

### 3.2.2 Action Alternatives A, B and C

Under the Action Alternatives, the number of FDA employees and support staff at the FDA Headquarters would increase to approximately 18,000. The proposed master plan alternatives would add in the range of 1,550,000 gsf of office space and 280,000 to 350,000 gsf special use space to support FDA's mission.

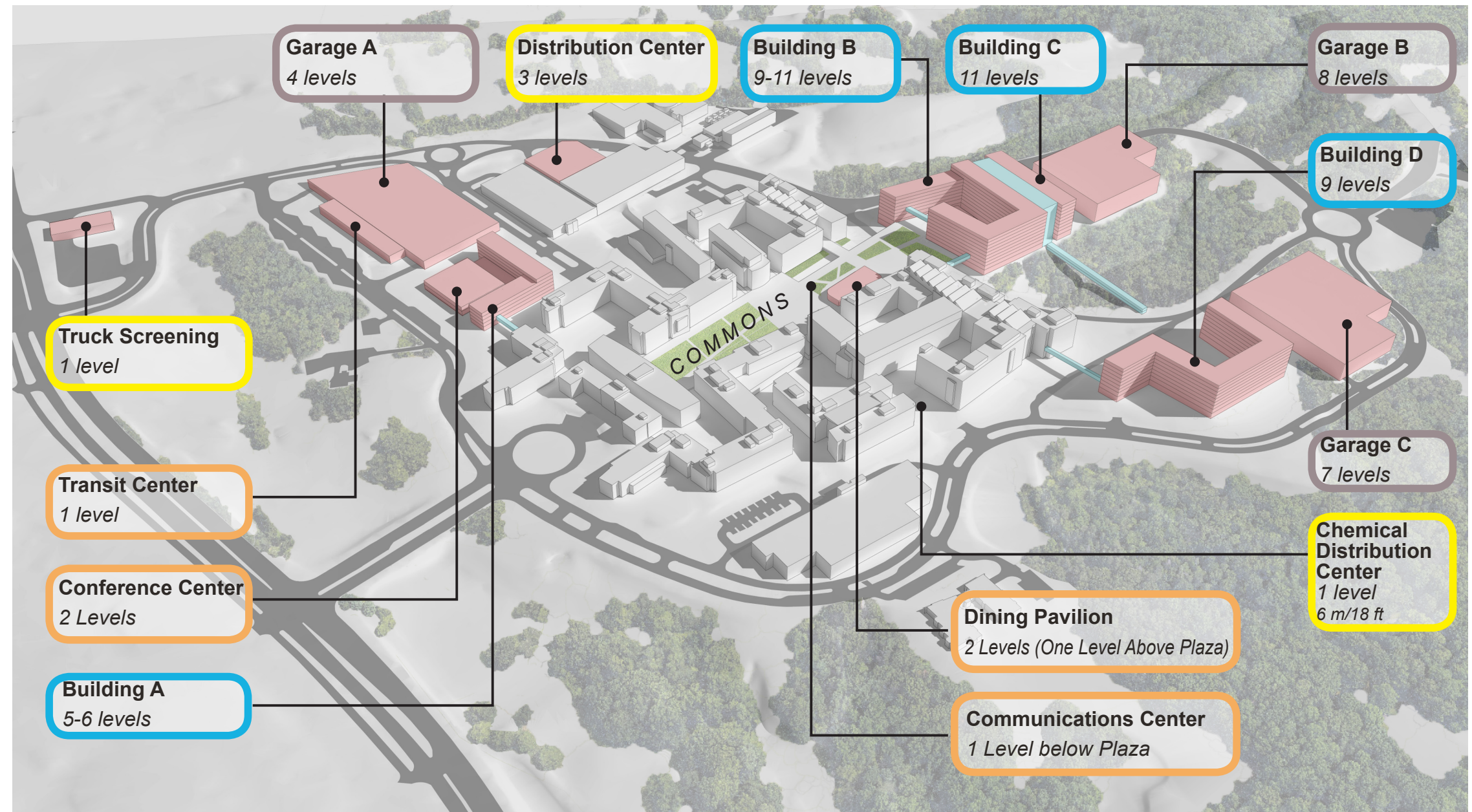
Parking would be provided at ratio of 1 space for every 1.8 employees (1:1.8) for a total of 10,000 parking spaces for FDA employees and campus support staff; and visitor parking would be increased from 1,000 to 1,615 parking spaces. Thus, the total number of parking spaces provided on the FDA Headquarters would be 11,615, which would include the additional 7,342 new additional parking spaces for FDA and its employees. Additional new parking spaces include replacement of 2,544 existing surface parking spaces displaced by new buildings.

