Record of Decision
for the U.S. Food and Drug Administration
Muirkirk Road Campus Master Plan in Laurel, Maryland

1 Background and Purpose and Need for the Proposed Action

1.1 Background

The U.S. General Services Administration (GSA) in cooperation with the U.S. Food and Drug Administration (FDA) has prepared a Master Plan for the Muirkirk Road Campus (MRC) in Laurel, Maryland. The MRC Master Plan creates a framework to guide development and add capacity over the course of next 10 to 30 years. FDA owns 249 acres of land at Muirkirk Road. The MRC West Parcel comprises 197 acres west of Odell Road. The remaining 52 acres makes up the MRC East Parcel located east of Odell Road. FDA acquired the land for the Beltsville Research Facility (BRF) from the U.S. Department of Agriculture (USDA) in 1964. Today, the MRC is home to the Center for Veterinary Medicine (CVM), the Center for Food Safety and Applied Nutrition (CFSAN), and support staff.

Previous master plans approved by National Capital Planning Commission (NCPC) and Prince George's County include the 1966 Site Development Plan and the 1981 Master Plan. The MRC's current population is 300 employees; the 1966 and 1981 Master Plans limited future population growth to 1,800 employees. The MRC Master Plan evolved throughout the master planning process that began in September 2020. Initially, the Draft Master Plan included two phases of office buildings without any laboratories. The first phase accommodates 700 additional staff, and the second phase 800 additional staff, bringing the total campus population up to 1,800.

As a result of the COVID-19 pandemic, the workplace environment has gone through a fundamental change with a higher percentage of people working remotely. FDA adopted the U.S. Department of Health and Human Services (USHHS) *21st Century Workplace Space Planning Policy*. Under this policy, a new workplace model based on increased telework provides efficient use of space and significantly reduces rent and rent related costs. Moving forward, HHS's policy is to provide dedicated workstations and offices only for staff who report to an office six or more days per pay period. Shared workstations and offices will be available for employees who predominately telework fewer than six days per pay period. Based on current trends in teleworking, FDA's White Oak campus has significant capacity to absorb future growth and consolidation of FDA employees within the DC metropolitan area from leased space as the leases expire. For laboratory employees, remote work is not possible due to the nature of the work and existing laboratories at FDA's White Oak Campus are fully occupied. Therefore, FDA shifted its focus for the MRC from mostly new office space to also increasing the amount of laboratory space.

The Master Plan provides a framework for development at the MRC to accommodate up to 1,800 FDA employees and support staff. GSA completed an Environmental Impact Statement (EIS) that assessed the impacts of the population increase and additional growth needed on the MRC to support the increased population.

1.2 Purpose of and Need for the Proposed Action

The purpose of the proposed Master Plan is to provide FDA with a structured framework for developing the MRC West Parcel over the next 30 years in a manner that maximizes the site's development potential and accommodates all relevant physical, cultural, environmental, historic, transportation, and regulatory considerations in a cost-effective way. FDA is projecting an increase in employees and campus support staff at the MRC West Parcel and will need additional office and laboratory space and shared use space.

A Master Plan is needed to accommodate projected growth and to continue to support FDA's consolidation in order to conduct complex and comprehensive research and reviews. The MRC Master Plan will steer the planning, design, and construction of new buildings; improvements to roadways, utilities, and other infrastructure; and the protection of natural areas. To accommodate this increase in personnel, GSA and FDA are studying ways to expand office and laboratory space at the MRC West Parcel.

The proposed action that was assessed in the MRC Master Plan EIS is the implementation of a Master Plan at the MRC for FDA, to include the following:

- Development of up to approximately 438,000 gross square feet (gsf), which includes up to approximately 375,000 gsf of additional office and laboratory space and up to 63,000 gsf of special use space would support FDA's mission for a total of up to 918,000 gsf at the MRC West Parcel
- Parking would be provided at a ratio of one space for every two employees (1:2) for a total of 900 parking spaces for FDA employees and campus support staff
- 80 surface parking spaces would be provided for visitors.

2 U.S. General Services Administration Decision

As Regional Commissioner of the GSA Public Buildings Services, and in support of the FDA, it is my decision to approve this Record of Decision (ROD) and thereby select and implement the Preferred Alternative – Alternative B. This action is necessary to continue to guide future long-term development of the MRC. Alternative B highlights views, improves connectivity and walkability, and conserves the natural landscape. Alternative B is in line with the Master Plan as both aim to:

maintain a 100-foot landscape buffer along the perimeter of the campus,

set the buildings back at least 75 feet from the interior roadways,

respect the woodlands as much as possible and make them accessible for employees,

create new view corridors into the woodlands at the heart of the campus,

avoid development and human interference in the pasture areas as these are being used by FDA for research and the preservation of open space,

connect the existing and Phase 2 buildings through a continuous service corridor,

allow people to move between new buildings through a physical connection that protects them from the elements, and

conserve the stream valleys and natural drainage patterns as much as possible.

This ROD allows GSA to implement all portions of development as outlined in the Master Plan and analyzed in the EIS. This alternative includes the following:

- 184,500 square feet (sf) of office up to five-stories tall
- 168,000 sf of laboratory space up to four-stories tall
- 30,800 sf of new special use space
- 10,000 sf of maintenance/storage space (shared space)
- 3,500 sf for visitor/transit center
- Guard booth and truck screening
- Two new parking garages with 900 parking spaces
- 80 surface parking spaces for visitors
- Elevated boardwalk

All practicable means of avoiding or minimizing environmental harm from the Selected Alternative were adopted. **Appendix A** contains graphics that outline the Selected Alternative.

3 Rationale for Decision

The decision to implement the Selected Alternative as described in the MRC Master Plan EIS is based on balancing the likely adverse impacts to the MRC and the local community with FDA's mission and needs. Currently, the MRC West Parcel is a largely untouched natural landscape that gives the site its unique character and distinctive identity. Most of the campus is made up of densely forested areas and open pastures, shaped by multiple stream valleys, steep slopes, and significant grade changes. The Selected Alternative carefully balances the FDA's need for additional facilities to support its mission and the desire to enhance the site's natural character. Locations for the new buildings have been chosen because they are in relatively flat parts of the site, celebrate the site's woodlands and make the woodlands accessible for staff as amenity space, in which to work or take a break. While there are some places where the woods will be carved out for building pads, every effort has been made to minimize and preserve the natural woodlands. As the Master Plan is implemented, the architecture and landscape will play important roles in making the space successful. As the architecture organically defines the edge of the woodlands, it will also reinforce FDA's image as a leading scientific institution that fosters collaboration and embodies design excellence. Leading edge sustainable strategies at the time of execution will be embraced. The landscape will make the new development unique and inviting and, as such, it will be carefully executed and ecologically responsive.

4 Alternatives Considered

4.1 Alternatives Considered in the Master Plan

During the initial planning for this project, urban planners, architects, architectural historians, environmental scientists, engineers, and economists considered ways to place new buildings on the MRC West Parcel to increase the amount of office and laboratory space for FDA while trying to avoid major impacts and minimizing harm caused by the alternatives. GSA and FDA studied three action alternatives for accommodating the additional employees and support staff on the MRC West Campus in addition to the No-Action Alternative.

