Executive Summary

Introduction

The United States (U.S.) General Services Administration (GSA), as Lead Agency, with the Federal Bureau of Investigation (FBI), the National Capital Planning Commission (NCPC), and the National Park Service (NPS) as cooperating agencies, prepared this Draft Environmental Impact Statement (Draft EIS) to guide the evaluation of alternatives for a new, permanent location for a proposed consolidated FBI Headquarters (HQ).

The FBI has occupied the J. Edgar Hoover (JEH) building, located at 935 Pennsylvania Avenue NW, Washington, D.C., since its completion in 1974. However, since 1974, the mission and operations of the FBI have expanded such that numerous other leased facilities in the National Capital Region (NCR) are required to fulfill its HQ functions.

The mission of GSA is to deliver the best value in real estate, acquisition, and technology services to government and the American people. Given that the FBI does not have any general authority to acquire real property in the United States, the FBI has requested that GSA exercise its authority to acquire property in order to address FBI's need for a consolidated HQ that efficiently and effectively supports the agency's current and future mission, workforce, security, and operational requirements.

The NCPC is the Federal government's planning agency for the National Capital Region. NCPC's work is centered on comprehensive planning, Federal capital improvements, the review and approval of Federal plans and Projects, and special Initiatives. NCPC also coordinates the planning efforts of Federal agencies that construct and renovate facilities within the National Capital Region; represents the Federal government on a number of local and regional planning boards; and encourages public participation in all aspects of the agency's work.

The NPS preserves unimpaired the natural and cultural resources and values of the National Park System for the enjoyment, education, and inspiration of this and future generations. This include parks throughout the United States as well as public spaces in the NCR.

Description of the Proposed Action and Alternatives

Proposed Action

This project would leverage the value of the JEH parcel and exchange it for a new complex that can accommodate the FBI's entire HQ operations in one location. This new complex would be built by an exchange partner chosen by GSA and FBI on one of three short-listed sites that are closely examined in this Draft EIS, as shown in figure ES-1. The three short-listed sites are:

- **Greenbelt**: This site is known as the Greenbelt Metro Station and is located near the intersection of Interstate I-495 and the Greenbelt Metrorail Station (exit 24) in Prince George's County, Maryland.
- **Landover**: This site is known as the former Landover Mall and is located along Brightseat Road near the intersection of I-495 and Landover Road (exit 17) in Prince George's County, Maryland.
- **Springfield**: This site is known as the GSA Franconia warehouse complex (GSA warehouse complex) and is located along Loisdale Road just south of the Franconia-Springfield Parkway overpass and east of I-95 in Fairfax County, Virginia.

Figure ES-1: Regional Site Map

GSA would rely on the following authorities to implement the consolidation of FBI HQ and the exchange of the JEH parcel, including:

- 40 U.S.C. § 3304,
- 40 U.S.C. § 584, and
- 40 U.S.C. § 581(c)

There are two primary decisions to be made by GSA, in coordination with FBI and NCPC as cooperating agencies:

- Whether or not to consolidate the FBI HQ through the exchange of JEH, and
- To consolidate FBI HQ at either the Greenbelt, Landover, or Springfield site.

The Proposed Action would encompass two parts:

- Acquisition of a consolidated FBI HQ at a new permanent location; and
- Exchange of the JEH parcel.

The Proposed Action would allow GSA to leverage its current assets in exchange for property to support the space consolidation efforts of GSA and the FBI. The exchange would convey the JEH parcel to the private sector consistent with local land use controls and redevelopment goals for Pennsylvania Avenue.

GSA would rely on various authorities to implement the exchange, including 40 U.S.C. § 3304, which authorizes GSA to seek donated sites or no-cost assignable purchase options for sites. In addition, 40 U.S.C. § 581(c) allows GSA to acquire, by purchase or otherwise, real estate and interests in real estate to meet FBI's space needs through exchange of the current HQ facility. GSA would notify and coordinate with its oversight and authorization committees in the context of an exchange.

Purpose and Need of the Proposed Action

The purpose of the Proposed Action is the consolidation of the existing FBI HQ into one location within the National Capital Region (NCR) and to provide the FBI with a HQ complex that meets the Interagency Security Committee (ISC) Level V security standards. This standard is reserved for agencies with mission functions that are critical to national security or the continuation of government.

As previously stated, the FBI has occupied the JEH building since its completion in 1974. However, since that time, the mission and operations of the FBI have evolved in such a way that multiple leased facilities across the NCR are required to fulfill its HQ and mission functions. As a result, a consolidated FBI HQ is needed to support information sharing, collaboration, and the integration of strategic priorities. Currently, the aging JEH building houses only 52 percent of HQ staff with the remainder dispersed over multiple locations in the NCR.

Fragmentation resulting from the FBI HQ's multiple locations diverts time and resources from investigations, hampers interoffice coordination, and decreases flexibility. Dispersion across multiple locations also gives rise to redundancy in operations and inefficient use of space. The consolidation is needed to eliminate redundancies and provide for significant space savings.

The Proposed Action is also necessary to provide an FBI HQ that adheres to the ISC Level V facility standards. Currently, FBI HQ elements are housed in the JEH building and in multiple locations throughout the NCR that do not meet the ISC Level V facility standards. As an integral agency for the management of intelligence and national security programs, the FBI needs a HQ that provides highly reliable utilities and infrastructure.

FBI Program

The FBI identified a need to consolidate approximately 2.5 million gross square feet (GSF) of secure office and shared-use space as well as associated parking and ancillary facilities. The program is common to all site alternatives under consideration and consists of the following components:

- **Main Building(s): 2.4 million GSF** - The **ain Building(s): 2.4 million GSF** - The primary component of the FBI HQ is the Main Building comprising approximately 2.4 million GSF. This building or series of buildings would house the majority of the approximately 11,000 employees, plus approximately 400 non-seated contractors, such as custodial staff and food service workers. The Main Building would include a variety of spaces, including general office space, collaborative workspaces, the Mission Briefing Center and auditorium (to be used for training and large meetings), a cafeteria/food court, retail spaces, fitness center, credit union, and medical clinic. The building(s) would also include support spaces such as loading docks, police/security spaces, and information technology infrastructure.
- **Parking Structures:** Employee parking at each site would be accommodated in one or more parking structures adjacent to the Main Building(s). Between approximately 3,600 to 7,300 parking spaces would be provided, based on the parking ratios outlined in the Transportation Element of the Comprehensive Plan for the NCR. In addition to accommodating employee parking (including non-seated contractors), the parking structures would provide parking for the FBI HQ's fleet vehicles. Visitor parking, ranging from 135 to 323 spaces, would be provided in a surface lot outside of the secure perimeter, adjacent to the Visitor Center (VC).

- **Visitor Center: 60,000 GSF** - The VC is expected to function as the primary public entrance portal to the FBI HQ campus. The Visitor Orientation area, including exhibit space highlighting the FBI's culture and history, is planned for the VC. Therefore, the VC must be capable of accommodating small and large groups of visitors.

- **Truck Inspection Facility: 9,000 GSF** - The Truck Inspection Facility's (TIF's) primary function is to secure and process incoming truck deliveries. It serves as the primary point for processing incoming materials to the FBI HQ complex. Delivery trucks would access the campus at a designated truck gate adjacent to the TIF. The TIF is expected to include approximately 9,000 GSF of built area as well as paved areas to accommodate circulation and parking for large trucks.

- **Central Utility Plant & Associated Utility Infrastructure: 124,000 to 128,000 GSF** - The Central Utility Plant (CUP) would provide the primary Heating Ventilation and Air Conditioning (HVAC) system, hot water, and electrical needs for the entire HQ campus. This facility would include stand-by generators to ensure adequate redundancy in the power supply and provide electricity during power outages. Space would also be provided for fuel storage, cooling towers, a boiler room, miscellaneous electrical system components (including a substation at sites where stepping down the electrical feed would be required[a]), and building maintenance workshops. The CUP components would be located inside the security zone but offset from the Main Building.

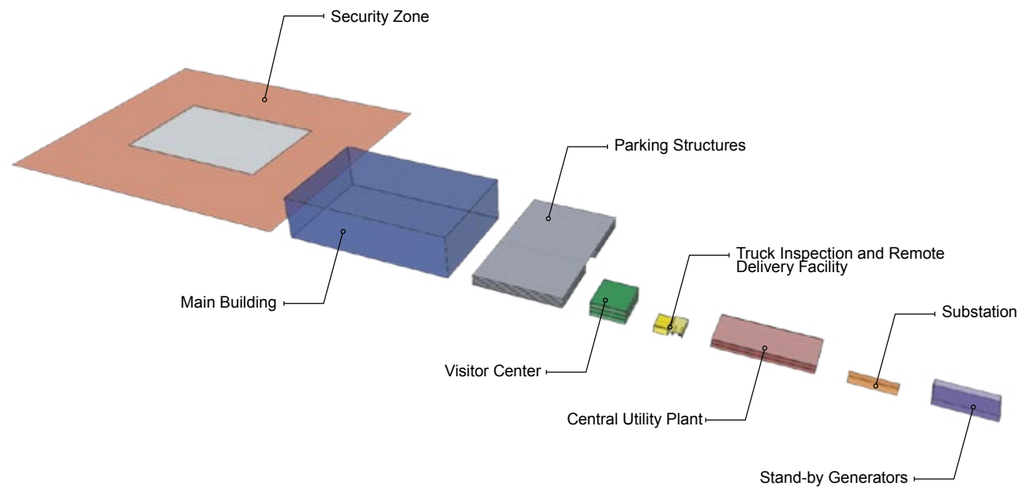
Providing sufficient access to the campus while complying with Interagency Security Committee (ISC) Level V security requirements is critical to the campus as well as the FBI's ability to carry out its mission. To that end, in addition to the components, described previously, the provision of vehicular gates, truck access points to be co-located with the TIF, and pedestrian access points would be included as part of the campus development. Table ES-1 identifies the total area required for each facility component, and figure ES-2 diagrams the facility components.

