

U.S. Department of Labor Bureau of Labor Statistics Relocation

Final Environmental Assessment



Prepared by:



**The U.S. General Services
Administration**

With Technical Assistance from:



October 2020

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Final Environmental Assessment

Responsible Agency:

U.S. General Services Administration

National Capital Region
1800 F Street, NW
Washington, DC 20405

U.S. Department of Labor Bureau of Labor Statistics Relocation

Abstract

The U.S. General Services Administration (GSA), National Capital Region, in cooperation with the U.S. Department of Labor, Bureau of Labor Statistics (BLS), has prepared this Environmental Assessment (EA) for the relocation of BLS from the Postal Square Building, located at 2 Massachusetts Avenue, NE, Washington, DC, to the Suitland Federal Center (SFC), located at 4600 Silver Hill Road in Suitland, Maryland. GSA is proposing to relocate approximately 1,800 BLS employees to the SFC. The proposed BLS relocation project would upgrade existing building systems, renovate office space, and improve exterior land uses to support the co-location of three Federal agencies, namely BLS, the U.S. Bureau of Economic Analysis (BEA), and the U.S. Census Bureau (Census) within the SFC at the Suitland Federal Center Campus. The proposed action is intended to provide an efficient interior design that allows for approximately 367,000 rentable square feet (RSF) at the SFC for BLS.

This EA has been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended. Probable environmental impacts and potential mitigation measures have been identified for the action alternative - relocation of the BLS to the SFC - and the No Action Alternative.

Questions or written comments regarding the EA must be postmarked no later than **October 8, 2020**, and sent to the following address:

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List of Acronyms

ACHP	Advisory Council on Historic Preservation
ACOE	United States Army Corps of Engineers
ACS	American Community Survey
AADT	Annual Average Daily Traffic
AEMS	Advanced Emergency Medical Services
AM	Ante Meridiem
AST	Aboveground Storage Tank
BEA	Bureau of Economic Analysis
BLS	Bureau of Labor Statistics
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CZM	Coastal Zone Management
CZMA	Coastal Zone Management Act of 1972
DC	District of Columbia
DHS	U.S. Department of Homeland Security
EA	Environmental Assessment
ECOS-IPaC	Environmental Conservation Online System – Information for Planning and Consultation
EIS	Environmental Impact Statement
EMS	Emergency Medical Services
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FDA	Food and Drug Administration
FR	Federal Register
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FOB	Federal Office Building
GHG	Greenhouse Gas
GSA	United States General Services Administration
HCM	Highway Capacity Manual

HVAC	Heating, Ventilation, & Air Conditioning
IRS	Internal Revenue Service
LED	Light-Emitting Diode
LOS	Level of Service
MDC	Maryland Department of Commerce
MDE	Maryland Department of Environment
DHCD	Maryland Department of Housing and Community Development
MD DNR	Maryland Department of Natural Resources
MDOT SHA	Maryland Department of Transportation State Highway Administration
MHT	Maryland Historical Trust
M-NCPPC	Maryland-National Capital Park and Planning Commission
MOU	Memorandum of Understanding
MPD	Metropolitan Police Department
MSA	Metropolitan Statistical Area
MSAT	Mobile Source Air Toxics
MWCOG	Metropolitan Washington Council of Governments
NAAQS	National Ambient Air Quality Standards
NASA	National Aeronautics and Space Administration
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NMIC	National Maritime Intelligence Center
NO₂	Nitrogen Dioxide
NOAA	National Oceanographic and Atmospheric Administration
NRHP	National Register of Historic Places
O₃	Ozone
Pb	Lead
PBS	Public Buildings Service
PEPCO	Potomac Electric Power Company
PM_{2.5}	Fine Particulate Matter (particles with a diameter of 2.5 micrometers and smaller)
PM₁₀	Particulate Matter (particles with a diameter of 10 micrometers or less)
PSA	Police Service Area
RCRA	Resource Conservation and Recovery Act
RSF	Rentable square footage

Sf	Square Footage
SFC	Suitland Federal Center
SFCC	Suitland Federal Center Campus
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO₂	Sulfur Dioxide
SPCC	Spill Prevention Control & Countermeasure
U.S.	United States
U.S.C.	United States Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
v/c	Volume to Capacity
WMATA	Washington Metropolitan Area Transit Authority
WSSC	Washington Suburban Sanitary Commission

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1.0 Introduction

The U.S. General Services Administration (GSA) has prepared this Environmental Assessment (EA) to assess and report potential impacts resulting from the relocation of approximately 1,800 employees of the U.S. Department of Labor’s Bureau of Labor Statistics (BLS) from leased space in Washington, DC, to the Suitland Federal Center (SFC) in Suitland, MD.

The National Environmental Policy Act (NEPA) requires Federal agencies to prepare an EA to determine if an action has the potential to significantly affect the quality of the human environment. GSA has prepared this analysis in cooperation with BLS to disclose to the public the potential environmental impacts that the relocation of BLS employees to the SFC may have on the human environment, including impacts to the economy and employment, community facilities and services, safety and security, traffic and transportation, air quality, utilities, and waste management.

In addition, GSA is integrating the Section 106 consultation process, as required by the National Historic Preservation Act (NHPA), with the NEPA process. GSA is using this EA to provide information regarding potential adverse effects to historic resources that may result from the proposed lease consolidation.

The public is encouraged to review this document to learn more about the proposed BLS relocation and its potential impacts. The public is also encouraged to provide comments on the EA.

Written comments on the EA may be sent to:

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COOPERATING AGENCIES

Cooperating agencies, as defined by 40 CFR §§1501.6 and 1508.5, are Federal agencies other than the lead agency which have jurisdiction by law or special expertise with respect to any environmental impact under the proposed action. BLS is acting as a cooperating agency for this EA. BLS’ role as a cooperating agency is to participate in the NEPA process, provide information and environmental reviews, and make staff available to support the NEPA process at its own expense.

1.1 What is GSA Proposing?

GSA is proposing to relocate approximately 1,800 BLS employees from the Postal Square Building at 2 Massachusetts Avenue, NE, Washington, DC, to the SFC in Suitland, Maryland (**Figure 1**). The proposed BLS relocation project would upgrade existing building systems, renovate office space, and improve exterior land uses to support the co-location of three Federal agencies, namely BLS, the U.S. Bureau of Economic Analysis (BEA), and the U.S. Census Bureau (Census) within the SFC. The proposed action is intended to provide an efficient interior design that allows for approximately 367,000 rentable square feet (RSF) at the SFC for BLS.

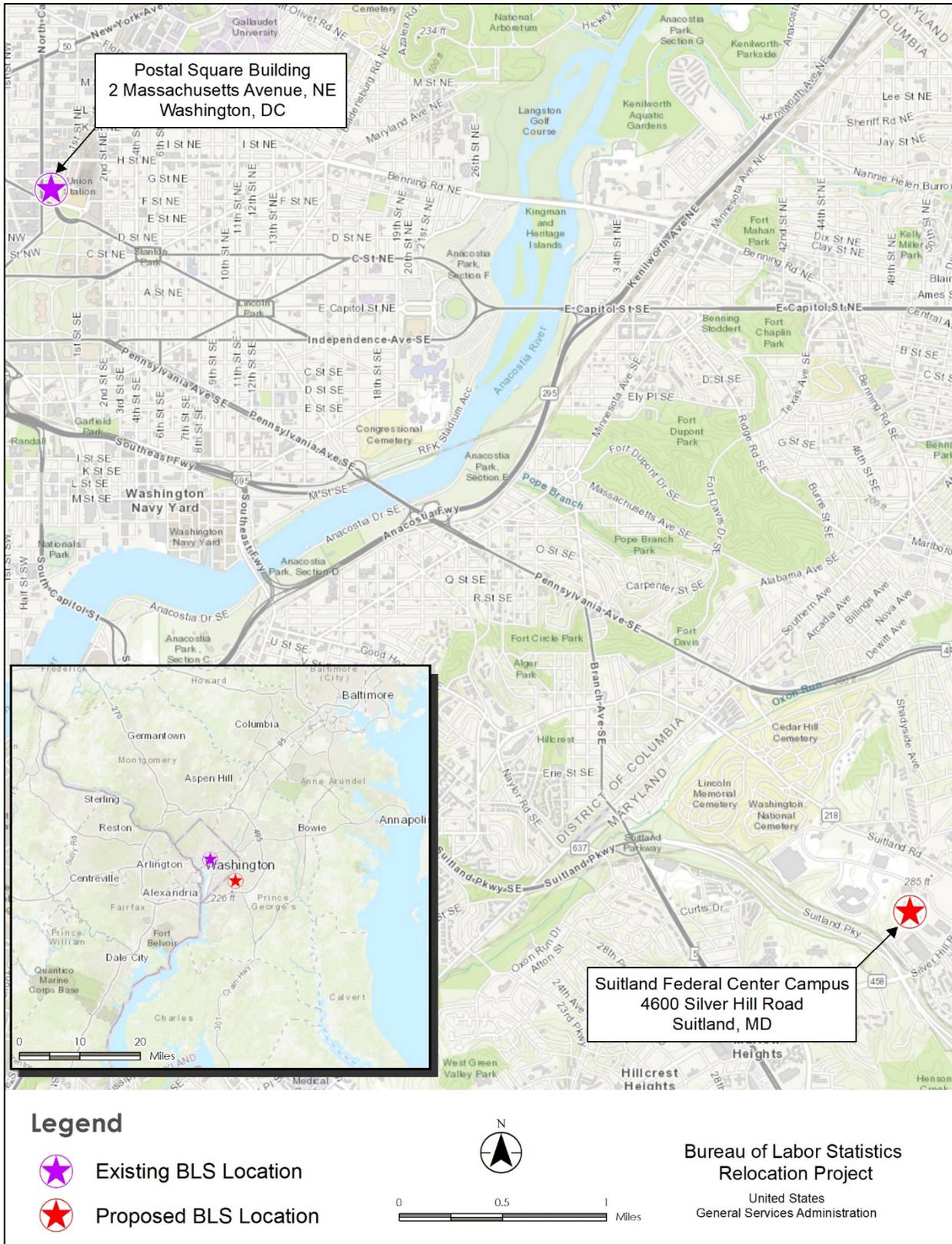


Figure 1. BLS Existing and Proposed Locations

1.2 What is the Purpose for Relocating the BLS?

The purpose of the proposed action is to relocate BLS to the Suitland Federal Center Campus (SFCC). The proposed investment in, and space optimization of, the North and South buildings at the SFC will facilitate the achievement of more efficient utilization rates for all three Federal organizations, and reduce rental payments made by BLS, Census, and BEA.

1.3 Why Does the BLS Need to be Relocated?

The relocation of BLS is needed to meet the requirements set forth in the U.S. Office of Management and Budget (OMB) Memorandum M-12-12, which requires the Federal Government to reduce its overall footprint and look at Federal space first before seeking out other leases.

1.4 Relevant Environmental Laws and Regulations

1.4.1 What is NEPA and the NEPA Process?

NEPA is the nation’s legislative charter for protection of the environment. NEPA requires Federal agencies to consider environmental impacts of their actions during planning and decision-making. Federal agencies must prepare an EA if the significance of the impacts that may result from the proposed action is unknown. GSA’s EAs and other NEPA documents are prepared in accordance with the Council on Environmental Quality (CEQ) regulations for implementing NEPA (40 Code of Federal Regulations CFR Parts 1500-1508), GSA Order ADM 1095.1F – Environmental Considerations in Decision Making, and the Public Buildings Service (PBS) NEPA Desk Guide (October 1999).

Public involvement is an important part of the NEPA process. Title 40 CFR Part 1500.1(b) states, in pertinent part, “NEPA procedures must ensure that environmental information is available to public officials and citizens before decisions are made and before actions are taken.” By involving citizens, stakeholder groups, and local, state, and Federal agencies, GSA can make better informed decisions.

“Scoping” is a tool to be used at the beginning of the NEPA process for identifying the issues that should be addressed in the EA and Section 106 processes.

Scoping allows the public to help define priorities and express stakeholder and community issues to the agency through written comments. GSA initiated the public involvement processes through the distribution of scoping letters to local, state, and Federal agencies, elected officials, and other interested parties. The scoping period for the proposed action was open from February 23, 2020 through March 23, 2020. GSA received six comments during the scoping period. The key issues identified during scoping included the following:

NEPA PUBLIC INVOLVEMENT PROCESS

Scoping

March 2020

Publication of Final EA

October 2020

Decision Document

October 2020

- Community Facilities
- Increased traffic
- Increase/change in commute
- Parking
- Additional recreational facilities

Comments received during the scoping period were considered during the development of the EA (**Appendix A**). Through the NEPA process, the public has had and will continue to have opportunities to comment on the BLS relocation.

1.4.2 What is Section 106 of the National Historic Preservation Act?

The NHPA governs Federal agencies in their handling of historic properties. Section 106 of the NHPA requires Federal agencies to consider the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation (ACHP), as well as interested consulting parties, a reasonable opportunity to comment. Under the historic preservation review process mandated by Section 106 as outlined in regulations issued by the ACHP (36 CFR Part 800), GSA must evaluate the undertaking to determine if it is a type of activity that could affect historic properties, which are defined as any district, site, building, structure, or object listed in or eligible for listing in the National Register of Historic Places (NRHP).

The **National Register of Historic Places** is the nation's official list of cultural resources worthy of preservation. Properties listed in the register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 review encourages the preservation of historic properties; however, at times, impacts to historic resources cannot be avoided. When the Federal Government must impact cultural resources, it is required to consult with local, state, and Federal agencies responsible for historic preservation, local citizens, and groups with an interest in historic preservation. In a letter dated March 20, 2020, the Maryland Historical Trust (MHT) concurred with GSA's finding of no adverse effect for this project. Additionally, GSA initiated consultation with the Delaware Nation and the Delaware Tribe of Indians. No responses have been received from either of these tribes. Please see **Appendix B** for all Section 106 correspondence. Additional information on GSA's consultation under Section 106 can be found in Section 3.2.8, Cultural Resources. The public is encouraged to comment on historic preservation issues during the public review period of this Final EA (June 30, 2020 – July 30, 2020).

1.4.3 What Other Environmental Laws and Regulations are Relevant to This Project?

As a Federal agency, GSA must comply with all applicable laws and regulations. GSA is incorporating compliance with these laws and regulations into its project planning and NEPA compliance. **Figure 2** provides a list of potentially applicable laws and regulations.

Statutes

- Clean Air Act of 1970 as amended (42 U.S.C. § 7401, et seq.)
- Clean Water Act of 1977 as amended (33 U.S.C. § 1251, et seq.)
- Comprehensive Environmental Response, Compensation and Liability Act of 1980 (42 U.S.C. § 9601, et seq.)
- Archaeological Resources Protection Act of 1979 (16 U.S.C. § 470aa-mm)
- Endangered Species Act of 1973 (16 U.S.C. § 1531-1544)
- Section 5 of the National Capital Planning Act of 1952 (82 P.L. 592; 66 Stat. 781, et seq.); (codified as amended at 40 U.S.C. § 8722(b)(1))
- Resource Conservation and Recovery Act of 1976 (42 U.S.C. § 6901, et seq.)
- National Energy Conservation Policy Act (42 U.S.C. § 8231, et seq.)
- Energy Independence and Security Act (42 U.S.C. § 17001, et seq.)
- National Historic Preservation Act of 1966 (16 U.S.C. § 470, et seq.) (89 P.L. 665 (1966)); (referred to herein as “Section 106”)
- Coastal Zone Management Act of 1972 (16 U.S.C. Chapter 33 § 1451, et seq.)

Regulations

- Council on Environmental Quality Regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508)
- 36 CFR 800 – Protection of Historic Properties
- 32 CFR 229 – Protection of Archaeological Resources: Uniform Regulations
- 40 CFR 6, 51, and 93 – Conformity of General Federal Actions to State or Federal Implementation Plans
- 33 CFR 320-330 – U.S. Army Corps of Engineers Regulations
- 40 CFR 300-399 – Hazardous Substance Regulations
- Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation (48 Federal Register 44716)

Executive Orders

- Executive Order 11593 – Protection and Enhancement of the Cultural Environment
- Executive Order 11988 – Floodplain Management
- Executive Order 11990 – Protection of Wetlands
- Executive Order 12898 – Environmental Justice
- Executive Order 13287 – Preserve America
- Executive Order 13327 – Federal Real Property Asset Management
- Executive Order 13589 – Promoting Efficient Spending
- Executive Order 13693 – Planning for Federal Sustainability in the Next Decade

Code of Maryland Regulation (COMAR)

- Erosion and Sediment Control (COMAR 26.17.01.00)
- Stormwater Management (COMAR 26.17.02)
- Floodplains (COMAR 26.17.03)
- Threatened and Endangered Species (COMAR 08.03.08)

Figure 2. Statutes, Regulations, Plans, and Executive Orders

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2.0 Alternatives Development

2.1 How did GSA Determine Potential Sites for the Relocation of BLS, and Were Any Sites Dismissed from Further Consideration?