4.1.1 No-Action Alternative

Under the No-Action Alternative, a new MRC Master Plan would not be adopted, and FDA would continue its current operations at the MRC. The site would continue to be occupied by CVM and CFSAN employees and support staff. No new office, laboratory, or special use facilities would be constructed, and the number of employees and support staff would remain at 300.

At present, the MRC West Parcel is home to:

480,000 gsf office and laboratory space

300 personnel assigned to the MRC West Parcel

Approximately 40 visitors per day

32 acres of pastures

320 parking spaces for employees, support staff, and visitors (all surface parking)

4.1.2 Alternative A: Compact Campus

With Alternative A, development will be concentrated to the north and west of the MOD 1 and MOD 2 buildings. A strategically positioned atrium will allow for a view from the main entry, through the new building, into the forested stream valley at the center of the campus.

Alternative A would include two new office buildings up to five to six stories tall adjacent to the existing MOD 1 and MOD 2 buildings. The existing surface parking lot west of MOD 1 would be replaced with a new building. The new building north of MOD 1 would be visible from the main entrance at Muirkirk Road. However, most of the building volume would be screened by forested areas that form the perimeter landscape buffer. Two new parking garages would be located at the BRF site that would contain 900 parking spaces, and 80 surface parking spaces would be provided for visitors. Facilities at the existing BRF site would be demolished to accommodate the new parking structures. An elevated boardwalk would be constructed within the natural landscape amenity space east of the MOD 1 and MOD 2 buildings. Two pedestrian skybridges would connect MOD 1 to the new buildings to the north and west. Alternative A would also include special use space for shared amenities including a conference center, cafeteria, and fitness center.

- A Conference Center placed in the northwest quadrant of the existing main campus;

- A Distribution Center located adjacent to the northeast parking garage;
- A Truck Screening Facility located at the entrance to the FDA Campus on Michelson Road; and,
- A Transit Center located on the existing northwest surface lots.

4.1.3 Alternative B: Dual Campus

Due to HHS's new workplace strategy and the additional need for laboratory space, the Design Team refined Alternative B, which considered siting, massing, and conceptual design of the new buildings. While the program is different than in the Draft Master Plan and EIS, the development under this Alternative is similar to the one analyzed in the Draft EIS. Development within Alternative B would continue to be distributed between the MOD 1 and MOD 2 buildings and the BRF site. A four-story laboratory building within Alternative B includes a view corridor into the woodlands as you enter the site off Muirkirk Road. In addition, Alternative B has been broken out into three phases as opposed to two that are proposed in Alternatives A and C. These phases include:

- Phase 1 involves construction of an approximate 18,000-square-foot annex to the MOD 2 building. Under this phase the population at the MRC West Parcel would remain at 300. The annex building would accommodate both staff from the BRF and the renovation occurring within MOD 2.

- Phase 2 involves construction of two laboratory buildings that would accommodate 168 scientists and support staff in approximately 168,000 gsf of office/lab space and 6,300 gsf of special use space. Phase 2 includes the removal of the surface parking lot adjacent to MOD 1 and the construction of a parking garage with 235 spaces. An approximate 10,000 gsf maintenance/storage building adjacent to the new parking garage would also be built. Phase 2 would include maintaining the metal warehouse building and fitness center at the BRF, creating a temporary surface lot on the BRF site, and constructing a new entrance to Odell Road for truck screening. The visitor parking lot would be constructed and the Muirkirk Road entrance would be rebuilt with a shared drop-off.

- Phase 3 involves two office buildings that would accommodate a population of 1,332 and shared use space to support the campus. The two new office buildings would be constructed on the site of the BRF. The total gross area is approximately 166,500 gsf of office space and 24,5000 gsf of special use space. This phase would also include a four-level parking garage for 665 spaces. Additionally, during Phase 3 temporary parking and all remaining existing buildings at the BRF site would be removed.

An elevated boardwalk would be constructed within the natural landscape that would connect the laboratory buildings with the office buildings. A skybridge between the laboratory and office buildings would encourage collaboration. Alternative B would also include space for shared amenities including a conference center, cafeteria, and fitness center.

4.1.4 Alternative C: Two Large Tower Office Buildings

Development would primarily occur at the BRF except for a maintenance/storage building south of MOD 2. The new buildings would barely be visible from the main entrance at Muirkirk Road as most of the

building volume would be screened by forested areas that form the perimeter landscape buffer. The forested stream valley at the center of the campus would be visible from both buildings.

With Alternative C, the MOD 1 and MOD 2 buildings would remain. Alternative C includes two new office buildings that would be up to five stories tall at the BRF connected by a covered walkway. Two new parking garages up to three stories tall would be constructed to the east of the new buildings at the BRF. The parking garages would contain a total of 750 parking spaces and 230 surface parking spaces would also be provided. A portion of the existing surface parking lot adjacent to the MOD 1 and MOD 2 buildings would be returned to natural landscape. Of the 283 surface parking spaces currently located there, only 150 would remain. Eighty surface parking spaces would be provided adjacent to the repurposed BRF building. An elevated boardwalk would be constructed within the natural landscape amenity space west of the MOD 1 and MOD 2 buildings. Alternative C would repurpose the existing BRF building for a visitor center/security screening area. Alternative C would also include space for shared amenities including a conference center, cafeteria, and fitness center.

4.2 Alternatives Dismissed from Further Detailed Analysis

In order to meet the purpose of the proposed project, the GSA Master Plan team studied existing resources at the MRC to determine the most suitable development plan for the site. The following alternatives were considered in the Final EIS, but they were not studied in further detail.

4.2.1 2018 Land Use Feasibility Study

In 2018, the Master Plan team completed a Land Use Feasibility Study (LUFS) which evaluated the feasibility of accommodating FDA's housing growth and consolidation strategy. Based upon a preliminary site analysis, a series of land development strategies and scenarios were developed. The LUFS provided three strategies for development on the MRC. These three strategies were assessed to determine if they were suitable for further development. These were dismissed from further analysis because they did not fully meet the purpose of and need for the Master Plan and did not fully meet the goals and aspirations that FDA has for the MRC. Also, the three strategies would include greater impacts to the forested areas and the forested viewshed looking towards the MRC would be compromised. The dismissed strategies are discussed below.

- Land Use Strategy 1: Low Intensity of New Build

Land Use Strategy 1 included low-intensity development at the BRF site. Under this strategy, a single new office building would be built in the northeast corner of the site. The former kennel grounds would be utilized for a new surface parking lot. The existing BRF buildings would be maintained, and the existing pasture lands would be preserved. This strategy would increase MRC capacity to 550 employees.

- Land Use Strategy 2: Medium Intensity of New Build

Land Use Strategy 2 included medium-intensity development in the area of the BRF. This would include the development of two new office buildings that would be in the northeast corner of the site. The former kennel grounds would be expanded for a new surface parking lot. The existing BRF buildings

would be removed, and a new program would be relocated within new office buildings. The existing pasture lands would be preserved. This strategy would increase MRC capacity to 1,100 employees.

