

2014 Draft Environmental Impact Statement for the Proposed 2013 Master Plan for the National Institutes of Health Bethesda Campus which was reviewed without the DEIS as MR No. 2013005 on 10-18-12. Bethesda Chevy-Chase Master Plan.

[Handwritten initials and signatures in a grid format]

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description

This is a review of the Draft Environmental Impact Statement (DEIS) for the new master plan for the National Institutes of Health Campus in Bethesda. This federal facility is located on Wisconsin Avenue. It is the largest employer in Montgomery County with 20,262 of its workers located at this Bethesda Campus. The campus is 310 acres in the R-60 zone within the Bethesda-Chevy Chase Master Plan area. The population of the Bethesda campus is anticipated to expand by 3,000 workers during the time frame of this new plan. That will bring the total number of works at this campus to approximately 23,000.



summary

On March 11, 2014 the National Institutes of Health (NIH) released a 'Draft Environmental Impact Statement' ('DEIS') outlining the existing conditions, proposed environmental impacts, and restoration measures for three alternatives for the campus master plan. The Planning Board is being asked to provide comments per the provisions of the National Environmental Policy Act during a required **public comment period on that DEIS** which ends May 23. These comments are to be taken into consideration by the NIH in the preparation of their final EIS. The Planning Board previously reviewed a draft master plan in 2012 before the DEIS was available for review. It is based on one of the three alternatives, 'Proposed Action', which was approved by the U.S. Department of Health and Human Services. At that time, the Planning Board understood that its comments would be taken into consideration in the preparation of all subsequent work.

That selected alternative, 'Proposed Action', includes the following significant changes to the Bethesda Campus: 1) the consolidation of surface parking into new parking structures 2) the creation of more open space 3) the addition of workers coming from leased space in satellite locations and 4) the construction of a new administration building.

ORGANIZATION OF STAFF REPORT

Description

The NIH Campus
The Review Process
The Focus of the Planning Board Review

The Community

Summary of Outreach

Review Comments

Master Plan and Neighborhood
Environment
Transportation
Historic Preservation
Summary of Comments to Transmit

Attachments

2012 Letter to NIH re Scope of Work of DEIS
2012 Letter to NCPC Chair re Master Plan
2012 Staff Report re Master Plan
2012 NCPC Action re Master Plan



Figure 4-6: Proposed Action—Estimated Extent of Changes

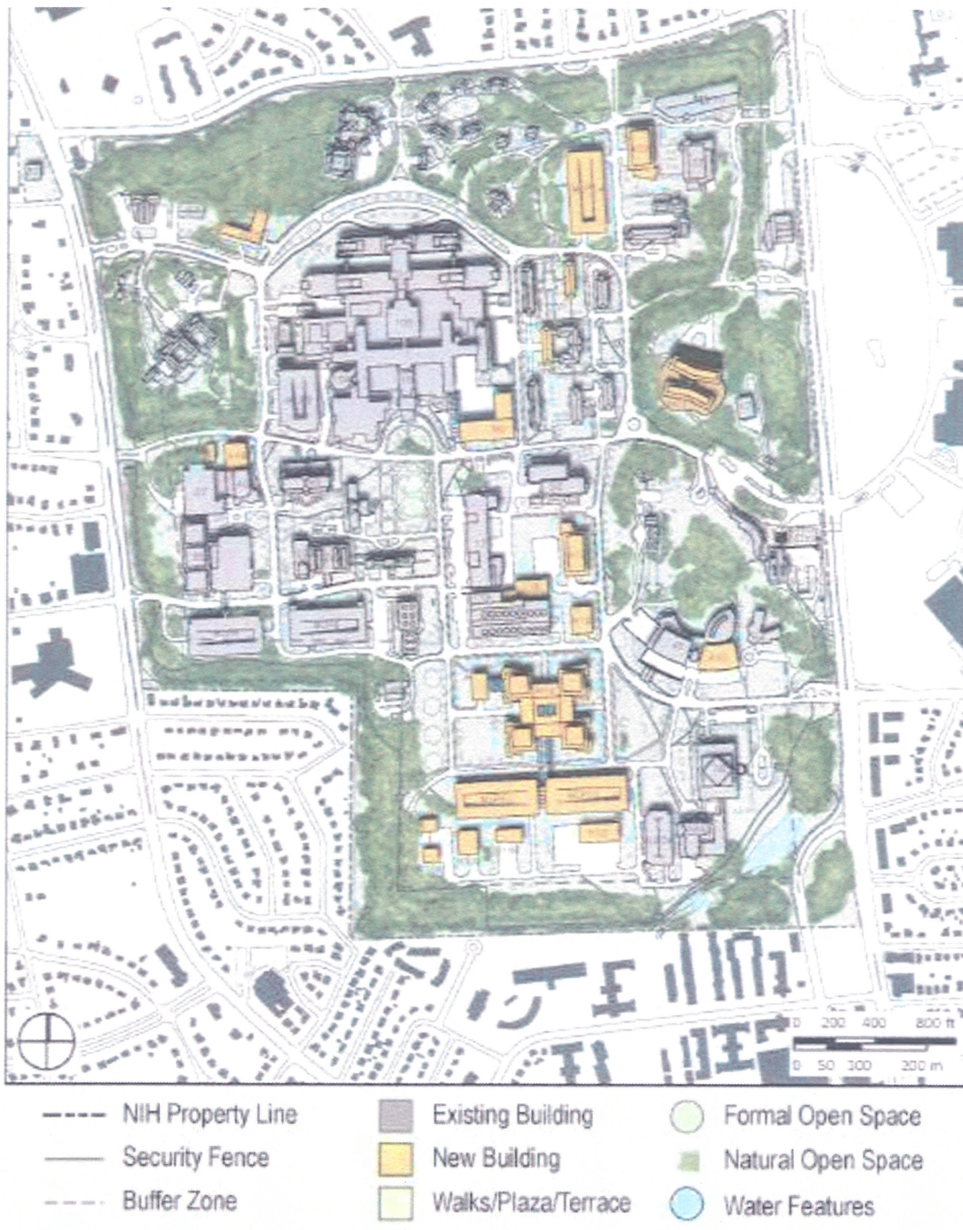


Figure 1: Development Site Plan Envisioned by 2013 NIH Campus Master Plan

Description

The NIH Campus

This 310 acre campus extends north from the Battery Lane neighborhood of downtown Bethesda, with buildings and uses arranged in a campus-like setting. The principal boundaries of the site are Rockville Pike/Wisconsin Avenue/ MD 355 on the east, West Cedar Lane on the north, Old Georgetown Road/MD 187 on the west and the Edgewood/Glenwood neighborhood, as well as the Battery Lane neighborhood on the south. On the west, across Old Georgetown Road, is the campus of Suburban Hospital and on the east, on the opposite side of Rockville Pike is the campus of Naval Support Activities-Bethesda (NSA-B) often referred to as Walter Reed. The Medical Center Metro Station is on the eastern edge of this campus near Rockville Pike facing NSA-B.

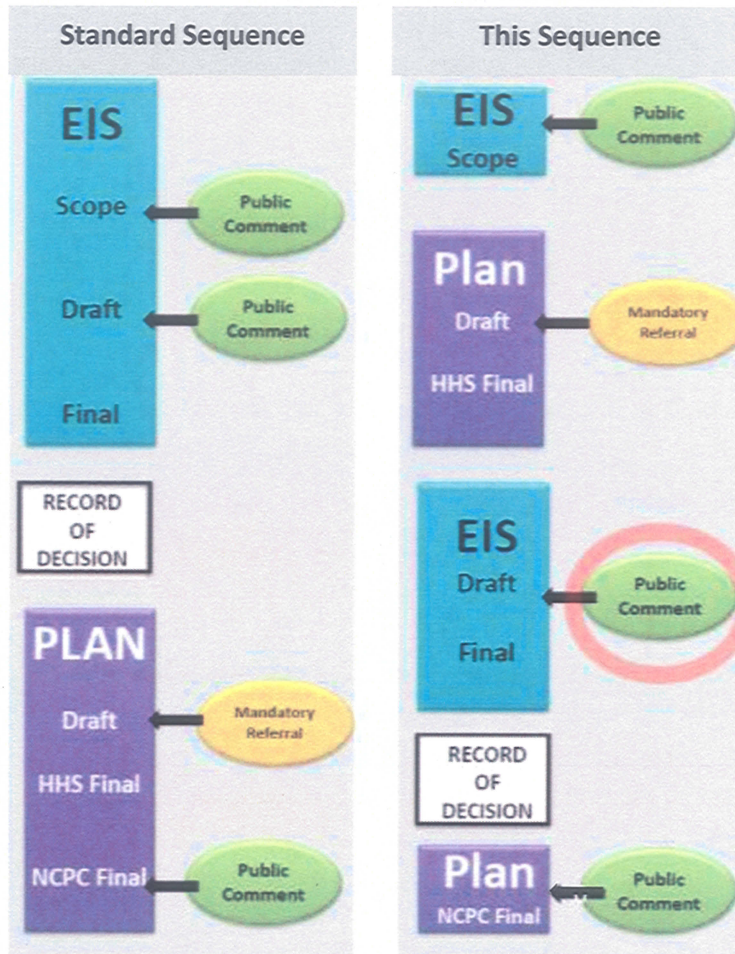
The principal impression from outside the campus is one of a collection of buildings of varied styles, in a mildly rolling landscape with many trees. The inside of the campus is compact, laced with roads and surface parking lots, and interspersed with green landscaped areas.

The Review Process

[The 2013 NIH Master Plan dated 6/14/2013](#), has received approval from the Department of Health and Human Services and copies of it are available. However, the NIH has not yet submitted that plan to the National Capital Planning Commission for the required, yet advisory, review and approval. That will not occur until after the Environmental Impact Statement has been finalized and a Record of Decision is filed. Therefore, according to the NIH, there is still an opportunity to revise the plan in response to the National Capital Planning Commission advisory review.

The Planning Board has the opportunity, just as the general public does, to provide comments on the DEIS. This public comment period is required by the National Environmental Policy Act. As stated earlier, the Planning Board previously reviewed a draft master plan in 2012 before the DEIS was available for review. At that time, the Planning Board understood that its comments in 2012 would be taken into consideration in the preparation of all subsequent work, including this DEIS.

Review Process



The Focus of the Planning Board Review

In general, the main interests of the Montgomery County Planning Department, as they relate to the NIH and its campus planning activities are:

- The Local Master Plan: How well the NIH supports the vision of the General Plan, the **Bethesda Chevy Chase Master Plan**, and the **Bethesda CBD Sector Plan** concerning how the entire community should function and grow.
- The Local Neighborhood: How well the NIH fits with the immediate neighborhood; particularly how well the campus achieves compatibility with its next door neighbors.

- The Environment: How well the NIH provides environmental stewardship. The campus is over 300 acres of land that is part of the interconnected natural systems of the entire county and region.
- Transportation: How well the NIH provides for a variety of options for people to travel to and from the campus, since this has a significant impact on how well County residents and other workers can move about.

In reviewing this DEIS, the Planning Board’s focus is on proper assessment and mitigation of impacts related to the above areas of interest.

The Community

Summary of Outreach

The NIH holds regular meetings with its standing Community Liaison Group. As required by the National Environmental Protection Act, the NIH advertised and conducted a meeting for public comment on this DEIS, on April 8, 2014 at the Little Falls Library in Bethesda.

Staff Comment:

1. The NIH is to be commended for its commitment to the Community Liaison Group. In addition to regular meetings with that group, the NIH should continue to reach out to established groups in the CBD to explore ways to strengthen coordination and social and cultural connections between the Downtown and the NIH for mutual benefit. The impacts of increased security following 9/11 have diminished these connections. The Planning Department is committed to renewing and strengthening them in collaboration with the NIH as part of its mission to contribute to community building and quality of life.

Review Comments

The Master Plan and the Neighborhood

Staff Recommendation:

2. The DEIS should recommend, consistent with the local **Bethesda Chevy Chase Master Plan**, close coordination with the Montgomery County Planning Department to address visual impacts on the character of Wisconsin Avenue. As requested in the Planning Board’s letter of October 31, 2012 (attached), this should include attention to the existing truck or commercial

vehicle inspection station and to the building heights and design within the 'no build' buffer zone for Edge Condition #1 (page 3-124 in section 3.8.1 Visual and Aesthetic Effects and Conditions). In addition, the DEIS should include the option of undergrounding of the utility lines that are currently overhead on the bordering public streets.

3. The DEIS should include the fact that the **Bethesda CBD Sector Plan**, to which it refers (page 3-156), is currently being updated. It should recommend that the NIH continue to participate in the update by working with the community and Planning Department staff. Particular attention should be given to new and creative ways to strengthen physical connections between the NIH and Downtown Bethesda in keeping with the concept of a mutually beneficial relationship between the County's largest employer and Downtown Bethesda.
4. The DEIS should acknowledge the recommendations on pages 30-31 and 92 in the **Bethesda Chevy Chase Master Plan**. The Plan recommends limiting employment levels and providing transportation alternatives. This is discussed in the "transportation" section below. In addition, the **Bethesda Chevy Chase Master Plan** recommends the Green Corridors Policy for Wisconsin Avenue as detailed below.

Staff Analysis:

The recommendations in the **Bethesda Chevy Chase Master Plan** should be included in the DEIS. In summary the Plan recommends the following:

1. Implementing the Green Corridors Policy on Wisconsin Avenue
2. Limiting Employment Levels and Providing Transportation Alternatives
3. Participating in the mandatory referral review process
4. Participating in Careful Design Review by M-NCPPC: Visual Impact, Open Space Character, Neighborhood Compatibility, Setbacks from Campus Borders, Building Heights and Peripheral Landscaping and Buffering.

The NIH has been implementing significant landscaping and trail design along Wisconsin Avenue and should be commended for that work. It helps to implement the Green Corridors Policy of the Plan. However, the DEIS should address the importance, as mitigation, of regular evaluation of the effectiveness of the installation and being prepared to modify or supplement it as needed.

The following is from the **Bethesda Chevy Chase Master Plan** pages 30-31 concerning the Green Corridors Policy.

Green Corridors Policy and recommendations from pages 30-31 of the Bethesda Chevy Chase Master Plan.

3.11 Green Corridors Policy

The Master Plan endorses a policy of maintenance and enhancement of Green Corridors along the major highways of the Planning Area. The policy is recommended to stabilize the residential character of the area along major highways. The Green Corridors policy guidelines apply to those parts of East-West Highway, Connecticut Avenue, Wisconsin Avenue, River Road, Massachusetts Avenue, and Goldsboro Road classified as Major Highways. The Old Georgetown Road corridor has its own policy, which incorporates many of the Green Corridor concepts. **Following is the Green Corridors policy for the Bethesda-Chevy Chase area:**

1. Maintain and enhance planting of vegetation along roadsides and in medians of major highway corridors. Much of the green character is already in place in Bethesda-Chevy Chase. Design guidelines include: placing a landscaped buffer between the curb and relocated sidewalks, placing trees in medians and along curbs, screening of front yard parking, and relocating utility poles to allow for optimum tree planting and sidewalks. Visibility for highway safety must also be considered. Protection and enhancement projects will require coordination between the Maryland State Highway Administration and the Montgomery County Department of Transportation, as well as local property owners, municipalities, and civic associations. (Concepts for planting along the Green Corridors are shown in Figure 6.)
2. Limit the extension of nonresidential land uses in major highway corridors outside Sector Plan and other high density zoned areas. Detailed policies for special exception uses are found in the following section and in the Plan for Old Georgetown Road. In general, the approval of nonresidential uses such as offices should be limited to avoid creating a change from a residential to a commercial character. Without this policy, individual land use changes could erode the residential character along these corridors.