The BLS' lease at the Postal Square Building at 2 Massachusetts Avenue, NE, Washington, DC will expire in May 2022. Before entering into a new lease, GSA first looked at existing Federal space for the relocation of BLS. GSA determined that providing efficient interior design with the Census North and South Buildings (constructed in 2006) currently occupied by Census and BEA at the SFC would provide for approximately 367,000 RSF. Following an evaluation of the BLS program of requirements, which itself reduces BLS' overall program footprint by approximately 40 percent, GSA engaged a feasibility study contractor to further evaluate the impact of BLS' relocation and the aggregate impacts of all existing tenant footprints at the SFC and building egress and infrastructure. The final anticipated BLS program and footprint currently appears to feasibly fit within the SFC. GSA has therefore not considered the evaluation of additional Federal properties for the accommodation of the 1,800 BLS employees currently at the Postal Square Building.

2.2 Alternatives Considered

2.2.1 What is the No Action Alternative and Why is it Considered?

NEPA requires Federal agencies to consider a No Action Alternative in their impact analysis. Evaluating the No Action Alternative provides a baseline for comparing the environmental impacts of the proposed action for the BLS relocation. Under the No Action Alternative, the relocation of the BLS to SFC would not occur. BLS would remain in its leased space in Washington, DC (approximately 709,000 RSF or approximately 509,000 useable square feet). A new lease would need to be negotiated with the current landlord. New lease costs in the same location are anticipated to increase because rates in the area have continued to trend upwards throughout the 30-year lease. The cost increase from rent in this area may place an additional burden on BLS' projected budget allocation for housing. No additional changes to current management, operations, and maintenance routines are anticipated to occur. It is assumed that the developer/owner of BLS' existing space would address necessary repairs as they arise. No changes would be made to the SFC.

2.2.2 What Action Alternative Has GSA Evaluated in This Document?

The proposed action assessed in this Final EA is the relocation of BLS from leased office space in Washington, DC, to the SFC located at 4600 Silver Hill Road in Suitland, Maryland (**Figure 3**). The proposed action includes the limited modification of existing building systems and renovation of office space to support the co-location of BLS, BEA, and Census at the SFC (**Figure 4**). The proposed action is intended to provide an efficient interior design that allows for approximately 367,000 RSF at the SFC for BLS. Other interior elements of the proposed action include:

- Replacing fluorescent lamps with high-efficiency light-emitting diodes (LEDs),
- Operable shade system and/or window films at south and west building elevations,
- Re-balancing and commissioning of all building mechanical systems, and

- Improving the efficiency of the Heating, Ventilation, and Air Conditioning (HVAC) system.

Site infrastructure would not be impacted, and demolition would remain entirely within the footprint of the building. Any exterior work would be determined by final analysis, but at most, would include temporary structures (e.g., trailers) to house the construction team and staging of construction materials. If possible, trailers will be set on existing impermeable areas.



Figure 3. Location of the Suitland Federal Center Campus



Figure 4: SFC North and South Buildings Within the Suitland Federal Center Campus

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3.0 Affected Environment and Impacts to the Human Environment

3.1 What is the Affected Environment and How Are the Impacts Evaluated?

This chapter of the EA describes the existing conditions of the human environment and the impacts the proposed BLS Relocation would have on the SFCC and surrounding area. The No Action Alternative and Action Alternative described in **Chapter 2.0, Alternatives Development**, would have varying impacts to natural resources, the social and economic environment, historic resources, and infrastructure (i.e., the transportation network and utilities).

The analysis is described in terms of direct, indirect, and cumulative environmental impacts. Direct impacts are caused by the proposed action and occur at the same time and place. For example, the increased construction waste would have a direct impact on waste management. Indirect impacts are caused by the proposed action and occur later in time or are farther removed in distance, but are still reasonably foreseeable. An example of an indirect impact would be the increase in traffic volumes on existing roadways due to a development activity. Cumulative impacts result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over time (40 CFR 1508.7–1508.8). An example of a cumulative impact is an increase in vehicular emissions from traffic generated by multiple developments in an area resulting in significant deterioration of air quality.

Potential impacts are described in terms of intensity, type, duration, and context (**Table 1**). Definitions for intensity thresholds for specific resources are provided in each section of this chapter. At the end of each resource area impact analysis, there is a discussion of measures that GSA would implement to minimize and/or mitigate impacts.

Table 1. Impact Intensity Thresholds

Impact Description	Definition
Intensity	<p>Negligible: The impact is not measurable or discernable from current conditions</p> <p>Minor: The impact is slight but detectable</p> <p>Moderate: The impact is readily apparent, and there would be a noticeable change from current conditions</p> <p>Major: The impact is severe, significant, and highly noticeable. Major impacts may be above a threshold of significance</p>

Impact Description	Definition
Geographic Context	<p>Site-specific: Impacts are limited to the Suitland Federal Center</p> <p>Local: Impacts extend beyond the Suitland Federal Center and affect the area within the general vicinity of the Suitland Federal Center</p> <p>Regional: Impacts affect a larger area such as Prince George’s County or the National Capital Region</p>
Duration	<p>Short-term: Lasting less than 1 year (temporary)</p> <p>Long-term: Lasting 1 or more years after construction</p>

The effects on the human environment were assessed using best available scientific studies, guidance documents, and other resources obtained from local, state, and Federal agencies. Resources used to analyze the impacts were obtained from local, state, and Federal agencies. These include, but are not limited to, the following:

- Federal Emergency Management Agency (FEMA) Floodplain Maps
- U.S. Army Corps of Engineers (ACOE) wetland manuals
- U.S. Fish and Wildlife Service (USFWS) threatened and endangered species lists
- Federal Highway Administration (FHWA) traffic guidance
- Environmental Site Assessments
- Prince George’s County community reports

A complete list of references is included in Chapter 4.

3.2 What Resource Issues Have Been Eliminated From Further Analysis?

As with any environmental analysis, there are resource issues that are dismissed from further analysis because the proposed action would cause a negligible or no impact to these resources. Therefore, these topics are briefly discussed and then dismissed from further analysis. Resources dismissed from further consideration in this Final EA are:

- Geology, Topography, and Soils
- Groundwater Hydrology and Quality
- Water Resources
 - Wetlands and Waterways
 - Stormwater Management
 - Floodplains
- Vegetation and Wildlife
- Coastal Zone Management
- Threatened, Endangered, and Sensitive Species
- Visual Quality
- Cultural Resources
- Climate Change

- Land Use Planning and Zoning
- Noise
- Population and Housing
- Environmental Justice
- Environmental Contamination

3.2.1 Geology, Topography, and Soils

Due to the minimal exterior work proposed as part of the BLS relocation, construction activities are not expected to impact geologic formations or the topography of the site. The SFCC, which is situated on what was historically a mix of forest and farmland, likely altered site topography during its initial development beginning during the early 1940s, construction of the Washington National Records Center and Heating Plant in the 1970s, development of the National Maritime Intelligence Center (NMIC) in the early 1990s, and buildout of the SFC North and South Buildings and National Oceanic and Atmospheric Administration (NOAA) Satellite Operations Facility in the early 2000s. Therefore, any changes caused by implementation of the proposed project would be negligible and occur on previously disturbed terrain.

Exterior work would entail, at most, temporary structures to house the construction team and staging of construction materials, which would be less than 5,000 square feet (sf) of earth disturbance. In the event exterior work requires disturbance of 5,000 sf or more (or 100 cubic yards or more), GSA would prepare a detailed Erosion and Sedimentation Control Plan prior to construction in accordance with the Maryland Department of Environment's (MDE) *Standards and Specifications for Soil Erosion and Sediment Control* and accompanying handbook (MDE, 2011). The development of this plan, with review and approval by the Prince George's County Soil Conservation District, would ensure that appropriate measures are employed to contain sediments within the project site. Following construction, natural stabilization methods would be used in disturbed areas to prevent erosion, promote infiltration of stormwater, and minimize invasive species establishment, resulting in impacts that would be negligible. Therefore, geology, topography, and soils have been dismissed from further analysis.

3.2.2 Groundwater Hydrology and Quality

Exterior work for the BLS relocation is expected to be on existing impervious areas. In the event that there would need to be an increase in impervious surface area, impacts to groundwater hydrology and quality would not be measurable. Project impacts, if any, would be negligible considering the highly developed nature of the Oxon Run watershed, in which the SFCC is located. A large amount of vegetated areas within the SFCC would continue to allow interactions between surface water and groundwater, including infiltration and groundwater recharge potential, at the site. Therefore, groundwater hydrology and quality have been dismissed from further analysis.

3.2.3 Water Resources

Wetlands and Waterways

The SFCC is in the Oxon Run watershed of the Middle Potomac River Basin (Maryland Department of Natural Resources [MD DNR], 2020a). Drainage channels within woodland preservation areas along the southern

boundary of the site connect existing stormwater best management practices (BMP) to an unnamed tributary that flows west along Suitland Parkway and drains into Oxon Run near Maryland's border with Washington, DC (Maryland-National Capital Park and Planning Commission [M-NCPPC], 2020). Direct surface connections to the Potomac River suggest these channels may be regulated as Waters of the United States by the ACOE in accordance with the Clean Water Act Section 404 Program and by MDE's Wetlands and Waterways. Nontidal wetlands may exist within woodland preservation areas along the southern boundary of the SFCC; however, no work is proposed in this area as part of the BLS relocation that would impact these resources. Due to the minimal exterior work (e.g., construction trailers and staging areas) proposed as part of the project, no impacts to potentially jurisdictional resources are anticipated. Therefore, wetlands and waterways have been dismissed from further analysis.

Stormwater Management

Stormwater at the SFC is collected by a system of inlets and underground pipes and conveyed to two existing stormwater BMPs (i.e., wet retention ponds). The pond adjacent to the remote delivery building (north of the North Building) includes a riser structure connected to an outfall pipe that discharges stormwater into the existing woodland preservation area west of the SFC. The pond at the southern end of the SFC does not appear to have a riser structure but an outlet pipe drains the pond through a system of outfall pipes that discharges stormwater into the same woodland preservation area. There is an existing stormwater pond at the north end of the Suitland Metro Station on Washington-Metropolitan Area Transit Authority (WMATA) property; however, based on a review of aerial photography and utility plans prepared by GSA, it is assumed stormwater from the SFC does not discharge into this pond.

In the event exterior work requires earth disturbance of 5,000 sf or more, GSA would implement sediment controls to minimize soil erosion and transport into Maryland and District of Columbia waterways. Permanent stormwater BMPs would also be incorporated into the design using Maryland's Stormwater Design Manual (MDE, 2009) if exterior work increases impervious surface requiring stormwater management. Following construction, natural stabilization methods would be used in disturbed areas to prevent erosion, promote infiltration of stormwater, and minimize invasive species establishment, resulting in negligible impacts. Therefore, stormwater management has been dismissed from further analysis.

Floodplains

According to FEMA Flood Insurance Rate Map Panels 24033C0230E and 24033C0235E, effective September 16, 2016, the SFCC falls within Flood Zone X, which is defined as an area of minimal flood hazard (FEMA, 2016). Therefore, floodplains have been dismissed from further analysis.

3.2.4 Vegetation and Wildlife

Vegetation within the SFCC consists primarily of landscape tree and shrub plantings, maintained lawns, and open meadows, some of which are in the location of buildings demolished between 2007 and 2011. Two woodland preservation areas are located along the southern boundary of the Campus outside of the security fence that surrounds the developed portions of the site. Streams and wetlands may exist within the woodland preservation areas that support aquatic biota and existing stormwater BMPs may support amphibians (e.g., frogs and toads). Other wildlife inside the security fence consists primarily of birds and

small mammals, such as squirrels, chipmunks, groundhogs, and raccoons. No vegetation would be removed as part of the exterior work proposed as part of the BLS relocation. Any terrestrial and aquatic wildlife in the area would only be affected temporarily during construction. Therefore, vegetation and wildlife have been dismissed from further analysis.

3.2.5 Coastal Zone Management

The Coastal Zone Management Act (CZMA) of 1972 provides for the management of the nation's coastal resources. The CZMA relies on the voluntary partnership between the Federal Government and coastal states and territories to administer laws, regulations, and policies that "preserve, protect, develop, and where possible, to restore or enhance the resources of the nation's coastal zone" (NOAA, 2019). Maryland's Coastal Zone Management (CZM) Program is administered by MD DNR under the supervision of NOAA. Federal consistency reviews are carried out by MD DNR or the MDE Wetlands and Waterways Program depending on the Federal Consistency Category applicable to a project. The SFCC is within the Maryland Coastal Zone (MD DNR, 2020b) and therefore the proposed BLS relocation is subject to a federal consistency review to ensure the proposed project is consistent with the enforceable policies of Maryland's CZM Program.

GSA prepared a CZM Consistency Determination concurrence request that was submitted to MDE on February 10, 2020. As the project falls under the Federal Activity or Development Project (CFR Part 930, Subpart C) category, the concurrence request was forwarded to MD DNR, which is afforded 90 days to respond to the concurrence request. A response has not been received from MD DNR as of the publication of this Final EA, but based on the limited scope of the BLS relocation and a review of Maryland's enforceable coastal policies, it is GSA's finding that the project is consistent, or consistent to the maximum extent practicable, with Maryland's CZM Program. Therefore, coastal zone management was dismissed from further analysis.

3.2.6 Threatened, Endangered, and Sensitive Species

The USFWS was consulted to determine the presence of federally listed species and critical habitat in the vicinity of the SFCC. An Official Species List was obtained through the USFWS Environmental Conservation Online System – Information for Planning and Conservation (ECOS-IPaC) endangered species review process on February 5, 2020, that identified the northern long-eared bat (*Myotis septentrionalis*) as the only federally protected species that may be present. As the proposed project would not result in tree removal, no further consultation is required for the project. An online certification letter was obtained for the project on February 10, 2020 (**Appendix C**). There are no designated critical habitats in the vicinity of the SFCC according to ECOS-IPaC (USFWS, 2020).

Additionally, GSA sent a letter to the MD DNR Natural Heritage Service to request information on state-listed threatened or endangered plant or animal species, as well as any known bat hibernacula or maternity roost trees, in the vicinity of the SFCC. According to a response from MD DNR dated February 28, 2020, there are no records of state- or federally-listed plant or animal species within the Center Campus (**Appendix C**). Therefore, due to the lack of known bat hibernacula or maternity roost trees, GSA has

determined that there would be no effect on the northern long-eared bat. Threatened, endangered, and sensitive species have been dismissed from further analysis.

3.2.7 Visual Quality

The proposed BLS relocation would have minimal impact on viewsheds, the visual aesthetics of the SFCC, or the SFC and surrounding community. Any exterior work would be minimal and focused on providing sufficient accommodations and amenities for the increased number of employees at the site. Interior renovations would incorporate existing design and decorative schemes of the SFC to promote consistency, resulting in negligible impacts. Therefore, visual quality has been dismissed from further analysis.

3.2.8 Cultural Resources

The NHPA of 1966 is intended to protect cultural resources, including historic and archeological resources, within the U.S. Section 106 of the NHPA requires Federal agencies to consider the effects of their actions on these resources.

In 2002, GSA prepared a master plan and Environmental Impact Statement (EIS) for the SFCC (GSA, 2001). In 2001, the Suitland Federal Center Historic District (PG 75A-37) was documented and evaluated for its eligibility for listing in the National Register of Historic Places. To accommodate anticipated growth during World War II, the Federal Government purchased 437 acres in 1941 for use as an office park. The current SFCC includes 226 acres from that 437-acre purchase, and the SFC Historic District incorporates the easternmost 71 acres of the SFCC (**Figure 5**). The SFC Historic District included a historic core representing construction that occurred on the site between 1941 and 1950. The historic core consisted of three buildings, two of which remained at the time of the 2002 master plan and EIS and were considered contributing historic resources to the SFC Historic District: Federal Office Building-3 (FOB-3) (PG 75A-22) and Federal Office Building-4 (FOB-4) (PG 75A-24). Also considered a contributing historic resource was the Suitland House (PG 75A-21), a late Colonial Revival suburban estate constructed in 1937. The house is adjacent to the SFC to the west and was constructed before the U.S. Government purchased the SFCC land. Although the SFC Historic District was determined in 2002 to be ineligible for listing in the National Register of Historic Places, FOB-3, FOB-4, and the Suitland House were determined to be individually eligible. GSA determined that the 2002 Master Plan would have no adverse effect on the Suitland House. FOB-3, constructed between 1941 and 1942 for the Census, and FOB-4, constructed in 1947, were demolished prior to the construction of the new SFC, resulting in a finding of adverse effect requiring mitigation. A Memorandum of Agreement was executed in August 2002 between GSA and the MHT stipulating the mitigation efforts. Presently, the Suitland House is the only remaining structure on the SFCC that has been determined eligible for listing in the National Register of Historic Places. No additional historic resources have been identified on or in the vicinity of the SFCC.