- Land Use Strategy 3: High Intensity of New Build

Land Use Strategy 3 included high-intensity development in the area of the BRF and on the East Parcel. This would include development of multiple office buildings and new parking structures. The former kennel grounds would be expanded for a new surface parking lot. The existing BRF buildings would be removed and a new program would be relocated within new office buildings. The East Parcel would be utilized for new development. This strategy would increase MRC capacity to 1,650 to 3,850 employees.

4.2.2 Development of the East Parcel

GSA and FDA considered developing the undeveloped land on the East Parcel. Development on the East Parcel was dismissed from further analysis because:

- Development on the East Parcel would significantly impact natural resources, including forested areas, wetlands, streams, and wildlife.
- Development in this area would impact archaeological resources.
- Distance between the MOD 1 and MOD 2 buildings and the East Parcel would not promote walkability throughout the site.
- There is a public roadway (Odell Road) bisecting the parcels.
- There is a lack of public transit along Odell Road. The distance from existing bus stops and Maryland Area Regional Commuter (MARC) stations along Muirkirk Road would not promote use of alternative modes of transportation.
- It was determined that the additional 1,500 employees could fit on the currently developed land at the MOD 1 and MOD 2 buildings and the BRF site.

While FDA may consider development east of Odell Road in the future, the East Parcel is not part of the Master Plan. Therefore, development on the East Parcel was dismissed from further consideration in this EIS.

4.2.3 Development of the Southern Portion of the MRC West Parcel

The southern portion of the MRC West Parcel houses the CVM. This portion of the campus is dedicated to the Animal Research Facility and consists of a series of small structures that are connected by paved roads to the pastures. The southern portion was withdrawn from further consideration due to bio-security requirements associated with the research that restricts access to authorized personnel only. Furthermore, part of this complex is an animal quarantine building, which is located at the gated entrance at Odell Road south of its intersection with Springfield Road. In addition, development on the southern portion of the MRC West Parcel would impact the pasture areas that are used for the operations of the CVM and their ongoing needs in the future. These areas are needed to corral livestock

in case of a food safety issue or outbreak of infectious disease. Therefore, development of the southern portion of the MRC West Parcel was dismissed from further consideration in this EIS.

5 Environmental Consequences of the Selected Alternative

Potential environmental consequences from implementing the Selected Alternative have been identified by resource area and are shown in **Table 1**.

Table 1. Comparison of Impacts

Resource	Action Alternatives
5.1.1.1 Soils and Topography	Moderate, long-term, adverse impacts to topography Moderate, long-term, adverse impacts to soils Disturbance of 7.9 acres of soils by demolition Excavation of 21.2 acres of soils Removal of 76,000 cubic yards of soils for below-grade construction Total steep slopes impacted is 1.4 acres
Groundwater & Hydrology	Minor, short-term, adverse impact from the potential to intercept the groundwater table from construction of buildings Minor, long-term adverse impact from groundwater infiltration Minor, long-term impact from increase in impervious surfaces Increase in impervious surface by 7.2 acres Net increase of 4.7 acres of impervious surfaces which creates 4.4 % increase in impervious surface
Water Resources	No impacts to wetlands No impacts to water resources from elevated boardwalk 0.0 acres of wetlands and 0.05 acres of wetland buffer, and 0.04 acres of SBVs impacted during construction Permanent impacts to 0.01 acres of wetland buffers and 0.02 acres SVBs, and 0.0 impacts to wetlands and streams
Stormwater	Addition of 7.2 acres of impervious surface Removal of 2.5 acres of existing impervious surface Net increase of 4.7 acres of impervious surface 4.4% increase in total impervious surface at the MRC West Parcel Minor, long-term, adverse impact from increase in impervious surface Minor, long-term adverse impacts from stormwater Minor, short-term adverse impacts from construction
Vegetation	Temporary impacts to 4.8 acres of lawn and 0.1 acres to PMAs Permanent impacts to 4.4 acres of lawn, 5.2 acres of forest, 38 specimen trees and less than 0.1 acres of PMAs 28 specimen trees to be removed and replaced Moderate, short-term, adverse impacts during construction

Resource	Action Alternatives
	Negligible, long-term, adverse impacts from the elevated boardwalk Minor, long-term, adverse impacts to vegetation
Wildlife	Minor, short-term, adverse impacts to wildlife during construction Minor, long-term, adverse impact to wildlife Minor, short- and long-term, adverse impacts to migratory birds Minor, short- and long-term, adverse impacts to aquatic wildlife Minor, long-term, adverse impacts from loss of habitat
Coastal Zone Management	Negligible, long-term, adverse impact to the coastal zone Consistent with Maryland's coastal zone management policies
Cultural Resources	No impact to cultural resources
Viewsheds	New laboratory buildings north of MOD 1 will be visible from the main entrance Most building volume will be screened by forested areas Minor, long-term, adverse impact to viewsheds
Land Use Planning & Zoning	No impacts land use planning and zoning Action Alternatives will be consistent with NCPC's *Comprehensive Plan for the National Capital* Action Alternatives will support Prince George's County's Subregion 1 Master Plan
Community Facilities	Negligible, long-term, adverse impacts
Safety and Security	Negligible, long-term, adverse impacts from a non-discernible increase in number of calls for police response that will not be discernible Enhanced security measures will provide beneficial impacts to employees, support staff, and visitors
Economy and Employment	Short- and long-term beneficial impacts to the regional economy Short- and long-term beneficial impacts from an increase in employment and personal income Short- and long-term beneficial impacts from an increase in taxes
Environmental Justice	No disproportionate adverse impacts to low-income, minority, residents, elderly, or children
Air Quality	Negligible, short- and long-term, adverse impacts to air quality Negligible, short-term, adverse impacts to air quality from construction Negligible, long-term, adverse impact from an increase in natural gas use No exceedance of the 1-hour or 8-hour National Ambient Air Quality Standards for carbon monoxide Minor, long-term, adverse impact from Mobile Air Source Toxic (MSAT) emissions due to USEPA regulations designed to reduce MSAT emissions Minor, long-term, adverse impacts from an increase in stationary sources

Resource	Action Alternatives
Greenhouse Gas and Climate Change	GHG emissions will result in negligible, short-term, adverse impacts Minor, long-term, adverse impacts as a result of GHG emissions Natural gas heating and small boilers/generators will contribute to climate change that will be slightly discernable
Noise	Minor, short-term, adverse impact during construction from an increase in noise levels Negligible, long-term, adverse impacts from an increase in traffic and operation of facilities at the MRC West Parcel
Traffic and Transportation	Moderate, long-term, adverse impacts after the implementation of Phase 2 of the Master Plan Moderate, long-term, impact after implementation of Phase 3 Master Plan Negligible, long-term, adverse impact to local transit Beneficial impacts to pedestrian and bicyclists
Utilities	Negligible, short-term, adverse impacts to utility services Negligible, long-term, adverse impacts to water service Negligible, long-term, adverse impacts to sewer service Negligible, long-term, adverse impacts to electrical, natural gas, and telecom services
Environmental Contamination	Minor, long-term, adverse impact for a slight detectable increase of environmental contaminants to landfills Beneficial, long-term impacts from the removal of hazardous materials
Waste Management	Minor, short-term, adverse impact from construction Minor, long-term, adverse impact from an increase in waste generated at the MRC West Parcel

6 Environmentally Preferable Alternative

The Council on Environmental Quality (CEQ) Regulations § 1505.2 requires Federal agencies including GSA to identify all alternatives considered by the agency in reaching its decision, specifying the alternative or alternatives which were considered to be environmentally preferable. GSA has outlined the environmentally preferable alternative(s) by resource area to reflect the balanced approach necessary when evaluating a long-term master plan. **Table 2** presents the environmentally preferable alternative by resource area as identified by the impact analyses in the EIS.