*This view looking south on **Wisconsin Avenue** shows the NIH on the right. This is one of the views from which the visual impact of a proposed new Administration Building should be evaluated in concert with the Planning Department as part of the Careful Design Review recommended in the **Bethesda Chevy Chase Master Plan**.*



The NIH has installed significant landscaping to mitigate the visual impact. However, the DEIS should state that its effectiveness should be evaluated periodically and the landscaping supplemented as needed. Ideally the inspection station will be fully screened, including its roof.

Concerning all Federal Facilities, the Bethesda-Chevy Chase Master Plan recommends coordination with M-NCPPC as follows:

This Plan recommends continued involvement by M-NCPPC in the mandatory referral process and encourages stronger coordination between agencies and earlier involvement in review of proposed changes to these Federal properties. These extensive Federal properties may plan changes to their physical facilities in ways that affect the surrounding communities. The mandated review of proposed changes allows comments to be made in light of local plans and policies. Through cooperation and early involvement between Federal and local agencies, the best solutions can be reached in which the objectives of all are met.

This Plan recommends careful design review on future Federal construction projects to assess the visual impact on the adjacent neighborhoods and on the open space character of the sites. This recommendation relates to the preceding one and stresses the importance of a compatible relationship between the Federal properties and the well established surrounding communities. The review should focus on neighborhood compatibility, setbacks from campus borders, building heights, and peripheral landscaping and buffering.

As stated above in the Bethesda Chevy Chase Master Plan, the focus on careful design review is extremely important.

Environment

The following discussion addresses noise, greenhouse gas emissions, open space, vegetation, domestic water supply, floodplains, buffers and stream.

Noise

Staff Recommendation:

5. *Clarify findings of projected noise levels for Building 14.*
6. *Improve methods to meet Montgomery County Noise Ordinance standards during and post construction allowing for the health and wellbeing of the employees and residents of the NIH campus. Mitigation can be achieved through physical shielding, equipment noise silencers, or project design configuration and layout.*

Staff Analysis:

Section 3.5.3; Mechanical Source Noise: states on page 3-54, that un-attenuated dBA levels at the center of the north face of Building 14 are estimated to be 84 dBA when the plant operates at capacity with all towers in service. With proposed noise screening the levels should be between 74 and 75 dBA. However, in Section 4, 4.16.3, page 4-88, the stated projected noise from Building 14 is 65 dBA. The 10 dBA difference is notable and exceeds an acceptable level in an urban environment.

Greenhouse Gas Emissions

Staff Recommendation:

- 7. Include the proposed Strategic Sustainability Performance Plan (SSPP) for NIH indicating where and how minimization and mitigation measures will address sustainability elements over time to meet the Federal mandates of achieving zero-net energy by 2030.*

Staff Analysis:

Increase in energy usage is predicted to be approximately 20 percent under the Proposed Action Plan. This will result in an increase in carbon dioxide (Co2) emissions by 39,060 tons. However, the Federal Government has put forth a series of Federal Sustainability Mandates and Laws that will require the NIH to meet reduction standards and performances to comply with Executive Order 13423, 13514, Energy Independence and Security Act 2007, and Energy Policy Act of 2005. In a separate document not included in the DEIS, the NIH has addressed these mandates in their Strategic Sustainability Performance Plan (SSPP) establishing a program to include sustainability through the management of building design, construction, renovation, procurements landscaping, energy, water, waste, emissions, transportation, human health, and productivity. The Final Environmental Impact Statement should reference the SSPP and how the increase in CO2 will be mitigated.

Open Space

Staff Recommendation:

8. Implement fully the proposed expansion of the open space.

Staff Analysis:

Under the Proposed Action plan there will be 5 percent net increase of open space creating approximately fifteen acres of new open space, including four acres of new green areas in the perimeter buffers.

Vegetation

Staff Recommendation:

9. *Identify the location, condition, and preservation measures for the five (5) specimen trees.*
10. *Clarify which trees are intended for protection and outline the protection measures to be taken.*

Staff Analysis:

NIH has a robust tree replacement and no-mow program requiring the ongoing protection, and enhancement of trees, tree clusters, stratified vegetated areas, and forests. All proposed tree losses will be determined on an individual basis but the policy of no net loss is soundly in place. The DEIS does not indicate an intention to preserve the five (5) champion trees on site. These large trees range in size from 42-129 inches in circumference.

Domestic Water

Staff Recommendation:

11. *Consult with Washington Suburban Sanitary Commission (WSSC) to ensure adequate water supplies will be available.*
12. *Explore additional water saving features such as cisterns, low flow faucets, grey water use, and appropriate mechanisms designed to provide demand needs while conserving potable water use.*

Staff Analysis:

All development alternatives propose an increase in the average daily water usage.

Floodplains, Buffers, and Streams

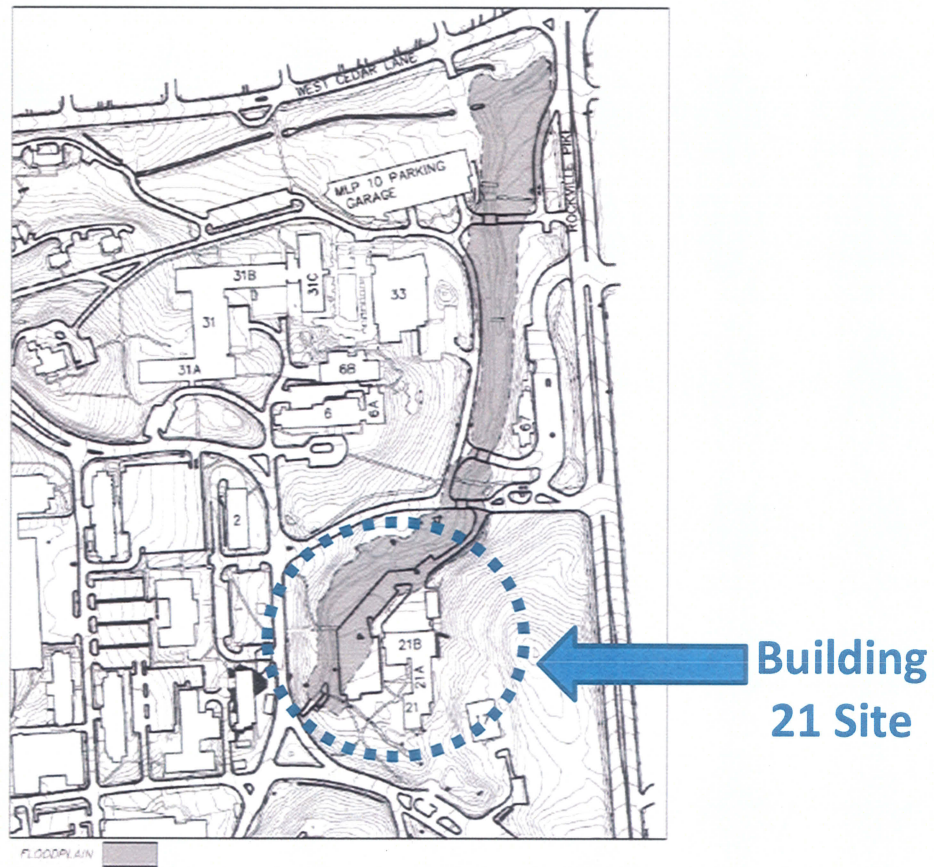
Staff Recommendation:

13. *Locate the future Administration Building which is proposed for the site of existing Building 21 where both the new building and associated impervious areas are outside the floodplain. If avoidance of the flood plain is not feasible, mitigation and permitting measures must ensure that no off-site increases to the floodplain water surface elevations occur.*
14. *Include stream protection measures during the demolition of Building 21 and its parking lot.*
15. *Provide stream protection buffers along Stoney Creek.*

16. Provide measures of protecting the base flow of the spring that has been contained and piped under a vault beneath existing Building 21. This is important to do during the planned demolition of Building 21. Consider day-lighting the spring and associated stream along the eastern edge of the NIH property.

Staff Analysis:

The Proposed Action, which has already been selected, shows the construction of a New Administration Building at the location of existing Building 21. The building abuts the floodplain while the parking lot is within the floodplain. This raises issues concerning flooding as well as stream protection.



**Figure 3-8: NIH Stream 100-Year Floodplain
Northeast Portion of the NIH Campus**

Transportation

Staff Recommendations:

17. *Commit to significant parking reductions to meet the NCPC mandated parking ratio of 1 space for every 3 employees within a realistic timeframe.*
18. *Commit to implement a bike share program on the campus in coordination with on-going efforts by the Montgomery County Department of Transportation (DOT). NIH should proactively coordinate with DOT, and other major employers nearby (such as NSA-Bethesda and Suburban Hospital) to explore the feasibility of enhancing bike share opportunities in the area, with bikeshare stations at gate locations along Rockville Pike, Old Georgetown Road, and West Cedar Lane.*
19. *Commit to improve pedestrian and bikeway facilities within and around the NIH campus. As part of this effort, the key bikeway facilities within and around the campus must be identified and improved to a minimum width of 10-12 feet.*
20. *Commit to support future bus rapid transit options being explored by the County along Rockville Pike and/or along Old Georgetown Road through dedication of additional public right-of-way or easements along NIH frontage.*
21. *Commit to develop a “live-near-work” program to further enhance the pool of employees who could walk, bike, or take a short shuttle or transit trip to/from the campus.*
22. *Commit to identify additional outreach programs to achieve greater success with the Transportation Management Plan.*

Staff Analysis:

Staff is encouraged to see that as the number of employees on campus has increased, the trip generation rate per employee has remained constant (AM peak hour) or decreased (PM peak hour) over the past five years¹. This decrease in peak hour traffic is due to traffic mitigation measures, such as the Transportation Management Plan (TMP), established in the 1992 Memorandum of Understanding (MOU) between the Montgomery County Planning Board, the National Capital Planning Commission (NCPC), and the NIH. As a result of these measures, the campus trip generation under each of the three alternatives evaluated in the DEIS, will remain well within the campus trip cap (4,925 AM peak hour/ 4,450 PM peak hour).

Staff reiterates the Planning Board’s previous recommendation that the NIH Campus parking ratio be brought into compliance with the National Capital Planning Commission’s federal parking ratio guidelines. Currently proposed as 0.50 spaces per employee (a ratio of 1 parking space for every 2 employees), this ratio is greater than the 0.33 spaces per employee (a ratio of 1 parking space for every

¹ In May of 2007, 17,500 employees worked on the NIH campus. Traffic counts that month reported 2,039 AM inbound trips/ 2,846 PM outbound trips (trip generation: 0.117 AM/ 0.163 PM). The most recent month for which counts are reported in the DEIS, February 2012, identifies 21,468 employees and 2,519 AM inbound/ 2,598 PM outbound trips (trip generation: 0.117 AM/ 0.121 PM). This five year trend represents a 23% increase in employment with a 23% increase in AM peak hour traffic and a 9% decrease in PM peak hour traffic.

3 employees) recommended in the 2004 Transportation Element of the Federal Elements of the Comprehensive Plan for the National Capital and January 2005 NCPC conditional approval of the current Draft Comprehensive Master Plan. Although the higher 0.50 space per employee parking ratio proposed with this DEIS and master plan will not in itself cause traffic capacity issues on adjacent roadways, excess parking induces demand for single occupancy vehicles and undermines TMP goals intended to reduce traffic congestion.

Historic Preservation

Staff Recommendation:

23. Preserve the George Freeland Peter Estate.

Staff Analysis: The George Freeland and Peter Estate is designated on the *Master Plan for Historic Preservation* (Resource 35/9). The Proposed Action would preserve it. The Maximum Development Alternative would not.

Summary of Comments to Transmit

Community Outreach

1. The NIH is to be commended for its commitment to the Community Liaison Group. In addition to regular meetings with that group, the NIH should continue to reach out to established groups in the CBD to explore ways to strengthen coordination and social and cultural connections between the Downtown and the NIH for mutual benefit. The impacts of increased security following 9/11 have diminished these connections. The Planning Department is committed to renewing and strengthening them in collaboration with the NIH as part of its mission to contribute to community.

Master Plan

2. The DEIS should recommend, consistent with the local Bethesda Chevy Chase Master Plan, close coordination with the Montgomery County Planning Department to address visual impacts on the character of Wisconsin Avenue. As requested in the Planning Board's letter of October 31, 2012 (attached), this should include attention to the existing truck or commercial vehicle inspection station and to the building heights and design within the 'no build' buffer zone for Edge Condition #1 (page 3-124 in section 3.8.1 Visual and Aesthetic Effects and Conditions). In addition, the DEIS should include the option of undergrounding of the utility lines that are currently overhead on the bordering public streets.

3. The DEIS should include the fact that the Bethesda CBD Sector Plan, to which it refers (page 3-156), is currently being updated. It should recommend that the NIH continue to participate in the update by working with the community and Planning Department staff. Particular attention should be given to new and creative ways to strengthen physical connections between the NIH and Downtown Bethesda in keeping with the concept of a mutually beneficial relationship between the County's largest employer and Downtown Bethesda.
4. The DEIS should acknowledge the recommendations on pages 30-31 and 92 in the Bethesda Chevy Chase Master Plan. The Plan recommends limiting employment levels and providing transportation alternatives. This is discussed in the "transportation" section below. In addition, the Bethesda Chevy Chase Master Plan recommends the Green Corridors Policy for Wisconsin Avenue as detailed in this staff report.

Environment

5. Clarify findings of projected noise levels for Building 14.
6. Improve methods to meet Montgomery County Noise Ordinance standards during and post construction allowing for the health and wellbeing of the employees and residents of the NIH campus. Mitigation can be achieved through physical shielding, equipment noise silencers, or project design configuration and layout.
7. Include the proposed Strategic Sustainability Performance Plan (SSPP) for NIH indicating where and how minimization and mitigation measures will address sustainability elements over time to meet the Federal mandates of achieving zero-net energy by 2030.
8. Implement fully the proposed expansion of the open space. 9. Identify the location, condition, and preservation measures for the five (5) specimen trees.
9. Clarify which trees are intended for protection and outline the protection measures to be taken
10. Consult with Washington Suburban Sanitary Commission (WSSC) to ensure adequate water supplies will be available.
11. Explore additional water saving features such as cisterns, low flow faucets, grey water use, and appropriate mechanisms designed to provide demand needs while conserving potable water use.
12. Locate the future Administration Building which is proposed for the site of existing Building 21 where both the new building and associated impervious areas are outside the floodplain.

If avoidance of the flood plain is not feasible, mitigation and permitting measures must ensure that no off-site increases to the floodplain water surface elevations occur.

13. Include stream protection measures during the demolition of Building 21 and its parking lot.
14. Provide stream protection buffers along Stoney Creek.
15. Provide measures of protecting the base flow of the spring that has been contained and piped under a vault beneath existing Building 21. This is important to do during the planned demolition of Building
16. Consider day-lighting the spring and associated stream along the eastern edge of the NIH property

Transportation

17. Commit to significant parking reductions to meet the NCPC mandated parking ratio of 1 space for every 3 employees within a realistic timeframe.
18. Commit to implement a bike share program on the campus in coordination with on-going efforts by the Montgomery County Department of Transportation (DOT). NIH should proactively coordinate with DOT, and other major employers nearby (such as NSA-Bethesda and Suburban Hospital) to explore the feasibility of enhancing bike share opportunities in the area, with bikeshare stations at gate locations along Rockville Pike, Old Georgetown Road, and West Cedar Lane.
19. Commit to improve pedestrian and bikeway facilities within and around the NIH campus. As part of this effort, the key bikeway facilities within and around the campus must be identified and improved to a minimum width of 10-12 feet.
20. Commit to support future bus rapid transit options being explored by the County along Rockville Pike and/or along Old Georgetown Road through dedication of additional public right-of-way or easements along NIH frontage.
21. Commit to develop a “live-near-work” program to further enhance the pool of employees who could walk, bike, or take a short shuttle or transit trip to/from the campus.
22. Commit to identify additional outreach programs to achieve greater success with the Transportation Management Plan.