Table ES-1: Facility Component Areas

Facility Component	GSF (approximate)
Main Building	**2,349,000**
Main Office Building	
Mission Briefing Center (including auditorium)	
Visitor Center	**60,000**
Visitor Center	
Education Center	
Firing Range	
Truck Inspection and Remote Delivery Facility	**9,000**
Truck Screening	
Remote Delivery Facility	
Utilities	**124,000 - 128,000**
Central Utility Plant	
Stand-by Generators	
Substation[a]	
Campus Total (excluding parking)	**up to 2,546,000**

[a] Would be required at Landover and Greenbelt sites, but would not be required at Springfield site. See Sections 4.1.12, 5.1.12, and 6.1.12 for more information.

Figure ES-2: FBI HQ Facility Components



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September 28, 2015

[1] Would be required at the Landover and Greenbelt sites, but not at the Springfield site. See sections 4.1.12, 5.1.12, and 6.1.12 for more information.

PRIMARY SITE PLANNING PRINCIPLES

- Meet ISC Level V Facility Standards
- Consider surrounding land uses when siting facility components
- Promote the use of transit
- Leverage site's natural character when locating facility components
- Minimize impacts on floodplains and wetlands
- Identify realistic access, circulation, and turning movements
- Compact arrangement to promote public spaces and safe pedestrian environment.
- Ability to create functional zones within the campus.
- Separate vehicular, truck and pedestrian circulation to the extent practicable.
- Ability to maximize developable area for the main building(s).
- Co-locate CUP, generator/substation, and workshops.

PRIMARY DESIGN REQUIREMENTS

- Main building(s) would be located in a secure zone offset from controlled perimeter.
- Parking structure, CUP, and utility infrastructure would be located within the secure zone.
- VC, visitor parking, vehicular screening and TIF would be located outside of the controlled perimeter.
- Controlled perimeter would be composed of fencing along site boundary, vehicle barriers, and other security apparatuses at gate. Clear zone inside fence line to allow surveillance and vehicular access for FBI police and security personnel.
- Two or more pedestrian/vehicular employee entrances and one truck entrance, all with adequate separation.
- Appropriate queuing space, lanes between property boundary and entry control facilities (ECFs).
- Parking provided for employees in one or more parking structures within the secure perimeter. Visitor surface parking outside the secure perimeter. The number of spaces allotted for visitors or employees varies by site based on proximity to transit. Parking spaces would also be allocated for FBI fleet vehicles within parking structure(s).
- Number of stories required for main building(s) to accommodate approximately 2.4 million gsf would be estimated based on total acreage of developable area for each site.
- Vehicular and pedestrian circulation would be consistent with planned roadway improvements and intersection locations as received from state/county transportation and planning agencies.
- Pedestrian access points would be located adjacent to transit stations and would allow easy access to both the VC and main building;
- Truck access points would be co-located with the TIF
- Vehicular gates would be configured to allow adequate queuing space between the property boundary and vehicular gate, and to provide adequate entrance lanes so that intersections where ingress and egress occurs obtain a passing Level of Service (LOS).

Alternatives Considered

After careful review against Federal site evaluation criteria, three sites within the NCR were selected to comprise a shortlist of sites to be considered for the consolidation of the FBI HQ. Section 2.3 describes this process in detail.

The analysis of environmental impacts for each of the three alternatives is based on conceptual site plans informed by both site planning principals and broad FBI program needs. These site plans are conceptual in nature and represent a program-compliant layout that would yield a conservative estimate of the environmental impacts associated with each alternative. The goal of the alternatives development team was to develop realistic plans for each site that would accommodate the program, meet the design requirements and site planning principles (described in the gray box to the left), avoid and preserve sensitive environmental resources, and respond to concerns raised in public and agency scoping comments.

The alternatives include potential site plans based on context but in no way point to a specific design solution. Ultimately, the layout and design of the proposed FBI HQ could potentially be altered during the final design process with the selected exchange partner. GSA would perform supplemental NEPA analysis, as necessary, if there is substantial variance from what is considered in this Draft EIS.

The conceptual site plans presented in this EIS allow the impacts of consolidating the FBI HQ at each site to be understood and described in terms of each site's ability to meet the FBI mission, cost, and environmental impacts. Site plans for each alternative were developed by a team of urban designers, landscape architects, environmental planners, security experts, transportation planners, transportation engineers, and civil engineers in an iterative and collaborative process, which regularly interfaced with GSA and FBI leadership.

This EIS also considers a No-action Alternative (Section 2.4.5), wherein FBI HQ would not consolidate, and its staff and operations would remain dispersed throughout the NCR at JEH and other leased facilities. CEQ regulations, identified in 40 CFR 1502.14(d), require that the evaluation of alternatives in the EIS include the "alternative of the no action." The No-action Alternative provides a baseline in the EIS for comparative analysis. The intent of the No-action Alternative is to enable decision makers to compare the environmental consequences of continuing to operate under current conditions against the consequences of the Proposed Actions. Figure ES-3 graphically summarizes the alternatives evaluated in this EIS.

Figure ES-3: FBI HQ Consolidation Alternatives

No Action Alternative

Under the No-action Alternative, FBI HQ staff and operations would remain dispersed at JEH and other leased facilities without consolidation at a new permanent location.

J. Edgar Hoover Parcel
Would continue to operate as the FBI HQ building.

Greenbelt Alternative
The entirety of the Greenbelt Metro Station would be redeveloped as a mixed-use community, including 800 residential units, 1.4 million GSF of retail space, 1.86 million GSF of office space, and two hotels totaling 550 rooms.

Landover Alternative
Would remain a vacant site; there would be no major changes from the existing condition.

Springfield Alternative
Would continue to operate as a GSA warehouse facility; there would be no major changes from the existing condition.

Greenbelt Alternative

Consolidation of FBI HQ at the site known as the Greenbelt Metro Station, located near the intersection of Interstate 495 and the Greenbelt Station (exit 24) in Prince George's County, Maryland.

Landover Alternative

Consolidation of FBI HQ at the site known as the former Landover Mall, located near the intersection of Interstate 495 and Landover Road (exit 17) in Prince George's County, Maryland.

Springfield Alternative

Consolidation of FBI HQ at the site known as the GSA Franconia Warehouse Complex, located along Loisdale Road just south of the Franconia-Springfield Parkway overpass and east of Interstate 95 in Fairfax County, Virginia.

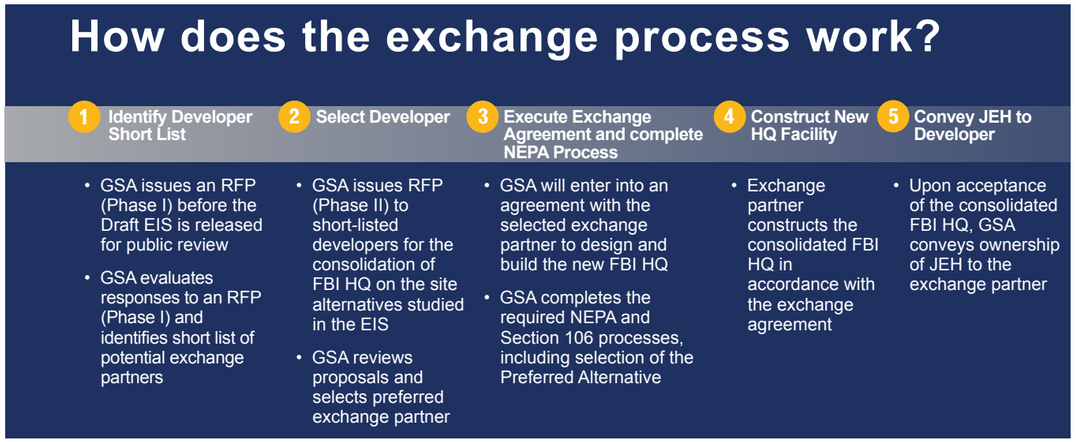
Existing FBI HQ (J. Edgar Hoover Parcel)

Following the construction and acceptance of the consolidated FBI HQ, GSA would exchange title for the J. Edgar Hoover (JEH) parcel to the chosen exchange partner to offset a portion of the cost of the consolidated FBI HQ. This EIS evaluates the indirect impacts from the exchange of JEH based on two Reasonably Foreseeable Development Scenarios (RFDS). The RFDSs are GSA's estimate of what could be reasonably developed by a private developer on the parcel in the foreseeable future.

RFDS 1
The building would be retained and renovated using the existing footprint and building shell. RFDS 1 is similar to the No-Action Alternative.

RFDS 2
The building on the JEH parcel would be demolished and the parcel would be redeveloped according to local zoning and land use controls.