Table 2. Environmentally Preferable Alternative(s) by Resource Area

Resource Area	No-Action Alternative	Alternative A	Alternative B	Alternative C
6.1.1.1 Soils and Topography	√			

Resource Area	No-Action Alternative	Alternative A	Alternative B	Alternative C
Groundwater & Hydrology	√			
Water Resources	√			
Stormwater	√			
Vegetation	√			
Wildlife	√			
Coastal Zone Management		√	√	√
Cultural Resources	√	√	√	√
Viewsheds		√	√	√
Land Use Planning & Zoning		√	√	√
Community Facilities	√			
Safety and Security	√			
Economy and Employment		√	√	√
Environmental Justice	√	√	√	√
Air Quality		√	√	√
Greenhouse Gas and Climate Change	√			
Noise	√			
Traffic and Transportation	√			
Utilities	√			
Environmental Contamination	√			
Waste Management	√	√	√	√

7 Public Involvement

7.1 Public and Agency Review of the MRC Master Plan Final EIS

Throughout preparation of the EIS, GSA consulted with numerous Federal, State of Maryland, and local agencies and community groups, stakeholders, and members of the public. The intent of the

consultation was to provide information on the project, solicit information on issues that could affect the outcome of the project, and seek input on alternatives and potential impacts. FDA was designated as a "cooperating agency" for the preparation of the EIS and input from them has been incorporated into the EIS.

7.2 MRC Master Plan EIS Scoping

GSA issued a Notice of Intent (NOI) to prepare an EIS on December 22, 2020. The NOI was published in the *Federal Register*, as well as *The Washington Post* and the *Prince George's Post*. NOI letters were mailed to approximately 125 Federal, State, and local agencies, public officials, community groups, special interest groups, and area residents. The letters included information on the public scoping meeting and asked for the public's comments on the proposed FDA Master Plan. GSA held a public scoping period on the EIS from January 4 through February 11, 2021. Due to the COVID-19 pandemic, in lieu of an in-person public scoping meeting, GSA and FDA conducted scoping virtually. A prerecorded virtual public scoping presentation was available on GSA's website throughout the duration of the public scoping period.

GSA and FDA also consulted with Federal, state, and local agencies. GSA and FDA held informational briefings for NCPC and Prince George's County staff and presented preliminary alternatives that formed the basis of the Action Alternatives evaluated in the EIS. On February 4, 2021, GSA provided an information presentation to the Commission.

The environmental issues identified through the initial scoping efforts for the EIS and through the interdisciplinary team process included:

- Adverse impacts to minority communities
- Impact of more traffic on already congested roadways
- Development on the undeveloped East Parcel affecting property values
- Effects to viewsheds from residential communities
- Preservation of trees and other natural features
- Lack of stormwater management features
- Use of sustainable design features (green roofs, solar panels, permeable pavement)
- Adverse noise impacts from construction and operation of new facilities

7.3 MRC Master Plan Draft EIS, Public Review Period, and Public Hearing

A Notice of Availability (NOA) of the Draft EIS was published in the *Federal Register* on June 4, 2021. Methods similar to those used during the scoping period were used to notify the public and agencies for the public review period for the Draft EIS, including a mailing of a notification letter regarding the availability of the Draft EIS. The Draft EIS was distributed to 125 Federal, State, and local agencies having jurisdiction by law or special subject matter expertise and to any person, organization,

stakeholder group, or agency that had expressed interest in reviewing the Draft EIS during the scoping process.

Due to the ongoing COVID-19 pandemic and state/local requirements for social distancing, GSA made alternate arrangements in lieu of a traditional in-person public hearing. GSA held a live virtual public hearing on June 23, 2021. The virtual public hearing offered a forum for providing information on the environmental, cultural, and socioeconomic impacts to the public and agencies as a result of the MRC Master Plan. It also provided a forum for receiving comments. The Draft EIS was made available in two reading locations. Notices for the hearing were published in the *Federal* Register and in the *Prince George's Post* and *The Washington Post*.

As required, individuals and agencies were provided 45 days to review the Draft EIS. The comment period ended on July 19, 2021.

7.4 MRC Master Plan Final EIS - Public Review Period

A NOA of the Final EIS was published in the *Federal Register* on April 14, 2023, opening a 30-day public review period that ended on May 15, 2023. Methods similar to those used during the Scoping Period and Draft EIS were used to notify the public and agencies of the public review period for the Final EIS including mailing a notification letter regarding the availability of the Final EIS to 125 agencies, organizations and individuals. The Final EIS was made available in one reading location. The availability of the Final EIS was announced in the *Prince George's Post* and *The Washington Post.* Issues raised through comments received on the Final EIS and responses for those issues are provided in **Appendix B**.

7.5 Consultation with Agencies, Organizations, and Affected Persons

7.5.1 General Consultation

Throughout the project planning for the MRC Master Plan, GSA sought input from Federal, State, and local agencies, stakeholders, and Consulting Parties regarding the MRC Master Plan and ways to avoid or minimize adverse effects. **Table 3** provides a list of the meetings held with Federal, State, and local agencies during the development of the MRC Master Plan and EIS. Consultation has also taken place with the following:

- U.S. Fish and Wildlife Service (USFWS)
- Maryland Department of Natural Resources (MDNR)
- Maryland Department of the Environment (MDE)
- Maryland Department of Transportation (MDOT)
- Maryland Department of Transportation – State Highway Administration (MDOT SHA)
- Maryland-National Capital Park and Planning Commission (M-NCPPC) – Prince George's County
- Prince George's County Department of Public Works (DPW) and Transportation
- Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)
- Prince George's County Department of Economic Corporation

- Prince George's County Department of General Services
- Washington Metropolitan Area Transportation Authority (WMATA)
- Maryland Historical Trust (MHT) – Maryland State Historic Preservation Office (MD SHPO)
- Major Property Owners, including Neighborhood and Homeowners Associations