Historic Preservation

23. Preserve the George Freeland Peter Estate.

Attachments

- A. Planning Department Comments on Scope of Work Letter April 18, 2012
- B. Planning Department Staff Report October 18, 2012
- C. Planning Board Comments on Master Plan Letter October 31, 2012
- D. NCPC Commission Action November 1, 2012



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION

April 18, 2012

Ms. Valerie Nottingham
Chief, Environmental Quality Branch
Division of Environmental Protection
Office of Research Facilities Development and Operations
National Institutes of Health B13/2S11
9000 Rockville Pike
Bethesda, MD 20892

RE: The Scope of: the Master Plan for the National Institutes of Health (NIH) Main Campus in Bethesda, and the Environmental Impact Statement

Dear Ms. Nottingham:

Thank you for the meeting Monday, March 26, 2012 at your office, regarding the scope of the new long range master plan for the National Institutes of Health (NIH) and accompanying Environmental Impact Statement (EIS). We offer NIH our support in achieving consistency with County planning policies and objectives, and to that end, how well future development impacts are analyzed through the EIS. In addition to the attached text from the Bethesda-Chevy Chase Master Plan (1990) which addresses the NIH campus directly, I am providing links to that full plan and to the Bethesda CBD Sector Plan (1994) and the more recent Woodmont Triangle Amendment which are also relevant. In addition, the following comments concern specific aspects of the scope:

Synergies – Explore opportunities for synergies between the NIH Campus and downtown Bethesda, in terms of both physical connections for pedestrians and bicyclists, and visual connections between the two that will encourage NIH employees to reap the benefits of having the downtown close to campus. - Address connectivity to the Metro Station and to the NIH campus, particularly for residents of the Battery Lane neighborhood adjoining the NIH campus that walk or bicycle to work at NIH or to the Medical Centers Metro Station.

Compatibility- Address maintaining appropriate buffers and building heights relative to the surrounding communities. The appearance of the new parking structures, their height, design, and lighting are considerations.

Green Buffers - Investigate concepts for further welcoming both employee and community use and enjoyment of the attractive green tree-shaded buffers. This applies particularly to the southern edge of the campus near the denser downtown of Bethesda, and to the large, attractive green space between Woodmont and Wisconsin Avenues at the gateway to downtown Bethesda.

Wisconsin Avenue - Continue coordinated enhancement of Wisconsin Avenue as a boulevard and main entrance to NIH, Walter Reed National Military Medical Center (WRNMMC) and downtown Bethesda. Direct particular attention to the visual impact of signs, security structures and lighting on the character of Wisconsin Avenue.

Transportation – As you know, at a minimum, the EIS and NIH Master Plan must include 1) a traffic study based on Montgomery County Local Area Transportation Review (LATR) and Policy Area Mobility Review (PAMR) Guidelines; 2) a Transportation Management Plan (TMP), and 3) a parking analysis, per the National Capital Planning Commission recommendations in the Comprehensive Plan for the National Capital – Transportation Element. These studies should be the starting, baseline point for our transportation review and outreach to the

community. The letter you received from the National Capital Planning Commission dated March 26, 2012, comprehensively covers on page 3, all of the transportation issues and recommends working with Montgomery County and WRNMMC to develop realistic traffic study assumptions. With the increase in structured parking on the NIH Campus, consideration should be given to how security can be provided that would allow for possible use of those structures for other purposes: for example, for additional parking for the Metro Station for major events in downtown DC.

Environment

The environmental data that you are gathering and analyzing for the EIS will likely be presented to us in a slightly different format than required under the County's approval process. We would like to continue to support NIH's stewardship of the campus. For that reason we request that your scope include the provision of information on the following features that do not appear to be specifically called out for inclusion in the EIS, but that are suitable for our customary review process:

- The exact location of all proposed stormwater management features
- The exact location and mapping of individual significant and specimen trees
- The exact location of forest boundaries, tree groves and large landscape areas
- Areas of invasive species which may be present

Historic Preservation –As you know from your Environmental Impact Statement for the 2003 Update, the G.F. Peter's Estate, located on the NIH campus, is a Montgomery County historic site listed in the Master Plan for Historic Preservation (MIHP #35/9). The scope of the master plan and EIS should include addressing this resource as well as strategies to mitigate any future adverse effects to it. We understand that the scope is broader and already includes confirming the identity of other potentially National Register-eligible historic resources and adding to that list as appropriate. The Planning Board would like to be a consulting party for the purpose of participating in the process per Section 106 of the National Historic Preservation Act.

Outreach and Coordination – In keeping with your practice of coordinating with the community through your successful Community Liaison Council, it would be good for NIH to meet with some other existing groups who have an interest in coordination with the NIH regarding the campus. Not only will this further engage people but also it will give NIH the chance to address any of their concerns before the planning board's public hearing. We will be actively inviting such community input ourselves and could coordinate with you on that effort. We trust that you are also coordinating with other Montgomery County agencies and inviting their comments as well.

We appreciate the NIH commitment to coordinate with the community, the Montgomery County Planning Department and other local agencies. Please let us know how we can be of assistance. Please feel free to contact Margaret K. Rifkin, RLA AICP at 301 495 4583 or by e-mail at margaret.rifkin@montgomeryplanning.org.

We look forward to working with you.

Sincerely,



Rose Krasnow, Chief Area One Division

RK:mkr

Attachment:

Excerpt from the *Bethesda Chevy Chase Master Plan*- pages 92-93
March 26, 2012 Letter from the National Capital Planning Commission



Links

- *Bethesda Chevy Chase Master Plan*
http://www.montgomeryplanning.org/community/plan_areas/bethesda_chevy_chase/master_plans/bethesda_cc90/toc_beth_cc90.shtm
- *Bethesda CBD Sector Plan*
http://www.montgomeryplanning.org/community/plan_areas/bethesda_chevy_chase/master_plans/bethesda_cc_cbd/bethcbd_toc.shtm
- *Woodmont Triangle Amendment* to the Bethesda CBD Sector Plan
http://www.montgomeryplanning.org/community/plan_areas/bethesda_chevy_chase/master_plans/bethesda_CBD1204/bethesda_CBD1204_toc.shtm
- *2009-2011 Annual Growth Policy 2009-2011 and 2012 Subdivision Staging Policy*
http://www.montgomeryplanning.org/research/growth_policy/

NIH-Bethesda Campus Draft 2013 Comprehensive Master Plan Mandatory Referral, MR No. 2013005



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Tina Schneider, Environment Reviewer, Area 1

description

This is a review of a new master plan for the National Institutes of Health Campus in Bethesda. This is a federal facility located on Wisconsin Avenue. It is the largest employer in Montgomery County with 20,262 of its workers located at this Bethesda Campus. The campus is 310 acres in the R-60 zone within the Bethesda-Chevy Chase Master Plan area. The population of the Bethesda campus is anticipated to expand by 3000 workers during the time frame of this new plan. That will bring the total number of workers at this campus to approximately 23,000.



summary

The Planning Board is being asked to provide advisory comments to the National Institutes of Health via the National Capital Planning Commission, with respect to the draft "2013 Comprehensive Master Plan" for the NIH Bethesda campus. The most significant changes to the Bethesda Campus that are reflected in this draft master plan are: 1) the consolidation of surface parking into new parking structures 2) the creation of more open space 3) the addition of workers coming from leased space in satellite locations and 4) the construction of a new administration building. The focus of this advisory review is also on the Transportation Management Plan (TMP) including transportation demand management and encouraging alternative means of commuting and improving walkability, bikeability and shuttle service connecting NSAB, NIH and the Bethesda CBD, and issues related to impacts on the surrounding community including compatibility. A Draft Environmental Impact Statement (DEIS) is being prepared as part of the master planning process, but has not yet been released for Planning Board review and comment. The comments provided by the Planning Board on this draft master plan will be taken into consideration as the DEIS is completed.

Attachment B

(4)

ORGANIZATION OF STAFF REPORT

Description	The NIH Campus The Focus of Planning Board Review
The Community	Summary of Outreach and Key Issues
The Draft NIH Master Plan	Summary of NIH Master Plan Recommendations Staff Comments and Recommendations
The Transportation Management Plan	Summary of the Transportation Management Plan Staff Comments and Recommendations
Comments to Transmit	
Attachments	

Description

The Campus

This 310 acre campus extends north from the Battery Lane area of the Bethesda Central Business District, with buildings and uses arranged in a campus-like setting. The principal boundaries of the site are Wisconsin Avenue (MD 355) on the east, West Cedar Lane on the north, Old Georgetown Road on the west and the Edgewood/Glenwood neighborhood as well as the Battery Lane Residential district on the south. On the west, across Old Georgetown Road, is the campus of Suburban Hospital and on the east, on the opposite side of Wisconsin Avenue (MD 355) is the campus of Naval Support Activities-Bethesda. The Medical Center Metro Station is on the eastern edge of this campus near Rockville Pike.

The principal impression from outside the campus is one of a collection of buildings of varied styles, in a mildly rolling landscape with many trees. The inside of the campus is compact, laced with roads and surface parking lots, and interspersed with green landscaped areas.

5

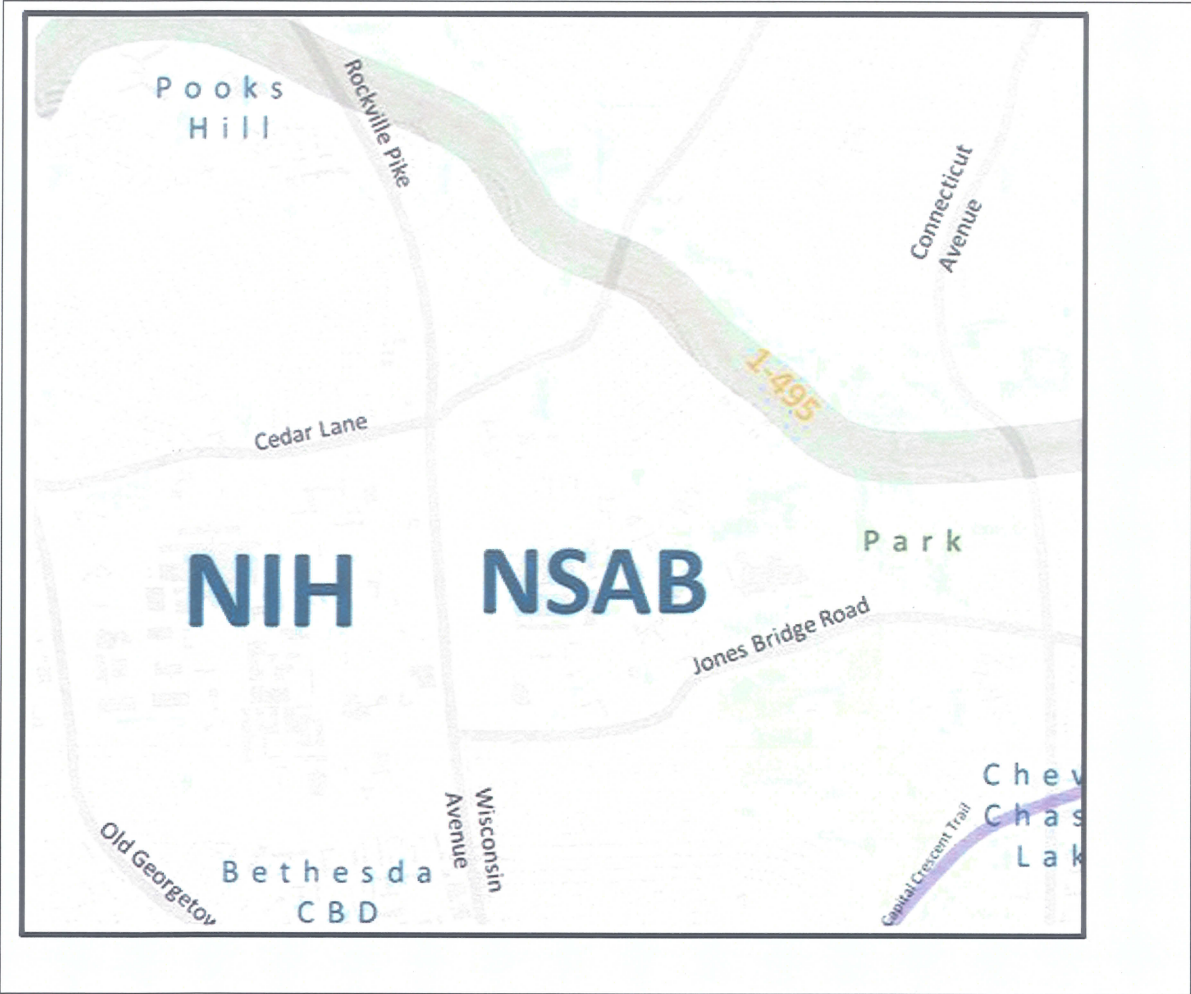




Exhibit 4.1.A. NIH Bethesda Campus Aerial Photograph

⑦

The Focus of the Planning Board Review

The main interests of the Montgomery County Planning Department, as they relate to the NIH and its campus planning activities are clear and important ones. The Planning Department has an interest in:

- *How well NIH supports the vision of the General Plan and the Bethesda Chevy Chase Master Plan concerning how the entire community should function and grow.*
- *How well the NIH fits with the immediate neighborhood; particularly how well the campus achieves compatibility with its next door neighbors.*
- *How well the campus provides environmental stewardship. The campus is over 300 acres of land that is part of the interconnected natural system of the entire County, and region.*
- *How well the campus provides for a variety of options for people to travel to and from the campus, since this has a significant impact on how well County residents and other workers can move about.*

The Community

Summary of Outreach and Key Issues

The NIH holds regular meetings with its standing Community Liaison group. The Planning Department sent out notices to community associations about this public hearing. A copy of the notice is attached.