Figure ES-4: The JEH Exchange Process



The exchange of the JEH parcel to a private exchange partner, outlined in figure ES-4, is common to all of the Action Alternatives, as it would be a crucial component to facilitate the consolidation of the FBI HQ at any of the sites. As such, the JEH parcel exchange has been incorporated as an element of the Proposed Action, and the potential indirect effects resulting from its redevelopment was assessed. Consequently, two Reasonably Foreseeable Development Scenarios (RFDSs), and accompanying site activities, were hypothesized for the future private redevelopment of the JEH parcel in order to estimate the potential for indirect environmental impacts resulting from the redevelopment of the parcel prior to the identification of the exchange partner and potential future tenants.

These redevelopment scenarios, known as RFDS 1 and RFDS 2, are an estimate of what could be reasonably developed on the JEH parcel in the foreseeable future based on PADC guidelines and D.C. zoning requirements (see Section 2.4.4). These scenarios were based on (A) what is viewed as the most likely primary use of the site, and (B) a potential reuse that would yield the most conservative results for analysis (or a worst-case scenario in terms of impact). It is important to underscore that the RFDSs are conceptual in nature and have been developed for analysis purposes only. They do not serve as GSA's recommendation or proposal for the future use, development or design of the JEH parcel.

The Draft EIS does not identify the selection of a Preferred Alternative. A Preferred Alternative would be identified in the Final EIS, and would be informed by the ongoing two-phase solicitation process. On December 19, 2014, GSA issued a Phase I Request for Proposals (RFP) to the development community to identify a shortlist of development teams that meet the minimum requirements outlined in the RFP (GSA 2014). The shortlist of potential development teams has recently been identified, and a Phase II RFP for those development teams is forthcoming. The exchange partner selection process will help GSA and FBI identify a Preferred Alternative for the consolidated FBI HQ. When identifying a Preferred Alternative, GSA and FBI will consider, among other things, the impact analysis in this EIS, costs, and ability of the alternatives to meet FBI mission requirements.

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Figure ES-5: Greenbelt Site Overview

Greenbelt Site

- Approximately 61 acres
- Owned by WMATA and the State of Maryland
- Adjacent to the Greenbelt Metro Station, the northern terminus station on the Metrorail Green line and the Yellow line during rush hour. It is well served by regional and local bus routes, and the Maryland Area Regional Commuter (MARC) commuter train provides service between Baltimore and Washington, D.C.
- Site would be accessed via new and modified Capital Beltway ramps (constructed and maintained by MSHA) and an extension of Greenbelt Station Parkway. Egress would occur along Greenbelt Metro Drive and Greenbelt Station Parkway.
- Indian Creek runs through a natural area on the southeastern portion of the site
- Main building developable Area: 4.0 acres
- Assumed main building height: Up to 17 stories/225 feet
- Visitor Parking: 135 spaces
- Employee Parking: 2 8-story structures containing approximately 3,600 employee parking spots
- Fence line excludes Indian Creek stream channels and wetlands; facility development excludes wetlands and floodplains. The entire riparian area would be preserved as security easement
- Due to local utility requirements, a substation would be required
- Direct connection between Greenbelt Metro Station and the FBI HQ campus for employees.

Greenbelt

The approximately 61-acre Greenbelt site is situated in Prince George's County, Maryland (figure ES-5) on a portion of the surface parking lot of the Washington Metropolitan Area Transit Authority (WMATA)-owned Greenbelt Metro Station and on undeveloped land owned by the State of Maryland (figure ES-6). Indian Creek runs through an undeveloped, riparian forest area located on the southeastern portion of the site that contains wetlands, floodplains, and braided stream channels. This site is the northern terminus station on the Metrorail Green line and is also served by the Yellow line during rush hour. It is well served by regional and local bus routes, and the Maryland Area Regional Commuter (MARC) commuter train provides service between Baltimore and Washington, D.C.

Greenbelt Metro Station Bus Bays

Indian Creek

Figure ES-6: Greenbelt Conceptual Site Plan

Figure ES-7: Landover Site Overview

Landover Site

- Approximately 80 acres
- Owned by Lerner Enterprises
- All facilities associated with the former mall have been demolished
- Just under 2 miles away from Largo Town Center Station, the eastern terminus station on the Metrorail Blue and Silver lines, moderately served by local bus routes, with limited regional service currently available
- Site would be accessed via Brightseat Road and Evarts Street. Egress would occur along Landover Road, Evarts Street, and a new connection to Brightseat Road south of Landover Road.
- Main building developable Area: 15.8 acres
- Assumed main building height: Up to 11 stories/154 feet
- Visitor Parking: 323 spaces
- Employee Parking: 2 10-story structures containing approximately 7,300 employee parking spots
- Due to local utility requirements, a substation would be required
- Shuttle bus to provide service to Largo Town Center Metrorail station

Landover

The Landover site, also located within Prince George's County, Maryland (figure ES-7), comprises approximately 80 acres at the site of the former Landover Mall (figure ES-8). Currently, this parcel is owned by Lerner Enterprises. All buildings associated with the former mall have been demolished. The Largo Town Center Station is the eastern terminus station on the Metrorail Blue and Silver lines and is located two miles to the southeast of the Landover Site. It is moderately well-served by local bus routes, with limited regional service currently available.

Landover Mall during Demolition (2006).

Landover Mall Before Demolition by Joshua Goodwin - own work. Licensed under CC BYSA 3.0 via Wikipedia

Figure ES-8: Landover Conceptual Site Plan

Figure ES-9: Springfield Site Overview

Springfield Site

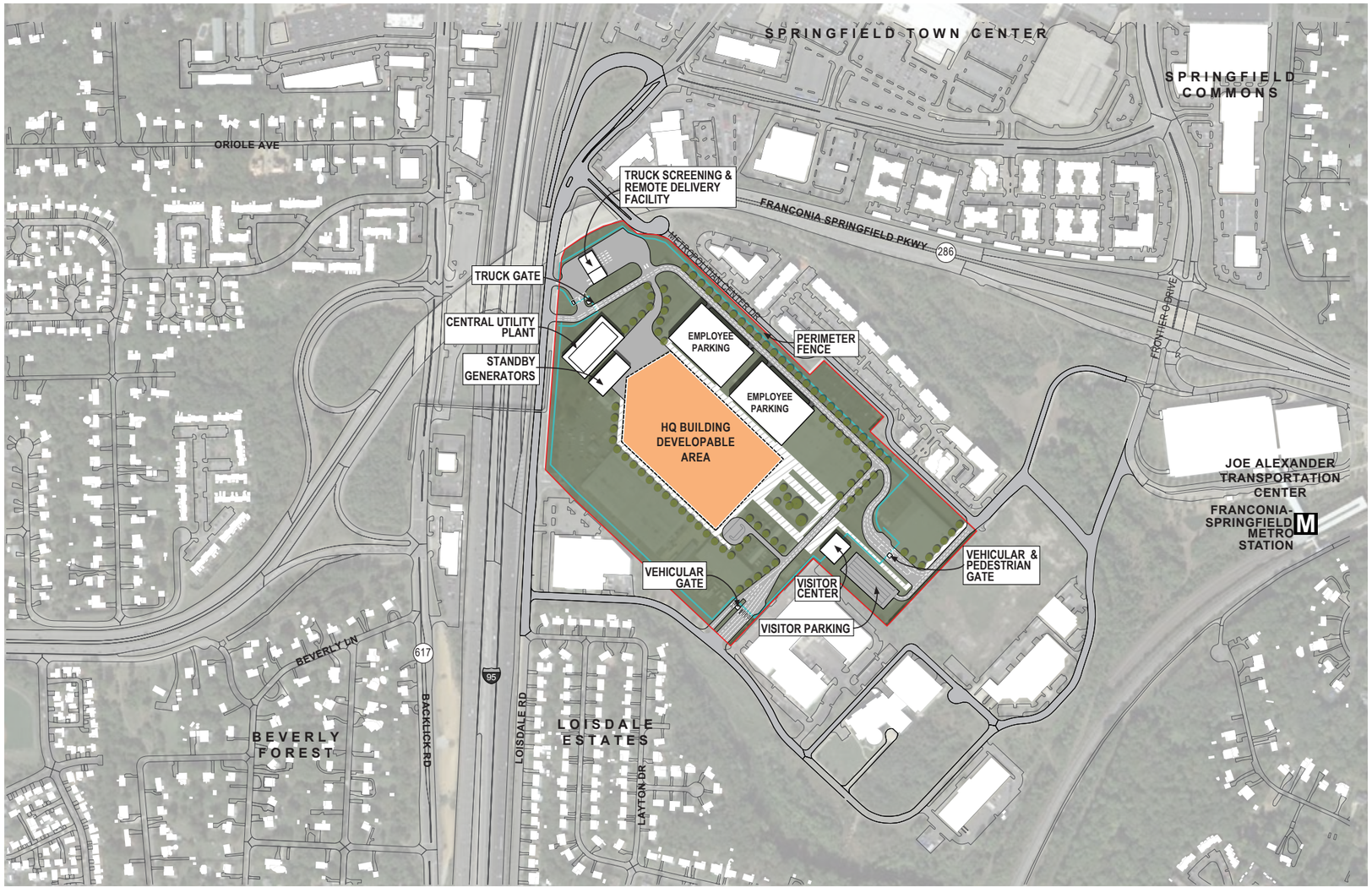
- Approximately 58 acres
- Owned by GSA
- Currently houses GSA warehouse and a tenant agency
- Three-tenths of a mile from the Joe Alexander Transportation Center- the southern terminus station on the Metrorail Blue line also served by the Yellow line during rush hour. It is well served by regional and local bus routes, and the Virginia Railway Express (VRE) commuter train providing service between Fredericksburg and Washington, D.C.
- Site would be accessed via an extension of Frontier Drive. Trucks would access the site from Loisdale Road.
- Main building developable Area: 9.3 acres
- Assumed main building height: Up to 12 stories/180 feet tall
- Visitor Parking: 145 spaces
- Employee Parking: 2 8-story structures containing approximately 3,600 employee parking spots
- A substation would not be required
- Shuttle bus to provide service to Franconia-Springfield Metro Station

Springfield

The Springfield site (figure ES-9) comprises approximately 58 acres located at the site of the GSA Franconia Warehouse Complex on a portion of a parcel owned by GSA (Figure ES-10). Potential sites for the relocation of the compound tenants have not been identified. If the Springfield site is selected, GSA will prepare the appropriate NEPA documentation for the relocation. The site is three-tenths of a mile from the Joe Alexander Transportation Center. This transportation hub contains the franconia-Springfield Metro Station, the southern terminus station on the Metrorail Blue line, which is also served by the Yellow line during rush hour. Additionally, it is well served by regional and local bus routes, and the Virginia Railway Express (VRE) commuter train providing service between Fredericksburg, VA and Washington, D.C.