Table 3. Public Outreach/Coordination Meetings

Meeting Date	Organization
November 12, 2020	Early coordination meeting with MDOT SHA
November 20, 2020	Early coordination meeting with NCPC
December 17, 2020	Informational Meeting with NCPC
January 4 – February 11, 2021	Pre-Recorded Scoping Meeting
February 4, 2021	Informational Briefing with NCPC
February 22, 2021	NCPC Staff Coordination Review/Tour with NCPC
February 24, 2021	Prince George's County Coordination Meeting
March 24, 2021	Consulting Party Meeting 1
April 28, 2021	Consulting Party Meeting 2
April 29, 2021	Informational Briefing with NCPC
May 5, 2021	TIS/TMP Informational Meeting – Prince George's County & MDOT SHA
June 1, 2021	Informational Briefing with Prince George's County
June 23, 2021	Virtual Public Hearing on EIS
July 8, 2021	M-NCPPC and Prince George's County Planning Board Hearing
August 10, 2021	Informational Briefing with NCPC
September 2, 2021	NCPC Draft Master Plan Approval Hearing

7.5.2 Section 106 Consultation

GSA has consulted with various stakeholder agencies and organizations pursuant to Section 106 of the National Historic Preservation Act (NHPA) which requires Federal agencies to afford Consulting Parties a

reasonable opportunity to comment. If evaluation of an undertaking's impacts results in a finding of adverse effect on the historic property, the proponent Federal agency would continue consultations to address those effects. On February 4, 2020, GSA submitted Determination of Eligibility to the Maryland Historical Trust (MHT). The MRC was evaluated in relation to historic contexts established in the *Maryland Preservation Plan*, including agriculture, economy and industry, and African American heritage under NHPA Criterion A, as well as with Criteria B and C. In addition, a Phase I Archaeological survey evaluated the site's eligibility under Criterion D. GSA determined that the property lacks sufficient significance and integrity to qualify as an eligible property for the National Register of Historic Places (NRHP) under Criteria A, B, and C. GSA determined that one archaeological site on the East Parcel was potentially eligible for listing on the NRHP under Criterion D. On March 4, 2021, the MHT concurred with GSA's findings and determined that the Master Plan is unlikely to affect archaeological sites. Therefore, GSA and FDA determined that no historic structures or archaeological resources will be affected by implementation of the Master Plan.

In connection with the MRC Master Plan, GSA has been consulting with the Advisory Council on Historic Preservation (ACHP), the MHT, and other Consulting Parties under Section 106 of the NHPA. GSA participated in ongoing consultation under the NHPA Section 106 process with numerous agencies and organizations, including the following:

- MHT
- NCPC
- ACHP
- Maryland Commission on Indian Affairs
- Prince George's County Planning Department – Historic Preservation Office
- Maryland Army-National Guard
- South Laurel Water Pumping Station
- Prince George's County Council – District 1
- Rossville Community
- Laurel Historical Society
- Prince George's County Historical Society
- Montpelier Community Association
- Woodbridge Crossing Homeowners Association

8 Mitigation Measures Related to the Selected Alternative

Under NEPA, appropriate mitigation measures that have not already been included in the proposed action or alternative should be addressed. As required by 40 CFR 1508.20, mitigation measures recommended to be implemented as part of the MRC Master Plan (per 40 CFR 1505.2[c]) and best management practices (BMPs) required to maintain compliance with Federal and local environmental laws and regulations are presented in the following sections. All practicable means of avoiding or minimizing environmental harm from the Selected Alternative were adopted through the following program of mitigation, monitoring, and enforcement. It should be noted that because this is a long-term Master Plan, the mitigation outlined in **Table 4** will occur over a period of time as the phases of the Master Plan are implemented.

Table 4. Mitigation Measures for the Selected Alternative

Resource Area	Mitigation Measure
Topography & Soils	Geotechnical Engineering Studies will be conducted prior to construction. Soil stabilization measures will be designed to account for erosion potential. Erosion and Sediment Control Plan will be developed. BMPs including, but not limited to silt fencing, construction sequencing and seeding of exposed soils will be implemented. Construction contractor will be required to implement and maintain erosion and sediment control measures until construction is complete and vegetation is established. An environmental monitor will be onsite during construction on steep slopes to inspect erosion and sediment control and slope protection measures to ensure these measures are working appropriately. Soils that cannot be used on site will be trucked to an approved facility designed to receive construction soils.
Groundwater Quality & Hydrology	Implementation of infiltration devices to capture stormwater before it flows into storm sewers or streams. Geotechnical engineering studies will be conducted to verify stormwater and groundwater conditions at the site. Buildings will be designed and constructed to prevent groundwater intrusion.
Water Resources	BMPs including silt fencing, erosion matting, sediment traps, sediment basins, and revegetation will be implemented. Stormwater Management and Erosion & Sediment Control Plans will be developed and submitted to MDE for approval at each Phase of development. All disturbed areas will be revegetated, where possible. Streams and wetlands restored to pre-construction conditions to the maximum extent practicable including contour and elevation restoration, revegetation with native species, streambank stabilization, and stream substrate replacement. Obtain authorization under Section 404/401 of the CWA. Obtain authorization under Maryland's Wetlands and Waterways Regulations. Provide for compensatory mitigation for permanent wetland impacts of 5,000 sf or greater and 200 lf or greater of streams. A restoration plan will be developed that outlines measures to be implemented for temporary impacts to streams and wetlands. A restoration plan that outlines measures to be implemented for temporary impacts to streams and wetlands will be developed.
Stormwater	Development of an Impervious Restoration Work Plan under the MDE NPDES MS4 permit.

Resource Area	Mitigation Measure
	Reduce or treat 20 percent of existing impervious area, outside limits of new development. ESD strategies will be implemented. LEED® and SITES™ points for stormwater management will be pursued for each building. LID strategies will be employed in accordance with the Technical Guidance on Implementing the Stormwater Runoff requirements for Federal Projects under EISA. Stormwater management strategies will be incorporated into the site as amenities and spatial drivers will be pursued. Stormwater runoff will be conveyed to new non-structural ESD/LID/BMP facilities. Office buildings will maximize the use of rooftop rainwater harvesting as well as green roofs. Outfalls to Beaverdam Creek will be non-erosive. NOI will be filed and NPDES General Permits will be required for construction of all new work. BMPs such as silt fencing, erosion matting, inlet protection, sediment traps, sediment basins, and revegetation of exposed sediment will be implemented. Stormwater management plans and sediment and erosion control plans will be prepared for all the new work on site and submitted to MDE for review and approval prior to the construction of each phase. Per MDE requirements only 20 acres of ground will be disturbed at any time. All disturbed areas will be permanently revegetated and stabilized following construction. Temporary impacts to streams and wetlands will be restored to pre-construction conditions to the maximum extent practicable following construction, including contour and elevation restoration, revegetation with native species, streambank stabilization, and stream substrate replacement. A downstream analysis will be required to determine whether Overbank Flood Protection (10-year storm) or Extreme Flood Protection (100-year storm) will be required.
Vegetation	BMPs including, but not limited to tree protection fencing and root pruning for trees with critical root zones within the construction area will be utilized. A Woodland Forest Conservation Plan will be developed to comply with the Prince George's County *Woodland Protection and Planning Law* (PG Co. Code Section 5B-119). NCPC's *Tree Preservation and Replacement Policy*, the *Prince George's County Woodland and Wildlife Habitat Conservation Ordinance*, and/or the *Maryland Forest Conservation Act* (COMAR 8.19) policies will be followed. Construction fencing and matting to prevent soil compaction will be utilized. Areas that are not to be developed will not be used for equipment, parking, and other construction related activities unless no other alternatives are feasible. Invasive species will be removed and replanted with native species.