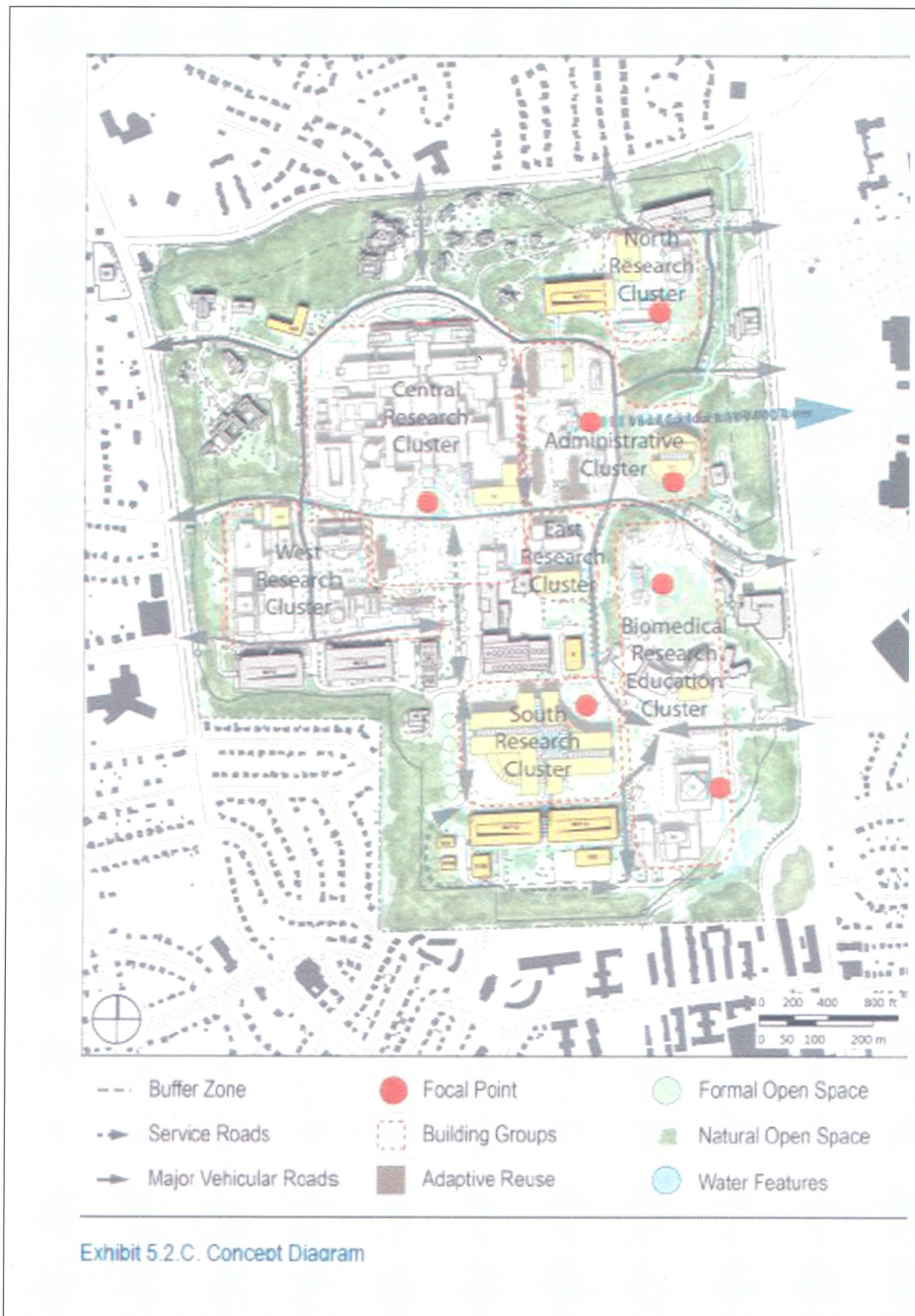
The Planning Department has not received any comments from the community at this time, concerning the review of the draft Master Plan or the included Transportation Demand Management Plan. However, the community has longstanding interests in addressing traffic congestion and compatibility.

The Draft NIH Master Plan

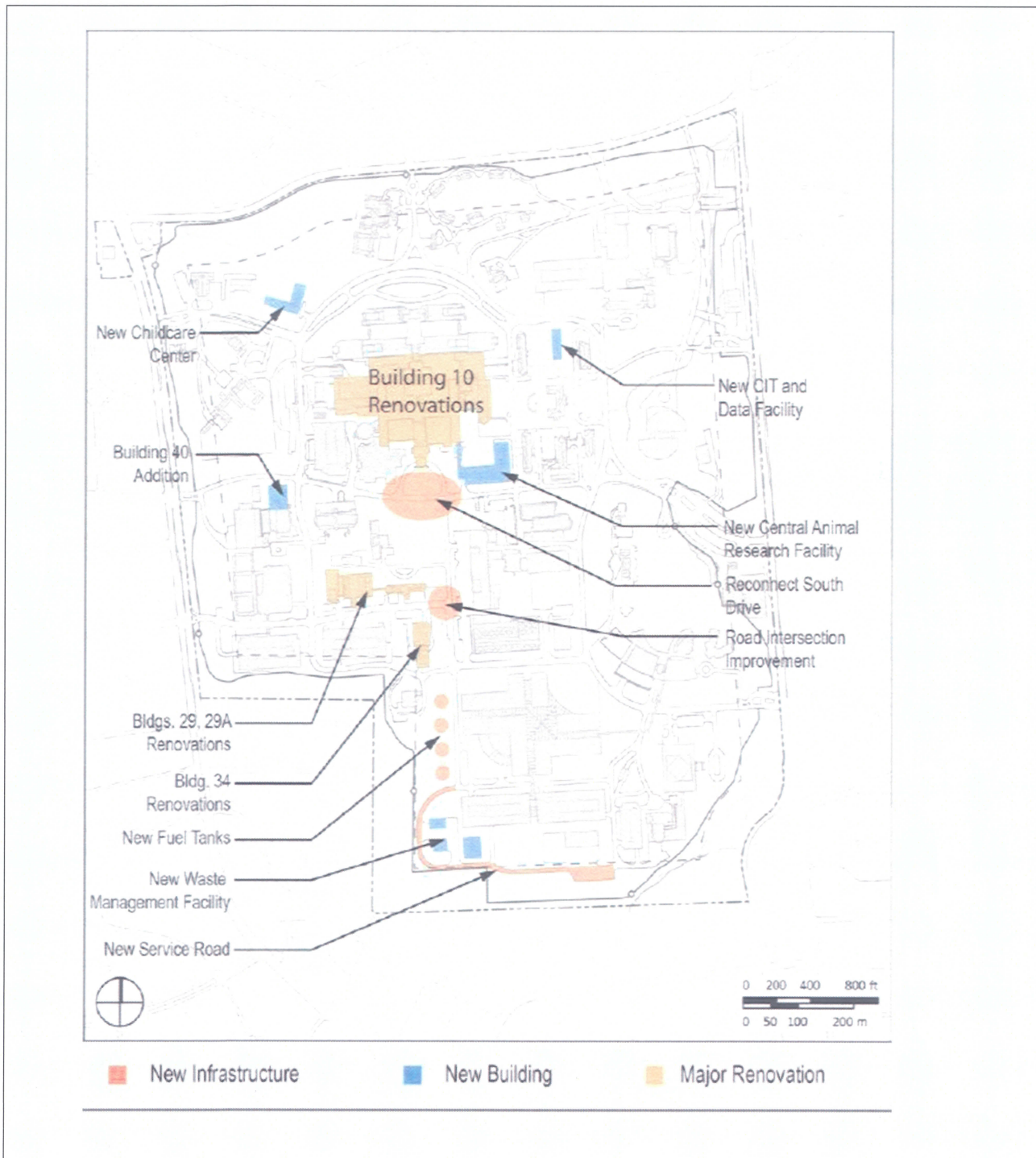
Summary of the NIH Master Plan Concept

The following images show the overall concept for the campus, and then the phases in which the draft NIH master plan is expected to be implemented over time. Following the images is a description of the key features of the draft NIH master plan.

Future Land Use Plan

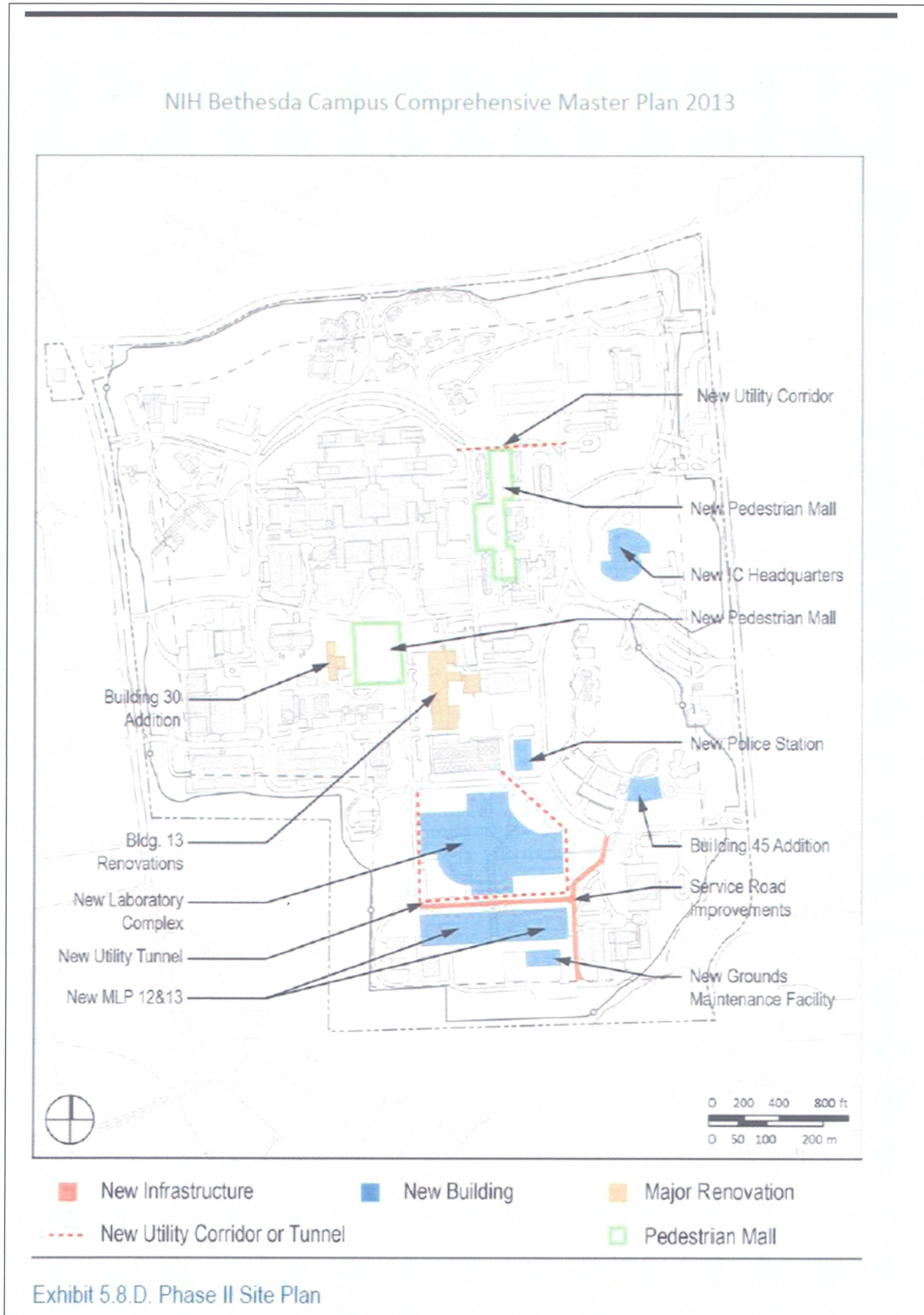


Phase I of the Implementation of the draft NIH master plan



10

Phase 2 of the Implementation of the draft NIH master plan



Phase 3 of the Implementation of the draft NIH master plan

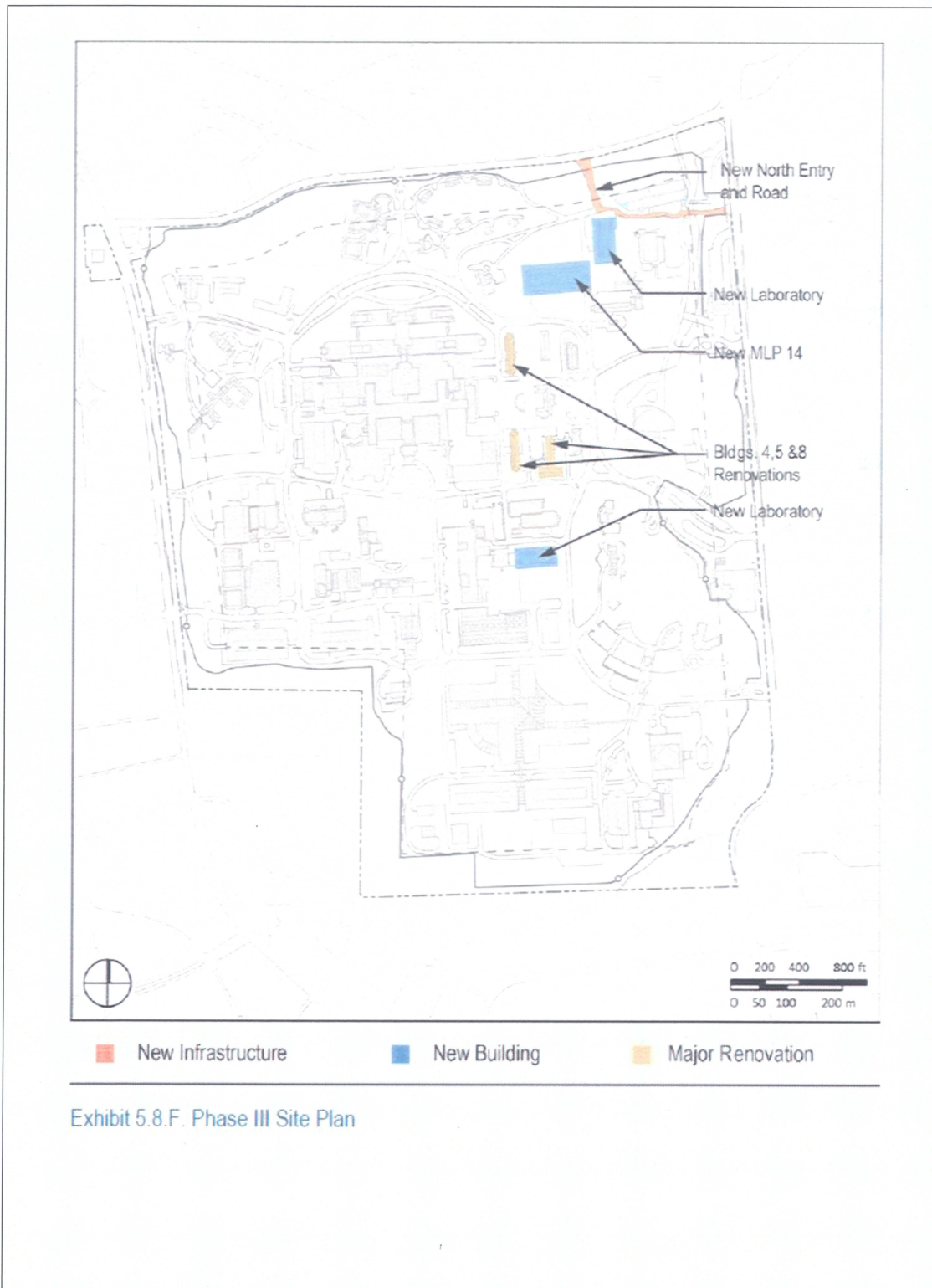


Exhibit 5.8.F. Phase III Site Plan

The follow are the main features of the campus and the draft master plan.