The East Loop Road would be reconfigured to allow for ease of circulation and access into and out of the FDA Headquarters. The reconfigured East Loop Road would circle around the new office buildings proposed on the east side of the FDA Headquarters and would connect with Blandy Road. At Blandy Road and FDA Boulevard, a new traffic circle would be constructed that would connect it with the Southeast Loop Road. The Southeast Loop Road would circle around the Southeast Parking Garage and connect to the existing Southeast Loop Road that would be reconfigured for the connection.

Under each of the Action Alternatives, a Distribution Center would be constructed adjacent to the Northeast Parking Garage. The distribution would connect directly into the existing tunnel network. In addition to the Distribution Center, FDA intends to enhance the loading docks adjacent to Building 72 to better handle chemical distribution to the lab buildings. This enhancement is common to all the alternatives.

### 1 ALTERNATIVE A: Mid-Rise Office Buildings

2 With Alternative A, building heights were in the range of existing buildings and the planning principle of the buildings  
3 define a series of courtyard spaces in the tradition of great university campuses.  
4  
5  
6  
7  
8  
9



43 Figure 3-2: Alternative A Aerial View

A Truck Screening Facility would be constructed at the entrance to the FDA Headquarters on Michelson Road and a new Transit Center would be located on the existing northwest surface lots.

In addition to the above-mentioned elements, there are commonalities to each of the Action Alternatives that range from historic preservation to high preference buildings. The net result is that each of three action alternatives A, B and C had the capability of accommodating 18,000 FDA employees and support staff in GSA's proposed Master Plan.

A summary of the alternatives is as follows:

- Approximately 18,000 employees and support staff
- Approximately 1,550,000 gsf of office space and 280,000 to 350,000 gsf special use space
- Parking ratio 1:1.8
- 10,000 total parking spaces for FDA employees and support staff;
- Visitor parking of 1,615 parking spaces
- Reconfigured East Loop Road
- Distribution Center is located adjacent to the Northeast parking garage and connects directly into the existing tunnel network
- Truck Screening Facility located at the entrance to the FDA Headquarters on Michelson Road
- Transit Center located along the Northwest Loop Road adjacent to the Visitors Center

**ALTERNATIVE B: One Large Tower Office Building**

With Alternative B, a 20-story office building would be located on the eastern end of the FDA Headquarters. This iconic building would anchor the eastern of the commons and signal the significance of the campus.