Resource Area	Mitigation Measure
	GSA/FDA will consider impacts to birds in building design, such as reducing impacts from lighting and window strikes.
Wildlife	Construction fencing will be used to protect wildlife from entering active construction areas. Larger wildlife species will be removed from the construction zone prior to installing fencing to prevent isolating animals within the fenced area. Landscaping with native species and with species that provide habitat and food sources. A pre-construction survey will be performed to determine the presence of nests of migratory birds that have the potential to occur in the study area. If nests are identified, FDA will avoid vegetative clearing during the nesting period for those species. Trees removed for construction will be replaced. Forest clearing will occur outside the roosting periods for the northern long-eared bat.
Coastal Zone Management	Stormwater quantity and quality control measures will be designed and implemented in accordance with local, state, and Federal regulations. BMPs will be implemented to minimize soil erosion and stormwater pollution. Stormwater management and Erosion and Sediment Control plans will be prepared and submitted to MDE for review and approval prior to construction. All disturbed areas will be permanently revegetated and stabilized following construction to prevent further erosion. A Forest Conservation Plan will be developed to comply with Prince George's County Woodland Protection and Planning Law (PG Co. Code Section 5B-119), and the Maryland State Forest Conservation Act (COMAR 8.19). Removed trees will be replaced following a ratio as outlined in local, state, and Federal regulations to mitigate coastal zone impacts to vegetation and habitat. Forest clearing will occur outside the roosting periods for the northern long-eared bat. A pre-construction survey will be performed as a best practice to determine the presence of nests of migratory birds that have the potential to occur in the study area. Any hazardous substances generated during construction or from the operation of new facilities will be disposed of at an MDE-permitted facility or a facility that provides and equivalent level of environmental protection.
Cultural Resources	No mitigation measures required.
Viewsheds	No mitigation measures required.
Land Use Planning & Zoning	No mitigation measures required.
Community Facilities	No mitigation measures required.

Resource Area	Mitigation Measure
Safety & Security	A health and safety plan will be put in place to protect construction workers from potential construction hazards and any potential environmental contamination. Employees, support staff, and visitors will not have access to construction zones. Measures that are taken to provide a secure campus include: A 50-foot security buffer between roads and buildings, extending and enhancing perimeter fencing to accommodate the new development, access control equipment, intrusion detection devices, site lighting, and security-controlled pathways.
Economy & Employment	No mitigation measures required.
Environmental Justice	All construction equipment powered by an internal combustion engine should be equipped with a properly maintained muffler. Air compressors will meet current USEPA noise emission standards. Newer model construction equipment should be used as much as possible since it is generally quieter than older equipment. Nighttime construction activities should be avoided, if possible. Portable noise barriers within the equipment area and around stationary noise sources should be established. Tools and equipment should be selected to minimize noise. Industrial silencers will be installed on stand-by generators. During the construction period, fugitive dust and particulate emissions will be mitigated via water and other dust suppressants as necessary. Employees will be encouraged to use public transportation. Carpool, vanpool, bicycle-to-work; the use of alternative “clean” fuels and non-polluting sources of energy will be used whenever possible. Use green building materials, construction methods, and building designs will be used to the maximum extent practicable. Measures taken to temporarily reduce the generation of emissions that contribute to O_3 formation will be taken. Natural gas heater usage will likely be limited during the summer months and when the weather is warmer.

Resource Area	Mitigation Measure
Air Quality	Water and other dust suppressants will be utilized to control fugitive dust. Carpool, vanpool, bicycle-to-work; the use of alternative "clean" fuels and non-polluting sources of energy will be used whenever possible. In response to Air Quality Action Days, measures to temporarily reduce the generation of emissions that contribute to O_3 formation will be taken. Natural gas heater usage will likely be limited during the summer months and when the weather is warmer.
Greenhouse Gases & Climate Change	FDA will reduce their carbon footprint by limiting the total number of new parking spaces to approximately 50 percent of the total increase of employees and by promoting use of mass transit and carpooling. FDA will minimize power generation requirements; and use green building materials, construction methods, and building designs to the maximum extent practicable. FDA will implement GSA's sustainability goals, including GHG reduction through improving building energy efficiency, and installing advanced and renewable energy technologies.
Noise	All construction equipment powered by an internal combustion engine should be equipped with a properly maintained muffler. Air compressors will meet current USEPA noise emission standards. Newer model construction equipment should be used as much as possible since it is generally quieter than older equipment. Nighttime construction activities should be minimized. Portable noise barriers within the equipment area and around stationary noise sources should be established. Tools and equipment should be selected to minimize noise. Industrial silencers will be installed on stand-by generators.
Traffic & Transportation	Pedestrian/Bicycle Enhancements Coordinate with Prince George's County to construct planned pedestrian and bicycle improvements on Muirkirk Road and Odell Road, such as bike lanes and sidewalks, or a multi-use pathway. Provide shower and locker facilities on campus that can be accessed by all employees. Provide sheltered bicycle racks near building entrances. Sheltered bicycle racks should also include tool and pump stations to allow employees to maintain their bicycles and/or electric bike charging capability. Design the site to be pedestrian and bicycle friendly by: Providing bicycle and pedestrian connections to Muirkirk Road.

Resource Area	Mitigation Measure
	Providing bicycle and pedestrian connections between all buildings and parking areas. Ensuring that all security entrances have pedestrian and bicycle access. Coordinating with Prince George's County to establish a bikeshare or scooter system along the proposed multi-use path and within the surrounding community with stations that include the MRC West Parcel transportation hub, the Muirkirk MARC station, the Brick Yard, Konterra (future), and other nearby destinations. Transit Connections Work with other nearby agencies and campuses to coordinate with WMATA, Maryland Transit Authority (MTA), and RTA to identify opportunities for new or improved transit service to the MRC West Parcel and surrounding agencies. Construct a transportation hub on campus that can accommodate buses, shuttles, transportation network companies, and future autonomous vehicles. Provide a shuttle connection to the Muirkirk Station. Explore the feasibility of providing a shuttle connection to the College Park Metrorail Station, and/or Greenbelt Metrorail Station. Keep and maintain a TMP, which will be updated every year.
Utilities	Buildings will be constructed and operated in accordance with EISA. Goal to achieve LEED® Gold certification and net zero energy and water usage for all new buildings on the MRC West Parcel. Sustainable design and energy conservation measures will include rooftop solar panels, active and passive solar techniques, high-efficiency lighting and occupancy sensors, modern and efficient heating and cooling equipment, natural ventilation systems, and ENERGY STAR® appliances.
Environmental Contamination	FDA will develop a plan for the proper handling and disposal of any unanticipated hazardous materials encountered. LBP and ACM surveys will be conducted prior to the demolition of the BRF. Spent materials such as batteries, aerosol cans, and fluorescent lights will be disposed of properly.
Waste Management	The Master Plan will be implemented in accordance with CEQ's Guiding Principles for Sustainable Federal Buildings (CEQ, 2020). Goal to achieve LEED® Gold certification and net zero energy and water usage for all new buildings on the MRC West Parcel. A minimum of 50 percent of demolition and construction waste will be diverted from landfills during implementation of the Master Plan. Building materials, products, and supplies will be reused or recycled to the maximum extent practicable.