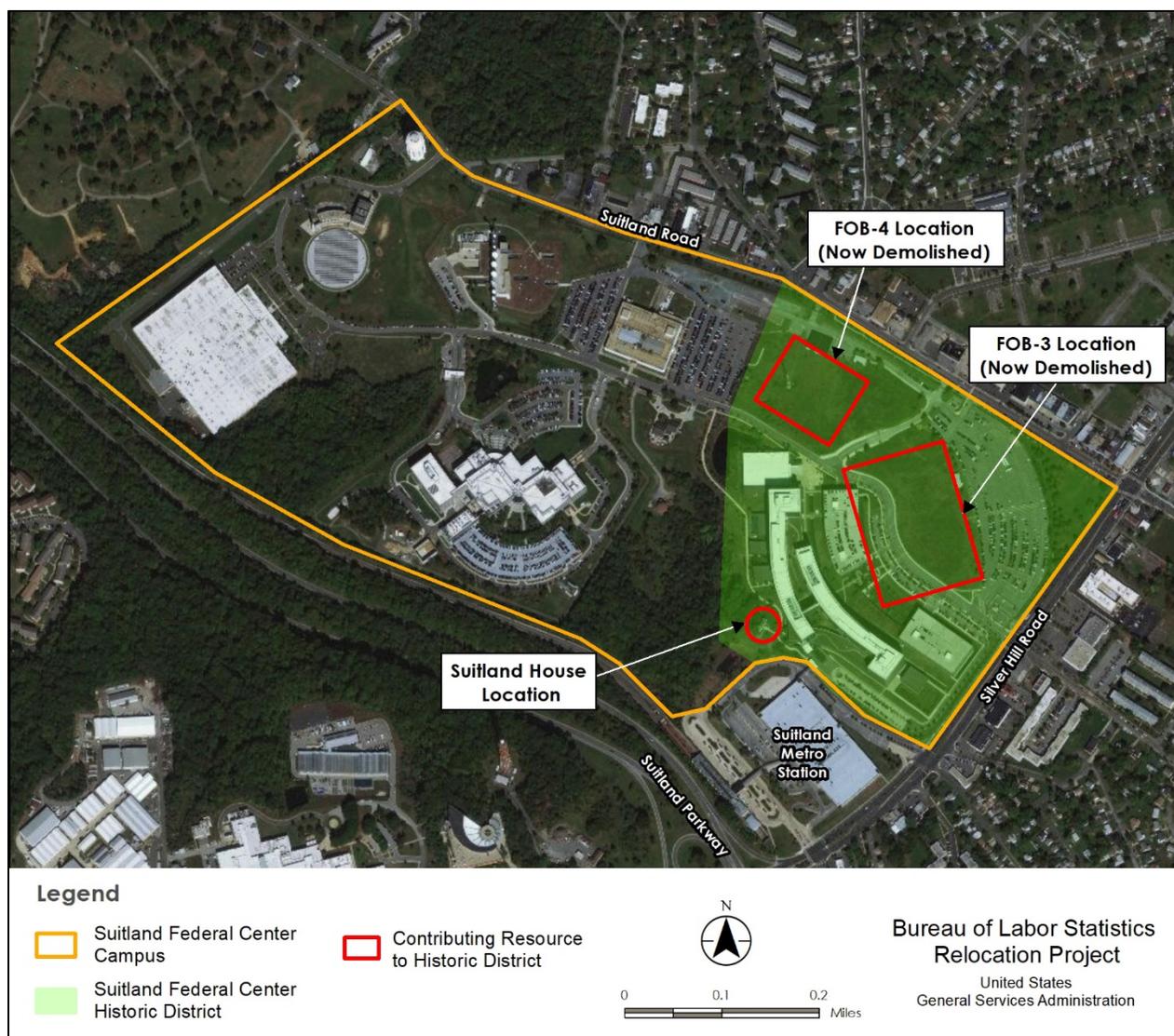


Figure 5. Historic District and Resources at the Suitland Federal Center Campus

Two previous archaeological studies have been conducted within the SFCC. A Phase I archaeological investigation was conducted in 1989 for the development of the National Maritime Intelligence Center (NMIC) (R. Christopher Goodwin and Associates, Inc., 1989). Phase I and partial Phase II archaeological investigations were conducted in 1990 in conjunction with a development plan for the entire SFCC (R. Christopher Goodwin and Associates, Inc., 1990). The 2002 Master Plan/EIS relied on these past surveys to determine the archaeological potential at the site and to assess potential impacts to archaeological resources (GSA, 2001).

The 1989 Phase I investigation included excavation of 294 shovel test pits within the study area for the NMIC. Ultimately, it was determined that no additional archaeological investigations were necessary at the site. The 1990 investigations included 657 shovel tests within the SFCC, as well as Phase II investigations at a previously recorded archeological site (18PR359; identified by a citizen collecting on the site in 1988) located between what is now the NMIC and the SFC. Although numerous artifacts were discovered during the Phase

I survey, the artifacts were scattered, concluding that no intact cultural deposits are likely to have survived. Also, no additional testing was recommended at 18PR359 due to anthropogenic disturbances and severe erosion that was observed during the Phase II investigation (GSA, 2001). In a letter dated August 10, 2001, the MHT concurred with GSA's determination that these "past surveys and documented disturbance indicate little likelihood of the proposed work...impacting significant archaeological properties (Maryland Department of Housing and Community Development [DHCD], 2001)."

GSA initiated consultation with the MHT pursuant to Section 106 of the NHPA in a letter dated March 6, 2020 (**Appendix B**). GSA determined that the proposed BLS relocation project would have no adverse effects on cultural resources. No direct effects or visual effects to the Suitland House are expected as the majority of the proposed work would be confined to the interior of the existing SFC. Due to the construction of the SFC and other past disturbances in the area, no intact soil horizons are anticipated to be impacted that would contain archaeological resources. MHT concurred with this finding that there would be no adverse effect to cultural resources (historic structures and archaeology) on March 20, 2020 (**Appendix B**). Therefore, historic resources and archaeological resources have been dismissed from further analysis.

3.2.9 Climate Change

Greenhouse gas (GHG) emissions released from human activities are widely recognized as a contributing factor to climate change. While the economic sectors primarily responsible for the most manmade GHG emissions in the U.S. in 2017 were transportation (29 percent), electricity production (28 percent), and industry (22 percent), according to the EPA, new commercial and residential developments also contribute to total GHG emissions (12 percent) (EPA, 2019).

Construction activities associated with the BLS relocation would generate GHG emissions, but such increases would be localized and temporary. GHG emissions from increased vehicle traffic would be minimal because the increase in employees would only marginally increase the levels of traffic and increase in Metro usage. Building system upgrades may be necessary to support the additional employees, but GSA would ensure modern, energy-efficient upgrades are made that would minimize GHG emissions. Any effects on climate change from the BLS relocation would not be discernable; therefore, climate change has been dismissed from further analysis.

3.2.10 Land Use Planning and Zoning

GSA and Prince George's County executed a Memorandum of Understanding (MOU) in 2009 regarding development efforts in the area adjacent to the SFCC. The MOU generally creates a partnership between the agencies to revitalize the Suitland area and promote the use of local businesses by the Federal employees at the Center Campus. As such, it is not anticipated that the proposed BLS relocation would force changes in land use that would be inconsistent with long-range planning efforts by Prince George's County, including the Prince George's County's Development Plan for Suitland or current zoning ordinances. Therefore, land use planning and zoning have been dismissed from further analysis.

3.2.11 Noise

According to the Federal Highway Administration, traffic volumes, speed, and the number of trucks can all affect traffic-related noise levels (FHWA, 2017). The proposed BLS relocation would alter traffic volumes in and surrounding the SFCC but would not result in excessive noise increases because traffic speeds may be reduced due to increased congestion at intersections and there would not be a noticeable increase in truck traffic. Temporary construction noise is not likely to be discernable outside the SFCC. Employees at the SFC could be distracted by noise from construction activities. This impact would be temporary and is not likely to be severe due to the limited and relatively small scale of the exterior work proposed, as well as the mostly non-mechanized renovations that would occur within the interior spaces of the building. Employees that currently utilize space within the SFC where interior renovations are proposed would be temporarily relocated within the facility to provide a safe workspace and to minimize distraction. Therefore, noise has been dismissed from further analysis.

3.2.12 Population and Housing

The proposed BLS relocation would result in a population increase during normal business hours within and surrounding the SFCC as an additional 1,800 employees are relocated to the area. Due to the distance between the current BLS location in Washington, DC and the SFCC (approximately 9 miles), it is expected that the majority of BLS employees would not permanently relocate to be closer to the SFCC. Those employees that do relocate would cause a permanent increase in population in the community surrounding the SFCC, but the increase likely would not be discernable. The Towne Center at the Suitland Federal Center is a private development currently under construction and includes residential housing that could accommodate any employees that relocate. Therefore, population and housing have been dismissed from further analysis.

3.2.13 Environmental Justice

Executive Order 12898, General Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires Federal agencies to identify and address the disproportionately high and/or adverse human health or environmental effects of their programs and policies on minorities and low-income populations. Communities in the vicinity of the SFCC contain minority and low-income populations; however, environmental justice has been dismissed from further analysis because:

- The planning team actively solicited public participation as part of the planning process and gave equal consideration to all input from persons regardless of age, race, income status, or other socioeconomic or demographic factors;
- Implementation of the proposed action would not result in any identifiable adverse human health effects. Therefore, there would be no direct or indirect adverse effects on any minority or low-income population;
- The impacts associated with the implementation of the proposed action would not disproportionately affect any minority or low-income population or community; and
- Implementation of the proposed alternative would not result in any identified impacts that would be specific to any minority or low-income community.

3.2.14 Environmental Contamination

A Phase I Environmental Site Assessment was conducted at the SFCC during the completion of the 2002 Master Plan/EIS (GSA, 2001). The ESA identified two aboveground storage tanks (ASTs), 12 underground storage tanks (USTs), two Resource Conservation and Recovery Act (RCRA) permitted 90-day accumulation areas, and a chemical storage area at the SFCC (GSA, 2001). All of these are outside the footprint of what is now the North and South buildings, and many have been removed from the Campus since the 2002 Master Plan/EIS (GSA, 2020b).

Due to the SFC's relatively recent construction, no lead-based paint or asbestos-containing materials are present in the building. GSA currently operates two 15,000-gallon USTs, one containing diesel fuel for emergency generators and the other containing a backup fuel oil supply for the onsite boilers, both of which are located in the loading dock area of the North Building (GSA, 2015). As of the publication of this Final EA, GSA is in the process of updating the tanks to comply with current codes and to schedule routine maintenance and inspections that would allow the tanks to be certified with the State of Maryland.

Inside the SFC there are four fuel oil tanks for boilers and emergency generators that are fueled by the USTs described previously, as well as oil-filled operational units, including 13 hydraulic elevators. There is no aboveground bulk oil storage outside the SFC. GSA maintains an approved Spill Prevention Control and Countermeasure (SPCC) Plan for the SFC to comply with the Oil Pollution Control Act, as amended (40 CFR Part 112), to prevent pollution of navigable waters of the U.S. by oil (including petroleum fuels) emanating from onshore and offshore facilities (GSA, 2015).

Due to the known environmental conditions of the SFC, it is not expected that contamination would be encountered during the exterior work and interior renovations required for the BLS relocation. To ensure the safety of construction contractors and employees, GSA would develop a plan for the proper handling and disposal of any unanticipated hazardous materials encountered. Therefore, environmental contamination has been dismissed from further analysis.

3.3 What Resource Issues Have Been Included for Further Analysis?

As with any environmental analysis, there are resource issues that are analyzed in detail to compare the environmental consequences of the No Action and the Action Alternative. The No Action Alternative and the proposed action (i.e., the BLS relocation) described in Chapter 2 would have varying impacts to the resources analyzed in detail in this EA that include:

- Economy and Employment
- Community Facilities and Services
- Safety and Security
- Traffic and Transportation
- Air Quality
- Utilities
- Waste Management

3.4 Economy and Employment

3.4.1 What is the Economic Make-up of the Community Surrounding the Proposed Site?

As of July 2020, a total of 16,187 businesses in Prince George’s County employ 321,061 workers. Several Federal facilities are located within the County, such as Joint Base Andrews Naval Air Facility, the National Aeronautics and Space Administration’s (NASA) Goddard Space Flight Center, the U.S. Food and Drug Administration (FDA), the NOAA, the Internal Revenue Service (IRS), the Census Bureau, the BEA, and the U.S. Department of Agriculture (USDA) Agricultural Research Center in Beltsville. Federal agencies employ approximately 8.3 percent of the County’s civilian workforce. Other major employer types include higher education, telecommunications, medical services, grocery stores, and casino gaming (MD Department of Commerce, 2020).

Table 2 provides a summary of employment by occupation in Maryland, Prince George’s County, and Census Tract 8024.05 where the proposed project is located. This summary is based on the most recent employment data available from the American Community Survey (ACS) 2018 5-Year Estimates (Census, 2018).

Table 2. Employment by Occupation

Occupation	State of Maryland (%)	Prince George's County (%)	Census Tract 8024.05 (%)
Management, Business, Science, and Arts	38.6	46.2	40.7
Service	17.8	17.4	20.5
Sales and Office	21.4	19.7	19.4
Natural Resources, Construction, and Maintenance	8.8	7.8	10.1
Production, Transportation, and Material Moving	13.3	8.9	9.3

Source: Census Bureau, 2018 ACS 5-Year Estimates

Table 3 below provides total unemployment rates for Maryland, Prince George’s County, and Census Tract 8024.05, compared to the national average, based on data from the Census Bureau. As of 2018, Census Tract 8024.05 and Prince George’s County had an unemployment rate of 8.3 and 6.8 percent, respectively, which was higher than the national and Maryland averages of 4.9 percent (Census Bureau, 2020). Unemployment in Prince George’s County has generally been increasing since 2016 (Census Bureau, 2020).

Table 3. Unemployment Rates 2016-2018

Year	United States (%)	Maryland (%)	Prince George's County (%)	Census Tract 8024.05 (%)
2018	4.9	4.9	6.8	8.3
2017	4.3	5.2	5.9	7.6
2016	5.8	5.4	6.3	8.7

Source: Census Bureau, 2018 ACS 5-Year Estimates

The median household income in Prince George's County was estimated at \$96,929, which is lower than the State median of \$101,437, but higher than the national median income at \$76,401. The median household income of Census Tract 8024.05 is much lower than all three at \$61,074 (Census Bureau, 2020).

The State of Maryland imposes an 8.25 percent tax rate on businesses' taxable income and 6 percent sales and use tax on tangible goods. Prince George's County does not impose a corporate income tax or a sales and use tax (Maryland Department of Commerce 2020). Real estate taxes in the project area are assessed by several taxing authorities, including the State of Maryland, Prince George's County, M-NCPPC, and the Washington Suburban Transit Commission (WSTC) (Prince George's County, 2020). The SFC is in Federal ownership; therefore, no real estate tax is imposed.

3.4.2 What Impact Would the Proposed Project Have on the Local and Regional Economy?

No Action Alternative

Under the No Action Alternative, BLS would remain in their current leased space in Washington, DC. There would be no impact to the local and regional economy in the vicinity of the Postal Square Building. BEA and Census would also remain in their current space at the SFC. There would be no impact to the local and regional economy in the vicinity of the SFC.

BLS Relocation (Action Alternative)

The relocation of 1,800 BLS employees from the existing Postal Square Building would result in a slight decrease in employees frequenting local businesses in that area. The Postal Square Building is a commercial zone near the offices of other government agencies, private businesses, and organizations. Given the high number of other established office workers in these areas, the relocation of BLS employees out of this area would not be expected to have a measurable impact over current conditions. The vacated office spaces would likely be back-filled by other employers such as private businesses or organizations. Because there would be a slight, but discernable, change in economic activity, the proposed relocation of BLS would have an indirect, short-term, negligible, adverse impact on the local economy at the existing BLS location.

The BLS relocation would likely increase patronage of existing area businesses surrounding the SFC. New development consisting of housing and retail is occurring across from the SFC on Suitland Road that would likely be patronized by Federal employees from the SFC. Following the BLS relocation, a slight but detectable increase in economic activity could attract new retail services, restaurants, and businesses, which is consistent with the County's goals for redevelopment in this area and the County as a whole. Because there

would be a slight, but detectable, change in economic activity, the proposed relocation of BLS is expected to have a direct and indirect, long-term, minor, beneficial impact to the local and regional economy.

During construction, local contractors would be hired to renovate the existing SFC facilities at the SFCC to accommodate BLS. Onsite construction workers would likely patronize local businesses and restaurants. Because construction activities would result in a slight, but detectable increase in regional economic activity, the BLS relocation is expected to have a direct, short-term, minor, beneficial impact to the local and regional economy surrounding the SFCC.

3.4.3 How Would the Proposed Project Affect Employment in the Area?

No Action Alternative

Under the No Action Alternative, BLS would remain in their current leased space in Washington, DC. No new employees would be hired, and no employees would be terminated. There would be no impact to employment at the Postal Square Building.