GSA Franconia Warehouse Complex - Building A

Figure ES- 10: Springfield Conceptual Site Plan



J. Edgar Hoover (JEH) Building

Two Reasonably Foreseeable Development Scenarios (RFDSs), and accompanying site activities, were hypothesized for the future private redevelopment of the JEH parcel in order to provide templates for analysis of the site prior to the identification of the end user. These conceptual redevelopment scenarios, known as RFDS 1 and RFDS 2, were based on (A) what is viewed as the most likely primary use of the site, and (B) a potential reuse that would yield the most conservative results for analysis (or a worst-case scenario in terms of impact). The RFDSs in this EIS are an estimate of what could be reasonably developed on the JEH parcel in the foreseeable future based on PADC guidelines and D.C. zoning requirements

It is important to underscore that the RFDSs are conceptual in nature and have been developed for analysis purposes only. They do not serve as GSA's recommendation or proposal for the future use, development, or design of the JEH parcel.

RFDS 1 is the adaptive reuse of the existing JEH building and is similar to the No-action Alternative as it would continue to support 5,000 employees. The development of RFDS 2 was informed by local development and market trends as well as applicable land use and zoning controls.

RFDS 1

Under RFDS 1, after the JEH parcel is conveyed from Federal ownership to the selected exchange partner, the existing building would be renovated using the existing footprint and building shell. The existing multi-story (7 stories on Pennsylvania Avenue side, 11 stories on the E Street Side), 2.4 million gsf building would undergo major interior renovations to complete necessary upgrades for continued commercial use. Additionally, due to the existing condition of the facade, some level of exterior facade repair would be required under RFDS 1. The site would continue to support approximately 5,000 daily employees during a regular work week and include a parking garage with approximately 800 parking spaces. RFDS 1 is similar to the No-action Alternative.

RFDS 2

Under RFDS 2, after the JEH parcel is conveyed from Federal ownership to the selected exchange partner, the existing building would be demolished, and the parcel would be redeveloped. Based on recent local development and market trends in the downtown D.C. area, it is unlikely that one large building would be constructed. For this conceptual analysis, the following assumptions were made:

- The parcel would contain multiple buildings with pathways between them for pedestrian access.
- Vehicular circulation is unlikely to occur inside the parcel except as necessary to service the buildings.
- There would be a mix of commercial and residential uses with ground floor retail space.
- Future development would be consistent with limits on building heights, setbacks, intensity, and use found in the proposed Washington, D.C. Office of Planning (DCOP) D-7 zoning, Height of Buildings Act, and the 1974 Pennsylvania Avenue Plan (PAP).

Based on these assumptions, and building out the site to its highest market-reasonable density, RFDS 2 would theoretically include the following elements (see table ES-2) distributed across 5 buildings ranging from 12 to 14 stories.

RFDS

An RFDS is essentially a "what-if" development scenario for future private redevelopment. It is GSA's estimate of what could be reasonably developed by a private developer on the parcel in the foreseeable future. **The RFDSs are not GSA's suggestions or proposals for future use or design of the JEH parcel and have been developed in this EIS for environmental impact analysis purposes only.**

Under **RFDS 1,** after the FBI occupies a new, permanent FBI HQ at one of the three sites under consideration, the JEH parcel would be conveyed to the selected exchange partner, who would then implement an adaptive reuse of the existing building for private commercial use.

Under **RFDS 2**, after the FBI occupies a new, permanent FBI HQ at one of the three sites under consideration, the JEH parcel would be conveyed to the selected exchange partner, who would then demolish the existing building and redevelop the parcel so as to maximize development capacity for private commercial use.

Table ES-2: RFDS 2 Components

Use	Size (gsf)	Details
Ground Floor Retail	173,000 gsf	
Commercial Office	1,400,000 gsf	12 stories
Residential	750,000 gsf	14 stories / 1,066 units
Parking	260,000 gsf	800 spaces

Parcel Specifics	Description
Parcel Area	290,000 sf
Floor Area Ratio (FAR)	8.03

Public Involvement

Public involvement is one of the cornerstones of the NEPA process. As specified in Title 40 CFR Part 1500.1(b), NEPA requires Federal agencies to make diligent efforts to involve the public before reaching a project decision. Public input is critical to allow public officials to make informed decisions. There are several opportunities throughout the EIS process for the public and government agencies to be informed about the Proposed Action and provide input to the U.S. Government.

The Notice of Intent (NOI) was published in the Federal Register on September 8, 2014 to notify the public of GSA's intent to prepare an EIS for the proposed FBI HQ Consolidation. The publication of the NOI initiated the scoping process, which is a procedural requirement of NEPA that serves to identify the full range of environmental issues and alternatives to be evaluated in an EIS (40 CFR. § 1501.7). The scoping process provides an opportunity for the public and agencies to learn about the Proposed Action, alternatives, and comment on potential environmental issues to be addressed in the EIS. The public scoping comment period began on September 8, 2014, with the publication of the NOI and continued through October 23, 2014. Open-house style public meetings were held at the following locations:

- Springfield, Virginia: Robert E. Lee High School on September 22, 2014
- Greenbelt, Maryland: Greenbelt Branch Library Auditorium on September 23, 2014
- Existing FBI HQ: District Architecture Center on October 1, 2014
- Landover, Maryland: Prince George's Sports and Learning Complex on October 2, 2014

The public and agencies were notified of the scoping period and scoping meeting through publications in the Federal Register, advertisements in local newspapers, the project website (http://www.gsa.gov/fbihqconsolidation), via social media as well as scoping letters and mailings to interested parties. Refer to Chapter 9 for a detailed summary of the scoping activities and other public involvement undertaken for the project.

During the preparation of the Draft EIS, GSA and the FBI have consulted with numerous agencies and organizations to provide information of the proposed undertaking, identify potential issues and solicit information related to the preparation of the Draft EIS. The following agencies were consulted during the preparation of this Draft EIS:

FEDERAL

- Advisory Council on Historic Preservation (ACHP)
- Federal Highway Administration (FHWA)
- U.S. Commission of Fine Arts (CFA)
- U.S. Environmental Protection Agency (EPA)
- National Park Service (NPS)
- U.S. Fish & Wildlife Service (USFWS)
- U.S. Army Corps of Engineers (USACE)
- National Capital Planning Commission (NCPC)

STATE

- DC State Historic Preservation Office (DC SHPO)
- DC Office of Planning (DCOP)
- DC Department of Transportation (DDOT)
- Maryland State Highway Administration (Maryland SHA)
- Maryland Historical Trust (MD SHPO)
- Maryland Department of Business and Economic Development (MDBED)
- Maryland Department of Natural Resources (MDDNR)
- Maryland Department of the Environment (MDE)
- Virginia Department of Transportation (VDOT)
- Virginia Department of Historic Resources (VDHR)
- Virginia Department of Conservation & Recreation (DCR)

REGIONAL & LOCAL

- Fairfax County Department of Transportation (FCDOT)
- Maryland-National Capital Park and Planning Commission (M-NCPPC)
- Prince George's County Department of Public Works & Transportation (DPW&T)
- Washington Metropolitan Area Transit Authority (WMATA)

As a second opportunity for public input, agencies and members of the public are encouraged to provide written comments on the Draft EIS during the 45-day comment period.

Please send written comments on the Draft EIS to:

U.S. General Services Administration
Attention: Ms. Denise Decker, Project Manager
Office of Planning and Design Quality
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NEPA PUBLIC INVOLVEMENT PROCESS

Public Scoping
September 8, 2014, to October 23, 2014
Public Review of the Draft EIS
November 6, 2015, to January 6, 2016
Publication of the Final EIS and ROD
By end of 2016

Summary of Environmental Impacts

Direct Impacts: Occur at the same time and place as the Proposed Action.

Indirect Impacts: Occur later in time or are farther removed in distance but still reasonably foreseeable.

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.