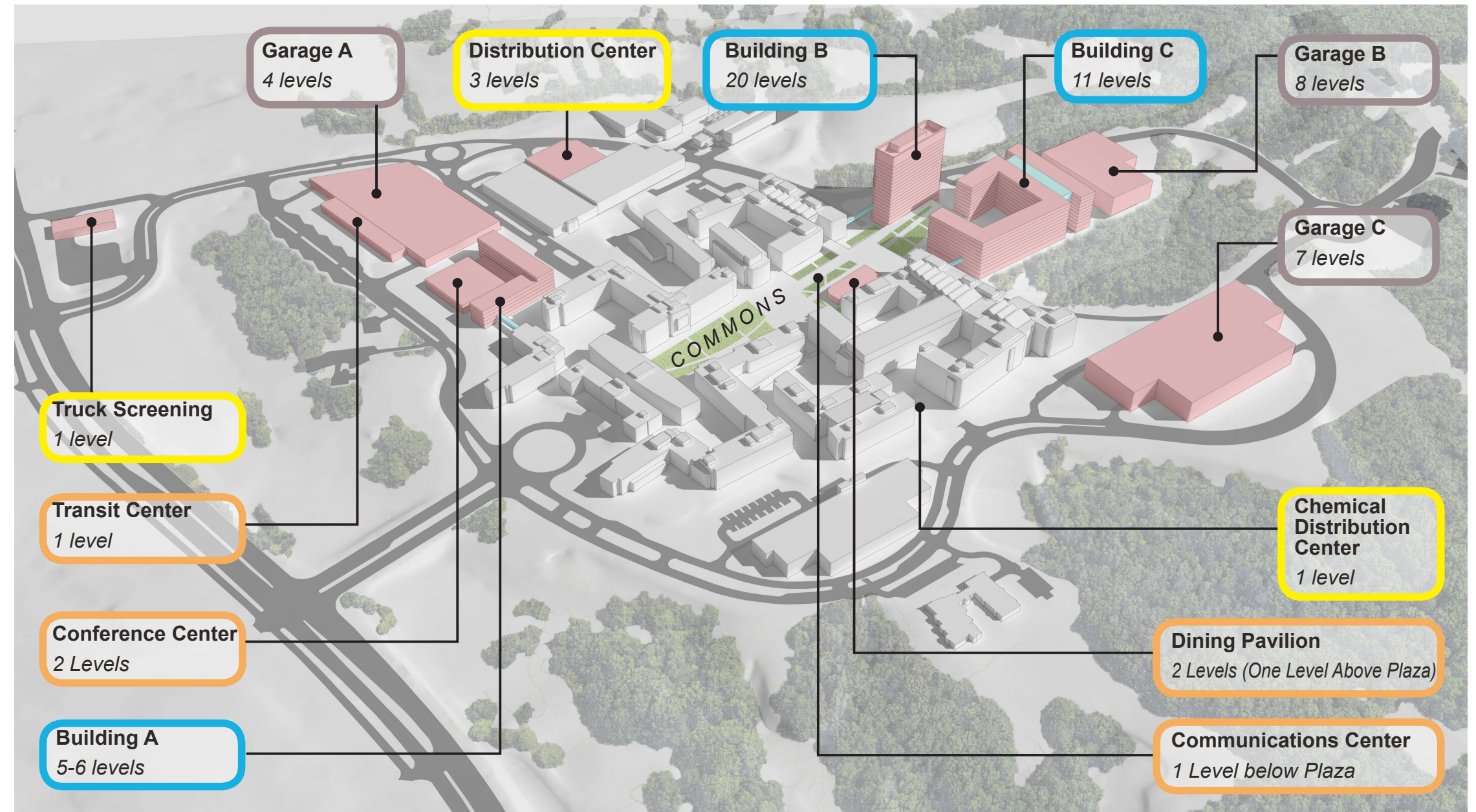


Figure 3-3: Alternative B Aerial View

**ALTERNATIVE C: Mid-Rise Office Buildings**

With Alternative C, one 14-story and one 16-story office building would be located on the eastern end of the FDA Headquarters.

Alternative C is Preferred Development Alternative, see section 3.3 for further development.

