

Springfield Alternative



Springfield Alternative

- Approximately 58 acres.
- Owned by GSA.
- Main Building Developable Area: 9.3 acres.
- A substation would not be required.
- Assumed main building height: Up to 12 stories/180 feet tall.
- Visitor Parking: 145 spaces.
- Employee Parking: 2 8-story structures containing approximately 3,600 employee parking spots.
- Currently houses GSA warehouse and a tenant agencies.
- Three-tenths of a mile from the Joe Alexander Transportation Center- the southern terminus station on the Metrorail Blue line also served by the Yellow line during rush hour. It is well served by regional and local bus routes, and the Virginia Railway Express (VRE) commuter train providing service between Fredericksburg and Washington, D.C.
- Site would be accessed via an extension of Frontier Drive. Trucks would access the site from Loisdale Road.
- Shuttle bus service would be provide to and from Joe Alexander Transportation Center.
- The FBI has recently completed a more detailed analysis of employee commuting patterns that, along with other factors, points to a need for more parking spaces. The final EIS will reflect an updated traffic impact analysis and mitigation plan as necessary.

Springfield Alternative Impacts

	BENEFICIAL IMPACTS	NO MEASURABLE IMPACTS	ADVERSE IMPACTS	MAJOR ADVERSE IMPACTS
SHORT-TERM IMPACTS	<ul style="list-style-type: none"> • Terrestrial Species • Employment & Income • Taxes 	<ul style="list-style-type: none"> • Surface Water • Wetlands & Floodplains • Aquatic Species • Special Status Species • Zoning • Archaeological • Historic Resources • Population & Housing • Taxes • Schools & Community Services* • Recreation & Other Community Facilities* 	<ul style="list-style-type: none"> • Topography & Soils • Hydrology • Terrestrial Species • Public Health & Safety • Public Transit - Bus Operations • Traffic - Intersections • Noise • Air Quality • Electric Power 	
LONG-TERM IMPACTS	<ul style="list-style-type: none"> • Hydrology & Groundwater • Vegetation • Terrestrial Species • Land Use • Employment & Income • Taxes • Hazardous Materials • Pedestrian Network • Stormwater Management 	<ul style="list-style-type: none"> • Environmental Justice • Protection of Children • Bicycle Network • Public Transit Capacity • Parking • Truck Access • Water Supply • Wastewater Collection & Treatment • Natural Gas • Telecommunications <p>* Indicates that there is insufficient information to assess impacts.</p>	<ul style="list-style-type: none"> • Geology • Vegetation • Terrestrial Species • Land Use • Visual Resources • Public Transit - Bus Operations • Traffic - Intersections • Global Climate Change/Greenhouse Gases • Air Quality 	<ul style="list-style-type: none"> • Traffic - Corridors

Springfield No-action Alternative Impacts

Under the No-action Alternative, FBI HQ staff and operations would remain dispersed at JEH and other leased facilities without consolidation at a new permanent location. The Springfield site would continue to operate as a GSA warehouse facility; there would be no major changes from the existing condition.

Under the Springfield No-action alternative, there would be no measurable impacts and/or there is insufficient information to assess impacts for all resources areas except those identified below.



BENEFICIAL IMPACTS

- Pedestrian Network
- Bicycle Network
- Parking
- Truck Access



ADVERSE IMPACTS

- Traffic - Intersections