Under the No Action Alternative, BEA and Census would remain in their current space at the SFC. There would be no impact to employment.

BLS Relocation (Action Alternative)

The proposed BLS relocation would not directly impact employment at the Postal Square Building. The relocation of 1,800 Federal workers from the existing Postal Square Building would provide available office space for private businesses, or organizations to expand or establish. This could result in additional hires by these entities, but this would not result in a discernable change to the employment of the Washington, DC region. Because there would not be a discernable change in employment, the proposed BLS relocation is expected to have an indirect, long-term, negligible, beneficial impact to employment within Washington, DC.

The proposed relocation of BLS would relocate 1,800 BLS employees to the SFC. No BLS employees would be hired or terminated as a result of the relocation to the SFC. The relocation would increase the number of employees to the SFC, but BLS would not hire additional employees. The BLS relocation would not require any BLS employees to move their residence to Prince George's County, and therefore would not directly affect the employment rate of County residents. However, over time BLS employees could elect to move closer to the SFCC. This would result in a direct, long-term, negligible, beneficial impact because the number of employees who elect to move would not be discernable over current conditions.

The relocation of 1,800 Federal employees to the SFC would likely increase patronage of existing area businesses. New development consisting of housing and retail is occurring across from the SFCC that would likely be patronized by Federal employees from the SFCC. Following the BLS relocation, a slight but detectable increase in secondary jobs would occur indirectly due to increased economic activity and the attraction of new retail services, restaurants, and businesses. Secondary jobs related to the increased economic activity stimulated by the BLS relocation may also lead to additional retail and business employment opportunities through a multiplier effect. Construction activities would create temporary jobs

for local contractors and construction workers. Overall, the proposed consolidation of the BLS relocation would result in minor, indirect, short and long-term, beneficial impacts to employment.

3.4.4 How Would the Proposed Project Affect Taxes and Revenue?

No Action Alternative

Under the No Action Alternative, BLS would remain in their current leased space in Washington, DC. The lessors of these sites would continue to pay real estate and/or corporate taxes to the District of Columbia. The No Action Alternative would not impact real estate taxes and revenue at the Postal Square Building.

BEA and Census would also remain in their current space at the SFC. There would be no impact to taxes and revenue at the SFCC.

BLS Relocation (Action Alternative)

The relocation of 1,800 Federal workers from the Postal Square Building in Washington, DC, would result in a slight decrease in employees frequenting local businesses in this area, potentially causing a slight decrease in sales tax revenues. However, the Postal Square Building is in an established commercial zone near other offices of other government agencies, private businesses, and organizations. Given the high number of other established office workers in this area, the relocation of BLS employees out of this area would not have a discernible impact. The vacated office spaces would likely be back-filled quickly by other private businesses, or organizations, whose employees would likely frequent local businesses. Because there would not be a discernable change in economic activity, the proposed BLS relocation is expected to have an indirect, short-term, negligible, adverse impact on taxes and revenue at the Postal Square Building.

The proposed action would not impact real estate taxes and revenue within Prince George's County and the State of Maryland. The SFCC is in Federal ownership and the Federal Government does not have to pay real estate tax for the land. The relocation of 1,800 Federal employees to the SFC would likely increase spending at existing area businesses, resulting in increased sales tax revenue for Prince George's County and the State of Maryland. The presence of an additional Federal employer at the SFCC could attract new retail services, restaurants, and businesses, which would increase corporate, sales, and income tax revenues. Because the increase in tax revenues would be slight, but detectable, the proposed BLS relocation is expected to have direct and indirect, long-term, minor, beneficial impacts to sales taxes and revenue within Prince George's County and the State of Maryland.

Construction activities would create temporary jobs for contractors, some of whom would likely be residing and paying income taxes within the County and State, resulting in a slight, temporary increase in income taxes from construction wages. There would be a temporary increase in spending by contractors at local businesses, increasing sales tax revenues for the County and State. These increases would not be measurable; therefore, renovating SFC facilities to accommodate the BLS relocation is expected to have an indirect, short-term, negligible beneficial impact to taxes and revenue.

3.4.5 What Measures Would Be Taken to Reduce the Impact on the Local and Regional Economy?

The impacts to the local and regional economies are expected to be beneficial. The increased economic activity that would be stimulated by the proposed action is consistent with the County's goals and plans for economic development. Therefore, additional measures are not necessary to reduce impacts on the local and regional economy.

3.5 Community Facilities and Services

3.5.1 What Community Facilities and Services are Located Near the Suitland Federal Center Campus?

Schools

The SFCC is within the Suitland Elementary, Drew-Freeman Middle, and Suitland High School attendance areas, all of which are within 1 mile of the SFCC. Private schools within 1 mile of the project site include Andrew Jackson Academy and Samuel P. Massie Academy, which are both less than 2 miles from the SFCC (PGAtlas, 2020) (**Figure 6**).

Libraries

The closest public libraries to the SFCC are the Spauldings Branch Library, located at 5811 Old Silver Hill Road approximately 1.4 miles north from the SFCC, and the Vine Deloria Jr. Library located approximately 0.9 miles south of the SFCC (PGAtlas, 2020).

Parks/Recreation

The Bradbury Recreation Center, managed by M-NCPPC, is located approximately 1 mile west of the project area and includes a baseball/softball diamond and picnic areas. The William Beanes Community Center, located approximately 1 mile southeast of the project area, includes a fitness room, gym, playground, and tennis courts. The Suitland Community Center, managed by M-NCPPC, is located approximately 1.5 miles northeast of the project area, and includes baseball/softball diamonds, basketball court, picnic areas, playground, and tennis courts. The Suitland Community Park is located 1.5 miles south of the project area and includes a baseball diamond and playground. The M-NCPPC Suitland Bog Conservation Area is located approximately 2 miles west of the project site. Several parks and athletic facilities are located over 2 miles from the project area. These parks include Marlow Heights Community Center, Oxon Run Park Shelter, and Berkshire Neighborhood Park (PGAtlas, 2020).

Places of Worship

A total of five places of worship were identified within 1 mile of the SFC. The closest churches include the Suitland Road Church of Christ, located at 4815 Suitland Road approximately 0.5 mile to the west; the First Baptist Church, located at 5400 Silver Hill Road approximately 1 mile to the west; Second Baptist Church located 5501 Silver Hill Road approximately 1 mile to the southwest; and St. Bernadine of Siena Catholic Church and Imani Temple located on Brooks Drive approximately 1 mile from the project site. Two Places of Worship are located over 2 miles from the site. These are Suitland Road Baptist Church and the Debre Genet Medhane Alem Ethiopian Orthodox Tewahido Church (PGAtlas, 2020).

Hospitals

The closest civilian hospital is the MedStar Southern Maryland Hospital Center at 7503 Surratts Road, Clinton, Maryland, approximately 9 miles driving distance from the SFC to the southeast. Other hospitals in the area include the Prince George’s Hospital Center in Hyattsville, and the Fort Washington Medical Center in Fort Washington (PGAtlas, 2020).

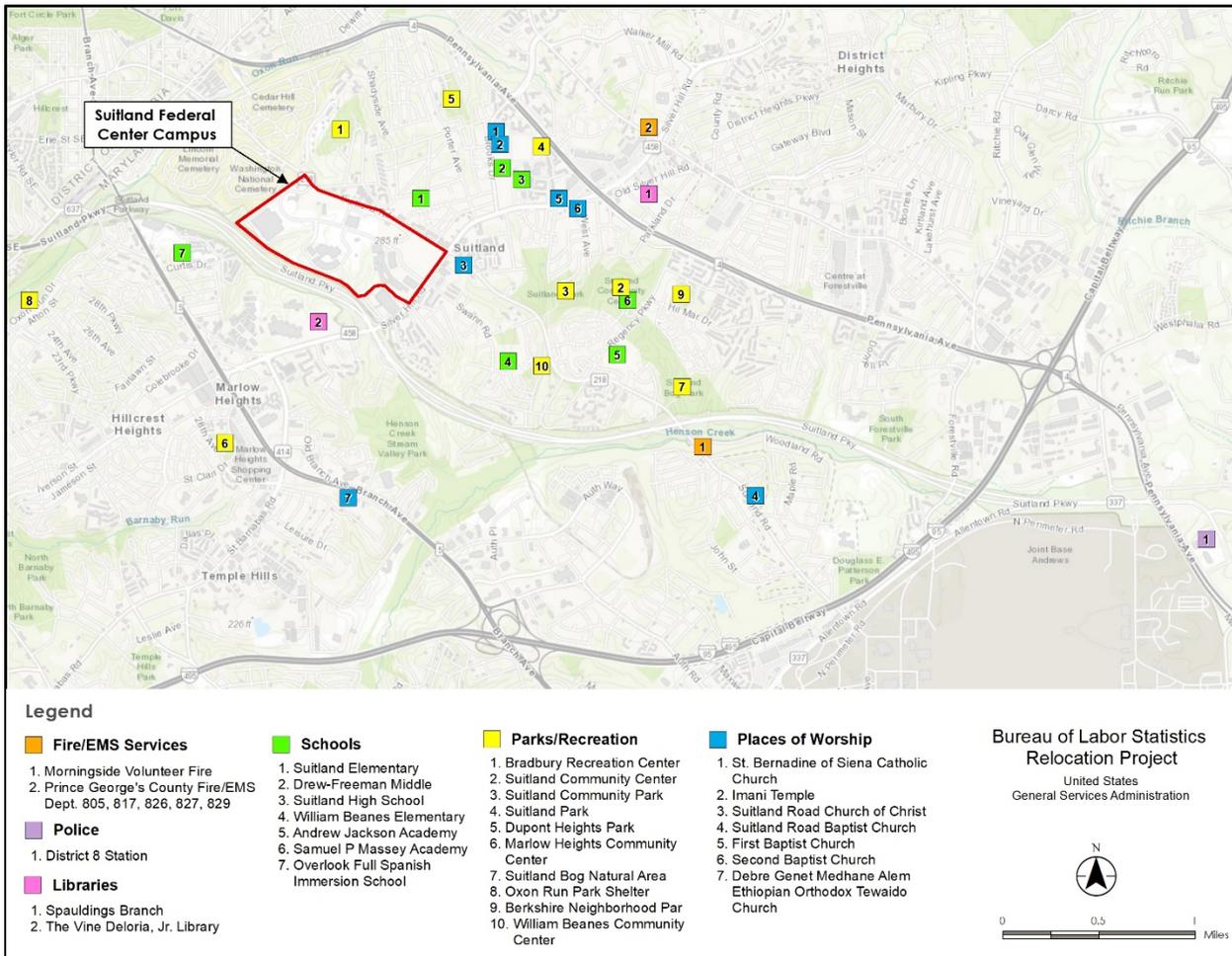


Figure 6. Community Facilities and Services Near the SFC

3.5.2 How Would the Proposed Project Impact Community Facilities And Services?

No Action Alternative

Under the No Action Alternative, BLS would remain in their current leased space in Washington, DC. There would be no changes to the demand for community facilities and services at the Postal Square Building, and therefore there would be no impact.

BEA and Census would also remain in their current space at the SFC, and there would be no impact to community facilities and services.

BLS Relocation (Action Alternative)

The BLS relocation would not remove or affect any existing hospitals, schools, libraries, parks, recreational facilities, or religious facility. There is a potential for a small number of BLS employees to relocate to the area, but the proposed BLS relocation is not expected to affect the ability of the local community facilities to provide services. Because the impacts to community services would be slight, but detectable, the proposed BLS relocation would have an indirect, long-term, minor, adverse impact to community facilities, and services near the SFCC.

3.5.3 What Measures would be Implemented to Reduce Adverse Impacts to Community Facilities and Services?

No mitigation measures would be required to reduce impacts to community facilities and services

3.6 Safety and Security

3.6.1 What Safety and Security Measures are Currently Provided at the Suitland Federal Center Campus?

Perimeter security fencing surrounds the entire SFCC property with gated exterior entrances along Silver Hill Road and Suitland Road. U.S. Department of Homeland Security (DHS) security guards are stationed at each gate. X-ray machines and magnetometers are used by the guards to scan the vehicles of all visitors accessing the SFCC. Federal employees are allowed access after presenting a valid Government photo ID at a gate.

Visitors access the SFC North and South Buildings through the Main Lobby where they are screened and sign-in at the security desk. Their personal items are scanned to check for restricted items. All visitors must present a valid photo ID and a Government employee must escort the visitor within the building. Security guards are posted at various entrances to the buildings to ensure compliance with security measures.

3.6.2 What Fire, Emergency Medical Services (EMS) and Police Facilities are Located Near the Postal Square Building and the SFCC?

Postal Square Building

The Postal Square Building is served by the District of Columbia Fire and EMS Department. Fire/EMS that could respond to emergencies to the Postal Square Building include Engine House 2 and Engine House 3 (DCGIS, 2020). The Postal Square Building is served by the Metropolitan Police Department (MPD) of Washington, DC, District 1, Policy Service Area (PSA) 102 (**Figure 7**). The nearest police station in PSA 102 is MPD headquarters located at 300 Indiana Avenue, NW (DCMPD, 2020).

Over the period spanning 2017-2019, crime in District 1 and PSA 102 has been decreasing. Approximately 7 percent of the crime within the District of Columbia in 2019 occurred within District 1, which is a decrease from 2018 (14 percent). Crime in PSA 102 has stayed the same from 2017 through 2019. Overall, however, crime in the District has increased from 2017 to 2019. In 2019, District 1 recorded 2,471 crimes, of those, 442 (18 percent) occurred within PSA 102 (**Table 4**).

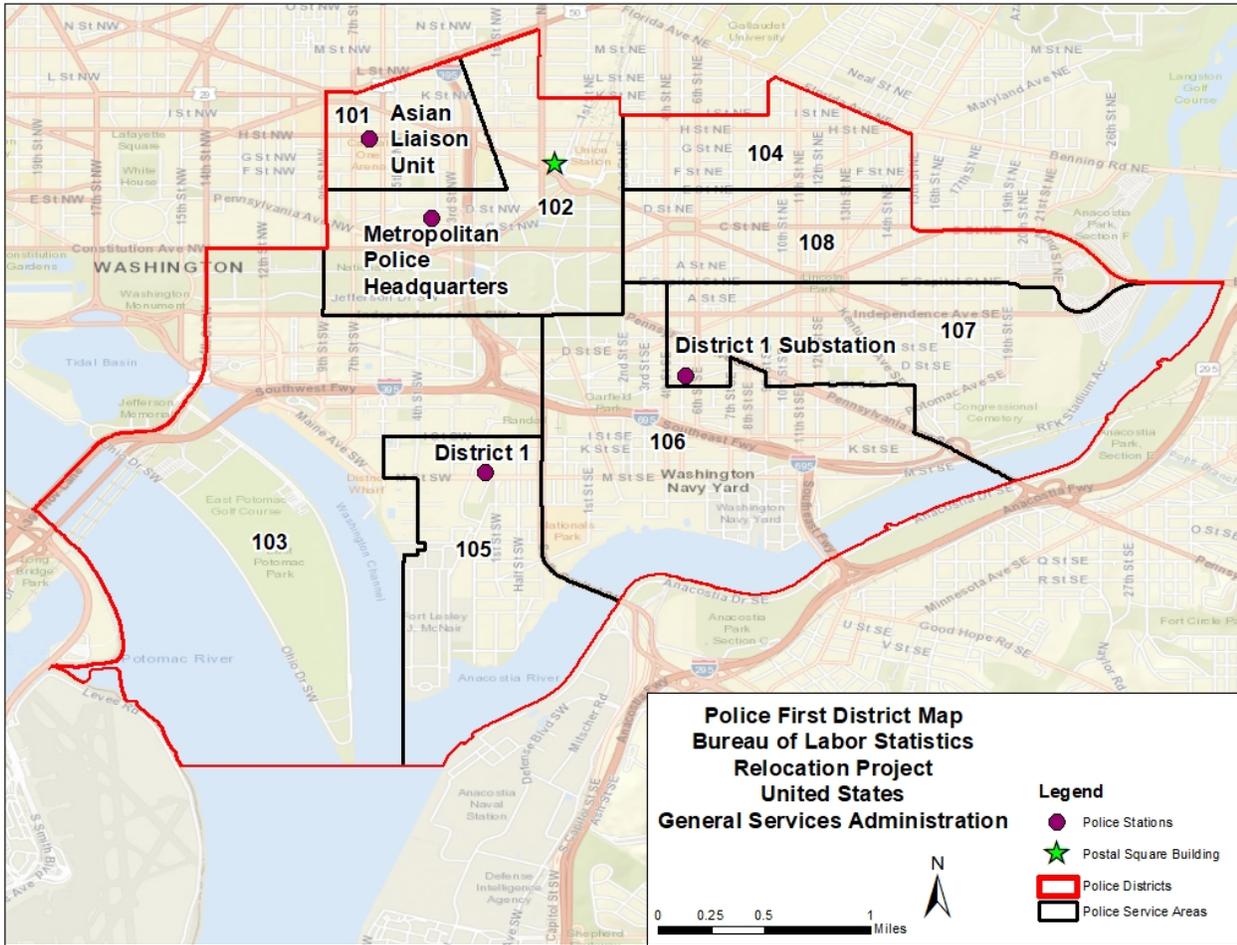


Figure 7. Metropolitan Police Department District 1 Police Service Areas

Table 4. Crime Statistics by Category for the Area Around the Postal Square Building

Crime	Number of Metro Transit Police incidents in Union Metro Station (2017 – 2019)			Number of incidents in Police Service Area 102 (2017 - 2019)				Number of incidents in District 1 (2017 - 2019)				Total Number of incidents in Washington, DC (2017 - 2019)		
	2017	2018	2019	2017	2018	2019	Trend	2017	2018	2019	Trend	2017	2018	2019
Homicide	NA	NA	0	2	3	3	↑	8	14	12	↔	116	160	166
Sex Offense	NA	NA	2	5	10	7	↔	35	36	29	↑	295	275	188
Robbery	NA	NA	18	22	27	15	↓	240	249	286	↑	2,179	2,034	2,241
Assault	NA	NA	30	28	23	23	↓	138	112	132	↑	1,859	1,676	1,575
Burglary	NA	NA	3	7	9	9	↑	115	122	111	↓	1,530	1,432	1,275
Larceny/Theft	NA	NA	5	440	497	370	↓	4,117	4,000	3,905	↓	24,800	25,905	26,326
Motor Vehicle Theft	NA	NA	0	35	19	20	↓	246	202	224	↔	2,416	2,401	2,228
Arson	NA	NA	0	0	0	1	↑	1	0	2	↑	5	5	8
Total	194	185	58	539	588	442	↓	4,900	4,735	2,471	↓	33,200	33,888	34,007

*NA = Not Available

Source: (MPD, 2020, WMATA, 2020)

Suitland Federal Center Campus

The SFCC is served by the Prince George's County Fire/EMS Department. Fire/EMS that could respond to emergencies at the site include Companies 805, 817, 826, 827, and 829 (Prince George's County, 2020). The Morningside Volunteer Fire Department is located approximately 1.8 miles from the SFC. Prince George's County's Advanced Emergency Medical Services (AEMS) consists of 12 paramedic units that serve the entirety of Prince George's County (Prince George's County AEMS, 2020). The SFCC is served by Police District 8, Sector H, Police Beat H5 (**Figure 8**). The nearest police station to the SFCC is the District 8 Station in Forestville, located at 8903 Presidential Parkway, approximately 5 miles driving distance to the east (Prince George's County Police Department, 2020). The Metro Transit Police force responds to incidents that occur on Metrorail property.