- The campus currently consists of 90 buildings on 310 acres of land. Some of the facilities have deteriorated to the extent that they can no longer be economically rehabilitated. They require replacement. Several older research facilities can no longer support state-of-the-art research.
- No significant growth in the science program is anticipated over the next twenty year period addressed by the master plan. However, the research field is changing to foster greater scientific collaboration and thereby expedite scientific discovery. Therefore, new research facilities will be multi-institutional and flexible. This will facilitate the ‘creation centers of science’ such as the Porter Neuroscience Center and the new Immunology Center to further scientific collaboration.
- The NIH Transportation Management Plan (TMP) implements long and short term strategies to mitigate traffic created by NIH employees. The master plan continues to support the TMP.
- The master plan organizes the campus into five research clusters to facilitate collaboration and the creation of centers of science. The plan calls for new research facilities to be multi-institutional.
- The Master Plan proposed to cluster administrative and biomedical research education functions along the more public east side of the campus in close proximity to the Medical Center Metro Station.
- The Master Plan proposes to consolidate utility support and service functions in proximity to Building 11 and to the far south of the campus.
- The Master Plan is flexible and will be able to accommodate organizational changes as they arise – such as the creation of the National Center for Advancement of Translational Sciences (NCATS).
- The Master Plan proposes to relocate research programs from the older and historic research facilities that are functionally obsolete into new state-of-the-art biomedical research facilities.
- The Master Plan proposes to adapt and reuse some of the older research buildings into administrative space.
- Leases of off campus spaces are NIH’s highest facilities operating costs. The Master Plan proposes to reduce that cost by bringing all laboratories currently in leased space, back to the Bethesda Campus. NIH will also reduce its leased space portfolio by back-filling the existing buildings after they have been adapted for reuse, with administrative personnel from leased spaces. Adaptive reuse of older including historic buildings is consistent with the HHS sustainability goals.

- The Master Plan provides a balanced approach to campus circulation by emphasizing pedestrian safety. Garages are located to be within a 5 minute walk of workplace destinations. Pedestrian conflicts are minimized by grade separations by elevated walkways or underground tunnels.
- The Master Plan envisions a population growth of approximately 3000 existing personnel who will be coming from leased facilities off campus and other NIH sites.
- The Master Plan proposes to construct 1.6 million GSF of research space and 775,000 SF of administrative and support space.
- Surface parking will be turned into a combination of green space and structured parking, adding to pedestrian safety and campus atmosphere.
- The Master Plan proposes a series of Development Guidelines that will enhance the Bethesda campus, including density and bulk, circulation with an emphasis on road standards, parking facilities, service areas and pedestrian pathways. Building and site performance standards focus on campus way finding, landscape design, exterior lighting and open space.
- The Master Plan includes a comprehensive set of guidelines for environmental and sustainability planning and building characteristics.

Staff Comments and Recommendations On the NIH Draft Master Plan

The Bethesda Chevy Chase Plan Recommendations: Community Vision & Neighborhood Fit

Recommendations from the Bethesda –Chevy Chase Plan adopted in 1990 are followed by an assessment of this draft plan’s response.

The B-CC Plan recommends: Limit Employment Levels & Provide Transportation Alternatives

Page 91-2 “3.6 Federal Employment Centers”:

This Plan recognizes that Federal installations involved in medical research and related fields of study are important to the economy of B-CC and the County as a whole.Although the Master Plan supports this type of Federal employment, increases in number of employees ... should occur in a constrained fashion.”

“This Plan recommends that any future expansion of jobs or parking at Federal facilities be considered only in conjunction with an effective ridesharing/transit incentive program and after demonstrating that local streets will not be unduly burdened by additional traffic.”

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This Plan supports moderate employment levels to allow operational flexibility but development must be within the transportation system capacity constraints of the B-CC area.”

Staff Analysis of the NIH Draft Master Plan

The addition of 3000 workers to the NIH campus is a significant number. This is comparable to the entire workforce slated to move into the Intelligence Community Campus in Bethesda, on Sangamore Road. This growth, even though limited by comparison to the entire campus population today of 20,262, warrants even greater measures to manage Transportation Demand. The Draft Transportation Demand Management Plan is discussed in a later section of this Staff Report.

The B-CC Plan recommends: Participate in the Mandatory Referral Review Process

“This Plan recommends continued involvement in the mandatory referral process and encourages stronger coordination between agencies and earlier involvement in review of proposed changes to these Federal properties”

Staff Analysis

NIH is encouraged to engage the Planning Department staff in the evaluation of alternatives that is part of the Environmental Impact Statement process. This input could then be considered as the Draft Master Plan is prepared by NIH. As already stated, the DEIS in –progress, has not been available to the Planning Department to comment on, even informally. It is still being finalized for formal release for public comment and a 45 day review period. The Planning Staff has requested the opportunity to review in-progress analysis and provide insight and support, and unfortunately this offer has not been taken. Attached to this staff report is a letter from the Director of the Montgomery County Planning Department with comments on the DEIS Scope and offers to contribute to the analysis in order to better reflect local planning practices and policies and provide insights based on the extensive expertise of the Planning Department. Issues related to protection of buffers, building heights along the perimeter, and transportation demand management, are all of great interest to the Planning Department, and directly affect the local community.

The proposed administrative building on Wisconsin Avenue is a concern due to its height and proximity to Wisconsin Avenue. The compromise of the views from Wisconsin Avenue are also a concern. While NIH has a standing streetscape plan for its side of Wisconsin Avenue, there are gradual changes being made that compromise the character. With this in mind, more direction should be included concerning improving the appearance. This could include additional green buffers to reduce the visual impact of the security facility for truck inspections, for example.

Comments for Transmittal

Provide an opportunity for Planning Department Staff to review the DEIS in progress and provide comments that will inform the final EIS and final NIH Master Plan.

- *Provide more direction in the plan to improve the appearance of Wisconsin Avenue, particularly relative to height limits and buffering for the proposed Administration Building and all security screening facilities. .*

The B-CC Plan recommends: Participate in Careful Design Review by M-NCPPC: Visual Impact, Open Space Character, Neighborhood Compatibility, Setbacks from Campus Borders, Building Heights and Peripheral Landscaping and Buffering

“This Plan recommends careful design review and on future Federal construction projects to assess the visual impact on the adjacent neighborhoods and on the open space character of the sites.” ...“The review should focus on neighborhood compatibility, setbacks from campus borders, building heights, and peripheral landscaping and buffering.

Staff Analysis

NIH is asked to provide the Planning Board with the opportunity to participate in “careful design review” as each project described in the NIH draft master plan, reaches the stage where more detailed design is underway. This opportunity does not occur as part of the official mandatory referral process overseen by the National Capital Planning Commission, if the project is consistent with the NIH Master Plan already reviewed by the NCPC. Therefore, this is a key request for the Planning Board to make. The Planning Board should also request that adequate time be allowed for the “careful design review” by the Planning Department, in order to conduct a public hearing to get community input, with proper advance noticing. This would for example apply to the new parking structures in the southern portion of the site near the Battery Lane residential neighborhood, and to the new administrative building next to Wisconsin Avenue (MD 355). These could then be publicly discussed with the Planning Board with public community input with NIH receiving valuable insights consistent with NIH’s efforts to be a good neighbor. The on-going efforts by NIH to maintain communications with the community are very important, however, as in many cases in the County, when a particular project is advanced; many more people often wish to be involved in order to weigh in.

Comments for Transmittal

Submit each project that is implementing the master plan to the Planning Department for the opportunity to provide careful design review, and opportunity for community comment to the Planning Board.

Environmental Stewardship

Environmental Staff has reviewed the 2013 Comprehensive Master Plan for NIH Bethesda Campus. While its clear attention was given to sustainable design, waste reduction, landscape preservation, reforestation, and habitat improvement efforts, it’s hard to quantify impacts without a comprehensive impact assessment.

Staff Comments and Recommendations

NIH is a Federal facility and therefore should follow the guidelines set forth under the National Environmental Policy Act (NEPA). NEPA requires that Federal agencies consider the effects of their actions on the quality of the human environment. NEPA was set in place to balance environmental, economic, and social objectives in pursuit of "productive harmony" between humans and the human environment. In order to assure these results, **staff requests that an Environmental Assessment and Environmental Impact Statement be completed prior to the approval of and during the review process for the Comprehensive Master Plan.** This would enable a thorough evaluation to ensure full environmental compliance and mitigation.

Comments for Transmittal

Complete Environmental Assessment and Environmental Impact Statement be prior to the approval of, and during the review process for the Comprehensive NIH Master Plan.

Overall Comments:

- Further describe and establish policies to uphold the ecological and social integrity of the existing site conditions.
- Identify exact location of all existing and proposed stormwater management facilities.
- Identify all invasive species throughout campus.

Specific Comments:

3.11.4 Stormwater:

- The dry channel of North Branch flows through a concrete or concrete-lined channel across the campus. Consider converting the channel into a naturalized channel substrate.

Consider additional Low Impact Design stormwater treatments throughout the campus to reduce stream impacts and possibly minimize flooding near Building 21.

- Consider stabilizing the stream banks of Stoney Creek and "The NIH Stream" to reduce further erosion and impacts to Rock Creek

4.2.1 Topography:

- Avoid impacts to the steep slopes (over 15%) in the area of Building 16.
- Staff highly recommends the preservation of the steep slopes during the expansion of the South Laboratory Cluster.

4.2.5 Vegetation and Ground Cover

- It's mentioned that woodland stands and over 8,500 trees have been identified, numbered, and tagged on campus. The database is maintained by the NIH, Office of Research Facilities. These maps should be included in the Comprehensive Master Plan as well as provided with additional detailed analysis.

4.4 Site Infrastructure

- The utility trenching and tunneling expansion in and around Building 14 towards Building 33 may have impacts to existing trees, shrubs or other natural resources. However, it is not feasible to determine so with the lack of information on the existing forest and tree cover. Provide details of impacts of proposals.

Transportation Management

The NIH has a Memorandum of Understanding dating from 1992, with the National Capital Planning Commission and the Montgomery County Planning Board which outlines its Transportation Management strategy, practices and goals. It is regularly reviewed by MNCPPC, NCPC with NIH to evaluate results and performance. The Draft Transportation Management Plan included as an appendix to this Draft NIH Master Plan is discussed below.

Staff Comments and Recommendations: Draft Transportation Management Plan

Staff has reviewed the 2013 Draft Comprehensive Master Plan for the NIH Campus and August 2012 Draft Transportation Management Plan (TMP) Appendix, and are encouraged to see that even with increases in the number of employees at the facility, the campus inbound morning peak-hour and outbound evening peak-hour volumes and related trip generation rates have generally remained consistent since 2007, which represents a trip reduction of approximately 55% over levels documented in 1992 as part of the MOU between Montgomery County Planning Board, NCPC, and NIH.

However, we are discouraged with the lack of success achieved in reducing the parking ratio at NIH, which continues to be approximately 0.50 spaces per employee (ratio of 1 parking space for every 2 employees). It should be noted that consistent with recommendations in the 2004 Transportation Element of the Federal Elements of the Comprehensive Plan for the National Capital, the January 2005 NCPC conditional approval for the 2003 NIH Master Plan Update required NIH to achieve a parking ratio of 0.33 spaces per employee or 1 parking space for every 3 employees.

Given the planned addition of 3,000 employees to the campus and the challenges in accommodating additional traffic on major roadways adjacent to the campus, NIH must reassess its current transportation management program and commit to reducing its on-campus parking ratio by exploring

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additional out-of-the-box commuting options, including coordinating resources and programs with that of NSA-Bethesda to the extent possible (where the Navy has documented as part of its current DEIS for Medical Facilities Development and University Expansion that they are exceeding the NCPC mandated 1 space for every 3 employee parking ratio).

The August 2012 Draft TMP and Draft Master Plan includes several measures NIH has implemented to reduce Single Occupant Vehicle (SOV) commute travel to the campus. While these traditional measures offer alternative options to driving alone, more options must be actively pursued. We believe the most significant action along with a vibrant TMP that NIH must take is to significantly reduce parking at the campus to the NCPC mandated parking ratio of 1 space for every 3 employees. NIH must pursue reduction in SOV travel through increases in the usage of carpool/vanpool options, bikeshare/car share/rideshare options, transit subsidies and shuttle services, telecommuting, and alternative work schedule.

Comments for Transmittal

We recommend that NIH incorporate the following recommendations into the next complete submittal of the draft TMP, Master Plan, and EIS:

1. Include with the Environmental Impact Statement (EIS) that is to accompany the Master Plan Update a comprehensive traffic study update (consistent with the policies and requirements of the Montgomery County Planning Board) that examines the anticipated future relocation and/or growth in personnel at the campus by approximately 3,000 employees.
2. Commitment to significantly reduce parking at the campus to the NCPC mandated parking ratio of 1 space for every 3 employees within a realistic timeframe.
3. Commitment to strengthen the carpool/vanpool programs since it appears from the Draft TMP and Draft Master Plan that the program is only achieving approximately 60% success (283 enlisted carpool/vanpool users vs. 463 reserved carpool/vanpool parking spaces).
4. Commitment to implement a bikeshare program on the campus. Montgomery County Department of Transportation (DOT) is currently exploring expansion of the Capital Bikeshare program particularly in the CBD areas and at Metrorail stations within the Capital Beltway (I-495). NIH must proactively coordinate with DOT, and other major employers nearby (such as NSA-Bethesda and Suburban Hospital) to explore the feasibility of enhancing bikeshare opportunities in the area, with bikeshare stations at gate locations along Rockville Pike, Old Georgetown Road, and West Cedar Lane.
5. Commitment to improve pedestrian and especially bikeway facilities within and around the NIH campus. As part of this effort, the key bikeway facilities within and around the campus must be identified and improved to a minimum width of 10-12 feet.
6. Commitment to support future bus rapid transit options being explored by the County along Rockville Pike and/or along Old Georgetown Road through dedication of additional public right-of-

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way or easements along NIH frontage.

7. Commitment to develop a “live-near-work” program to further enhance the pool of employees who could walk, bike, or take a short shuttle or transit trip to/from the campus.
8. Commitment to identify additional outreach programs to achieve greater success with the TMP.

Conclusion

Staff recommends that the Planning Board provide the following comments to the National Capital Planning Commission and also directly to the National Institutes of Health concerning the draft Master Plan which includes their draft Transportation Management Plan.

Comments for Transmittal – All “Comments for Transmittal” identified in the above discussions, will be incorporated into the below list if not otherwise addressed below.

1. Submit the Draft Environmental Impact Statement for Planning Department review and comment, and reflect revisions based on that review, in the final EIS and final Master Plan.
2. Provide the Planning Department Staff with the opportunity to review and comment on the Draft Final Master Plan in 2013, before its submittal to NCPC for final review.
3. Conduct a public meeting for public comment on the Draft Master Plan. Consider incorporating that opportunity into the NEPA mandated public hearing for the Environmental Impact Statement community outreach.
4. Revise the Draft Transportation Management Plan to include additional strategies to achieve the National Capital Planning Commission’s (NCPC) recommended maximum of 1 parking space for every 3 employees.
5. Revise master plan section 3.3 describing “County Planning Initiatives” to accurately reflect them and then revise recommendations in the master plan for consistency with those county initiative as
6. Participate in the County’s initiative to increase forest and tree canopy, by voluntarily developing a Forest Conservation Plan consistent with county standards.
7. Ensure that the master plan recommends that any access into and out of the site at a new entrance on Cedar Lane, be consistent with the character of the confronting residential neighborhood.
8. Revise the master plan to eliminate designation of areas within the 200 foot buffer for construction staging areas or temporary parking.

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9. Revise the master plan to recommend minimizing the visual impact of the truck security- screening facility's industrial character, from the public realm of Wisconsin Avenue.
10. Include the recommendation to share the proposed structured parking facilities on the south side of the campus near Battery Lane and the Medical Center Metro Station, with the public or with other user groups, during times of low use by NIH employees.
11. The Planning Department concurs with the draft traffic study included with the DEIS and asks that NSAB continue to monitor traffic conditions at the

ATTACHMENTS

- Aerial Photo Images of the Campus showing its Relationship to the existing community
- Exhibits from Draft Plan showing existing building heights diagram
- Exhibit from Draft Plan showing recommended maximum building heights
- Exhibit from Draft Plan showing Proposed Pedestrian underpass of Wisconsin Avenue
- Planning Department Director Letter to NIH regarding Scope of DEIS April 18, 2012

The complete Draft NIH Plan which includes the Transportation Management Plan, is a large document. Therefore it has not been attached. Digital copies are available from staff and online at the NCPC website: <http://www.ncpc.gov/ncpc>

PHOTO ONE

View looking north towards West Cedar Lane and the Neighborhood -
Wisconsin Avenue is on the Right



A handwritten signature or set of initials, possibly 'JZ', enclosed in a hand-drawn circle.