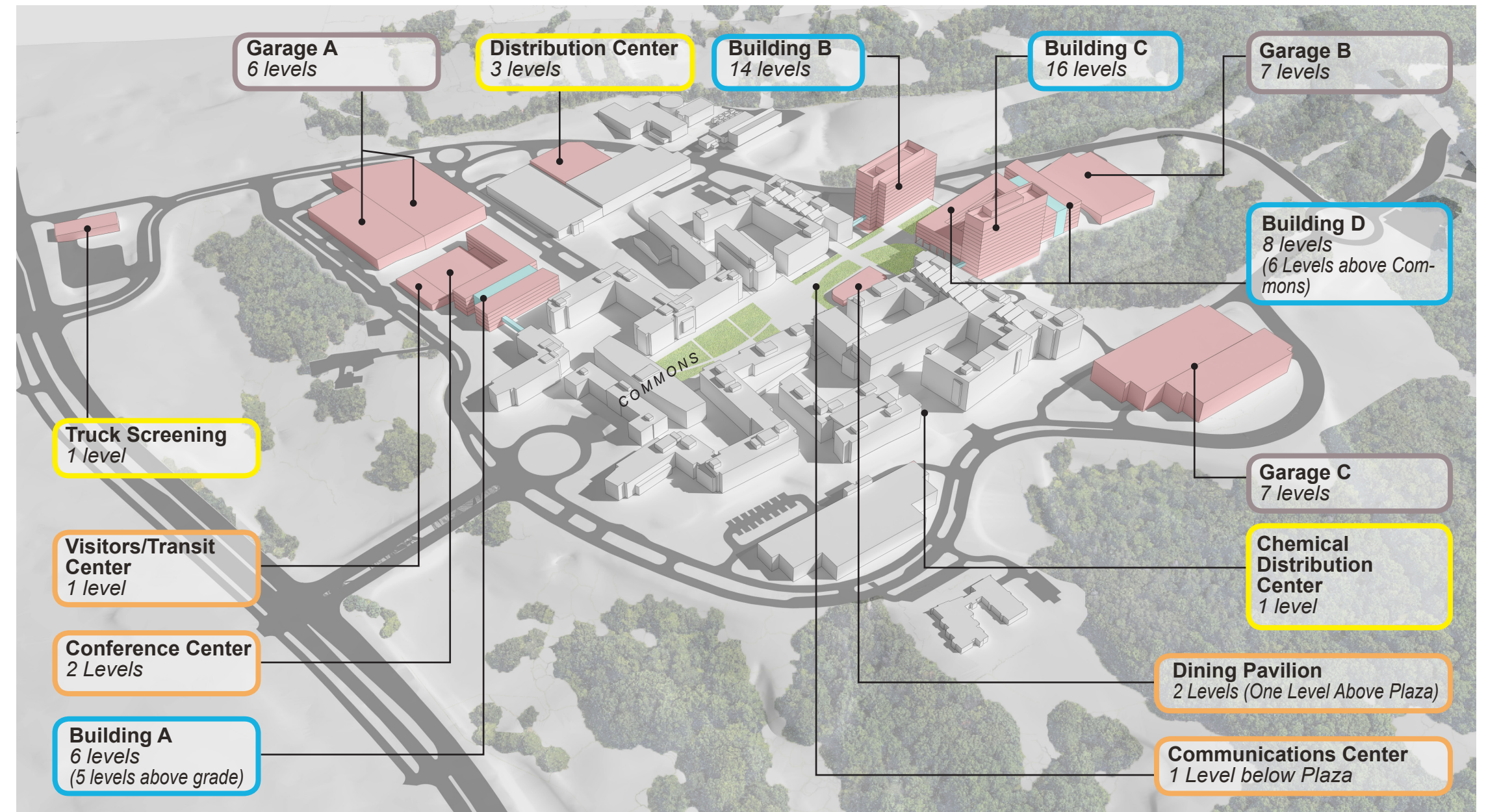


Figure 3-4: Alternative C Aerial View

### 3.3 Preferred Development Alternative

NEW OFFICE	1.55M ft <sup>2</sup>	144K m <sup>2</sup>
COMMUNICATION CENTER	65K ft <sup>2</sup>	6.0K m <sup>2</sup>
TRANSIT/VISITOR CENTER	15K ft <sup>2</sup>	1.4K m <sup>2</sup>
CENTRAL CONFERENCE	60K ft <sup>2</sup>	5.6K m <sup>2</sup>
DISTRIBUTION CENTER	105K ft <sup>2</sup>	9.8K m <sup>2</sup>
OTHER SPECIAL /SHARED SPACES	36K ft <sup>2</sup>	3.3K m <sup>2</sup>
PARKING	7,342 Spaces	
SITE INFRASTRUCTURE		

Table 3-1: Preferred Development Alternative Concept

**TOTAL REQUIRED NEW BUILDING AREA :**

- **TOTAL OFFICE : 144,000 m<sup>2</sup> / 1,550,000 ft<sup>2</sup>**
- **TOTAL SPECIAL USE AND SHARED USE : 280,000 to 350,000 SF**
- **TOTAL NEW PARKING : 7,342 Spaces**

The Preferred Development Alternative’s two taller office buildings, 14-story and 16-story, would be located on the eastern end of the FDA Headquarters framing the view down the axis of the campus Commons. The plan include opening the space between the taller buildings, framing the view to the east, activating the space, providing a connection between the Commons and the new courtyard, and adjusting the massing to respond to the approach as you enter the site from Mahan Road.