EXCHANGE OF JEH

- The exchange of the JEH parcel is a component of the Greenbelt, Landover, and Springfield Alternatives.
- The exchange itself would not result in any direct impacts.
- Reasonably Foreseeable Development Scenarios (RFDSs) are used to estimate indirect impacts from the exchange of JEH.

In accordance with Council on Environmental Quality (CEQ) regulations, direct, indirect, and cumulative impacts are assessed for each of the alternatives evaluated in the Draft Environmental Impact Statement (EIS). Direct impacts are defined as those that are caused by the action and occurring at the same time and place; while indirect impacts are defined as those reasonably foreseeable impacts caused by the action but occurring later in time or farther removed in distance. They include effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems (40 Code of Federal Regulations [CFR] §1508.8). Cumulative impacts are those that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions (40 CFR 1508.7).

These impacts are described in the following terms for each resource topic examined in the Draft EIS. This EIS does not attempt to assign one overall intensity, type, or duration for each resource topic under each alternative but to characterize a plurality of impacts.

Intensity

Intensity refers to the severity of impacts. The Draft EIS uses two intensity thresholds and also identifies where information is insufficient to make a determination.

Insufficient information: indicates that insufficient data exists to make a final conclusion with regards intensity and type, per 40 CFR 1502.22 (incomplete or unavailable information). Potential impacts are stated conditionally and qualitatively.

No Measurable impacts: indicates that the impact is localized and not measurable at the lowest level of detection.

Major impact: indicates the effect is severely adverse, highly noticeable, and considered to be significant.

Adverse and beneficial impacts that are measurable, but not major, are not assigned an intensity.

Type

Type describes the beneficial or adverse nature of the impact. Impacts that improve the state of a resource are considered beneficial, while impacts that degrade a resource are considered adverse.

Duration

Duration describes the temporal considerations of how long the impacts are expected to last. Short-term impacts are defined as either those associated with the construction period, or those lasting less than 1 year; while long-term impacts are defined as those occurring throughout the operational period of the consolidated headquarters (HQ).

Context

Context refers to the spatial and social scale over which impacts would occur. National Environmental Policy Act (NEPA) regulations require that the significance of an action be analyzed in several contexts, from the macro level (society, national) through the micro level (locality). The Draft EIS evaluates impacts for the site/parcel, locality, and regional level for each resource topic.

Significance

As required by section 102(2)(C) of NEPA, the Draft EIS must assess the significance of impacts. A determination of significance requires considerations of both the context and intensity of an impact. 40 CFR 1508.27 outlines the considerations used when evaluating the significance of an impact for both the natural and human environment. The EIS categorizes significant impacts as major, adverse impacts.

The exchange of the JEH parcel is a component of each action alternative. The real estate transaction transferring the JEH parcel from Federal government ownership into private ownership would not have any direct impacts at the same time and place as the Proposed Action. However, indirect impacts may occur later in time as a result of any future redevelopment of the JEH parcel. These impacts are evaluated using RFDS 1 and 2. GSA would no longer control the JEH parcel once the exchange occurs, and as such the analysis of the RFDS are less extensive than the site alternatives.

The methodology and assumptions used to evaluate impacts for each resource topic are descried in chapter 3. The indirect impacts resulting from the exchange of the JEH parcel are discussed in section 4.2. The direct and indirect impacts resulting from the consolidation of FBI HQ are described in section 5.2, 6.2, and 7.2 for the Greenbelt, Landover, and Springfield sites, respectively. Cumulative impacts for each site alternative as well as the JEH parcel, including those associated with climate change, are discussed in chapter 8. Table ES-3 identifies the environmental impacts under all alternatives for each resource topic. For each resource topic, the intensity, type, and duration of impacts are described for the no-action and action alternatives for each site and the JEH parcel. Each impact is further assigned a color code as follows:

- **Gray (N):** No Measurable Impact or Insufficient Information
- **Yellow (ADV):** Adverse Impact (includes both short- and long-term)
- **Red (MAJ ADV):** Major Adverse. These impacts are considered significant under section 102(2)(C) of NEPA (includes both short- and long-term)
- **Green (BEN)**: Beneficial impact (includes both short- and long-term)

Table ES-3: Summary of Environmental Impacts

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Earth Resources								
Geology and Topography	N	Under the No-action Alternative, there would be no measurable impacts to geology or topography.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts to topography and indirect, long-term, adverse impacts to geology.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts to geology or topography.	N	Under the Greenbelt Alternative, there would be no measurable impacts.	ADV	Under the Landover Alternative, there would be direct, short- and long-term, adverse impacts.	ADV	Under the Springfield Alternative, there would be direct, short-term, adverse impacts to topography.
	N	Under RFDS 2, there would be no measurable impacts to geology or topography.					ADV	Under the Springfield Alternative, there would be direct, long-term, adverse impacts to geology.
Soils	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	ADV	Under the Greenbelt Alternative, there would be indirect, short-term, adverse impacts.	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.	ADV	Under the Springfield Alternative, there would be direct, short-term, adverse impacts.
	ADV	Under RFDS 2, there would be indirect, short-term, adverse impacts.						
Water Resources								
Surface Water	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	BEN	Under the Greenbelt Alternative, there would be direct, long-term, beneficial impacts.	N	Under the Landover Alternative, there would be no measurable impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	N	Under RFDS 2, there would be no measurable impacts.						

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Hydrology	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	ADV	Under the Greenbelt Alternative, there would be direct, short-term, adverse impacts.	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.	ADV	Under the Springfield Alternative, there would be direct, short-term, adverse impacts.
	ADV	Under RFDS 2, there would be indirect, short-term, adverse impacts.						
	BEN	Under RFDS 2, there would be indirect, long-term, beneficial impacts.	BEN	Under the Greenbelt Alternative, there would be direct, long-term, beneficial impacts.	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.	BEN	Under the Springfield Alternative, there would be direct, long-term, beneficial impacts.
Groundwater	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no new measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	BEN	Under the Greenbelt Alternative, there would be direct, long-term, beneficial impacts.	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.	BEN	Under the Springfield Alternative, there would be direct, long-term, beneficial impacts.
	N	Under RFDS 2, there would be no measurable impacts.						
Wetlands and Floodplains	N	Under the No-action Alternative, there would be no measurable impacts to wetlands and floodplains.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts to wetlands.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
			N	Under the No-action Alternative, there would be no measurable impacts to floodplains.				
	N	Under RFDS 1, there would be no measurable impacts to wetlands and floodplains.	N	Under the Greenbelt Alternative, there would be no measurable long-term impacts to wetlands.	N	Under the Landover Alternative, there would be no measurable impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	N	Under RFDS 2, there would be no measurable impacts to wetlands and floodplains.	ADV	Under the Greenbelt Alternative, there would be direct, short- and long-term, adverse impacts to floodplains.				

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Biological Resources								
Vegetation	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	BEN	Under the Greenbelt Alternative, there would be direct, long-term, beneficial impacts at the Greenbelt site.	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.	BEN	Under the Springfield Alternative, there would be direct, long-term, beneficial impacts.
	ADV	Under RFDS 2, there would be indirect, short-term, adverse impacts.	ADV	Under the Greenbelt Alternative, there would direct, long-term, adverse impacts off-site.	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts.	ADV	Under the Springfield Alternative, there would be direct, long-term, adverse impacts.
Aquatic Species	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	BEN	Under the Greenbelt Alternative, there would be direct, long-term, beneficial impacts.	N	Under the Landover Alternative, there would be no measurable impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	N	Under RFDS 2, there would be no measurable impacts.						
Terrestrial Species	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	ADV	Under the Greenbelt Alternative, there would be direct, long-term, adverse impacts.	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.	BEN	Under the Springfield Alternative, there would be direct, long-term, beneficial impacts.
	ADV	Under RFDS 2, there would indirect, short-term, adverse impacts.			ADV	Under the Landover Alternative, there would be direct, short- and long-term, adverse impacts.	ADV	Under the Springfield Alternative, there would be direct, short- and long-term, adverse impacts.
Special Status Species	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	ADV	Under the Greenbelt Alternative, there would be direct, long-term, adverse impacts.	N	Under the Landover Alternative, there would be no measurable impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	N	Under RFDS 2, there would be no measurable impacts.						

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Regional Land Use, Planning Studies, and Zoning								
Regional Land Use, Planning Studies, and Zoning	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts to zoning.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
			BEN	Under the No-action Alternative, there would be indirect, long-term, beneficial impacts to land use.				
			ADV	Under the No-action Alternative, there would be indirect, long-term, adverse impacts to land use.				
	ADV	Under RFDS 1, there would be indirect, long-term, adverse impacts to land use and zoning.	N	Under the Greenbelt Alternative, there would be no measurable impacts to zoning.	N	Under the Landover Alternative, there would be no measurable impacts to zoning.	N	Under the Springfield Alternative, there would be no measurable impacts to zoning.
	BEN	Under RFDS 2, there would be indirect, long-term, beneficial impacts to land use and zoning.	ADV	Under the Greenbelt Alternative, there would be direct, long-term, adverse impacts to land use.	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts to land use.	ADV	Under the Springfield Alternative there would direct, long-term, adverse impacts to land use.
			BEN	Under the Greenbelt Alternative, there would be direct, long-term, beneficial impacts to land use.	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts to land use.	BEN	Under the Springfield Alternative, there would be direct, long-term, beneficial impacts to land use.
Visual Resources								
Visual Resources	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative, there would be indirect, long-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	MAJ ADV	Under the Greenbelt Alternative, there would be direct, long-term, major adverse impacts.	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts.	ADV	Under the Springfield Alternative, there would be direct, long-term, adverse impacts.
	BEN	Under RFDS 2, there would be indirect, long-term, beneficial impacts.			BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.		