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PHOTO TWO

View Looking South toward the Bethesda CBD at West Cedar Lane at the bottom of the image. Wisconsin Avenue is on the Left



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PHOTO THREE:

South Edge of NIH Looking North – Suburban Hospital is on the Left.

A residential area is tucked up against the south western edge of the campus.



PHOTO FOUR

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Woodmont Triangle Looking North -Wisconsin Avenue is on the Right
The Battery Lane Residential Neighborhood is next to the NIH Campus

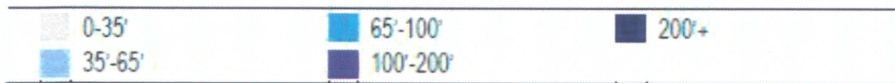


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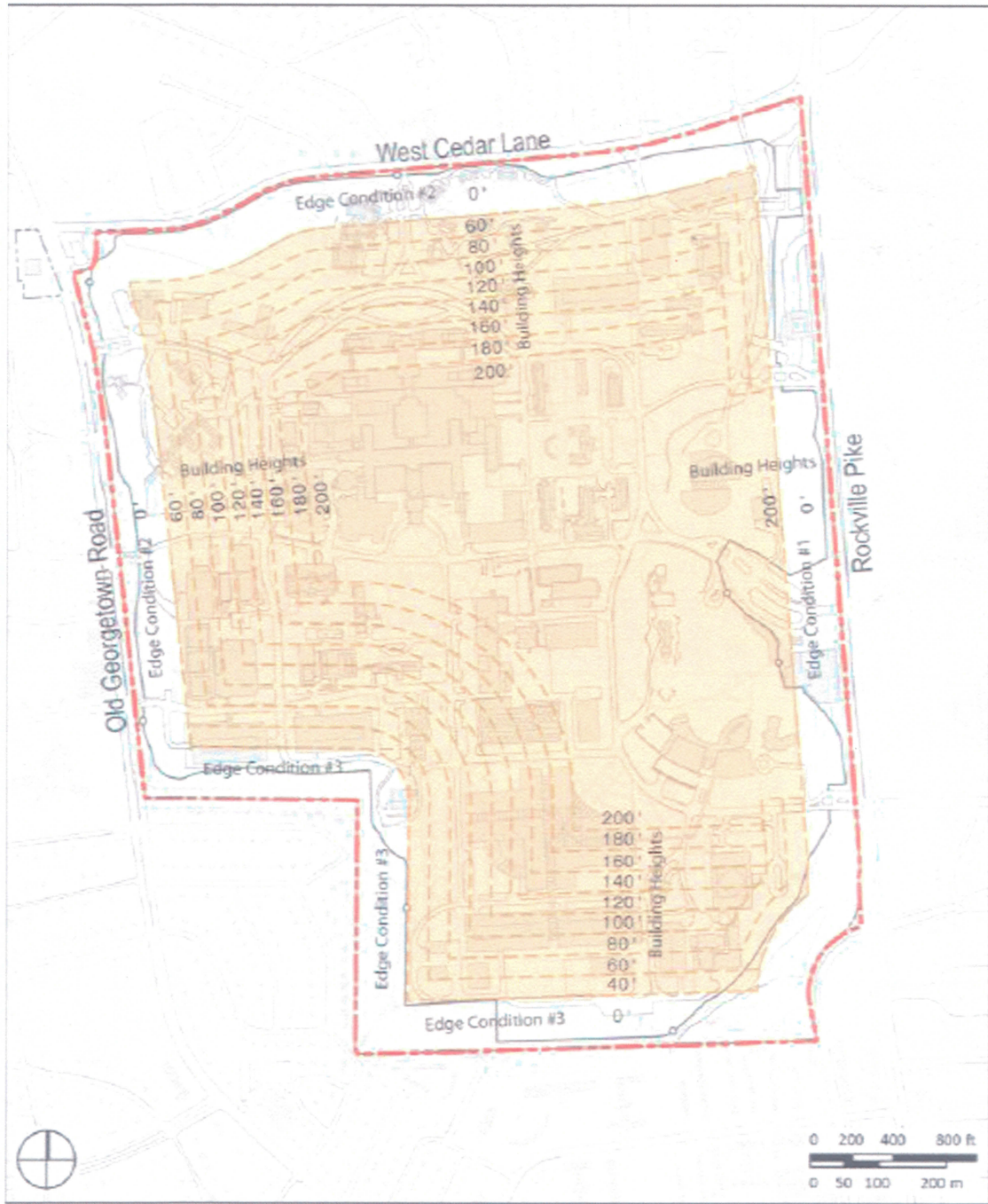
NIH Bethesda Campus Comprehensive Master Plan 2013



Exhibit 4.8.B. Existing Building Heights



26



- Building Height Limit Line
- Buildable Area
- - - Property Line

Exhibit 6.2.C. Recommended Maximum Building Heights

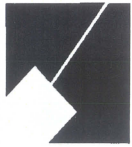
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Proposed Pedestrian Underpass Relative Pedestrian Circulation Area

Exhibit 3.5.B. Proposed Pedestrian Underpass

A handwritten signature or set of initials enclosed within a hand-drawn circle, located in the bottom right corner of the page.



MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
Item No. 4
Date 10-18-12

NIH-Bethesda Campus Draft 2013 Comprehensive Master Plan Mandatory Referral No. 2013005

Additional Attachments Provided October 15, 2012

The following graphics replace graphics in the staff report that are outdated.

ATTACHMENT PAGE	Staff report page	
1	4	Exhibit 4.1.A NIH Bethesda Campus Aerial Photo
2	6	Future Land Use Plan/Illustrative Master Plan
3	7	Phase 1 of the Implementation of the draft NIH Master Plan
4	8	Phase 2 of the Implementation of the draft NIH Master Plan
5	9	Phase 3 of the Implementation of the draft NIH Master Plan
6	23	Existing Building Heights
7	24	Recommended Maximum Building Heights
8	na	Building Height Envelopes Sections for Critical Areas
9	na	Site Sections

With thanks to NIH for making sure the graphics are the most current.

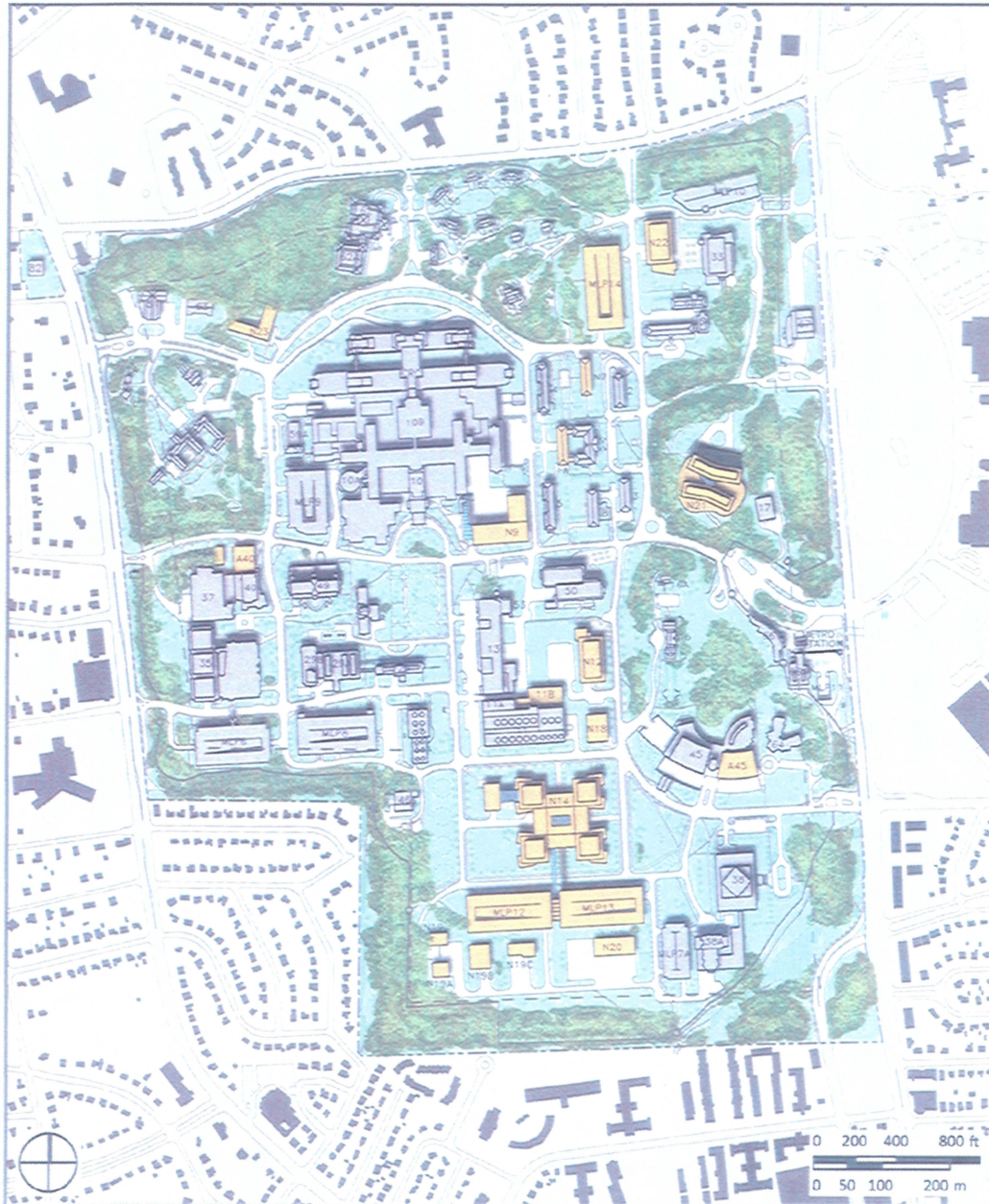
29



Exhibit 4.1.A. NIH Bethesda Campus Aerial Photograph

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③① 5/7/14

NIH Bethesda Campus Comprehensive Master Plan 2013



- | | | | | | |
|-------|-------------------|---|---------------------|---|--------------------|
| --- | NIH Property Line | ■ | Existing Building | ● | Formal Open Space |
| — | Security Fence | ■ | New Building | ■ | Natural Open Space |
| - - - | Buffer Zone | □ | Walks/Plaza/Terrace | ● | Water Features |