In summary, the Preferred Development Alternative is as follows:

- Accommodate a total campus population of 18,000. This number includes GSA staff necessary support FDA’s operations on site.
- Total new office area required is in the range of 1,550,000 GSF based on a utilization rate of 170 SF/Person.
- Approximately 280,000 to 350,000 SF of special space is broken down as follows:
  - Distribution Center – 105,000 SF
  - Communication Center – 65,000 SF
  - Conference Center – 60,000 SF
  - Visitor Center/Transit Center – 15,000 SF

- 1 Food Service Facilities/Dining Pavilion– 18,000 SF
- 2 Truck Screening Center – 10,000 SF
- 3 Fitness Center – 6,500 SF
- 4 Expansion of the Chemical Loading Dock – 1,000 SF
- Total parking required is 11,615 spaces. This includes 10,000 spaces for employees at a parking ratio of 1 space for every 1.8 employees (1:1.8), or 5 parking spaces per 9 employees plus 1,615 spaces for visitors. Of the 7,342 new parking spaces, approximately 2,544 spaces account for existing surface parking spaces that are displaced by new buildings. Please see 3.3.11 for more detail.

#### 3.3.1 Planning Development and Refinement

The Preferred Development Alternative combines many of the positive aspects of Alternatives B & C. A broad overview of the development are as follows:

- Development of the Preferred Development Alternative resulted in the structure that is labeled Building B located further to the north, anchoring the buildings along northern arm of the Commons and opening the space between buildings towards the natural, forested part of the site. Furthermore, this move increases the distance of the building further off center from Building 1 as you drive into the campus along Mahan Road resulting in less impact on the viewshed.
- Design developments also include relocation of Building C to anchor the buildings along the southern arm of the Commons. Much like Building B, this building is further off center from Building 1 as you proceed down Mahan Road. This building has increased in height to accommodate a refined program.
- With the two adjustments mentioned, above the