Resource Area	Mitigation Measure
	Waste collection, recycling, and composting programs implemented by GSA will continue. At least 50 percent of non-hazardous waste will be diverted from landfills through reuse, recycling, and composting. The MRC West Parcel will follow GSA's Green Purchasing Plan. Hazardous and chemical wastes will be disposed of at an EPA-approved waste management facility such as the Annapolis Junction Recycling and Transfer Station.

8.1 Mitigation Measures Outside the Jurisdiction of GSA

Major roadway improvements will be required at some of the intersections to bring them to acceptable levels of service under the Selected Alternative. GSA will coordinate with the MDOT SHA and Prince George's County to determine how and when the State and the county should adopt the mitigation measures without jeopardizing ongoing or future projects in the county. Although mitigation measures were considered at all study intersections in Traffic Impact Assessment to address operational deficiencies that are present today and that will be present when the Master Plan gets implemented, the proposed additional growth at the MRC West Campus has a limited effect on roadway operations as traffic spreads out on the network from the site. The following mitigation measures will require additional coordination with Prince George's County and/or MDOT SHA: roadway improvements near the campus, public transit connections, and park-and-ride facilities near major interchanges within the vicinity of the Campus.

Additionally, the Konterra Town Center – East development, approved in 2009 but has not been started, was included in the Transportation Impact Assessment. This development is anticipated to generate a significant number of trips. Therefore, prior to the implementation of any of the mitigation measures west of the US 1 corridor, the status of the Konterra Town Center development should be re-evaluated by MDOT SHA. It is likely that many of the mitigation measures will not be required if the Konterra Town Center development does not proceed.

9 Record of Decision Approval

This ROD documents the specific components of my decision and the rationale for my decision. This decision is based on information and analyses contained in the FDA MRC Master Plan Draft EIS issued in June 2021, the FDA MRC Master Plan Final EIS issued in April 2023, and the comments of the Federal and State agencies, stakeholder organizations, members of the public, and elected officials, and other information in the Administrative Record.

DocuSigned by:
Melanie Gilbert
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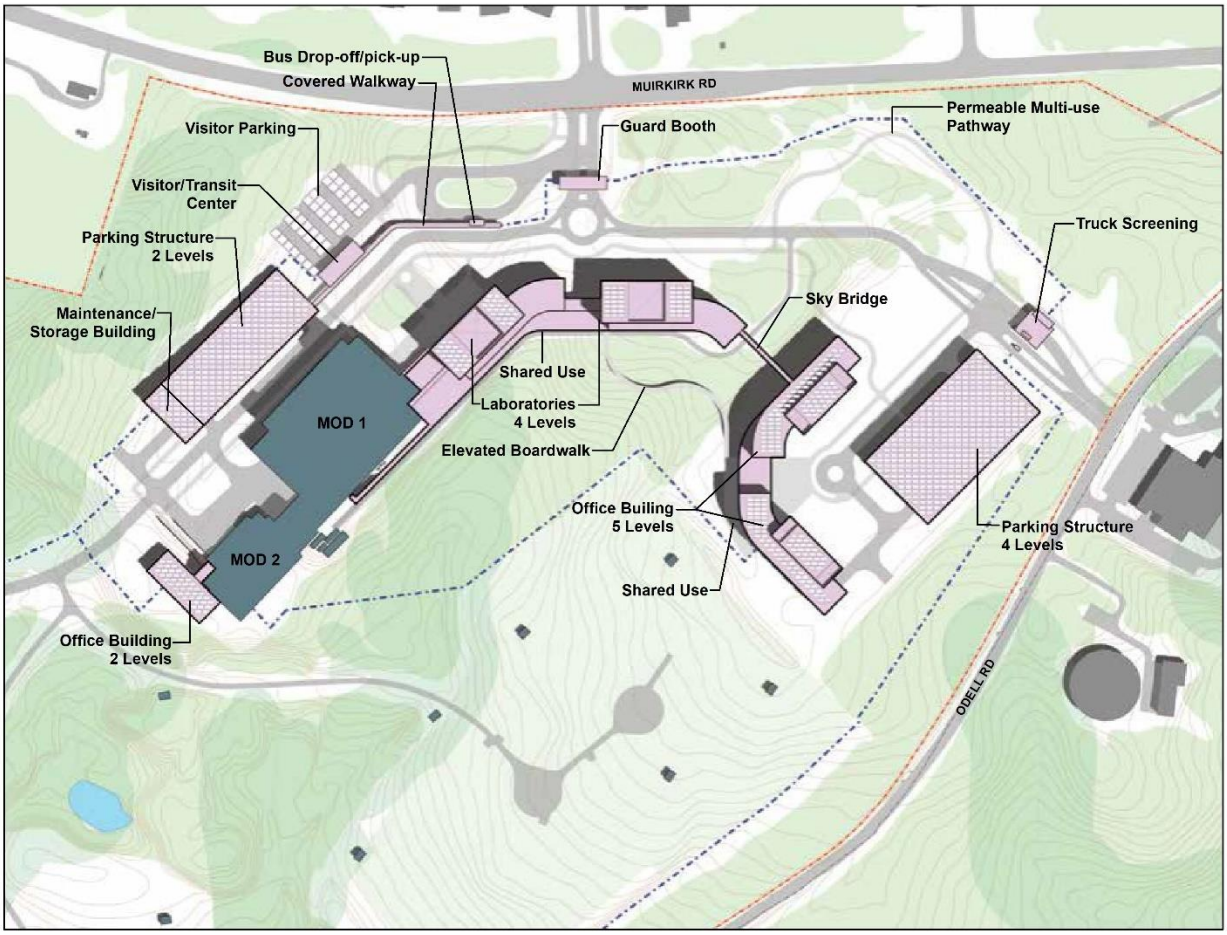
7/6/2023

Melanie F. Gilbert
Regional Commissioner
Public Buildings Service
U.S. General Services Administration

Date

Appendix A. Selected Alternative Figure



Appendix B. Responses to Comments and Errata on the Final EIS for the 2023 U.S. Food and Drug Administration Muirkirk Road Campus Master Plan in Laurel, Maryland

