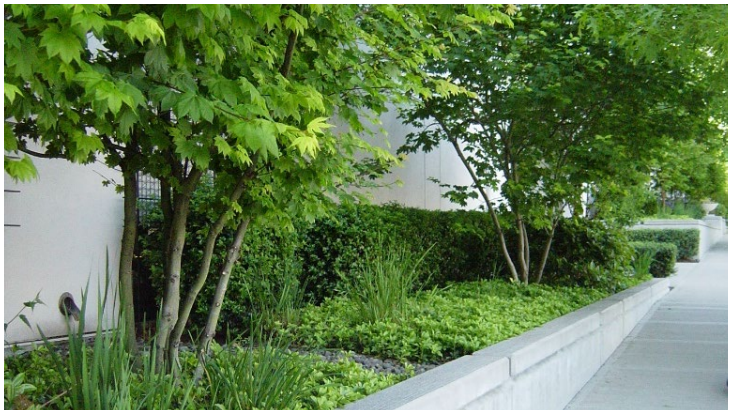
STAINLESS STEEL STAIR RAILINGS

EXTERIOR MATERIALS PALETTE

6.5 Landscape and Streetscape Plan

The site development will seamlessly blend the garage architecture and landscape, using timeless and durable materials that complement the NIH campus vernacular and scale. Stormwater management will be fully integrated within the landscape and hardscape, serving as an attractive example of sustainability and innovation. Most existing trees will be preserved.

The hardscape design will include materials used elsewhere in the area. Bioretention planters and other site walls will be poured in place concrete to tie in aesthetically with the garage façade. Sidewalks will be paved with 5” thick decoratively scored concrete to match NIH campus standards. The gathering areas at the main garage entrances will be specialty unit paving. Low SRI paving materials will be used where possible to aid in reducing the heat island effect.



BIORETENTION PLANTERS

NE ENTRY

NW ENTRY

Site furnishings will be high quality, powder-coated steel with FSC-certified wood inserts, including benches, trash and recycling receptacles.

Site lighting will be high quality pedestrian scale LED lighting to match NIH campus standards, designed to reduce light pollution.

Plant material will emphasize entry plazas and pathways using a scale of plant material and plant masses to be consistent with the garage and exhibit color at varied intervals for year-round interest. Native grasses, shrubs, and groundcovers chosen for appropriateness to orientation, use, and maintenance requirements will encourage a sustainable, low maintenance landscape.

NATIVE OR ADAPTIVE PLANT PALETTE

7 TRANSPORTATION AND PARKING

7.1 Transportation and Circulation

The design team provided a traffic study of key intersections in the vicinity of MLP 12. This was reviewed with NIH in the context of a broader traffic study of the south portion of the campus. The findings of the study are reflected in the current site and building design to assure satisfactory vehicular flow performance at peak times.

Pedestrian safety has been a guiding principle of design for both the building and site development. Sidewalks will link the garage to the existing sidewalks located along Medlars Drive in the vicinity of the garage, specifically at the northeast and northwest corners of the building. This connection will allow pedestrians to travel between the garage and other areas on the campus via the extensive sidewalk / trail system. Crosswalks and sidewalks connecting the garage to the existing campus pedestrian circulation will be enhanced for visibility and traffic calming.

7.2 Employment and Parking

MLP 12 is designed to accommodate NIH staff parking in accordance with NIH campus planning for parking facilities which determined the programmed parking stall quantity. Most parkers will arrive during morning peak hours, leave their vehicles parked all day, and leave during evening peak hours. Employees using the MLP 12 will include those who work in buildings at the north end of campus who are expected to use the NIH shuttle bus to access the garage. A shuttle bus stop and shelter are provided near the NW building entrance.

The garage interior layout is designed to accommodate the quantity of parking spaces as described in Section 1.2.

The current MLP 12 layout includes electrical vehicle charging serving four parking stalls. The design is being revised to increase the EV charging capacity to up to 32 stalls without changing the building exterior. Charging station access aisle requirements are currently being studied which will affect the exact number of parking spaces the garage will accommodate.

8 PERIMETER SECURITY

The MLP 12 is located within the secured boundaries of the NIH Bethesda campus. Design elements are being coordinated with stakeholders and security specialists to incorporate appropriate security measures. Particular attention is being paid to site lighting to enhance security.