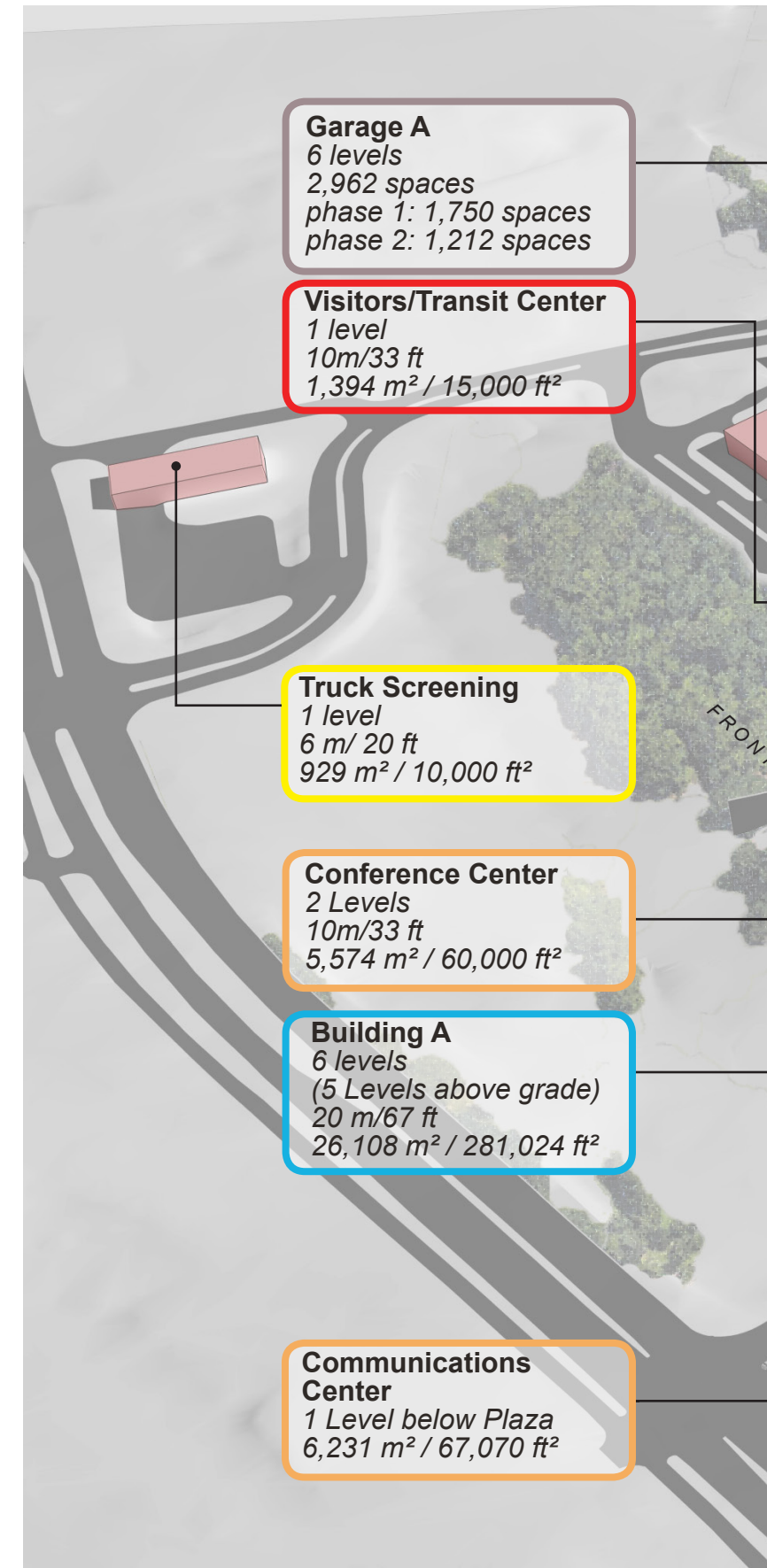
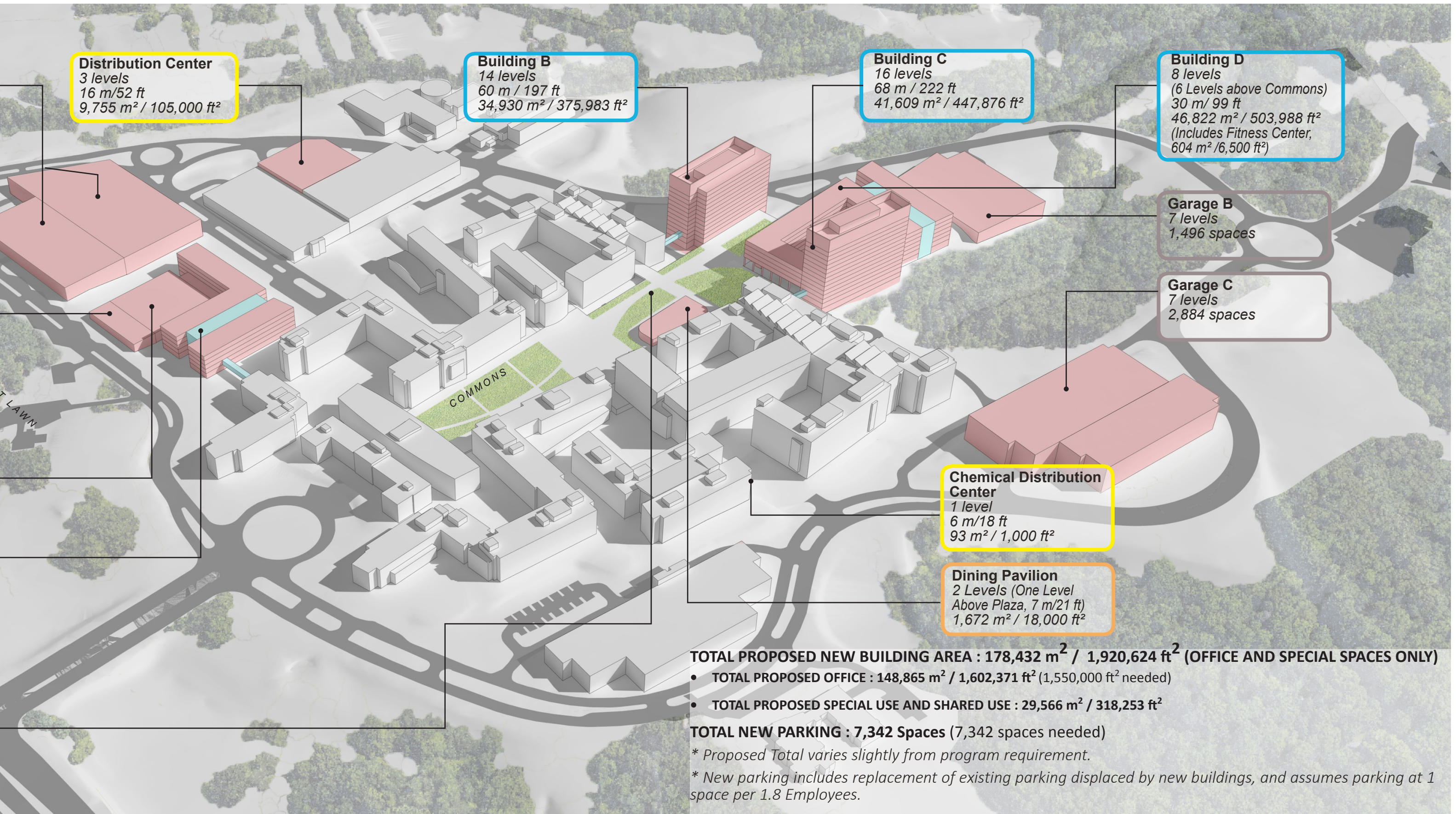