	Commentor	Comment	Response
1	EPA	EPA supports the environmental stewardship goals of the MRC Master Plan, including protection of the tree canopy, maintaining biodiversity, and minimizing runoff as well as zero net energy and water usage and LEED® Gold certification for all new buildings. We encourage the use of Environmental Site Design strategies and best management practices (BMPs), including installation of green roofs, rooftop rainwater capture and use, micro-bioretention and bioswales, and use of pervious pavement where feasible for hardscaping.	Comment noted.
2	EPA	As project design moves forward, we suggest that FDA and GSA continue to consider how campus development can minimize direct and indirect impacts to aquatic resources, water quality, and habitat.	As the Master Plan is implemented, GSA and FDA will continue to look for ways to minimize direct and indirect impact to aquatic resources, water quality, and habitat.
3	EPA	We support implementing a range of efforts to enhance access to the MRC West Parcel for pedestrian, bicycle, and transit commuters, including constructing facilities onsite, creating connections to bicycle and pedestrian trails, and working with nearby campuses and other partners on ride share, shuttle connections, or new or improved transit service.	Comment noted.
4	EPA	Maintaining erosion and sediment control BMPs will be critical to protect water quality during construction on steep slopes and in areas with severe erosion hazard soils. We recommend having an environmental monitor onsite during construction to inspect erosion and sediment control and slope protection measures and to correct issues rapidly.	An environmental monitor will be onsite during construction.
5	EPA	As detailed, minimizing construction of impervious surface is important to protect	Tables 4-8 and 4-15 provide the total of impervious surface for the entire MRC West Campus which is 197 acres and

		water quality. However, we note that the FEIS lacks clarity regarding the comparison of impervious surface among the alternatives. We suggest correcting or explaining the numbers throughout the FEIS. According to Table E-2, the net increase of impervious surface for Alternative A is 2.8 acres, Alternative B is 4.7 acres, and Alternative C is 4.8 acres. This table further indicates that the percentage increase in total impervious surface is 2.6%, 4.4%, and 4.5%, respectively. As outlined in Tables 4-9 and 4-16, the total proposed impervious cover is 12.9, 15.4, and 14.4 acres, respectively. However, Table 4-8 and 4-15 suggest that total impervious cover area and percent is substantially higher in Alternative A and C than B; these do not seem to be consistent with Tables E-2, 4-9, and 4-16 and Figures 4-10 through 4-12.	includes the 52 acres of existing office and laboratories, 32 acres of pastures, and 113 acres for the Animal Research Facility. Therefore, the net increase of impervious surface for entire MRC West Campus for Alternative A is 2.8 acres, for Alternative B is 4.7 acres, and for Alternative C is 4.8 acres. The percentage of increase in impervious surface was miscalculated. Therefore, Tables 4-8 and 4-15 have been updated.
6	EPA	As design and construction move forward, we advocate for continued engagement with the surrounding community to receive feedback and address concerns that may arise from the proposal, especially in the adjacent and nearby block groups that may be communities with Environmental Justice concerns.	Comment noted.
7	EPA	As part of site development, new utilities will be constructed and relocated. We appreciate that storm and sanitary sewer lines are expected to be located along existing roadway and recommend that impact minimization from utilities be fully considered as the expansion moves forward. We recommend indicating if additional NEPA analysis is expected for utilities or other project components.	As individual projects are ready to be implemented, GSA and FDA will determine if the project will require additional NEPA analysis.
8	NCPC	In general, the final EIS responds to NCPC's draft EIS comments and the Commission's comments on the draft Master Plan. In particular, the preferred alternative, Alternative B, would avoid or minimize adverse	Comment noted.

		environmental impacts in a configuration that achieves programmatic needs. Further, the Transportation Management Plan (TMP) seeks to provide a 1:2 parking ratio by 2030, largely by way of enhanced telework policies.	
9	NCPC	Therefore, staff recommends continued coordination with state and local stakeholders to ensure the implementation of applicable mitigation measures occurs prior to, or in conjunction with, the implementation of the improvements at the FDA MRC. For example, the FDA and GSA should continue to coordinate closely with Prince George's County on the implementation of a pedestrian and bicycle improvements on Murikirk Road that connects the MRC with the MARC Muirkirk Station, which would enhance the last-mile connection between this transit station and the campus for MARC train commuters. Further, the FDA and GSA should complete coordination with adjacent federal agencies, including the Bureau of Engraving and Printing (planned) and the Beltsville Agricultural Research Center (BARC), on the extension of the existing BARC shuttle to the nearby Greenbelt Metro station prior to the review of the third phase of development, which anticipates the full-site population of 1,800 employees.	GSA and FDA will continue to work with state and local stakeholders throughout the implementation of the Master Plan.

Errata Sheet for the 2023 U.S. Food and Drug Administration Muirkirk Road Campus Master Plan in Laurel, Maryland

Tables 4-8 and 4-15 of the 2023 Final EIS have been corrected in blue with the following numbers:

	No-Action Alternative	Alternative A	Alternative B	Alternative C
Additional Impervious Cover (Acres [Ac])	0.0	9.7	7.2	9.5
Existing Impervious Surface to be Removed (Ac)	0.0	6.9	2.5	4.7
Net Increase of Impervious Surface (Ac)	0.0	2.8	4.7	4.8
Total Impervious Cover for entire MRC West Parcel (Ac)	19.7	22.5	24.4	24.5
Percentage Increase for the Entire MRC West Parcel	0.0%	1.4%	2.4%	2.4%
Total Percentage of Impervious Surface for Entire MRC West Parcel	10.1%	11.6%	12.5%	12.6%

The impact analysis within Section 4.4 Water Resources and Section 4.6 Stormwater would not change.

Appendix C. FDA Adoption of the Final EIS and ROD Prepared by GSA

Adopting the U.S. General Services Administration's Final Environmental Impact Statement and Record of Decision for the U.S. Food and Drug Administration Muirkirk Road Campus Master Plan in Laurel, Maryland

This U.S. Food and Drug Administration (FDA) formally adopts the April 2023 Final Environmental Impact Statement (EIS) for the U.S. FDA Muirkirk Road Campus Master Plan in Laurel, Maryland completed by the U.S. General Services Administration (GSA). FDA concurs with the selection of Alternative B as described in the GSA's May 2023 Record of Decision (ROD). As identified in 40 CFR 1506.3(a), "An agency may adopt a Federal draft or final environmental impact statement, environmental assessment, or portion thereof, or categorical exclusion determination provided that the statement, assessment, portion thereof, or determination meets the standards for an adequate statement, assessment, or determination under the regulations in this subchapter" The FDA affirms that the U.S. GSA Final EIS meets all requirements of the Council of Environmental Quality (CEQ), U.S. Department of Health and Human Services (DHHS), and FDA for preparation of an EIS.

The FDA was a Cooperating Agency in the preparation of the Final EIS. Per 40 CFR 1506.3(b)(2), the FDA adopts the Final EIS without re-circulating, as the FDA has concluded that its comments and suggestions were incorporated during the National Environmental Policy Act (NEPA) process.

Therefore, I hereby approve adoption of the U.S. GSA's decision for the selection of Alternative B and associated mitigation documented in the GSA's ROD for the U.S. FDA Muirkirk Road Campus Master Plan located in Laurel, Maryland.

James M. Sigg -S

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Date: 2023.05.25 13:41:43 -04'00'

May 25, 2023

Jim M. Sigg — Date

Deputy Commissioner for Operations/Chief Operating Officer
United States Food and Drug Administration