9 PHOTOGRAPHS

LOT 42 LOOKING EAST AT MEDLARS DRIVE

EXISITNG SHUTTLE BUS STOP

NORTH END OF LOT 42

LOT 42 EAST RETAINING WALL

LOT 42 FROM NE CORNER

LOT 42 SOUTH RETAINING WALLS

LOT 42 SOUTH RETAINING WALLS – WEST END

IWS BUILDING SERVICE AREA

10 HISTORICAL PRESERVATION

Lot 42 and the existing buildings surrounding it are not historic properties. NIH has determined that the construction of the MLP 12 will have no adverse effect on its historic properties.

11 NATURAL RESOURCES AND SUSTAINABILITY

11.1 Natural Resources

There are no wetlands, endangered or threatened species, or critical habitat impacted by the development of the MLP 12 site.

11.2 Tree Survey, Preservation and Replacement Plan

Existing trees in the project vicinity are being protected and retained other than the two trees indicated with an X on the plan above. Those trees will be replaced by new trees included in the project scope.

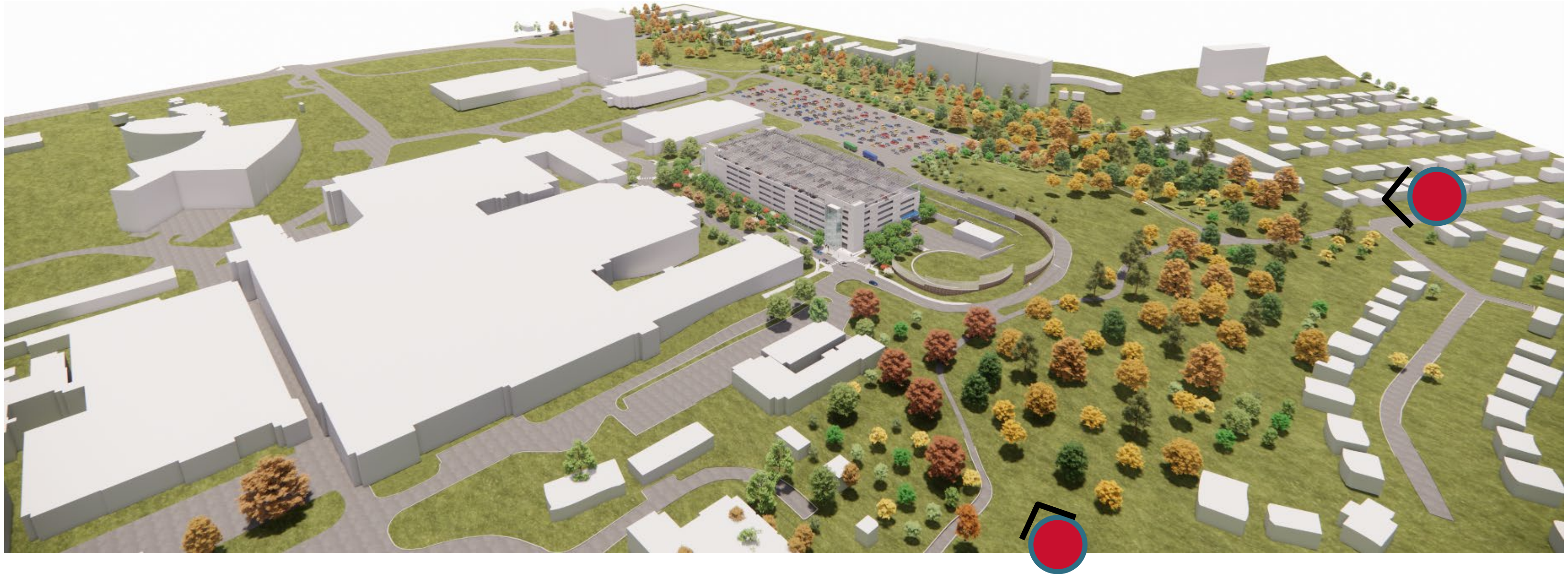
11.3 Energy and Sustainability

Parking garages are no longer a building type eligible for LEED certification. The sustainability approach for the project is governed by the applicable portions of the NIH Design Requirements Manual Guiding Principles Appendices A and E for this building type. Opportunities for optimizing energy performance include energy efficiency measures in the design of the enclosed utility spaces within the garage, metering and benchmarking, and use of Energy Star products.