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Cultural Resources								
Archaeological	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	N	Under the Greenbelt Alternative, there would be no measurable impacts.	N	Under the Landover Alternative, there would be no measurable impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	N	Under RFDS 2, there would be no measurable impacts.						
Historic Resources	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	N	Under the Greenbelt Alternative, there would be no measurable impacts.	N	Under the Landover Alternative, there would be no measurable impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	N	Under RFDS 2, there would be no measurable impacts.						
Socioeconomics								
Population and Housing	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be indirect, long-term impacts to population. Insufficient information available to determine the impacts to housing.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	N	Under the Greenbelt Alternative, there would be no measurable impacts to population in Prince George's County or the Washington, D.C., MSA. There is insufficient information to assess impacts to housing in Prince George's County.	N	Under the Landover Alternative, there would be no measurable impacts to population in Prince George's County or the Washington, D.C., MSA. There is insufficient information to assess impacts to housing in Prince George's County.	N	Under the Springfield Alternative, there would be no measurable impacts to population or housing in the Washington, D.C. MSA. There is insufficient information to assess impacts to population or housing in Fairfax County.
	N	Under RFDS 2, there would be indirect and long-term impacts to population; there is insufficient information to determine impacts to housing.						

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Employment and Income	N	Under the No-action Alternative, there would be no measurable impacts.	BEN	Under the No-action Alternative, there would be indirect, short- and long-term, beneficial impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	BEN	Under RFDS 1, there would be indirect, short-term, beneficial impacts.	BEN	Under the Greenbelt Alternative, there would be indirect, short- and long-term, beneficial impacts.	BEN	Under the Landover Alternative, there would be indirect, short- and long-term, beneficial impacts.	BEN	Under the Springfield Alternative, there would be indirect, short- and long-term, beneficial impacts.
	ADV	Under RFDS 2, there would be indirect, short-term, adverse impacts.						
Taxes	N	Under the No-action Alternative, there would be no measurable impacts.	BEN	Under the No-action Alternative, there would be indirect, long-term, beneficial impacts.	N	Under the No-action Alternative, there would be measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	BEN	Under RFDS 1, there would be indirect, short- and long-term, beneficial impacts.	N	Under the Greenbelt Alternative, there would be no measurable impacts to property tax revenues.	BEN	Under the Landover Alternative, there would be indirect, short- and long-term, beneficial impacts to sales and income tax revenues.	BEN	Under the Springfield Alternative, there would be indirect, short- and long-term, beneficial impacts to sales and income tax revenues.
	BEN	Under RFDS 2, there would be indirect, short- and long-term, beneficial impacts	BEN	Under the Greenbelt Alternative, there would be indirect, long-term, beneficial impacts to sales and income tax revenues.	ADV	Under the Landover Alternative, there would be indirect, long-term, adverse impacts to property tax revenues.	N	Under the Springfield Alternative, there would be no measurable impacts to property tax revenues.
Schools and Community Services	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there is insufficient information available to determine impacts to community services. No measurable short-term impacts to schools. Insufficient information available to determine long-term impacts to schools.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there is insufficient information available to determine impacts to community services. No measurable impacts to schools.	N	Under the Greenbelt Alternative, there are no measurable impacts to schools in the Washington D.C. MSA. Insufficient information to determine impacts to schools in Prince George's County. No measurable short-term impacts to community services. Insufficient information to determine long-term impacts to community services.	N	Under the Landover Alternative, there is insufficient information available to determine impacts to community services. No measurable short-term impacts to schools. Insufficient information available to determine long-term impacts to schools.	N	Under the Springfield Alternative, there is insufficient information available to determine impacts to community services. No measurable short-term impacts to schools. Insufficient information available to determine long-term impacts to schools.
	N	Under RFDS 2, there is insufficient information available to determine impacts to community services. No measurable short-term impacts to schools. Insufficient information available to determine long-term impacts to schools.						

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Recreation and Other Community Facilities	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, insufficient information available to determine the impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there is insufficient information available to determine impacts to recreation and other community facilities	N	Under the Greenbelt Alternative, there is insufficient information available to determine impacts.	N	Under the Landover Alternative, there is insufficient information available to determine impacts.	N	Under the Springfield Alternative, there is insufficient information available to determine impacts.
	N	Under RFDS 2, there is insufficient information available to determine impacts to recreation and other community facilities						
Environmental Justice	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no long-term adverse impacts to minority or low-income communities.	N	Under the Greenbelt Alternative, there would be no short- or long-term adverse impacts to minority or low-income communities.	N	Under the Landover Alternative, there would be no short- or long-term adverse impacts to minority or low-income communities.	N	Under the Springfield Alternative, there would be no short- or long-term adverse impacts to minority or low-income communities.
	N	Under RFDS 2, there would be no long-term adverse impacts to minority or low-income communities.						
Protection of Children	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, no mitigation of disproportionate and adverse impacts to children is required under EO 13045.	N	Under the Greenbelt Alternative, no mitigation of disproportionate and adverse impacts to children is required under EO 13045.	N	Under the Landover Alternative, no mitigation of disproportionate and adverse impacts to children is required under EO 13045.	N	Under the Springfield Alternative, no mitigation of disproportionate and adverse impacts to children is required under EO 13045.
	N	Under RFDS 2, no mitigation of disproportionate and adverse impacts to children is required under EO 13045.						

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Public Health and Safety/Hazardous Materials								
Public Health and Safety	ADV	Under the No-action Alternative, there would be indirect, long-term, adverse impacts.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	BEN	Under RFDS 1, there would be indirect, long-term, beneficial impacts.	ADV	Under the Greenbelt Alternative, there would be direct, short-term, adverse impacts.	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.	ADV	Under the Springfield Alternative, there would be direct, short-term, adverse impacts.
	BEN	Under RFDS 2, there would be indirect, long-term, beneficial impacts.	BEN	Under the Greenbelt Alternative, there would be direct, long-term, beneficial impacts.	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.		
	ADV	Under RFDS 2, there would be indirect, short-term, adverse impacts.						
Hazardous Materials	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	ADV	Under RFDS 1, there would be indirect, short-term, adverse impacts.	N	Under the Greenbelt Alternative, there would be no measurable impacts.	N	Under the Landover Alternative, there would be no measurable impacts.	BEN	Under the Springfield Alternative, there would be direct, long-term, beneficial impacts.
	BEN	Under RFDS 1, there would be indirect, long-term, beneficial impacts.						
	ADV	Under RFDS 2, there would be indirect, short-term, adverse impacts.						
	BEN	Under RFDS 2, there would be indirect, long-term, beneficial impacts.						

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Transportation								
Pedestrian Network	N	Under the No-action Alternative, there would be no measurable impacts.	BEN	Under the No-action Alternative, there would be indirect, long-term, beneficial impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	BEN	Under the No-action Alternative, there would be direct, long-term, beneficial impacts.
	N	Under RFDS 1, there would be no measurable impacts.	BEN	Under the Greenbelt Alternative, there would be direct, long-term, beneficial impacts.	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.	BEN	Under the Springfield Alternative, there would be direct, long-term, beneficial impacts.
	BEN	Under RFDS 2, there would be indirect, long-term, beneficial impacts.						
Bicycle Network	N	Under the No-action Alternative, there would be no measurable impacts.	BEN	Under the No-action Alternative, there would be indirect, long-term, beneficial impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	BEN	Under the No-action Alternative, there would be direct, long-term, beneficial impacts.
	N	Under RFDS 1, there would be no measurable impacts.	N	Under the Greenbelt Alternative, there would be no measurable impacts.	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	N	Under RFDS 2, there would be no measurable impacts.						

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Public Transit	MAJ ADV	Under the No-action Alternative, there would be indirect, long-term, major adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts to public transit capacity.	ADV	Under the No-action Alternative, there would be direct, long-term, adverse impacts to public transit capacity.	N	Under the No-action Alternative, there would be no measurable impacts.
			MAJ ADV	Under the No-action Alternative, there would be indirect, long-term, major adverse impacts to bus operations.	MAJ ADV	Under the No-action Alternative, there would be direct, long-term, major adverse impacts to bus operations.		
	N	Under RFDS 1, there would be no measurable impacts; the long-term major adverse impacts under the No-action would continue.	N	Under the Greenbelt Alternative, there would be no measurable impacts to public transit capacity.	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts to public transit capacity and direct, short-term adverse impacts to bus operations.	N	Under the Springfield Alternative, there would be no measurable impacts to public transit capacity.
	ADV	Under RFDS 2, there would be indirect, short-term, adverse impacts; the long-term major adverse impacts under the No-action would continue.	MAJ ADV	Under the Greenbelt Alternative, there would be direct, long-term, major adverse impacts to bus operations.	MAJ ADV	Under the Landover Alternative, there would be direct, long-term, major adverse impacts to bus operations.	ADV	Under the Springfield Alternative, there would be direct, short- and long-term, adverse impacts to bus operations.
					BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts for FBI employees due to shuttles.		
Parking	BEN	Under the No-action Alternative, there would be indirect, long-term, beneficial impacts.	BEN	Under the No-action Alternative, there would be indirect, long-term, beneficial impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	BEN	Under the No-action Alternative, there would be direct, long-term, beneficial impacts.
	ADV	Under RFDS 1, there would be indirect, short-term, adverse impacts.	N	Under the Greenbelt Alternative, there would be no measurable impacts.	N	Under the Landover Alternative, there would be no measurable impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	BEN	Under RFDS 2, there would be indirect, long-term, beneficial impacts.						
	ADV	Under RFDS 2, there would be indirect, short-term, adverse impacts.						