Crime in District 8 and Beat H5 has been decreasing. Approximately 17 percent of the crime within Prince George's County in 2019 occurred within District 8, which is a decrease from 2018 (18 percent). In 2019, approximately 3 percent of crime in Prince George's County occurred in Beat H5, which is a decrease from 2017 and 2018 (4 percent each year). In 2019, District 8 recorded a total of 2,471 crimes; of those, 461 (19 percent) occurred within Beat H5. Crime statistics from Beat H5, District 8, and Prince George's County are listed below in **Table 5**.

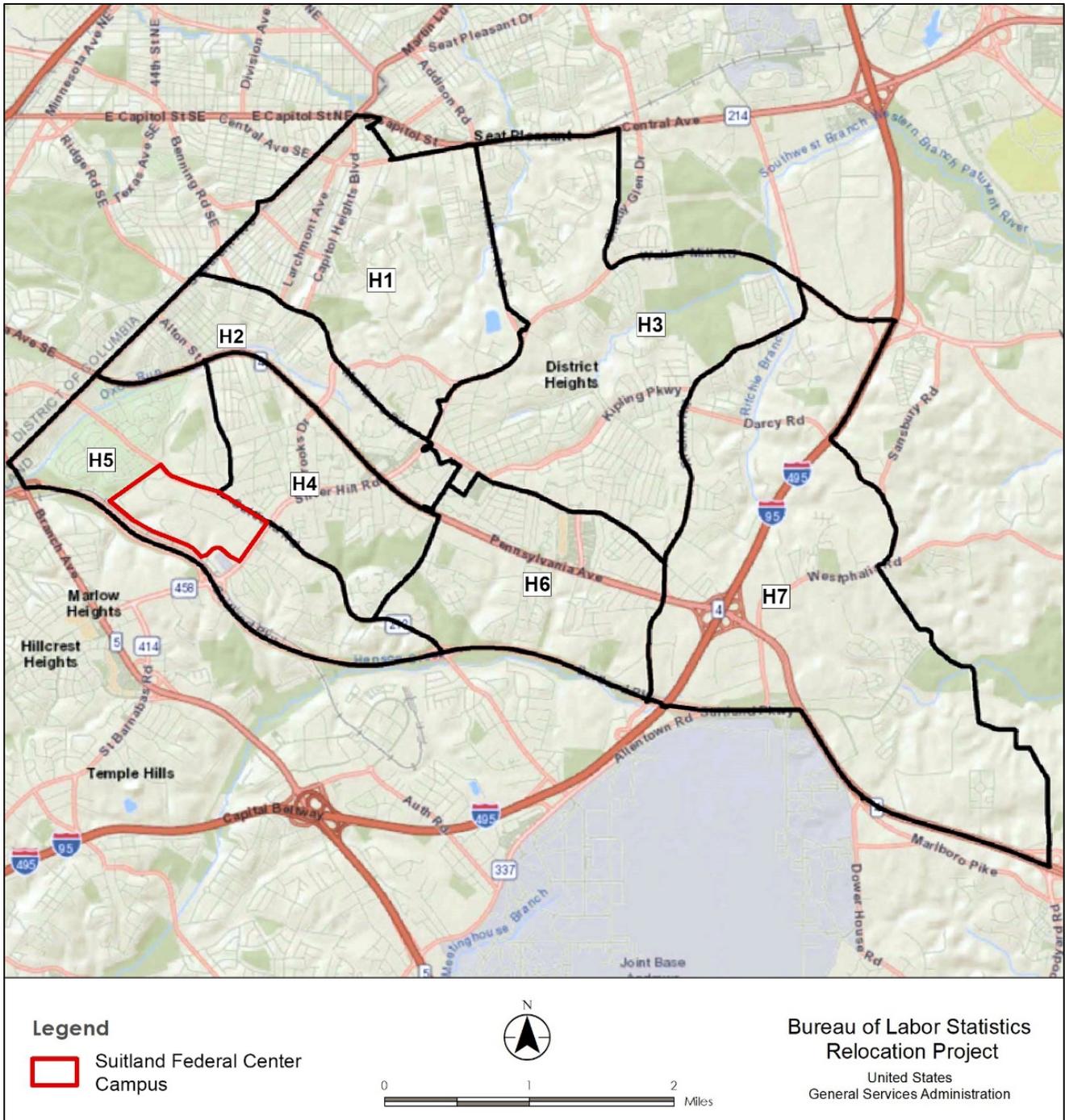


Figure 8. Prince George's County Police Department District 8 Beat Map

Table 5. Crime Statistics by Grouping for the SFCC Area

Crime	Number of Metro Transit Police incidents in Suitland Metro Station (2019)			Number of incidents in Police Beat H5 (2017 - 2019)				Number of incidents in District 8 (2017 - 2019)				Total Number of incidents in Prince George's County (2017 - 2019)		
	2017	2018	2019	2017	2018	2019	Trend	2017	2018	2019	Trend	2017	2018	2019
Homicide	0	0	0	5	1	0	↓	11	4	8	↔	31	30	35
Sex Offense	NA*	NA	9	3	8	8	↑	24	22	33	↑	201	251	268
Robbery	NA	NA	9	38	39	30	↓	135	176	150	↔	733	746	720
Assault	NA	NA	12	74	50	36	↓	211	210	171	↓	1,054	1,073	1,064
Burglary	NA	NA	1	34	51	27	↓	225	273	182	↓	1,680	1,668	1,134
Larceny/Theft	NA	NA	14	329	294	238	↓	1,333	1,397	1,287	↓	7,906	8,276	7,409
Motor Vehicle Theft	NA	NA	1	98	102	71	↓	460	455	404	↓	2,512	2,427	2,298
Vandalism	NA	NA	15	69	90	51	↓	266	310	236	↔	1,712	1,648	1,239
Total	NA	NA	52	650	635	461	↓	2,665	2,847	2,471	↔	15,829	16,119	14,167

*NA = Not Available

Source: (PG County, 2019, WMATA, 2020)

The WMATA MetroTransit Police Department provides law enforcement and public safety functions in transit facilities throughout the Washington, DC Metropolitan area, including Union Station, which serves the Postal Square Building and the Suitland Metro Center, which serves the SFC. In the MetroTransit Police's *Five-Year Crime Study*, 1,361 crimes occurred on WMATA properties in 2019. Of these, 58 occurred at the Union Station Metro (approximately 4 percent) and 52 (approximately 3.8 percent) occurred at the Suitland Metro Station in 2019 (WMATA, 2020).

3.6.3 What Impact Would the Proposed Project have on Safety and Security in the Area of the SFCC?

No Action Alternative

Under the No Action Alternative, BLS would remain in their current leased space in Washington, DC. There would be no changes to crime in the area of the Postal Square Building; therefore, there would be no impact.

BEA and Census would also remain in their current space at the SFC. The safety and security measures that are implemented at the SFCC support worker safety when on the SFCC. There would be no changes to safety and security at the SFCC.

BLS Relocation (Action Alternative)

The SFCC is a secured Federal campus. The safety and security measures that are implemented at the SFCC would support worker safety when on the SFCC. All visitors would be subject to the security screening measures described above. The parking area and sidewalks surrounding the SFC North and South Buildings would be well lit and equipped with 24-hour video surveillance to deter potential criminals during nighttime hours. Based on these measures, there would be no discernable impact from current conditions at the SFC. Recent crime statistics for the areas outside the SFCC are similar to crime statistics for the areas outside the Postal Square Building. Crime statistics for the Suitland Metro Station are slightly lower than crime statistics for the Union Station Metro Station. Therefore, there would also be no discernable change to the safety and security of BLS employees that are relocating from the Postal Square Building to the SFCC.

3.6.4 Will Police, Fire and EMS Stations that Serve the Property be Affected by the Proposed BLS Relocation?*No Action Alternative*

Under the No Action Alternative, BLS would remain in their current leased space in Washington, DC. There would be no changes to the existing safety and security measures in place at the Postal Square Building; therefore, there would be no impact.

BEA and Census would also remain in their current space at the SFC. There would be no changes to safety and security.

BLS Relocation (Action Alternative)

The relocation of 1,800 Federal workers from the Postal Square Building in Washington, DC, would result in a slight decrease of the workforce to this building; however, the Postal Square Building is in an established office building in downtown Washington, DC. The vacated office spaces would likely be back-filled quickly by other private businesses, or organizations, and crime is not expected to change within the area. Because there would not be a discernable change in the number of police and/or fire/EMS calls, the proposed BLS relocation is expected to have an indirect, short-term, negligible, adverse impact on police and fire/EMS facilities that serve the Postal Square Building.

Overall, because there would be an increase in the commuter population to the area surrounding the SFCC, there could be the potential for an increase in the number of calls for police response. This could create a potential need for additional deployment of officers from District 8. An increase in passengers taking the Metro to the Suitland Metro station could also create a potential increase in the demand for MetroTransit Police response. The increase in calls to District 8 and/or MetroTransit Police likely would be slight, but detectable resulting in a long-term, minor, adverse impact.

3.7 Traffic and Transportation

3.7.1 What Makes Up the Local Roadway Network?

Regional access to the SFCC is provided from the Capital Beltway (I-95/I-495) via Pennsylvania Avenue (MD 4) and the Suitland Parkway. MD 4 and the Suitland Parkway also provide connections into Washington, DC, as well as to I-295, DC 295, and I-495. It is anticipated that most commuters arriving by vehicle to the SFCC would utilize these major corridors. Local access is provided by Silver Hill Road (MD 458) and Suitland Road (MD 218).

- The Capital Beltway (Interstate 495/95) is an eight-lane divided freeway with a posted speed limit of 55 miles per hour, and annually carries approximately 202,500 average daily vehicles (AADT) according to the 2019 Maryland State Highway Administration (MDOT SHA) traffic data. A full-movement, grade-separated interchange is provided at MD 5 (Branch Avenue) (MDOT SHA, 2020).
- Pennsylvania Avenue (MD 4) is a four-lane east-west divided principal arterial. Turn lanes are provided at major intersections and traffic signals are provided at the MD 4 and Silver Hill Road (MD 458) intersection. The posted speed limit is 45 miles per hour. According to 2019 MDOT SHA traffic data, the AADT is approximately 38,500 vehicles (MDOT SHA, 2020).
- Suitland Parkway is a four-lane east-west divided freeway with a posted speed limit of 50 miles per hour. Access to the study area is provided via an interchange with Silver Hill Road (MD 458). According to 2019 MDOT SHA traffic data, the AADT is approximately 42,000 vehicles (MDOT SHA, 2020).
- Silver Hill Road (MD 458) is a six-lane east-west divided principal arterial with a posted speed limit of 35 miles per hour. It provides access to area businesses, residential streets, the SFCC, and the Suitland Metrorail station. Access to the SFCC is provided via Swann Road/Gate 5, which is the main entrance for the Campus for employees and visitors (GSA, 2020). Several signalized intersections along Silver Hill Road (MD 458) are within the study area, including Silver Hill Road (MD 458) and the Suitland Parkway Off-Ramp/Metro Station Driveway; Silver Hill Road (MD 458) and Navy Day Drive/Metro Station Driveway; Silver Hill Road (MD 458) and Swann Road; Silver Hill Road (MD 458) and Suitland Road (MD 218); and Silver Hill Road (MD 458) and Pennsylvania Avenue (MD 4). It should be noted that several signalized intersections with local streets lie between Suitland Road (MD 218) and Pennsylvania Avenue (MD 4) but are not included in the transportation impact study area analysis. According to 2019 MDOT SHA traffic data, the AADT for Silver Hill Road (MD 458) is approximately 45,000 vehicles (MDOT SHA, 2020).
- Suitland Road (MD 218) is a two-lane north-south minor arterial roadway with a posted speed limit of 30 miles per hour. It provides access to area businesses, residential areas, the SFCC, and the Washington National Cemetery. Access to the SFCC is provided via Gates 3 and 4, which are opened on a limited basis and intended for employees, and Swann Road. According to 2019 MDOT SHA traffic data, the AADT is approximately 18,500 vehicles (MDOT SHA, 2020).
- Swann Road is a four-lane undivided roadway that provides access to all facilities in the SFCC. Access is secured from Silver Hill Road (MD 458) and Suitland Road (MD 218); thus, it is only utilized by employees and visitors to the SFCC (MDOT SHA, 2020).

It should be noted that MDOT SHA has several significant ongoing projects that will affect regional traffic flow. These projects include:

- I-95/I-495 Suitland Parkway Bridge Replacement (anticipated completion 2021)
- I-95/I-495 Suitland Road Bridge Replacement (anticipated completion 2020)
- I-495 & I-270 Managed Lanes Study (anticipated completion 2021)
- MD 218 Bicycle Retrofit Project (on hold)

3.7.2 How were Impacts to the Local Roadway Network Assessed?

The M-NCPPC requires that a capacity analysis for signalized and unsignalized intersections be performed based on the *Highway Capacity Manual (HCM) 6th Edition* in order to identify and quantify impacts of the proposed development. To analyze the study area roadway network, roadway geometry, signal timing, and traffic volume data were entered into Synchro 10/SimTraffic models for the AM and PM peak hours. 2020 existing condition, future No Action, and future action condition models were developed in order to assess existing operational issues, as well as those that may arise from the proposed action alternative. The models, which are based on the methodology of the HCM, were utilized to conduct a capacity analysis. Capacity analysis is a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions and results in volume to capacity (v/c) ratios, delays, level of service (LOS), and queuing for each intersection. Pedestrian and bicycle movements were also evaluated within the study area to identify potential areas for improvement.

3.7.3 How Would the Local Roadway Network be Affected by the BLS Relocation?

No Action Alternative

The No Action Alternative would not result in additional staff being located at the SFC. Therefore, no additional vehicle trips would be generated near the SFC. Currently, all intersections surrounding the SFCC operate at an overall LOS E or F. Based on this the existing impact is readily apparent resulting in a moderate, long-term, adverse impact.

BLS Relocation (Action Alternative)

A capacity analysis was conducted to evaluate the potential traffic impacts of the relocation of BLS employees. The Action Alternative analysis examines future anticipated volumes, taking into consideration traffic under the No Action Alternative as well as traffic that would be generated by the proposed relocation of BLS.