The project is being designed to accommodate future possible installation of roof-mounted and south wall-mounted photovoltaic solar panels and electric vehicle charging stations. Add Alternates are included for the full buildout of those systems.

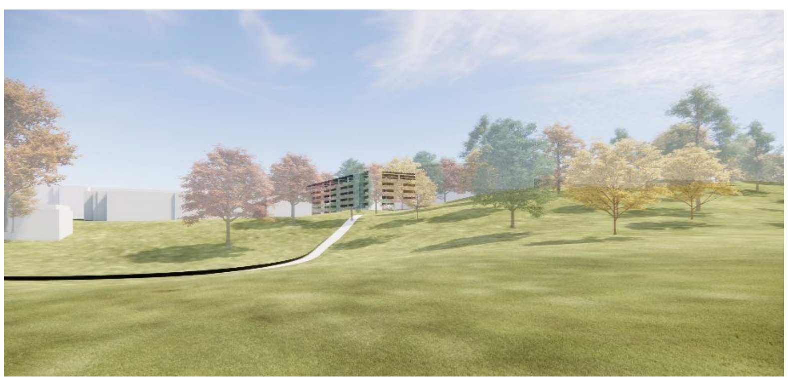
12 PUBLIC REALM AND VIEW SHEDS

The views of MLP 12 from surrounding areas are primarily to the west and south. The most prominent views will be from the upper floors of nearby multifamily residential buildings.



AERIAL VIEW FROM NW

View Position

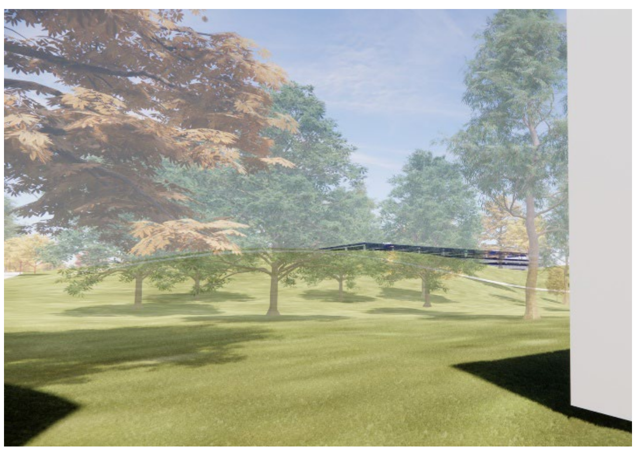


NEIGHBORS’ VIEW FROM NW

NEIGHBORS’ VIEW FROM SW

AERIAL VIEW FROM SE

View Position



NEIGHBORS' VIEW FROM SW

NEIGHBORS' VIEW FROM S

13 FLOODING AND STORM WATER MANAGEMENT

13.1 Flooding

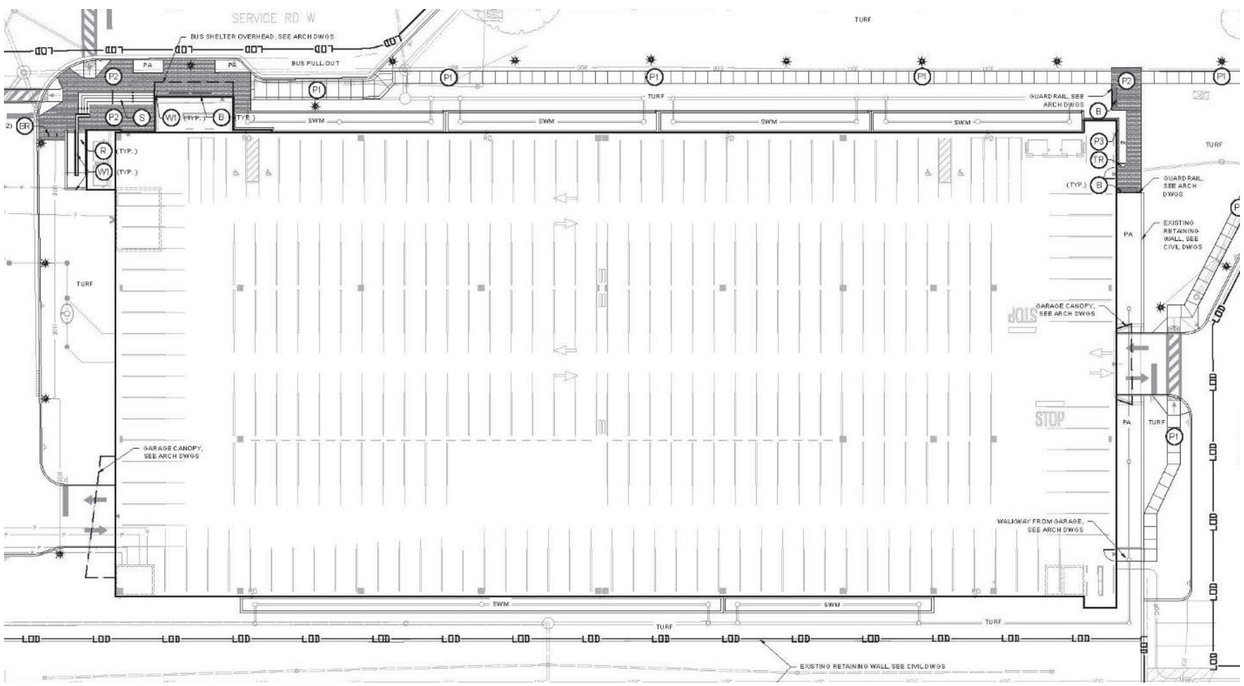
The construction of MLP 12 will replace an existing surface parking lot. The stormwater management plan is full integrated with the landscape plan for the site to minimize potential flooding.