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact
BEN	Beneficial Impact				

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Truck Access	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	BEN	Under the No-action Alternative, there would be direct, long-term, beneficial impacts.
	N	Under RFDS 1, there would be no measurable impacts.	N	Under the Greenbelt Alternative, there would be no measurable impacts.	N	Under the Landover Alternative, there would be no measurable impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	ADV	Under RFDS 2, there would be indirect, short-term, adverse impacts.						
	N	Under RFDS 2, there is insufficient information to evaluate long-term impacts.						
Traffic Analysis	ADV	Under the No-action Alternative, there would be indirect, long-term, adverse impacts.	MAJ ADV	Under the No-action Alternative, there would be indirect, long-term, major adverse impacts.	MAJ ADV	Under the No-action Alternative, there would be direct, long-term, major adverse impacts to corridors.	ADV	Under the No-action Alternative, there would be direct, long-term, adverse impacts to intersections..
			ADV	Under the No-action Alternative, there would be indirect, long-term, adverse impacts to intersections.	ADV	Under the No-action Alternative, there would be direct, long-term, adverse impacts to intersections.		
	ADV	Under RFDS 1, there would be indirect, short- and long-term, adverse impacts.	MAJ ADV	Under the Greenbelt Alternative, there would be direct, long-term, major adverse impacts.	MAJ ADV	Under the Landover Alternative, there would be direct, short-term, major adverse impacts, and direct, long-term, major adverse impacts to corridors.	MAJ ADV	Under the Springfield Alternative, there would be direct, long-term, major adverse impacts to corridors.
	ADV	Under RFDS 2, there would be indirect, short- and long-term, adverse impacts.	ADV	Under the Greenbelt Alternative, there would be direct, long-term, adverse impacts to traffic at intersections; direct, short-term, adverse impacts during construction.	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts to intersections.	ADV	Under the Springfield Alternative, there would be direct, short-term, adverse impacts, and direct, long-term, adverse impacts to intersections.

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact	

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Greenhouse Gas Emissions and Air Quality								
Global Climate Change/ Greenhouse Gases	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative, there would be indirect, long-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there is insufficient information.	ADV	Under the Greenbelt Alternative, there would be direct, long-term, adverse impacts.	ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts.	ADV	Under the Springfield Alternative, there would be direct, long-term, adverse impacts.
	N	Under RFDS 2, there is insufficient information.						
Air Quality	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative there would be indirect, short- and long-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	ADV	Under RFDS 1, there would be indirect, short- and long-term adverse impacts.	ADV	Under the Greenbelt Alternative, there would be direct, short- and long-term, adverse impacts.	MAJ ADV	Under the Landover Alternative, there would be direct, short-term, major adverse impacts.	ADV	Under the Springfield Alternative, there would be direct, short- and long-term, adverse impacts.
	ADV	Under RFDS 2, there would be indirect, short- and long-term adverse impacts.			ADV	Under the Landover Alternative, there would be direct, long-term, adverse impacts.		
Noise								
Noise	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under the RFDS 1, there would be no measurable impacts.	N	Under the Greenbelt Alternative, there would be no measurable impacts.	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.	ADV	Under the Springfield Alternative, there would be direct, short-term, adverse impacts.
	ADV	Under RFDS 2, there would be indirect, short- and long-term, adverse impacts.						

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Infrastructure and Utilities								
Water Supply	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
			BEN	Under the No-action Alternative, there would be indirect, long-term, beneficial impacts.				
	N	Under RFDS 1, there would be no measurable impacts.	N	Under the Greenbelt Alternative, there would no measurable impacts.	N	Under the Landover Alternative, there would be no measurable impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	N	Under RFDS 2, there would be no measurable impacts.						
Wastewater Collection and Treatment	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	N	Under the Greenbelt Alternative, there would be no measurable impacts.	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	N	Under RFDS 2, there would be no measurable impacts.						
Electric Power	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	ADV	Under the Greenbelt Alternative, there would be indirect, short-term, adverse impacts.	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.	ADV	Under the Springfield Alternative, there would be direct, short-term, adverse impacts.
	N	Under RFDS 2, there would be no measurable impacts.						
Natural Gas	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	MAJ ADV	Under the Greenbelt Alternative, there would be direct, short-term, major adverse impacts.	N	Under the Landover Alternative, there would be no measurable impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	N	Under RFDS 2, there would be no measurable impacts.						

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

Table ES-3 Summary of Environmental Impacts (continued)

Resource Area	JEH RFDS		Greenbelt		Landover		Springfield	
Telecommunications	N	Under the No-action Alternative, there would be no measurable impacts.	ADV	Under the No-action Alternative, there would be indirect, short-term, adverse impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	ADV	Under the Greenbelt Alternative, there would be direct, short-term, adverse impacts.	ADV	Under the Landover Alternative, there would be direct, short-term, adverse impacts.	N	Under the Springfield Alternative, there would be no measurable impacts.
	N	Under RFDS 2, there would be no measurable impacts.						
Stormwater Management	N	Under the No-action Alternative, there would be no measurable impacts.	BEN	Under the No-action Alternative, there would be indirect, long-term, beneficial impacts.	N	Under the No-action Alternative, there would be no measurable impacts.	N	Under the No-action Alternative, there would be no measurable impacts.
	N	Under RFDS 1, there would be no measurable impacts.	BEN	Under the Greenbelt Alternative, there would be direct, long-term, beneficial impacts.	BEN	Under the Landover Alternative, there would be direct, long-term, beneficial impacts.	BEN	Under the Springfield Alternative, there would be direct, long-term, beneficial impacts.
	BEN	Under RFDS 2, there would be indirect, long-term, beneficial impacts.						

N	No Measurable Impact or Insufficient Information	ADV	Adverse Impact	MAJ ADV	Major Adverse (Significant) Impact	BEN	Beneficial Impact

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Environmental Consequences and Mitigation Measures

According to 40 CFR 1500.2(f), Federal agencies are required, to the fullest extent possible, to "[u]se all practicable means consistent with the requirements of the Act and other essential considerations of national policy, to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions on the quality of the human environment". According to 40 CFR 1508.20, mitigation entails the sequential steps of avoiding, minimizing, repair or restoring, reducing over time, and compensating for impacts to the natural and human environment. Table ES-4 outlines mitigation measures that GSA could implement in accordance with 40 CFR 1502.14 to mitigate both major adverse and adverse impacts of the Proposed Action. The following section outlines the relevant Federal, state, and local regulations that would avoid or prevent adverse impacts.

Regulatory Framework

The consolidation of FBI HQ and exchange of the JEH parcel would occur in accordance with the following regulations and statutes, which would avoid, but not necessarily eliminate, adverse impacts and the need for mitigation.

Federal and Regional

- Section 404 of the Clean Water Act (CWA) (33 CFR, Parts 320–330)
- National Pollutant Discharge Elimination System (NPDES) General Construction Permit
- Section 438 of the Energy Independence and Security Act (EISA) of 2007
- Section 307 of the Coastal Zone Management Act (CZMA) (16 U.S.C. §1451 et seq.)
- Chesapeake Bay Total Maximum Daily Load (TMDL)
- Endangered Species Act of 1973 (16 U.S.C. §1531 et seq.)
- Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712)
- Section 5 of the National Capital Planning Act of 1952 (40 U.S.C. §§8701 et seq.)
- National Energy Conservation Policy Act of 1978 (24 U.S.C §8251 – 8262k et seq.)
- Section 106 of the National Historic Preservation Act of 1966 (NHPA)
- Archaeological Resources Protection Act (ARPA) of 1979 (16 U.S.C. 470aa-mm)
- Archaeological and Historic Preservation Act (AHPA) of 1974 (16 U.S.C. 469-469c-2)
- 32 CFR Part 229 – Protection of Archaeological Resources: Uniform Regulations
- 36 CFR Part 800 – Protection of Historic Properties
- Secretary of the Interior Standards and Guidelines for Archaeology and Historic Preservation, (48 CFR 44716)
- National Energy Conservation Policy Act of 1978 (24 U.S.C §8251 – 8262k et seq.)
- Resource Conservation and Recovery Act (RCRA) of 1976 (42 U.S.C. §6901 et seq.)
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980
- 40 CFR Parts 300–399 – Hazardous Substance Regulations
- Occupational Safety and Health Administration (OSHA) regulations (29 CFR Parts 1900–1999)
- Clean Air Act (CAA) of 1972 as amended (42 U.S.C. §7401 et seq.)
- 2014 CEQ Revised Draft Guidance for Greenhouse Gas Emissions and Climate Change Impacts
- Noise Control Act of 1972

State

Maryland (Landover and Greenbelt Alternatives)

- Stormwater Management Act of 2007 and state regulations for stormwater management under Code of Maryland Regulations (COMAR)26.17.02
- COMAR 26.23 and 26.24, Non-tidal and tidal wetlands and the Non-tidal Wetlands Protection Act
- COMAR 26.08.02, Water Quality
- Nongame and Endangered Species Conservation Act (Annotated Code of Maryland 10-2A-01) and Code of Maryland Regulations 08.03.08 which contain the official State Threatened and Endangered Species list.