Exhibit 5.2.B. Illustrative Master Plan

2
31 5/17/14

NIH Bethesda Campus Comprehensive Master Plan 2013

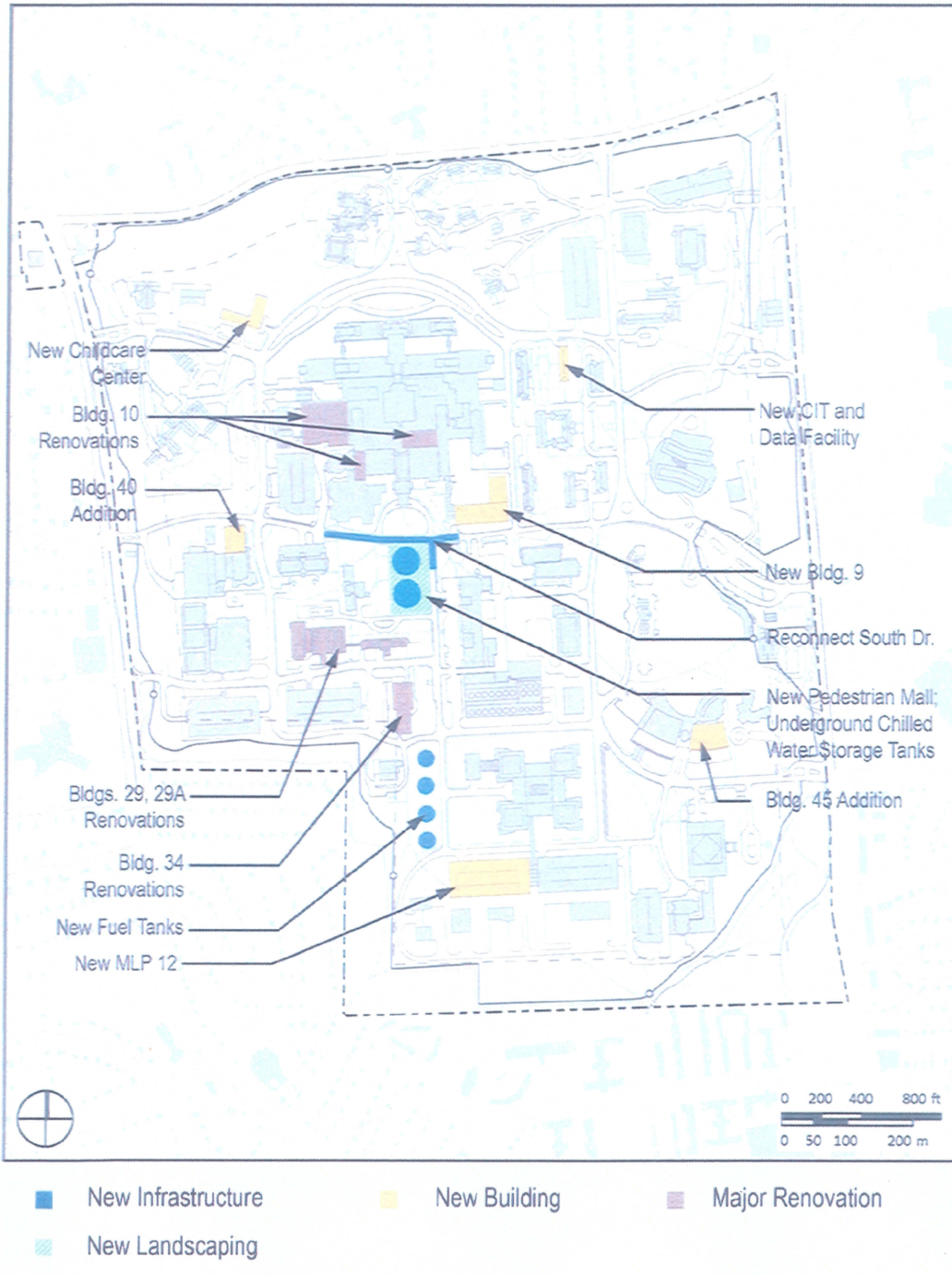


Exhibit 6.5.C. Phase I Site Plan

37

32 5/2/14

NIH Bethesda Campus Comprehensive Master Plan 2013

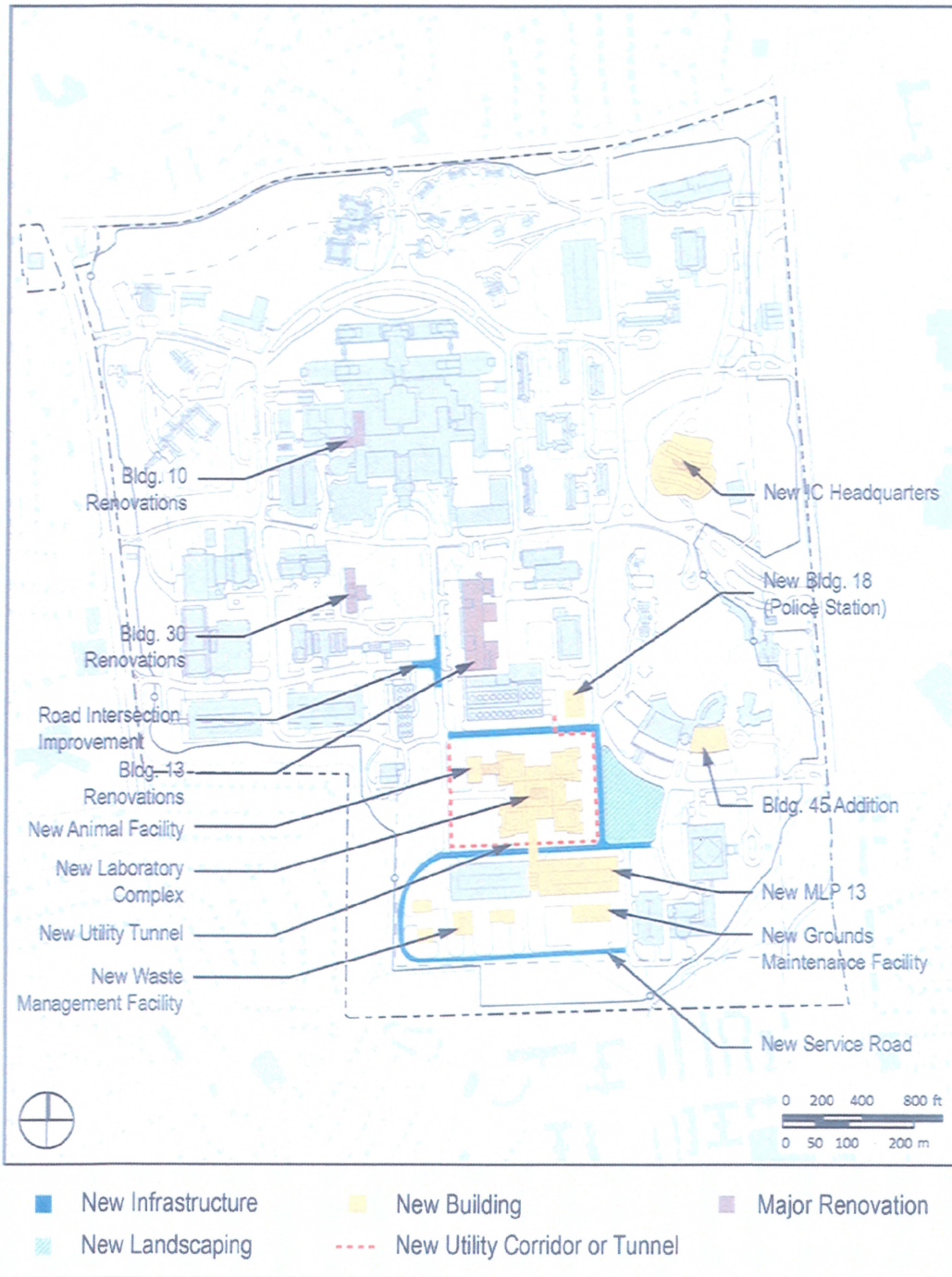


Exhibit 6.5.E. Phase II Site Plan

(4)

33 5/2/14

NIH Bethesda Campus Comprehensive Master Plan 2013

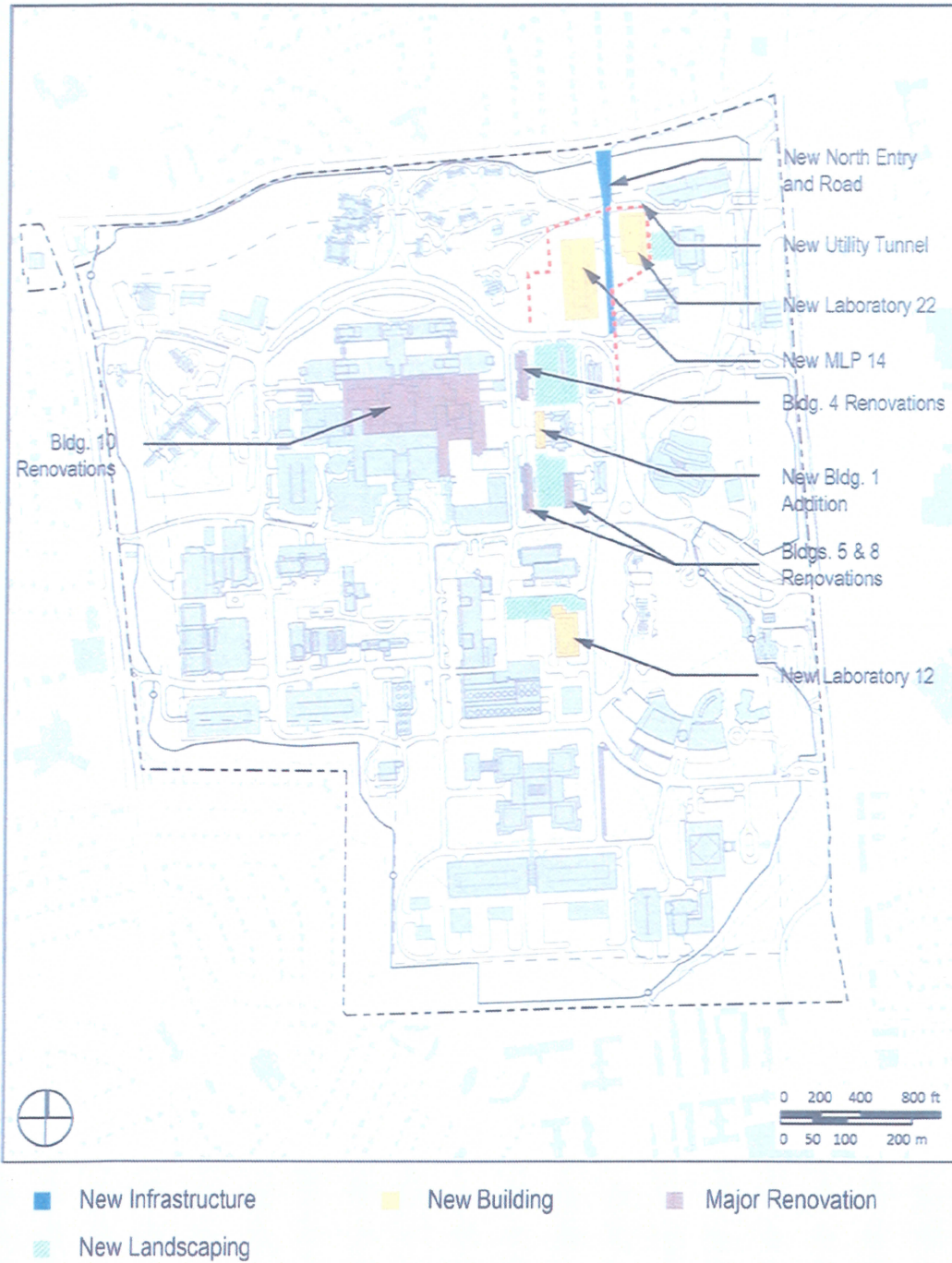


Exhibit 6.5.G. Phase III Site Plan

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NIH Bethesda Campus Comprehensive Master Plan 2013

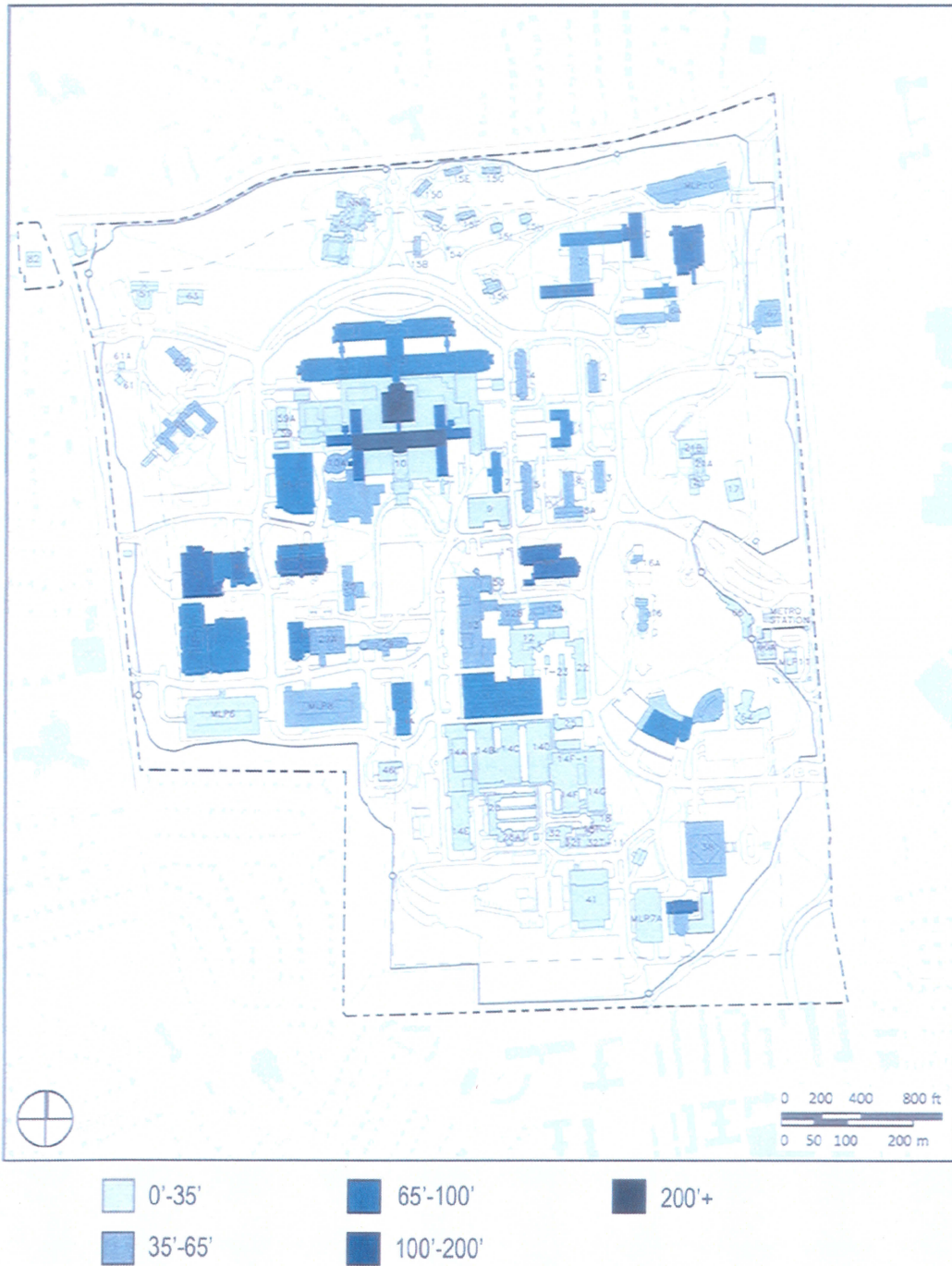


Exhibit 4.9.B. Existing Building Heights

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NIH Bethesda Campus Comprehensive Master Plan 2013



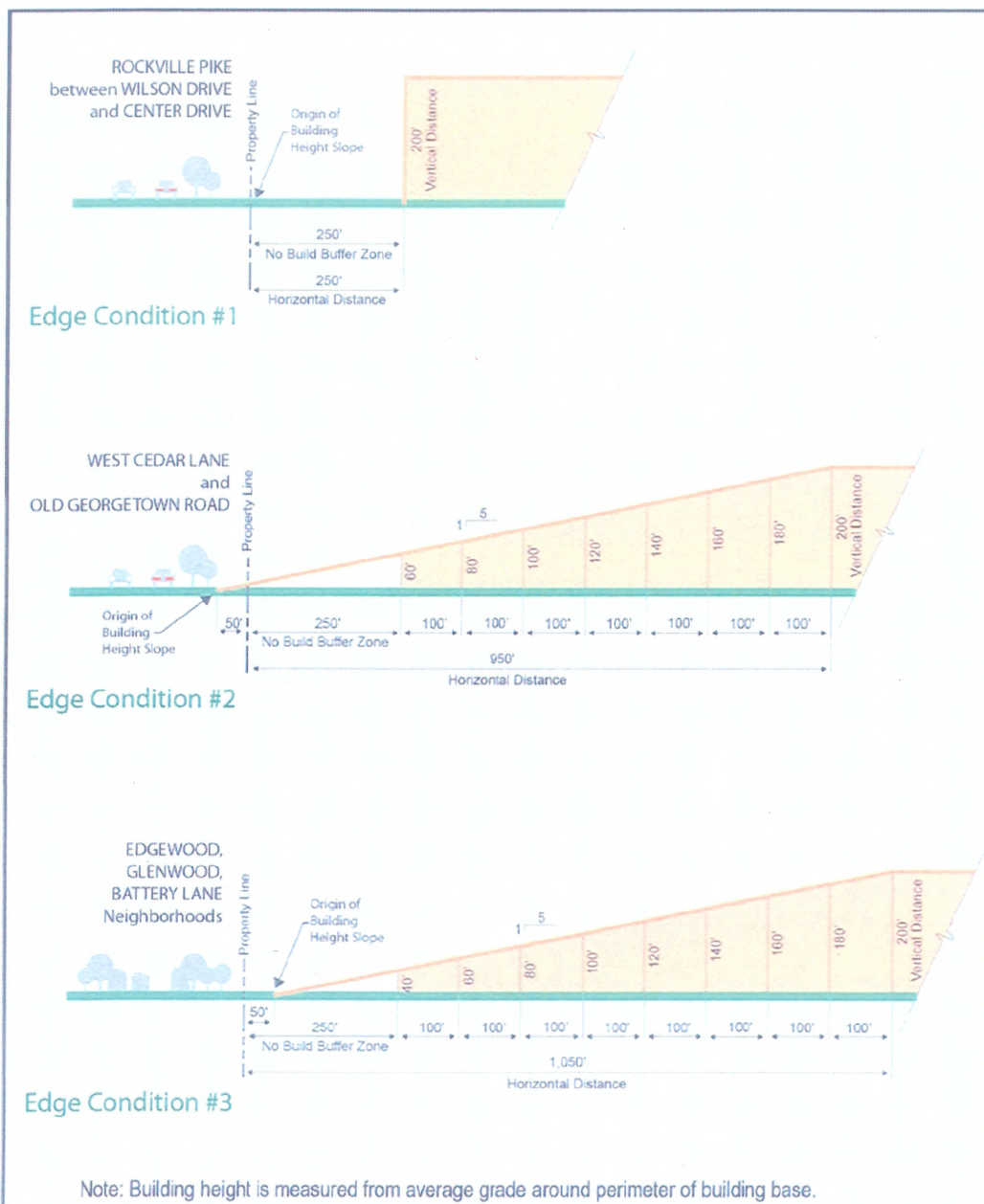
- Building Height Limit Line
- Buildable Area
- - - Property Line

Exhibit 6.2.B. Recommended Maximum Building Heights

7



36 9/9/14

NIH Bethesda Campus Comprehensive Master Plan 2013



- Maximum Building Height
- ▭ Buildable (Height) Area
- Actual Ground Level
- Adjacent Neighborhood / Road (not to scale)