The SFCC is a complex trip generator with a lot of variables that relate directly to how many vehicles enter and exit the campus during an average weekday. Employees arrive and depart primarily during typical AM and PM peak hours (7:00 to 9:00 AM and 4:00 to 6:00 PM). The *ITE Trip Generation Manual 10th Edition* Land Use Code 710 (General Office Building) was utilized to estimate the number of AM peak hour, PM peak hour, and total daily trips that would be generated by the additional 1,800 BLS employees (**Table 6**). A 42 percent non-auto trip credit was applied to the base trip generation estimates utilizing information obtained from a commuter survey conducted in February 2020. The results of the survey indicate that 35 percent of BLS employees anticipate driving alone to work. However, a survey of existing SFC employees revealed that

approximately 73.1 percent and 68.1 percent of Census and BEA employees commute to the SFC by car, respectively. Therefore, it is anticipated that a higher percentage of BLS employees will actually commute to the SFC campus by driving alone. Thus, an average percentage of 58 percent drive alone was applied to the base trip generation rates to estimate the anticipated vehicular trip generation from the proposed relocation.

Table 6. Future Auto Trip Generation

Agency	# of Employees	Drive Alone %	AM Peak Hour			PM Peak Hour			Daily Total
			In	Out	Tot	In	Out	Tot	
BLS	1,800	58.0%	553	113	666	144	576	720	4,946
Non-Auto			232	47	279	60	242	302	2,077
Total Auto Trips Generated by BLS			321	66	387	84	334	418	2,869

A trip distribution analysis was conducted to estimate how the new vehicle trips would travel to and from the site. Employee home zip code data for prospective and on-campus was obtained as part of the SFC Commuter Surveys. Utilizing typical weekday traffic conditions from Google Maps, a preferred route from prospective employees was established for each given zip code. In general, most trips were oriented to/from I-495 via MD 4, Suitland Parkway, and MD 5.

The results of the capacity analysis indicate that the proposed site would generate additional delay and queuing on multiple intersection approaches when compared to the No Action Alternative. **Table 7** indicates the lane groups at study intersections that would operate at an overall LOS of E or F (failing condition) under the No Action and Action condition. The table also lists overall intersection LOS at each study intersection, under the No Action and Action condition. Overall Action condition intersection LOS is also shown graphically in **Figure 9**. Lane groups that experience an increase in delay of greater than 10 seconds per vehicle as a result of the Action alternative are highlighted. Based on this analysis the Action Alternative would only marginally increase the LOS of three intersections in the AM peak period and six in the PM peak period. Based on this analysis, the adverse impacts would be slight, but noticeable (i.e., minor) and long-term.

Table 7. Alternatives Lane Groups Operating at Overall LOS E or F and Overall Intersection LOS

Intersection	Lane Group	No Action		Action	
		AM	PM	AM	PM
Branch Avenue (MD 5) & Iverson Street/Silver Hill Road (MD 458)	EB-L	F (82.5)	F (102.1)	F (82.5)	F (102.1)
	EL-TR	E (64.7)	F (179.1)	E (65.4)	F (179.1)
	WB-L	-	F (109.1)	-	F (130.4)
	WB-T	E (75.2)	F (99)	E (75.2)	F (99)
	NB-L	F (124.1)	F (115.6)	F (124.1)	F (115.6)
	SB-L	E (72.0)	F (90.6)	E (72.3)	F (90.6)

Intersection	Lane Group	No Action		Action	
		AM	PM	AM	PM
	Intersection	D (42.5)	E (62.4)	D (42.7)	E (63.8)
St Barnabas Rd (MD 414) & Old Silver Hill Road/ Silver Hill Rd (MD-458)	EB-L	E (61.7)	E (72.3)	E (61.7)	E (72.6)
	WB-L	-	E (73.0)	-	F (102.6)
	NB-L	-	E (57.6)	-	E (57.8)
	NB-T	E (58.2)	E (69.2)	E (58.2)	E (69.5)
	SB-LT	E (64.6)	E (68.4)	E (64.7)	E (68.5)
	SB-LTR	E (56.5)	E (61.5)	E (56.5)	E (61.7)
	Intersection	C (25.2)	D (41.3)	C (27.3)	D (50.4)
Silver Hill Rd (MD 414) & Suitland Parkway EB Off-Ramp	Intersection	A (2.7)	A (1)	A (2.7)	A (1.1)
Summer Road, Silver Hill Rd (MD 458), & Suitland Parkway EB On-Ramp	NB-R	F (84.2)	F (56.2)	F (110.1)	F (63.3)
	Intersection	A (6)	A (3.6)	A (7.5)	A (3.9)
Suitland Pkwy WB Off-Ramp/Suitland Metro West Driveway & Silver Hill Road (MD 458)	NB-L	E (74.8)	F (82.0)	E (73.8)	F (82.0)
	NB-T	E (77.3)	E (59.9)	E (76.1)	E (59.9)
	SB-L	F (82.2)	F (82.0)	F (82.2)	F (82.0)
	Intersection	C (24.5)	B (13.8)	C (27.5)	B (14.2)
Navy Day Dr/Suitland Metro East Driveway & Silver Hill Road (MD-458)	EB-L	F (97.0)	F (95.6)	F (94.9)	F (95.0)
	WB-L	F (94.4)	F (86.8)	F (82.0)	F (81.5)
	NB-LTR	E (77.8)	F (80.1)	E (77.8)	F (80.1)
	SB-L	E (76.4)	E (76.4)	E (76.4)	E (76.4)
	SB-T	E (72.0)	E (64.0)	E (72.0)	E (64.0)
	Intersection	B (13.4)	C (22.0)	B (14.4)	C (23.3)
Swann Road & Silver Hill Road (MD-458)	EB-L	E (70.6)	E (74.2)	E (65.8)	E (76.2)
	WB-L	E (75.5)	E (71.9)	F (80.1)	E (74.4)
	WB-TR	-	-	F (54.4)	E (65.3)
	NB-L	F (85.8)	E (58.3)	F (88.2)	-
	SB-LT	E (66.8)	E (76.9)	E (67.2)	E (75.2)
	Intersection	C (27.1)	C (32.2)	D (38.9)	D (45.0)
Suitland Road (MD-218) Road & Silver Hill Road (MD-458)	EB-L	F (101.8)	F (94.8)	F (102.6)	F (92.6)
	WB-L	F (87.7)	E (78.1)	F (86.6)	E (78.1)
	NB-L	E (67.5)	F (107.5)	E (67.7)	F (107.5)
	NB-T	F (85.5)	F (130.1)	F (86.1)	F (130.1)
	SB-L	F (99.2)	F (82.3)	F (100.1)	F (90.3)
	SB-T	F (84.2)	F (85.2)	F (83.0)	F (84.5)

Intersection	Lane Group	No Action		Action	
		AM	PM	AM	PM
	Intersection	D (49.2)	D (48.2)	D (50.7)	D (48.9)
Chelsea Way & Silver Hill Road (MD-458)	EB-L	F (100.9)	E (77.3)	F (101.1)	E (76.9)
	SB-L	F (80.5)	F (80.6)	F (80.5)	F (80.6)
	Intersection	A (7.3)	A (5.9)	A (7.8)	A (6.1)
Brooks Drive & Silver Hill Road (MD-458)	SB-L	F (82.2)	F (82.9)	F (82.2)	F (82.9)
	SB-R	E (56.2)	E (55.1)	E (55.5)	E (55.8)
	Intersection	B (13.9)	B (13.5)	B (13.9)	B (13.4)
Royal Plaza Drive/Suitland High School Driveway & Silver Hill Road (MD-458)	SB-L	F (119.5)	F (80.1)	F (119.5)	F (80.1)
	Intersection	C (22.1)	A (6.2)	C (23.2)	A (6.4)
West Ave/Giant Driveway, Old Silver Hill Road, & Silver Hill Road (MD-458)	EB-L	F (81.1)	F (80.8)	F (81.1)	F (80.8)
	SB-LT	-	E (68.6)	-	E (68.6)
	Intersection	B (18.7)	C (25.3)	B (19.2)	C (25.9)
Pennsylvania Avenue (MD-4) & Silver Hill Road (MD-458)	EB-L	F (95.4)	F (91.9)	F (95.0)	F (93.1)
	WB-L	E (69.2)	E (69.8)	E (69.2)	E (69.8)
	WB-TR	E (59.3)	E (58.5)	E (59.4)	E (58.9)
	NB-L	E (59.5)	E (70.1)	E (63.4)	E (71.7)
	SB-L	E (69.2)	E (67.6)	E (69.2)	E (67.6)
	Intersection	D (42.8)	D (44.1)	D (43.7)	D (44.7)
Suitland Rd (MD-218) & Huron Avenue	Intersection	A (0.3)	A (0.4)	A (0.3)	A (0.4)
Suitland Rd (MD-218) & Driveway 4	NB-LR	-	E (37.7)	-	F (55.2)
	Intersection	A (0.4)	A (0.5)	A (0.6)	A (1.8)
Suitland Rd (MD-218) & Driveway 3	NB-LR	A (0.0)	F (89.0)	F (60.3)	F (142.8)
	Intersection	A (1.5)	B (11.9)	A (1.6)	C (19.9)
Suitland Rd (MD-218) & Homer Avenue	SB-LR	F (67.4)	F (52.1)	F (73.4)	E (47.4)
	Intersection	A (8.9)	A (2.6)	A (9.5)	A (2.4)
Suitland Rd (MD-218), Ewing Avenue, & Shadyside Avenue	Intersection	B (15.5)	B (16.6)	B (15.5)	B (16.7)

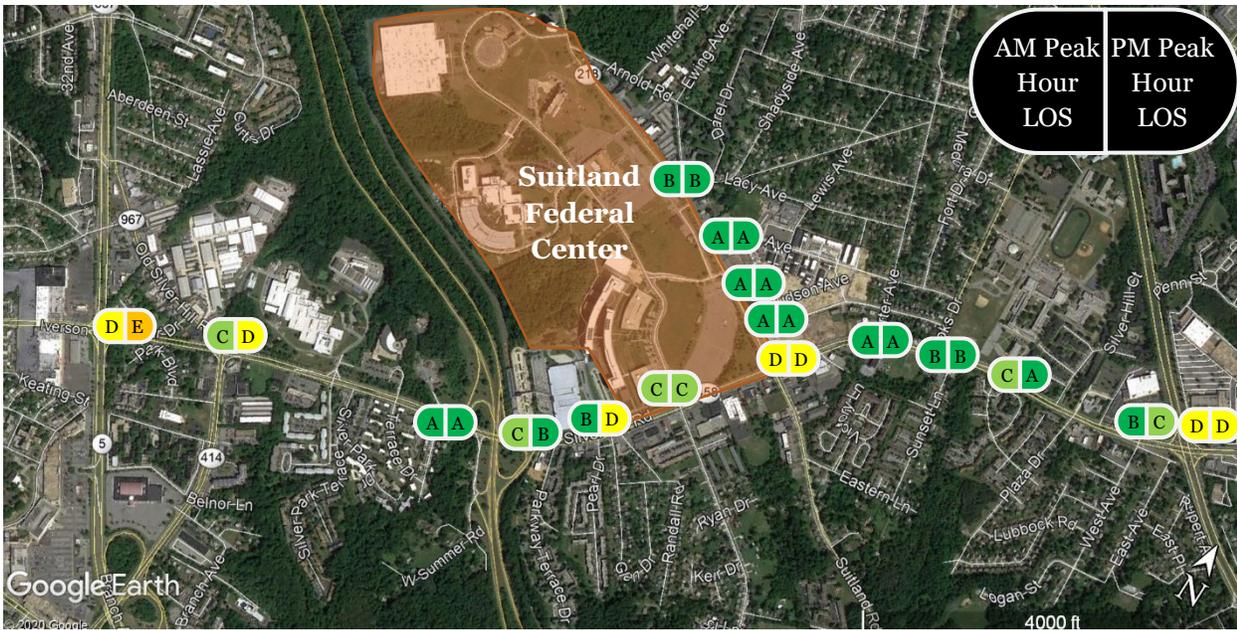


Figure 9. Overall Level of Service Conditions for the Action Alternative

3.7.4 What Public Transportation Facilities and Services are Available in the Vicinity of the Suitland Federal Center Campus?

The site lies adjacent to the Suitland Metro Station on the Metrorail Green Line and has a direct pedestrian connection (approximately 1,100 feet in length) between a campus pedestrian security gate and the station entrance. The Metrorail Green Line operates between 5:00 AM and 11:30 PM on weekdays with 8-minute peak period headways, 12-minute midday headways, and 20-minute late-night headways. This station also provides bicycle facilities as well as direct connections to Metrobus Routes D12, D13, D14, K12, K14, P12, and V12, Prince George’s County TheBus Route 34, and Maryland MTA Commuter Bus Routes 735 and 850. Weekday bus peak period headways range from 15 to 30 minutes, midday headways range from 15 to 60 minutes and late-night headways range from 30 to 60 minutes. Metrobus Routes D13, D14, K12, P12, and V12, as well as The BUS Route 34, stop at several locations along Silver Hill Road (MD 458), in front of the Campus. TheBus Route 34 also has several stops adjacent to the SFCC along Suitland Road (MD 218).

3.7.5 How Would Public Transportation Facilities and Services be Affected by the BLS Relocation?

No Action Alternative

Under the No Action Alternative, BLS would remain in their current leased space in Washington, DC. There would be no changes to existing public transportation facilities near the Postal Square Building; therefore, there would be no impact.

BEA and Census would also remain in their current space at the SFC. There would be no changes to public transportation facilities as a result.

BLS Relocation (Action Alternative)

Existing transit services would not be significantly impacted by the proposed expansion. Although the results of a commuter survey that was conducted in February 2020 indicate that up to 57 percent would commute via Metrorail and up to 2 percent would commute via bus, it is anticipated that these additional public transportation trips will have a negligible impact on the public transportation facilities. The Suitland Metro Station is a suburban station that is second to last on the Green line. Thus, the majority of Metrorail trips are anticipated to be reverse commute trips (from Downtown Washington, DC, to the Suitland Metro Station in the AM peak period and from Suitland into Downtown Washington, DC, in the PM peak period). Ample reverse commute capacity is available. Increases in bus ridership are anticipated to be approximately 2 percent, which is not anticipated to affect operations of those routes. Based on this, the impact would not be discernable resulting in a negligible, long-term, adverse impact.

It should also be noted that a survey of existing SFCC employees revealed a much lower transit trip percentage of approximately 30 percent. Thus, it is likely that the actual BLS employee transit commute mode share will be lower. A transportation management plan (TMP) has been developed to implement strategies that can enhance alternative commute modes, including transit (**Appendix E**). Recommendations in the TMP include enhancing connectivity between the Suitland Metro station and the SFCC, as well as coordination with MTA to provide additional commuter bus service.

3.7.6 How Would Pedestrians and Bicyclists Access the Suitland Federal Center Campus?

Sidewalks exist along Silver Hill Road (MD 458) and along portions of Suitland Road (MD 218), and crosswalks are provided at all signalized intersections. The right lanes of eastbound and westbound Silver Hill Road (MD 458) are striped with shared-lane markings which indicate that bicycles can use the right travel lane. Pedestrians can access the SFCC from the public sidewalk network via connections at Swann Road (Gate 5), the pedestrian gate adjacent to the Metrorail station, and at Gate 4 (Suitland Road). Within the SFCC, sidewalks lie along most roadways, including Swann Road. However, there are no specifically designated bicycle facilities on the Campus.

3.7.7 What Would be the Affect to Pedestrians and Bicyclists From the BLS Relocation?

No Action Alternative

Under the No Action Alternative, BLS would remain in their current leased space in Washington, DC. There would be no changes to pedestrians and bicyclists near the Postal Square Building; therefore, there would be no impact.

BEA and Census would also remain in their current space at the SFC. There would be no changes to pedestrians and bicyclists.

BLS Relocation (Action Alternative)

Pedestrians and bicyclists would not be significantly impacted by the BLS relocation. The results of the commuter survey show that less than 0.5 percent of BLS employees anticipate that they will walk or bike to work. However, pedestrian and bicycle improvements on and off campus are recommended in the TMP

(Appendix E) to enhance connectivity to transit as well as to encourage biking and walking in the surrounding area, such as:

- A new bicycle pathway from Gate 7 (pedestrian gate) to the Suitland Metro station.
- Widening the existing pedestrian pathway along the rear of the SFC North and South buildings to a shared-use path with a recommended width of 15 feet (10 feet for two-way bicycle/scooter and five feet minimum for pedestrians).
- Providing a multi-use pathway (15-foot wide) or buffered bicycle lanes (minimum of five feet wide with a minimum two-foot buffer) along the full length of Swann Road, inside the SFCC, with connections to all agency buildings.
- Providing a pedestrian and bicycle connection through Gate 3 to the new Suitland Manor development.
- Working with MDOT SHA, NPS, and Prince George's County to improve external pedestrian and bicycle facilities within the surrounding area of the campus, as well as to the Suitland Metro station.
- Completing missing sidewalk segments along the Suitland Road campus frontage.
- Providing secure, covered bicycle parking near building entrances with pump and tool stations. Ensure that all employees have access to locker room and shower facilities.

Based on these improvements, the impact would be slight and would result in minor, long-term, beneficial impacts.