Figure 3-5: Preferred Development Alternative Aerial View



**Distribution Center**  
 3 levels  
 16 m/52 ft  
 9,755 m<sup>2</sup> / 105,000 ft<sup>2</sup>

**Building B**  
 14 levels  
 60 m / 197 ft  
 34,930 m<sup>2</sup> / 375,983 ft<sup>2</sup>

**Building C**  
 16 levels  
 68 m / 222 ft  
 41,609 m<sup>2</sup> / 447,876 ft<sup>2</sup>

**Building D**  
 8 levels  
 (6 Levels above Commons)  
 30 m/ 99 ft  
 46,822 m<sup>2</sup> / 503,988 ft<sup>2</sup>  
 (Includes Fitness Center,  
 604 m<sup>2</sup> /6,500 ft<sup>2</sup>)

**Garage B**  
 7 levels  
 1,496 spaces

**Garage C**  
 7 levels  
 2,884 spaces

**Chemical Distribution Center**  
 1 level  
 6 m/18 ft  
 93 m<sup>2</sup> / 1,000 ft<sup>2</sup>

**Dining Pavilion**  
 2 Levels (One Level  
 Above Plaza, 7 m/21 ft)  
 1,672 m<sup>2</sup> / 18,000 ft<sup>2</sup>

COMMONS

**TOTAL PROPOSED NEW BUILDING AREA : 178,432 m<sup>2</sup> / 1,920,624 ft<sup>2</sup> (OFFICE AND SPECIAL SPACES ONLY)**

- **TOTAL PROPOSED OFFICE : 148,865 m<sup>2</sup> / 1,602,371 ft<sup>2</sup> (1,550,000 ft<sup>2</sup> needed)**
- **TOTAL PROPOSED SPECIAL USE AND SHARED USE : 29,566 m<sup>2</sup> / 318,253 ft<sup>2</sup>**

**TOTAL NEW PARKING : 7,342 Spaces (7,342 spaces needed)**

\* Proposed Total varies slightly from program requirement.  
 \* New parking includes replacement of existing parking displaced by new buildings, and assumes parking at 1 space per 1.8 Employees.

view down the Commons looking east, opens the view to the sky and trees beyond. Specifically, in the Preferred Development Alternative, this opening is now 135', whereas it was 72' for Alternative C and 100' in Alternative B. The opening between the buildings is centered on the original planning axis of the historic building.

- Compared with the Draft Master Plan of Alternative C, a new 5 story building has been added to the southern side of Building A and a new 7 story building has been added eastern side of Building D.
- All the low-rise buildings have been reduced to 19.25M / 64 ft in width to permit more natural light to penetrate the interior and improve the opportunity to become Zero Net Energy in the future.