Exhibit 6.2.C. Building Height Envelope Sections for Critical Areas

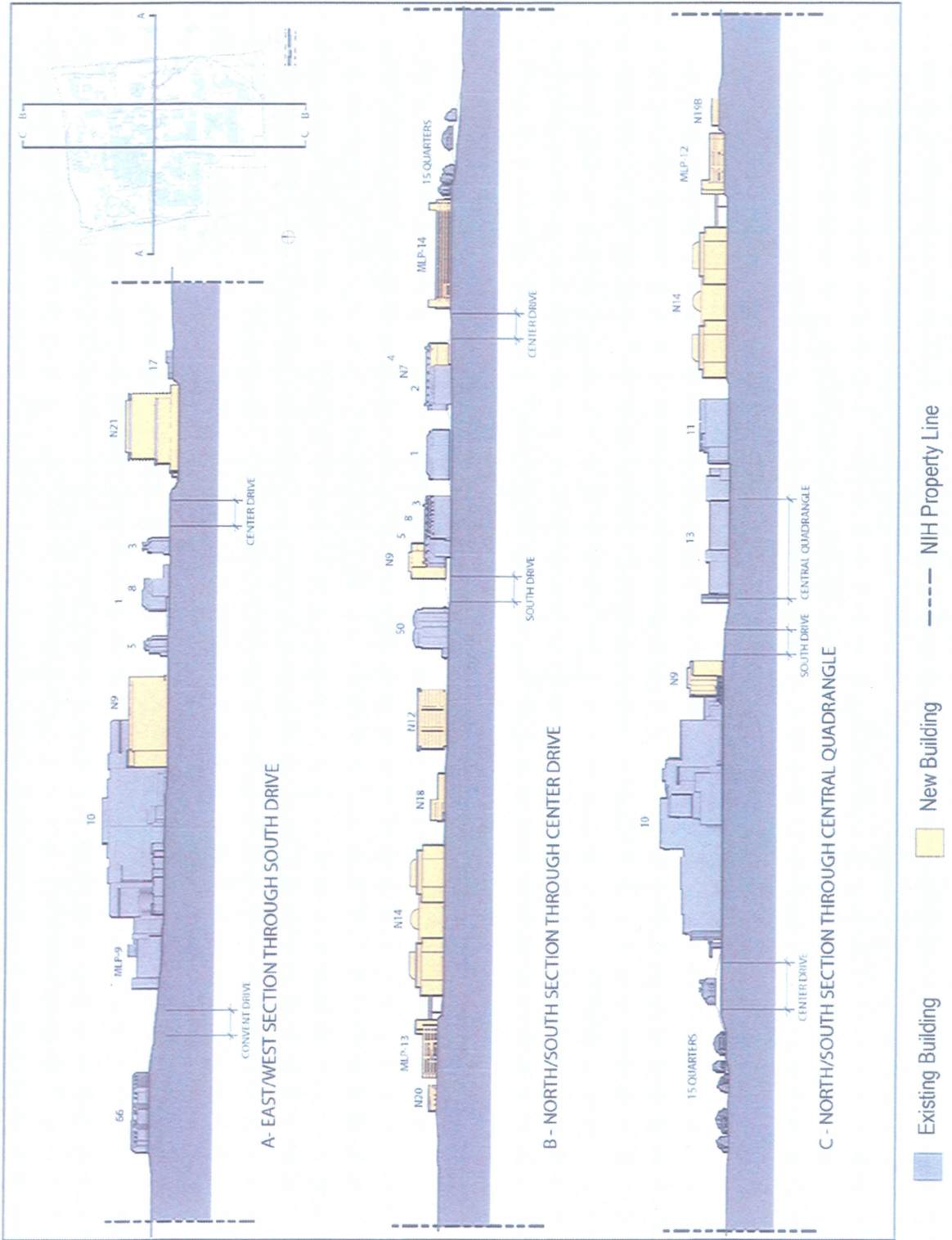
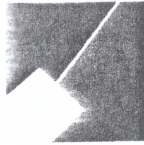


Exhibit 5.2.C. Site Sections

9
38
5/7/14



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

October 31, 2012

Chair L. Preston Bryant, Jr.
National Capital Planning Commission
401 9th Street, NW
Suite 500
Washington, DC 20004

RE: NIH-Bethesda Campus Draft 2013 Comprehensive Master Plan and Transportation Management Plan

Dear Chairman Bryant:

At our regular meeting on October 18, 2012, the Montgomery County Planning Board conducted a public hearing and completed our advisory review of the NIH-Bethesda Campus Draft 2013 Comprehensive Master Plan with Transportation Management Plan. The Commissioners voted 5-0 to transmit comments to the National Capital Planning Commission for consideration at the upcoming public hearing on the project which is scheduled for November 1, 2012. Those present at our meeting, in addition to myself as Chair, were Commissioners Amy Presley, Casey Anderson, Norman Dreyfuss and Marye Wells-Harley. The Commissioners heard public testimony from members of the community at that time. Please consider this letter and the following comments as the Montgomery County Planning Board's testimony for the official record.

The following comments concern the draft Comprehensive Master Plan and Transportation Management Plan.

1. Submit the Draft Environmental Impact Statement for Planning Board review and comment, and reflect revisions, based on that review, in the final EIS and final Master Plan.
2. Provide the Planning Department Staff with the opportunity to review and comment on the Draft Final Master Plan in 2013, before its submittal to NCPC for final review.
3. Conduct a public meeting for public comment on the Draft Master Plan. Consider incorporating that opportunity into the NEPA mandated public hearing for the Environmental Impact Statement community outreach.
4. Revise the Draft Transportation Management Plan to include additional strategies to achieve the National Capital Planning Commission's (NCPC) recommended maximum of

Attachment C

39

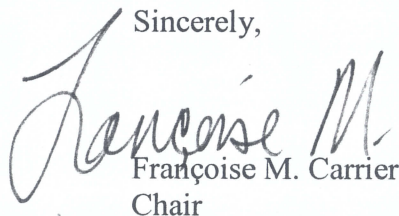
- 1 parking space for every 3 employees, which should be a strong priority in light of local traffic congestion.
5. Submit each project that is implementing the master plan to the Planning Department for design review and an opportunity for the community to comment to the Planning Board.
 6. Complete the Environmental Impact Statement prior to the approval of, and during the review process for, the Comprehensive NIH Master Plan.
 - a. Further describe and establish policies to uphold the ecological and social integrity of the existing site conditions.
 - b. Identify exact location of all existing and proposed stormwater management facilities.
 - c. Identify all invasive species throughout the campus.
 - d. Stormwater:
 - i. The dry channel of North Branch flows through a concrete or concrete-lined channel across the campus. Consider converting the channel into a naturalized channel substrate.
 - ii. Consider additional Low Impact Design stormwater treatment throughout the campus to reduce stream impacts and possibly minimize flooding near Building 21.
 - iii. Consider stabilizing the stream banks of Stoney Creek and "The NIH Stream" to reduce further erosion and impacts to Rock Creek.
 - e. Topography
 - i. Avoid impacts to the steep slopes (over 15%) in the area of Building 16.
 - ii. Preserve steep slopes during the expansion of the South Laboratory Cluster.
 - f. Vegetation and Ground Cover
 - i. Woodland stands and over 8,500 trees have been identified, numbered and tagged on campus. The database is maintained by the NIH, Office of Research Facilities. These maps should be included in the Comprehensive Master Plan along with additional detailed analysis.
 - g. Site infrastructure
 - i. The utility trenching and tunneling expansion in and around Building 14 towards Building 33 may have impacts to existing trees, shrubs or other natural resources. However, it is not feasible to determine this given the lack of information on the existing forest and tree cover. Provide details of impacts of proposals.
 7. Incorporate the following recommendations into the next complete submittal of the draft TMP, Master Plan and EIS:


- Include, with the Environmental Impact Statement (EIS) that is to accompany the Master Plan Update, a comprehensive traffic study update (consistent with the policies and requirements of the Montgomery County Planning Board) that examines the anticipated future relocation and/or growth in personnel of approximately 3,000 employees at the campus.
 - Commit to significantly reduce parking at the campus to the NCPC mandated parking ratio of 1 space for every 3 employees within a realistic timeframe.
 - Commit to strengthen the carpool/vanpool programs since it appears from the Draft TMP and Draft Master Plan that the program is only achieving approximately 60% success (283 enlisted carpool/vanpool users vs. 463 reserved carpool/vanpool parking spaces).
 - Commit to implement a bikeshare program on the campus. Montgomery County Department of Transportation (DOT) is currently exploring expansion of the Capital Bikeshare program, particularly in the CBD areas and at Metrorail stations within the Capital Beltway (I-495). NIH must proactively coordinate with DOT, and other major employers nearby (such as NSA-Bethesda and Suburban Hospital), to explore the feasibility of enhancing bikeshare opportunities in the area, with bikeshare stations at gate locations along Rockville Pike, Old Georgetown Road, and West Cedar Lane.
 - Commit to improve pedestrian and especially bikeway facilities within and around the NIH campus. As part of this effort, the key bikeways within and around the campus must be identified and improved to a minimum width of 10-12 feet.
 - Commit to support future bus rapid transit options being explored by the County along Rockville Pike and/or along Old Georgetown Road through dedication of additional public right-of-way or easements along NIH frontage.
 - Commit to develop a “live-near-work” program to further enhance the pool of employees who could walk, bike, or take a short shuttle or transit trip to/from the campus.
 - Commit to identify additional outreach programs to achieve greater success with the TMP.
8. Revise master plan section 3.3 describing “County Planning Initiatives” to accurately reflect them and revise recommendations in the master plan for consistency with those county initiatives.

9. Participate in the County's initiative to increase forest and tree canopy by voluntarily developing a Forest Conservation Plan consistent with county standards.
10. Provide more direction in the plan on ways to improve the appearance of Wisconsin Avenue, particularly relative to height limits and buffering for the proposed Administrative Building and all security screening facilities. Revise the master plan to recommend minimizing the visual impact of the truck security- screening facility's industrial character as seen from the public realm of Wisconsin.
11. Ensure that the master plan recommends that any access into and out of the site at a new entrance on Cedar Lane be consistent with the character of the confronting residential neighborhood.
12. Revise the master plan to eliminate designation of areas for construction staging or temporary parking within the 250 foot buffer.
13. Include the recommendation to share the proposed structured parking facilities on the south side of the campus near Battery Lane and the Medical Center Metro Station with the public, or with other user groups, during times of low use by NIH employees.

The Planning Board appreciates the opportunity to participate in this advisory review and to assist in the resolution of outstanding issues.

Sincerely,


Françoise M. Carrier
Chair



Attachments:
Staff Report for 10/18/12 M-NCPPC Public Hearing
Staff Slide Presentation

cc: Michael Weil, National Capital Planning Commission
Linda C. Janey, JD, Assistant Secretary for Clearinghouse and Communications
Ricardo Herring
Victoria Nottingham
NIH Director



Commission Action

November 1, 2012

PROJECT Draft 2013 Campus Master Plan and Transportation Management Plan National Institutes of Health, Bethesda Campus 9000 Rockville Pike Bethesda, Maryland	NCPC FILE NUMBER MP02
	NCPC MAP FILE NUMBER 3101.20(05.14)43630
SUBMITTED BY United States Department of Health and Human Services	APPLICANT'S REQUEST Approval of comments on draft master plan
	ACTION TAKEN Approve with comments
	REVIEW AUTHORITY Advisory per 40 U.S.C. § 8722(b)(1)

The Commission:

Provides the following comments on the draft 2013 NIH-Bethesda Campus Master Plan and draft Transportation Management Plan for transmittal to the Department of Health and Human Services (DHHS) and National Institutes of Health:

Commends NIH for developing a thorough draft 2013 NIH-Bethesda Campus Master Plan that will develop the campus into a more environmentally-sustainable place by reducing impervious surface; removing surface parking; increasing open/green space; and requiring future development to meet the policies contained in the Energy Policy Act of 2005, the Energy Independence and Security Act of 2007, and the 2011 HHS Sustainable Buildings Plan.

Recommends that NIH revise the draft Transportation Management Plan to include all the information that is required by NCPC submission guidelines for master plans, as follows:

- (1) a description of existing and projected peak hour traffic by mode, with indicated points of entrance and exit, the number of existing and proposed bicycle spaces, as well as transit routes and stops and pedestrian facilities serving the installation, both on-site and in the nearby area; and a summary of existing and proposed parking by type of assignment (official cars, vanpools, carpools, single-occupant vehicles, handicapped persons, visitors, etc.);
- (2) a description of the Federal agency's existing strategies for assisting employees' commute to work;
- (3) stated goals and objectives for the TMP, such as trip reduction, mode split changes, or vehicle occupancy rate increases;
- (4) an evaluation of projected transportation impacts resulting from master plan developments and description of potential TMP mitigation measures;
- (5) a description of the process for monitoring and evaluating the achievement of goals and objectives and adjusting TMP strategies, as needed; and

Attachment D

112

(6) a summary of the relationship of the TMP provisions to transportation management and air quality requirements of local, state and regional agencies, including provisions for working cooperatively with affected agencies to address those requirements.

Recommends that NIH revise the draft Transportation Management Plan to include background information on the NIH commuter survey (frequency, method of delivery, how the survey respondents are selected, etc.) and a complete set of usable survey results that show breakdowns for how each survey question was answered.

Recommends that NIH amend the draft 2013 NIH-Bethesda Campus Master Plan to adhere to the applicable 2004 Comprehensive Plan employee parking ratio goal of 1:3; does not support the addition of 1500 net new parking spaces and urges a reduction in parking spaces until the 1:3 parking ratio is achieved.

Recommends that NIH work with Montgomery County, State of Maryland, Naval Support Activity Bethesda, and local community to help implement the planned underpass/high speed elevators project; a potential future "Kiss-n-Ride" area along the east-side of Rockville Pike, potential future Bus Rapid Transit (BRT) lanes along Rockville Pike and Old Georgetown Road, and a future Bikeshare station in the vicinity of the Medical Center Metrorail Station.

Recommends that NIH study the potential traffic impact of any new driveway along West Cedar Lane in greater detail; to design any new driveway to be consistent with the character of the adjacent residential neighborhood; and to work in consultation with the community and the M-NCPPC during the project's planning and design phases.

Recommends that NIH carefully consider and incorporate all DEIS and draft Master Plan comments into the final Master Plan to the maximum extent feasible.

Recommends that NIH refer a draft final version of the 2013 NIH-Bethesda Campus Master Plan to M-NCPPC for review, prior to submission to NCPC for final review.

Recommends that NIH revise draft Master Plan Section 3.3 to accurately reflect Montgomery County's planning initiatives, and to revise any affected Master Plan recommendations to ensure that the 2013 NIH-Bethesda Campus Master Plan's recommendations are as consistent with County policies to the maximum extent feasible.

Recommends that NIH explore the feasibility of complying with Montgomery County's Forest Conservation Plan standards and develop an Urban Forest Conservation Plan to reflect the final 2013 NIH-Bethesda Campus Master Plan that meets the County standards.

Recommends that NIH revise the 2013 NIH-Bethesda Campus Master Plan to include stormwater management, forest conservation, historic resources, and energy conservation.

Recommends that NIH strive to eliminate construction staging and temporary parking within the campus's 250-foot buffer to the maximum extent feasible, and to reflect this goal in the final 2013 NIH-Bethesda Campus Master Plan.

Recommends that NIH strive to minimize the visual impact of the existing Commercial Vehicle Inspection facility from Rockville Pike to the maximum extent feasible, and to reflect that goal in the final 2013 NIH-Bethesda Campus Master Plan.

Recommends that NIH coordinate all significant new construction projects with M-NCPPC and the local community, in addition to the NIH Community Liaison Council group.

Deborah B. Young

[Date]

Secretary to the National Capital Planning Commission

45