3.7.8 What Measures Would be Taken to Reduce Impacts to the Transportation Network?

Several enhancements are recommended to provide better connections for all modes of travel, including vehicular, transit, pedestrians, and bicyclists both on and off campus. Recommendations are included below.

On-Campus

- Construct a new bicycle pathway from Gate 7 (pedestrian gate) to the Suitland Metro station.
- Widen the existing pedestrian pathway along the rear of the SFC North and South buildings to a shared-use path with a recommended width of 15 feet (10 feet for two-way bicycle/scooter and five feet minimum for pedestrians).
- Provide a multi-use pathway (15-foot wide) or buffered bicycle lanes (minimum of five feet wide with a minimum two-foot buffer) along the full length of Swann Road, inside the SFCC, with connections to all agency buildings.
- Provide a pedestrian and bicycle connection through Gate 3 to the new Suitland Manor development.
- Enhance pick-up/drop off areas for taxis and ridesharing (Uber or Lyft).
- Provide secure, covered bicycle parking near building entrances with pump and tool stations. Ensure that all employees have access to locker room and shower facilities.

Campus Access

- At the intersection of Swann Road and Silver Hill Road, widen the southbound Swann Road approach by one lane to consist of a left-turn lane, a shared left/through/right lane, and a right-turn lane. Construct a 200-foot right-turn bay along southbound Silver Hill Road. Modify signal timing to accommodate the proposed geometric changes to the intersection and optimize operations.
- Close Gate 4 and improve Gate 3 to accommodate traffic from Gate 4. Install a traffic signal at the intersection of Gate 3 and Suitland Road.

Off Campus

- Work with MDOT SHA, NPS, and Prince George's County to improve external pedestrian and bicycle facilities within the surrounding area of the campus, as well as to the Suitland Metro station.
- Complete missing sidewalk segments along the Suitland Road campus frontage.
- Work with MDOT SHA and Prince George's County to optimize signal timing at the intersections of Silver Hill Road and Branch Avenue, Silver Hill Road and Old Silver Hill Road/St. Barnabas Road, Silver Hill Road and Brooks Drive.
- Work with MDOT SHA, NPS, and Prince George's County to explore the feasibility of modifying the eastbound Silver Hill Road (MD 458) approach over Suitland Parkway from three lanes to two. This would permit the eastbound Suitland Parkway Off-Ramp to eastbound Silver Hill Road (MD 458) to change from stop controlled to a free movement with a weave on the overpass.

In addition to the above mitigation measures, it is also recommended that all agencies on the SFCC engage in a TMP that outlines transportation demand management strategies to reduce single-occupancy vehicle trips. A TMP document has been prepared as part of this EA, that provides a variety of policy, service, and infrastructure strategies, which are anticipated to reduce single-occupancy vehicle trips to and from the campus, which would help to mitigate the impacts to surrounding transportation network (**Appendix E**). Although the TMP was developed as part of the BLS relocation effort, it was written to allow it to be easily expanded and applied to the entire SFCC.

Furthermore, this study was conducted utilizing data that was collected prior to the COVID-19 pandemic. COVID-19 has significantly changed commute patterns, and it is anticipated that these changes will have a long-term impact, even after the pandemic is over, that may include an increased number of employees working from home, as well as a reluctance for people to use mass transit or ride in carpool or vanpool vehicles. Therefore, it is recommended that the intersections identified as requiring mitigation be re-evaluated in the future to determine if the mitigation recommendations are still applicable.

3.8 Air Quality

3.8.1 Are There Any Air Quality Issues in the Washington Metropolitan Region?

Under the authority of the Clean Air Act, the EPA has developed National Ambient Air Quality Standards (NAAQS) for certain air pollutants (criteria pollutants) deemed harmful to public health and the environment. These criteria pollutants include nitrogen dioxide (NO₂), sulfur dioxide (SO₂), carbon monoxide

(CO), ozone (O₃), particulate matter (PM_{2.5}/PM₁₀), and lead (Pb). The EPA designates areas where ambient concentrations of these pollutants are below the NAAQS as being in “attainment” and designates areas where a criteria pollutant level exceeds the NAAQS as being in “nonattainment.”

Prince George’s County is within the Washington Metropolitan Statistical Area (MSA) for air quality analysis. The Washington Metropolitan Region is designated as a non-attainment area for ground-level O₃ under the 8-hour standard (EPA, 2020). The 8-hour standard is defined as the 3-year average of the fourth highest daily maximum 8-hour average ozone concentration. The Metropolitan Washington Council of Governments (MWCOG) prepared a State Implementation Plan (SIP) to meet O₃ attainment standards that were adopted in May 2007. Each state (or regional government) is required by EPA to develop a SIP that identifies the NAAQS attainment status for each pollutant and accounts for planned projects within the region that have the potential to increase pollutant emissions.

Section 176(c) of the Clean Air Act prohibits Federal actions in nonattainment and maintenance areas unless the emissions from the actions conform to the SIP for the area. General Conformity requirements ensure that Federal activities do not cause or contribute to new NAAQS violations, worsen existing NAAQS violations, or delay attainment of the NAAQS. The EPA has established *de minimis* thresholds for each NAAQS pollutant. Projects with emissions below *de minimis* thresholds are exempt from the General Conformity requirements (EPA, 2017).

The Clean Air Act identified 188 air toxics, also known as hazardous air pollutants. The EPA has identified 21 as mobile source air toxics (MSATs), set forth in an EPA final rule, Control of Emissions of Hazardous Air Pollutants from Mobile Sources (66 Federal Register [FR] 17235), of which six have been identified as priority MSATs. These are benzene, formaldehyde, acetaldehyde, diesel particulate matter/diesel exhaust organic gases, acrolein, and 1, 3-butadiene. These MSATs are most often generated to the fuel combustion process and emitted by cars and trucks (EPA, 2016).

3.8.2 Will the Proposed Project Impact Air Quality in the Area?

No Action Alternative

Under the No Action Alternative, BLS would remain in their current space in Washington, DC. Air emissions from traffic in and surrounding BLS’ current leased space and the SFCC would generally remain at current levels. Therefore, there would be no impacts to air quality other than what is already occurring.

BLS Relocation (Action Alternative)

Impacts of the proposed BLS relocation on air quality were analyzed based on requirements for exterior work and interior renovations of the SFC, as well as long-term facility management and increased traffic volumes with an additional 1,800 employees onsite.

Air quality may be temporarily impacted from emissions generated during building renovations at the SFC to accommodate BLS. However, exterior work at the SFC would be minimal and would not require a large fleet of diesel-powered construction vehicles and other heavy equipment, or grading. Construction is expected to result in a slight but detectable increase in emissions during the approximately one-year construction

period. Therefore, the BLS relocation would result in a direct, short-term, minor, adverse impact to air quality.

The BLS relocation would not require adding new stationary sources or air emissions. It is anticipated that existing heating and cooling equipment within the SFC would be sufficient to accommodate the additional 1,800 employees; however, GSA plans to consider opportunities to upgrade these systems with more modern, energy-efficient equipment. Regardless, air emissions above de minimis thresholds are not expected. The project would, therefore, be exempt from the conformity requirements of the Clean Air Act. The BLS relocation would result in a slight but detectable increase in overall vehicle emissions at the SFCC. Therefore, traffic-related air emissions would cause direct, long-term, minor, adverse impacts to air quality.

3.8.3 What Would be Done to Protect Air Quality During Construction?

Temporary impacts to air quality would be minimized by adhering to state and local regulations and by implementing accepted air quality control BMPs during construction. GSA would require the contractor to develop and implement dust abatement and emissions control plans that would include measures to reduce emissions and fugitive dust such as minimizing vehicle and equipment idling, minimizing the use of diesel-powered equipment, spraying water on access roads and stockpiles, placing dust covers on vehicles transporting construction debris or other materials, and minimizing new disturbances by strategically phasing construction.

3.8.4 What Permanent Measures Would be Taken to Reduce Long-Term Impacts to Air Quality?

GSA would consider using green building materials for interior renovations. Low-emission adhesives and sealants, paints and coatings, flooring systems, and other green products would maximize indoor air quality. Upgrades to existing heating and cooling systems with more modern, efficient equipment, and the maximization of natural lighting for interior workspaces, would reduce the demand for electricity, resulting in a corresponding reduction in air emissions. To minimize long-term air quality impacts from increased traffic volumes, GSA would coordinate with BLS to encourage employees to carpool or to use the Metro to reduce the number of cars traveling to the SFCC and therefore reduce impacts to air quality.

3.9 Utilities

3.9.1 Who Provides Utility Service to the Proposed Site?

Electrical Service

Electrical service is provided to the SFCC by the Potomac Electric Power Company (PEPCO). PEPCO provides electricity to approximately 883,000 customers in Maryland and the District of Columbia (PEPCO, 2020). The SFCC is served by four 13.2 kVA feeders connected to a switchgear located in a one-story brick building at the western boundary of the SFC overflow parking area (GSA, 2001). Electricity to the SFC is provided by one of the feeders (GSA, 2020a).

Natural Gas Service

Natural gas service is provided to the SFCC by Washington Gas. Washington Gas provides natural gas service to more than 1 million residential, commercial, and industrial customers throughout the District of Columbia and the surrounding region (Washington Gas, 2020). There are four gas lines that enter the SFCC off lines under Suitland Road. Gas is provided to the SFC by a 6-inch line that enters the SFCC near Gate 3. The line crosses the open grass area north of Federal Center Drive, and Swann Road, and connects at the SFC North Building (GSA, 2020a).

Water and Sewer Service

Water service is provided to the SFCC by the Washington Suburban Sanitary Commission (WSSC). WSSC is among the largest water and wastewater utilities in the nation, serving 1.8 million residents in Prince George's County and Montgomery County (Washington Suburban Sanitation Commission [WSSC], 2020). Several water lines with varying diameters enter the SFC off Suitland Road and Silver Hill Road. Water is provided to the SFC South Building by an 8-inch water line that enters the SFCC south of Gate 5, and to the SFC North Building by an 8-inch water line that enters the SFCC between Gates 2 and 3 (GSA, 2020a).

Sanitary sewer services are also provided by WSSC. Sanitary wastewater is collected onsite by a gravity sewer system owned and maintained by GSA that was constructed in the mid-1940s (GSA, 2001). The onsite sewer system connects to larger WSSC lines that exit the SFCC to the south and continue along Suitland Parkway. These include a 10-inch line that leaves the SFCC behind the Washington National Records Center and a 15-inch line exits behind the SFC (GSA, 2020a). The 15-inch line collects and conveys sanitary sewage from the SFC. Sanitary wastewater collected from the SFCC flows to the Blue Plains Advanced Wastewater Treatment Plant, operated by the District of Columbia Water and Sewer Authority, for treatment (GSA, 2001).

3.9.2 How Would Utilities Be Impacted by the Proposed Project?

No Action Alternative

Under the No Action Alternative, BLS would remain in their current leased space in Washington, DC. There would be no changes to the existing utility services at the Postal Square Building; therefore, there would be no impact.

Utility service would continue to be provided by PEPCO, Washington Gas, and WSSC. The existing electrical, natural gas, water, and sewer systems would remain capable of handling the current demand. Therefore, there would be no impacts to utilities under the No Action Alternative.

BLS Relocation (Action Alternative)

The BLS relocation would result in slight but detectable short- and long-term increases in energy demand during interior demolition and renovations and operation of the SFC following the addition of 1,800 Federal employees onsite. GSA anticipates the existing electrical system would be sufficient to handle the increased demand and that the increase would not overburden the capacity of PEPCO. Energy-efficient system upgrades would be considered in support of the BLS relocation to reduce energy consumption.

Disruptions to natural gas service may occur during interior demolition and renovations within the SFC to accommodate BLS but would last only through construction. Slight, but detectable long-term increases in natural gas consumption would occur from the operation of the SFC following the addition of 1,800 Federal employees onsite. However, the existing delivery system would be sufficient to handle the increased consumption and the increase would not overburden the capacity of Washington Gas.

It is not anticipated that the BLS relocation would require installation of new or larger water or sewer lines to support the additional 1,800 employees; however, additional sinks may need to be added to the existing restroom facilities on the upper floors to meet building code requirements. Any disruptions to water and/or sewer service would be temporary and would only occur in the restroom facilities. GSA would ensure adequate restroom facilities are available to employees during interior building renovations. Therefore, short-term impacts to water and sewer service would be negligible because no new water or sewer lines would be needed to the SFC and adequate restroom facilities would remain available to employees during construction. Following the BLS relocation, a slight but detectable increase in water consumption and sewage volumes is anticipated. However, the existing water supply and sewer infrastructure would be sufficient to handle the increased usage and would not overburden the capacity of WSSC.

The proposed action would, therefore, result in direct and indirect, short- and long-term, negligible to minor, adverse impacts to utilities.

3.9.3 What Conservation Measures Would Be Incorporated into the Development of the Proposed Site to Mitigate Impacts to Utilities and Increase Energy Efficiency?

Facility renovations required to accommodate BLS at the SFC would be designed to minimize energy consumption. Energy conservation measures, including, but not limited to, daylighting (i.e., using natural sunlight to potentially reduce energy needs for interior lighting), and incorporating energy-efficient upgrades to lighting and heating and cooling systems, could reduce demand on electrical services. Installation of low flow, water-saving plumbing fixtures in bathrooms and kitchen facilities, could reduce demand for fuel oil to power boilers used to heat water and reduce demand on the water supply service. Improving water efficiency would result in a corresponding reduction in sanitary sewer volumes.

3.10 Waste Management

3.10.1 How Is Waste Be Managed at the Suitland Federal Center Campus?

Solid waste at the SFCC is collected and disposed of by RJ's Disposal Service, Inc., a private waste management company based out of Hyattsville, Maryland. Recyclables, including paper, plastics, and metal, are collected by Georgetown Paper Stock, a private waste management company based out of Rockville, Maryland. The SFCC generates approximately 254 tons of non-construction solid waste per year that is collected and transported to Recycle One, a recovery facility in Hyattsville, Maryland, where recyclable and non-recyclable materials are sorted and processed. Recycle One processes approximately 221 tons of recyclable waste per year from the SFCC, and approximately 33 tons per year of non-recyclable waste is diverted to the Covanta Waste to Energy Facility in Alexandria, Virginia, which handles approximately 356,000 tons of waste per year (GSA, 2020b; Covanta, 2020). In addition, approximately 32 tons of compost material are collected from the SFCC annually by the Maryland Environmental Service (GSA, 2020b).

3.10.2 How would the proposed project affect waste management?

No Action Alternative

Under the No Action Alternative, BLS would remain in their current leased space in Washington, DC. There would be no changes to the existing waste management practices in place at the Postal Square Building; therefore, there would be no impact.

Waste management procedures at the SFCC would remain unchanged under the No Action Alternative. The amount of waste, including recyclable and non-recyclable materials, would generally be consistent with current rates of disposal. The waste collection would continue to be contracted to private waste management services and transported to landfills or other disposal facilities to be processed that are operated in accordance with state and Federal laws. Therefore, there would be no impact to waste management under the No Action Alternative.

BLS Relocation (Action Alternative)

The BLS relocation would require demolition and renovation of interior spaces of the SFC that would result in a temporary but noticeable increase in solid waste produced at the SFCC. Demolition and construction debris would be collected by private waste management services in dumpsters or other containment units for disposal. No lead-based paint, asbestos containing material, or other contaminated wastes are expected to be encountered during demolition. Disposal of waste generated from demolition and renovation would not be expected to overburden contracted waste management services or disposal facilities. Because GSA would strive to divert at least 50 percent of demolition and construction waste from landfills, routing materials instead to recycling or other facilities, there would be a direct, short-term, moderate, adverse impact to waste management under the Proposed Action.

A noticeable increase in solid waste generated at the SFC, including recyclable materials, is expected after BLS has relocated to the SFC. GSA would coordinate with contracted waste management services to ensure that the increased need for waste disposal is accommodated. Because the anticipated increase in waste is not expected to overburden contracted waste management services or disposal facilities, the BLS relocation would result in a direct, long-term, moderate, adverse impact to waste management.

3.10.3 What Conservation Measures Would Be Incorporated into the Development of the Proposed Site to Mitigate Impacts to Utilities and Increase Energy Efficiency?

Recycling programs would serve as mitigation during interior demolition and renovations of the SFC, and operation of the SFCC, to reduce the volume of solid waste leaving the site for disposal. As previously mentioned, GSA would strive to divert at least 50 percent of demolition and construction waste from landfills and/or incinerators, routing materials instead to recycling or other facilities. Encouraging employees to reduce printing and paper usage, and to use reusable kitchenware and drink containers, would also reduce waste.

3.11 What are Cumulative Effects and Why Are They Discussed?

CEQ regulations require Federal agencies to assess the cumulative effects of Federal projects during the decision-making process. Cumulative impacts result “from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” See §40 CFR 1508.7. This section of the EA describes the cumulative impacts that the proposed action, combined with other projects in the area, may have on the human environment.