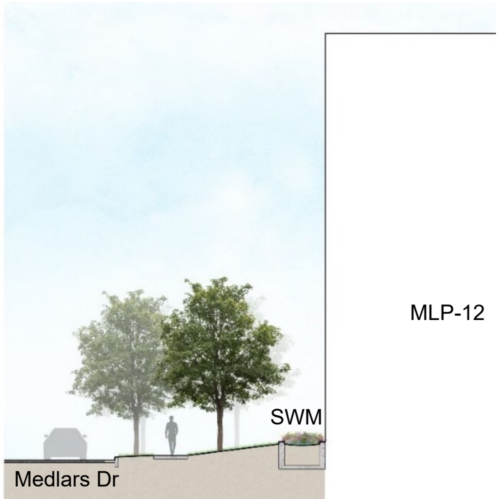
13.2 Floodplain

The project is not in a floodplain. The erosion and sediment control plan has been prepared in accordance with the latest Maryland standards and specifications for Soil Erosion and Sediment Control manual. The perimeter controls require installation prior to the start of any construction activities and must be maintained throughout construction.

13.3 Stormwater

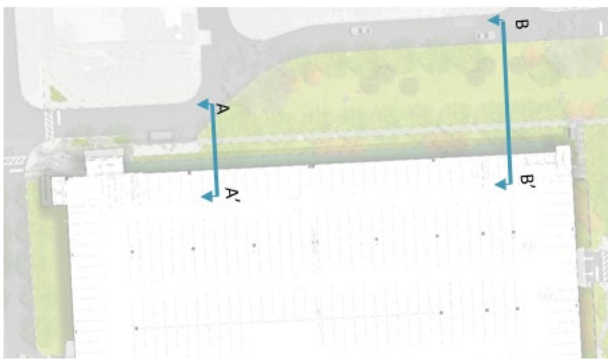
The site is classified as a re-development project since the pre-development imperviousness is greater than 40%. The site contains existing stormwater management facilities (four micro-bioretentions) that will be removed and replaced. Six micro-bioretention structures will be constructed adjacent to the garage's north and south facades.





SECTION A-A

SECTION B-B



KEY PLAN

Micro-bioretention planters will be “flow through” design, serving as attractive landscape features as well as providing natural irrigation and innovative storm water management opportunities. These planters will manage water from the garage roof.

The proposed site disturbance is over one acre so a regulatory stormwater management plan per the requirements of Maryland Department of Environment (MDE) is required. The project has been submitted to MDE for final approval.

14 ENVIRONMENTAL ASSESSMENT

NIH has determined that the project does not require further NEPA review. The proposed project was reviewed in the 2014 NIH Bethesda Campus Master Plan Environmental Impact Statement (EIS). Upon completion of the Final EIS a Record of Decision (ROD) was signed and the determination was made that there will be no significant environmental impacts. The final EIS and subsequent ROD included the proposed MLP 12.