### 3.3.2 Additional Program Development and Refinement

- The Commons extends to engage the new buildings to the east to maintain the walkable campus.
- The extended Commons is at the same level as the existing Commons. Because the natural grade slopes down towards the east, the new Commons area is built above the existing grade. The Communication Center is housed in the space below and the Dining Pavilion will be constructed on the Commons to activate to this space.
- To create a physical and visual connection between the Commons and the courtyard defined by Building D, a portion of the building is constructed on two-story pilotis.
- The Distribution Center is located on the north side of the Northeast Parking Garage. With a program of 105,000 SF, this facility will be 3 levels above grade and connects directly to the existing tunnel system.
- The Visitor/Transit Center has been moved further south to decrease the walking distance to

the main entrance at Building 1 as this serves as an important functional entry to the campus. It is anticipated the future New Hampshire Bus Rapid Transit (BRT) will have a stop at this location, along with public buses and FDA shuttles.

- A truck screening facility, that supports distribution, is located at the intersection of Michelson Road and New Hampshire Avenue.

### 3.3.3 Parking Summary

As noted above, the total parking required is 11,615 spaces. This includes 10,000 spaces for employees at a parking ratio of 1 to 1.8, or 5 parking spaces per 9 employees, plus 1,615 spaces for visitors. Of that total, 7,342 are new parking spaces in 3 parking garages. This figure includes the replacement of existing 2,544 parking spaces displaced by new buildings. Development of the Preferred Development Alternative resulted in the following parking modifications:

- Parking Garage B, on the eastern end of the Commons, has reduced in size to accommodate the increased footprint of the adjacent office space, but also to minimize the impact to the tree canopy. Depending on when this phase is implemented the parking could be reduced further in size if modern technology comes on-line reducing the demand for parking spaces.
- Parking Garage C has marginally increased in size from 2,700 spaces to 2,884 spaces.
- The garage on the west side of the campus has been replaced by the Distribution Center.
- Parking Garage A, on the NW side of the campus, has increased in size from 2,067 spaces to approximately 3,000 spaces. The footprint has been modified in response to the changes in the location of the Transit Center and the Visitors Center and the height has increased to 6 levels. While it is 6 levels in height, because of the change in grade on the western side, it will be only 4 elevated levels above grade.

The increase in size is due to the reduction in the size of Garage B and the elimination of the western garage. This garage will be the principal place for visitor parking and as well as staff. The garage can be easily configured so the visitor can enter and park on the western side of the garage, segregated for security reasons from staff parking who will enter and park on the eastern side of the structure. Depending on funding and demand, this garage can be built in phases.

### 3.3.4 Loop Road Summary

To improve connection and access to the FDA Headquarters, the Preferred Development Alternative will be reconfigured utilizing the following design strategies:

- A future connection to the redevelopment of the White Oak Shopping Center has been planned at the intersection of Michelson Road and the NW Loop Road on FDA's Campus. This will facilitate access between this future development by vehicles, bikes, and pedestrians. While it is well inside Federal Research Center, this connection is before the first security checkpoint on Michelson Road.
- The East Loop Road will be reconfigured to allow for ease of circulation and access into and out of the FDA Headquarters. The reconfigured East Loop Road would circle around the new office buildings proposed on the east side of the FDA Headquarters and would connect with Blandy Road. At Blandy Road and Dahlgren Road, a new traffic circle would be constructed that would connect it with the Southeast Loop Road. The Southeast Loop Road would circle around the Southeast Parking Garage and connect to the existing Southeast Loop Road that would be reconfigured for the connection.

### 3.3.5 Proposed Development & Land Use

The FDA Master Plan will enhance the public realm in



the following ways:

- Strengthening the walkability of the campus to include accessible sidewalks, adequate light, and maintained vegetation along the entry roads.
- Encouraging healthy community behavior by improving bike infrastructure for bike commuters.
- Minimizing energy resources by reducing the maintenance of the vegetation as much as possible around the perimeter of the campus.
- Supporting the conservation of the natural resources on the campus by a careful and dense layout of new features.

Preferred Development Alternative  
New Development Concept Diagram

- 1 Central Axis from Building 1
- 2 Cross Axis
- 3 Southern Arm of Commons
- 4 Visual Connection to Nature

LEGEND

-  New Development
-  Axial Relationship

NORTH



Scale 1:5,000



Figure 3-6: Preferred Development Alternative Concept Diagram

Preferred Development Alternative  
Site Plan

LEGEND

- New Development
- Existing Buildings