3.11.1 What Past, Present, and Future Projects Could Add To or Interact With the Impacts of the Proposed Project?

Historically, much of Prince George’s County was farmland until the beginning of the twentieth century. The site that now encompasses the SFCC was mostly forested until it was sold to the Federal Government in 1941. Only several residences, agricultural structures, a gas station, and a grocery store occupied the 437 acres purchased (226 acres of which are now the SFCC). Development of the site began immediately with the construction of the original Census Building (FOB-3; no longer extant) and continued for many decades through the construction of the SFC and NOAA Satellite Operations Facility in the early 2000s (GSA, 2001). During the period of development, several of the original buildings constructed within the SFCC were demolished. Due to Suitland’s proximity to Washington, DC, development in the vicinity of the SFCC accelerated drastically during the 1950s and 1960s, creating what is now one of the most densely populated areas in Prince George’s County (GSA, 2001).

3.11.2 What Are the Cumulative Effects?

Past, present, and future development has affected and would continue to affect the natural, cultural, and social environment at SFC and in the surrounding community. Cumulative effects are described below for those resources analyzed in detail in the Final EA. There would be no cumulative effects, or no cumulative effects that would be detectable, for those topics dismissed from further analysis.

Economy and Employment

Past developments in the vicinity of the SFC that may have once provided strong support to the economy and adequate employment opportunities are deteriorating. However, current and future development projects, including the Towne Square at Suitland Federal Center, will bolster the local economy by providing both short- and long-term employment opportunities during construction and operation of the mixed-use development, and by increasing real estate, income, and sales tax revenue.

Construction to prepare for the BLS relocation would temporarily increase employment as contractors are hired to perform the work. These contractors would likely patronize new and existing local businesses and restaurants, resulting in increases in sales and tax revenue in the community that would be slight but detectable. Overall, a short-term, minor, beneficial, cumulative impact to economy and employment is anticipated.

Over the long-term, Federal employees at the SFCC would patronize the new retail services, restaurants, and businesses provided by the Towne Square mixed-use development and other commercial areas in the vicinity. The 1,800 additional BLS employees, added to the current employees at the SFCC, would increase

demand for even more services, prompting new businesses to potentially locate into the area, which would result in a slight, but detectable increase in job opportunities and sales and tax revenues. Overall, a long-term, minor, beneficial, cumulative impact to economy and employment is anticipated.

Community Facilities and Services

Current and future development projects, including the Towne Square at Suitland Federal Center and other revitalization efforts, as well as the addition of 1,800 BLS employees to the SFCC, would place added pressure on community facilities and services in the short- and long-term. However, effects would not be noticeable as community facilities and services are expected to have the capacity to accommodate the additional patronage. Overall, short- and long-term, negligible, adverse, cumulative impacts are anticipated.

Safety and Security

Current and future development projects, including the Towne Square at Suitland Federal Center, as well as the addition of 1,800 BLS employees to the SFCC, are likely to result in a population increase in the Suitland area. Existing safety and security measures at the SFCC would ensure Federal employees, including the additional 1,800 BLS employees, are protected while inside the facility. Within the surrounding community, revitalization efforts, including the Towne Square at Suitland Federal Center, will increase day and nighttime populations that may result in an associated increase in crime. However, it is within the best interest of the developer of the Towne Square to promote security and provide a safe environment for residents, businesses, and visitors. Therefore, it is anticipated that safety and security measures implemented both on and off the SFCC would not increase crime. Overall, short- and long-term, negligible, adverse, cumulative impacts to safety and security are anticipated.

Traffic and Transportation

The proposed BLS relocation would slightly increase traffic congestion in the vicinity of the SFCC. The traffic analysis conducted for this EA accounts for future development and thus represents cumulative impacts for traffic (Section 3.9). Past development in the DC region and in the vicinity of the SFCC has led to extensive vehicular traffic as well as the creation of public transit systems. The existing network of roadways is well-developed, but experiences frequent congestion, particularly during the morning and evening rush hours. There are numerous options available for public transit to ease demands on roadways, including buses and Metrorail, though public transit systems can also be congested. The TMP and regional initiatives to reduce the use of single-occupancy vehicles such as car-sharing and telework will also minimize the cumulative impacts of the proposed BLS relocation and other planned development on transportation. With implementation of these measures, along with other planned local and regional transportation projects, there would be slight, but detectable, changes in traffic and public transportation resulting in minor, long-term, adverse cumulative impacts.

Air Quality

Past development within the Washington Metropolitan Area has increased traffic volumes and added new emission sources that have had detrimental effects on air quality. Current and future development projects, including the Towne Square at Suitland Federal Center, will result in air emissions from construction, new permanent stationary sources such as heating and cooling units and generators, and from vehicle emissions

from the addition of permanent residential units and the estimated 1,200 new jobs that will become available (Cober Johnson & Romney, 2020). The BLS relocation would generate additional emissions and fugitive dust during building renovations and exterior work, as described in Section 3.10.2, that would result in a slight but detectable increase in emissions during the construction period and short-term, minor, adverse cumulative impacts to air quality when combined with other development projects.

Over the long-term, the BLS relocation would result in impacts to air quality from vehicle emissions generated by the addition of 1,800 employees at the SFCC. However, implementation of the shuttle service proposed by the Navy has the potential to reduce single occupancy vehicles to SFCC by promoting mass transit services. When combined with other planned projects (i.e. the Towne Square at Suitland Federal Center), the slight but detectable increase in overall vehicle emissions from the BLS relocation would contribute to long-term, minor, adverse cumulative impacts to air quality.

Utilities

Past development in the vicinity of the SFCC has increased the demand for utilities as land was converted to residential and commercial uses. Planned development in the vicinity of the SFCC, including the Towne Square at Suitland Federal Center, will further increase demand for utilities in the area. Construction activities could result in temporary disruptions to utilities as electrical, natural gas, water, and sewer infrastructure is being incorporated into the development. Except for temporary disruptions to utilities within the SFC where renovations are being completed, no other construction-related impacts are anticipated from the BLS relocation; therefore, there would be no short-term cumulative impacts. Over the long-term, the increased demand for utilities from planned projects and the BLS relocation would result in long-term, minor, adverse cumulative impacts.

Waste Management

Past development in the vicinity of the SFCC has led to an increase in solid waste produced. Planned development in the vicinity of the SFCC, including the Towne Square at Suitland Federal Center, will further increase solid waste production in the area. Building renovations to accommodate the BLS relocation at the SFC would result in a temporary but noticeable increase in solid waste production that would contribute to short-term, moderate, adverse cumulative impacts to waste management. Over the long-term, the increase in solid waste produced from planned projects and the BLS relocation would result in long-term, moderate, adverse cumulative impacts to waste management.

3.12 Are There Any Adverse Environmental Effects Which Cannot be Avoided Associated with the Proposed Project?

Impacts from the proposed BLS relocation have been described in detail in the previous sections of this chapter. In general, there would be unavoidable adverse effects due to the type of development project that is proposed. The relocation of 1,800 employees to the SFCC would increase demand for utility services, community facilities and services, and waste management services at the SFCC and in the surrounding area. There would also be an increase in vehicle densities on roadways surrounding the SFCC from the increase in commuting employees to the site that would result in unavoidable traffic and air quality impacts.

3.13 What Relationships Exist Between the Local Short-Term Uses of the Proposed Project and Maintenance and Enhancement of Long-Term Productivity?

Long-term benefits of the proposed BLS relocation would occur at the expense of short-term air quality impacts from equipment needed for building renovations and exterior work to accommodate the additional 1,800 employees at the SFC. However, these impacts would be temporary and proper controls would be utilized to prevent lasting effects.

Short-term gains to the local economy would occur as local businesses and workers provide services and supplies during construction. These temporary gains would evolve into a long-term benefit to the economy as the additional 1,800 BLS employees support local businesses surrounding the SFCC. Short-term losses to the local economy may occur at the current BLS location when they are vacated for the relocation, but their current offices are expected to be reused by other employers or developers and therefore the loss would only be temporary.

Upon completion of the proposed action there would be a long-term benefit from the relocation of BLS out of leased space into Government space at the SFC. The proposed action would also provide an efficient interior design at the SFC to accommodate BLS, Census, and BEA.

3.14 Are There Any Irreversible and Irretrievable Commitments of Resources Associated with the Proposed Project?

A commitment of fuel, electricity, construction materials, and workforce labor would be required to complete the building renovations for the proposed BLS relocation. Once the relocation occurs there would be a commitment of water, fuel, and electricity to serve the SFCC, including the SFC. All these resources relating to building renovations for the BLS relocation, and operation and maintenance of the SFC, are considered irretrievably committed. However, irretrievable commitments of resources, such as electricity, natural gas, and water, may be minimized through conservation and sustainability practices. In addition, it is anticipated the proposed BLS relocation would ultimately require a lower expenditure of funds, energy, and fuel than presently committed under the existing leased facilities in Washington, DC and Maryland by co-locating multiple Federal agencies into one building.

3.15 What Are the Impacts From Each Alternative?

Table 8 presents, for comparison purposes, a concise summary of each alternative's potential impacts by resource topic.

Table 8. Comparison of Impacts

	No Action Alternative	Action Alternative
Economy & Employment	No impacts	<p>Because there would be slight, but discernable change in economic activity, the proposed BLS relocation is expected to have an indirect, short-term, negligible, adverse impact on taxes and revenue at the Postal Square Building.</p> <p>Because a slight but detectable increase in secondary jobs would occur indirectly due to increased economic activity and the attraction of new retail services, restaurants, and businesses and renovation activities would create temporary jobs for construction workers, the proposed BLS relocation would result in indirect, short and long-term, beneficial impacts to employment. Because there would not be a detectable change in economic activity, the proposed BLS relocation is expected to have an indirect, short-term, negligible, adverse impact on taxes and revenue at the Postal Square Building.</p>
Community Facilities & Services	No impacts	Because some BLS employees could relocate to the Suitland area, the impacts to community services would be slight, but detectable, the proposed BLS relocation would have an indirect, long-term, minor, adverse impact to community facilities, and services near the SFCC.
Safety & Security	No impacts	Because there would be an increase in the commuter population, the increase in calls to District 8 and/or MetroTransit Police would be slight, but detectable resulting in a long-term, minor, adverse impact. There would be no discernable impact to crime near the SFCC because safety and security measures that are implemented at the SFCC would help reduce the likelihood of a BLS employee becoming a victim of a crime in the area of the SFCC. There would be no discernable change in crime in the area surrounding the Postal Square Building resulting in negligible adverse impacts. Based on the most recent crime statistics, there would also be no discernable change to the safety and security of BLS employees that are relocating from the Postal Square Building to the SFCC
Traffic & Transportation	The LOS at intersections surrounding the SFCC results in moderate, long-term, adverse impacts. There are no impacts to public transportation facilities or to pedestrians and bicyclists.	The Action Alternative would only marginally increase the LOS of three intersections in the AM peak period and six in the PM peak period over the No Action Alternative. Based on this, the impact is slight, but noticeable resulting in a minor, long-term, adverse impact. There would not be a discernable increase in ridership to the Metrorail and buses resulting in a negligible, long-term, adverse impact. Improvements for pedestrians and bicyclists in the area surrounding the SFCC would result in minor, long-term, beneficial impacts.

	No Action Alternative	Action Alternative
Air Quality	No impacts	Because construction is expected to result in a slight but detectable increase in emissions during the approximately one-year construction period, the BLS relocation would result in a direct, short-term, minor, adverse impact to air quality. Because the BLS relocation would result in a slight but detectable increase in overall vehicle emissions at the SFCC, traffic-related air emissions would cause direct, long-term, minor, adverse impacts to air quality.
Utilities	No impacts	Because the BLS relocation would result in slight but detectable short- and long-term increases in energy demand, natural gas consumption, and water and sewer consumption, there would be indirect, short- and long-term, negligible to minor, adverse impacts to utilities.
Waste Management	No impacts	Because GSA would strive to divert at least 50 percent of demolition and construction waste from landfills, routing materials instead to recycling or other facilities, there would be a direct, short-term, moderate, adverse impact to waste management. Because the anticipated increase in waste is not expected to overburden contracted waste management services or disposal facilities, the BLS relocation would result in a direct, long-term, moderate, adverse impact to waste management.

3.16 What Mitigation Measures Would Be Implemented Under the Action Alternative?

Economy and Employment

None

Community Facilities and Services

None

Safety and Security

None

Traffic and Transportation

Several enhancements are recommended to provide better connections for all modes of travel, including vehicular, transit, pedestrians, and bicyclists both on and off campus. Recommendations are included below:

On-Campus

- Construct a new bicycle pathway from Gate 7 (pedestrian gate) to the Suitland Metro station.

Mitigation includes:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
 - (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
 - (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
 - (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
 - (e) Compensating for the impact by replacing or providing substitute resources or environments.
- (40 CFR 1508.20)

- Widen the existing pedestrian pathway along the rear of the SFC North and South buildings to a shared-use path with a recommended width of 15 feet (10 feet for two-way bicycle/scooter and five feet minimum for pedestrians).
- Provide a multi-use pathway (15-foot wide) or buffered bicycle lanes (minimum of five feet wide with a minimum two-foot buffer) along the full length of Swann Road, inside the SFCC, with connections to all agency buildings.
- Provide a pedestrian and bicycle connection through Gate 3 to the new Suitland Manor development.
- Enhance pick-up/drop off areas for taxis and ridesharing (Uber, Lyft, etc.).
- Providing secure, covered bicycle parking near building entrances with pump and tool stations. Ensure that all employees have access to locker room and shower facilities.

Campus Access

- At the intersection of Swann Road and Silver Hill Road, widen the southbound Swann Road approach by one lane to consist of a left-turn lane, a shared left/through/right lane, and a right-turn lane. Construct a 200-foot right-turn bay along southbound Silver Hill Road. Modify signal timing to accommodate the proposed geometric changes to the intersection and optimize operations.
- Close Gate 4 and improve Gate 3 to accommodate traffic from Gate 4. Install a traffic signal at the intersection of Gate 3 and Suitland Road.

Off Campus

- Work with MDOT SHA, NPS, and Prince George's County to improve external pedestrian and bicycle facilities within the surrounding area of the campus, as well as to the Suitland Metro station.
- Complete missing sidewalk segments along the Suitland Road campus frontage.
- Work with MDOT SHA and Prince George's County to optimize signal timing at the intersections of Silver Hill Road and Branch Avenue, Silver Hill Road and Old Silver Hill Road/St. Barnabas Road, Silver Hill Road and Brooks Drive.
- Work with MDOT SHA, NPS, and Prince George's County to explore the feasibility of modifying the eastbound Silver Hill Road (MD 458) approach over Suitland Parkway from three lanes to two. This would permit the eastbound Suitland Parkway Off-Ramp to eastbound Silver Hill Road (MD 458) to change from stop controlled to a free movement with a weave on the overpass.

In addition to the above mitigation measures, it is also recommended that all agencies on the SFCC engage in a TMP that outlines transportation demand management strategies to reduce single-occupancy vehicle trips. A TMP document has been prepared for the SFCC that provides a variety of policy, service, and infrastructure strategies, which are anticipated to reduce single-occupancy vehicle trips to and from the campus, which would help to mitigate the impacts to surrounding transportation network (**Appendix E**).

Furthermore, this study was conducted utilizing data that was collected prior to the COVID-19 pandemic. COVID-19 has significantly changed commute patterns, and it is anticipated that these changes will have a long-term impact, even after the pandemic is over, that may include an increased number of employees

working from home, as well as a reluctance for people to use mass transit or ride in carpool or vanpool vehicles. Therefore, it is recommended that the intersections identified as requiring mitigation be re-evaluated in the future to determine if the mitigation recommendations are still applicable.

Air Quality

Temporary impacts to air quality would be minimized by adhering to state and local regulations and by implementing accepted air quality control BMPs. GSA would require the contractor to develop and implement dust abatement and emissions control plans that would include measures to reduce emissions and fugitive dust such as minimizing vehicle and equipment idling, minimizing the use of diesel-powered equipment, spraying water on access roads and stockpiles, placing dust covers on vehicles transporting construction debris or excavated materials, and minimizing new disturbances by strategically phasing construction.

Utilities

Energy conservation measures, including, but not limited to, daylighting (e.g., using natural sunlight to potentially reduce energy needs for interior lighting), and incorporating energy-efficient upgrades to lighting and heating and cooling systems, could reduce demand on electrical services. Installation of low flow, water-saving plumbing fixtures in bathrooms and kitchen facilities, could reduce demand for fuel oil to power boilers used to heat water and reduce demand on the water supply service. Improving water efficiency would result in a corresponding reduction in sanitary sewer volumes.

Waste Management

Recycling programs would serve as mitigation during demolition and interior renovations of the SFC, and operation of the SFCC, to reduce the volume of solid waste leaving the site for disposal. As previously mentioned, GSA would strive to divert at least 50 percent of demolition and construction waste from landfills and/or incinerators, routing materials instead of recycling or other facilities. Encouraging employees to reduce printing and paper usage, and to use reusable kitchenware and drink containers, would also reduce waste.

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