Virginia (Springfield Alternative)

- Fairfax County Erosion and Sedimentation Control Law (Chapter 104), pursuant to statewide statute (Code of Virginia 62.1, Chapter 3.1, Article 2.4)
- Fairfax County Chesapeake Bay Preservation Ordinance (Chapter 118), pursuant to the statewide statute (§ 62.1-44.15:67 et seq.)
- Fairfax County Stormwater Management Ordinance (Chapter 124) pursuant to the statewide statute (§ 62.1-44.15:24 et seq.)
- Article 4 of the Fairfax County Stormwater Management Ordinance (Section 124–4)
- Fairfax County Phase I MS4 NPDES permit,
- Virginia Stormwater Management Program permit

Washington, D.C. (JEH Parcel)

- Washington, D.C., Water Quality Standards for Surface Water (Title 21 of the District of Columbia Municipal Regulations [DCR], Chapter 11)
- 21 DCR §§1150–1158.
- Proposed D-7 Zoning
- Pennsylvania Avenue Plan (PAP)
- Heights of Buildings Act 36 Stat. 452. as amended

Other

- Leadership in Energy & Environmental Design (LEED) Gold Rating
- EO 13693, *Planning for Federal Sustainability in the Next Decade*
- EO 11990, *Protection of Wetlands*
- EO 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input*
- GSA Public Buildings Service (PBS) *Wetland Impact Management Desk Guide and Action Decision Memorandum 1095.5, Consideration of Wetlands in Decisionmaking*
- GSA's *Floodplain Management Desk Guide and Action Decision Memorandum 1095.6, Consideration of Floodplains in Decisionmaking*
- EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*
- EO 13045, *Protection of Children from Environmental Health and Safety Risk*

Mitigation Measures

Where conformity with existing regulations, statutes, Executive Orders, and GSA agency guidance would not avoid adverse impacts, mitigation measures are considered for each alternative. The implementation of mitigation measures suggested in this EIS are contingent upon applicability to final design and information received during the exchange partner procurement process. Therefore, GSA will commit to adopting some, but not necessarily all, of the mitigation measures described in this EIS in the Record of Decision (ROD).

Table ES-4 shows the recommended mitigation measures for each action alternative with the exception of traffic mitigation measures, which are described in detail for each site following table ES-4. There are no mitigation measures recommended for land use, planing studies, and zoning, visual resources, socioeconomics, public health and safety, parking, truck access, and greenhouse gas emissions.

Table ES-4: FBI HQ Consolidation Mitigation Overview

Resource Area		Greenbelt Alternative	Landover Alternative	Springfield Alternative
Natural Resources		Implement BMPs and LIDs in consultation with the exchange partner. Adhere to Federal, state and local permitting requirements.		
Cultural Resources		Execute a Programmatic Agreement (PA) developed through the Section 106 consultation process		
Transportation	Parking	Mitigations would be addressed through development and implementation of a Transportation Management Plan (TMP), which would include preferred strategies for discouraging employees from parking on local streets.		
	Pedestrian Network	No mitigation necessary	Build sidewalks on the proposed Evarts Street Bridge. Sidewalks along Evarts Street between Brightseat Road and the Evarts Street Bridge would be updated to full ADA compliance and recommended widths to promote pedestrian connectivity through this corridor. With the reconstruction of the intersection of Brightseat Road and Landover Road, crosswalks would be upgraded to full ADA accessibility, and adequate crosswalks and signal time for pedestrians would be provided.	Develop a direct pedestrian connection between the Site East Access and the Joe Alexander Transportation Center. This may include using the planned complete street network along Metropolitan Center Drive Extension and Frontier Drive Extension or cutting the angle to form a direct path from Metropolitan Center Drive to the station and crossing Frontier Drive Extension between the Metro Station Access Road and Metropolitan Center Drive.
	Bicycle	No mitigation necessary	Implement bicycle lane improvements directly adjacent to the site, along Evarts Street, Brightseat Road, and Landover Road. While not directly adjacent to the site, an extension of the Evarts Street bicycle lanes west of Brightseat Road and an extension of the Cattail Branch River Trail north to Evarts Street would complete the bicycle network in the area. It is recommended that the construction of the recommend multi-use paths be coordinated with the construction of the roadway improvements, to avoid adverse impacts to the multi-use paths. .	Rehabilitate the mixed-use path and create a short bicycle connection long a portion of Joe Alexander Road and the GSA-owned railroad right-of-way that is currently not in use. These bicycle improvements would mitigate the increase in bicyclists expected under the Springfield Alternative and provide multi-modal connectivity north of the site including a direct connection to the Franconia-Springfield Parkway Trail.
	Public Transit	No mitigation necessary	Provide shuttle bus services between Largo Town Center and the Landover site.	Provide shuttle bus service between Franconia-Springfield Metro Station and the Springfield site to encourage a higher percentage of employees to use transit to the Springfield site. The shuttle route would likely use the Franconia-Springfield Metro Station Access Road, the Frontier Drive Extension, Metropolitan Center Drive Extension, and Franconia-Springfield Parkway service roads and ramps.

Table ES-4:FBI HQ Consolidation Mitigation Overview (continued)

Resource Area	Greenbelt Alternative	Landover Alternative	Springfield Alternative
Air Quality	Mitigation measures for the long-term operation of the site would be developed and implemented in consultation with the exchange partner. Adverse impacts to air quality during construction would be mitigated by utilizing newer equipment meeting EPA Tier 2 or better emission standards,.At least 50 percent of construction equipment over 100 HP shall meet EPA Tier 3 or better emission standards or incorporate EPA-approved diesel retrofit technology. Tier 3 NO_x emissions range from 40 to 60 percent lower than Tier 1 emissions and considerably lower than uncontrolled engines. Fugitive dust control plans would be required as part of contract specifications. For example, stabilized truck exit areas would be established for washing off the wheels of all trucks that exit the construction site. Tracking pads would be established at construction exits to prevent dirt from being tracked onto roadways. Any truck routes within the sites would be either watered as needed or, in cases where such routes would remain in the same place for an extended duration, the routes would be stabilized, covered with gravel, or temporarily paved to avoid the re-suspension of dust. During dry weather, exposed soil areas (unpaved access roads, soil piles, staging areas etc.) would be watered once per day to control fugitive dust. All trucks hauling loose material would have their loads securely covered prior to leaving the construction sites. To minimize fugitive dust emissions, vehicles on-site would be limited to a speed of 10 mph. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 3 minutes. Clear signage indicating idling limits shall be provided for construction workers at all access points.		
Noise	Adhere to noise control regulations.		
Infrastructure and Utilities	The design and construction of utility system improvements would follow applicable local and state regulations and permitting procedures as well as approval processes determined by each utility purveyor.		

Traffic

Each of the three action alternatives would result in major adverse, or significant impacts to the traffic network. Recommended traffic mitigation measures were developed to address the significant traffic impacts caused by the addition of the Consolidated FBI HQ at each site. These included traffic signal optimization, road widening, lane geometry improvements at intersections, installation of new traffic signals, lane striping adjustments. If implemented, the recommended traffic mitigation measures would maintain acceptable traffic flow conditions based on the Site Transportation Agreements found in Appendix A. Traffic impacts resulting from the redevelopment of the JEH parcel would be adverse, but not significant, and would be mitigated by the DDOT traffic signal optimization initiative.

Greenbelt Alternative

Table ES-5 contains the list of recommended mitigation measures, while figure ES-11 shows their locations. The overall intersection LOS grades for the Build with Mitigation Condition are depicted in figure ES-12 for the AM and PM peak hours.

Table ES-5: Greenbelt Recommended Traffic Mitigation Measures

Map ID	Location	Mitigation	Strip Land Taking (Approximate Linear Feet)
A	Edmonston Road (MD 201) and Powder Mill Road	• For the Edmonston Road northbound approach, create a new 400-foot left-turn lane and lengthen the right turn-lane by 50 feet resulting in a 325-foot right-tune lane, resulting in two left-turn lanes, one through lane, and one right-turn lane. • Extend the existing northbound left-turn lane back to the previous intersection at Sunnyside Avenue resulting in widening the northbound direction by one lane. • Add a second departing lane totaling approximately 700 feet along westbound Powder Mill Road resulting in two westbound travel lanes for 700 feet. • Optimize the traffic signal for AM and PM peak periods.	3,100
B	Edmonston Road (MD 201) and Sunnyside Avenue	• For the Edmonston Road northbound approach, create a new through lane extending back 450 feet to match the left-turn lane distance resulting in one left-turn lane and two through lanes. • For the Edmonston Road southbound approach, create a new through lane extending back 600 feet resulting in two through lanes and one right-turn lane. • Add a second departing lane totaling approximately 1,500 feet along southbound Edmonston Road resulting in two southbound travel lanes for 1,500 feet. • Optimize the traffic signal for AM and PM peak periods.	2,550
C	Greenbelt Road (MD 193) and Cherrywood Lane/60th Avenue	• For the 60th Avenue northbound approach, create a new 120-foot lane resulting in one left-turn lane and one shared through/right turn lane. • Optimize the traffic signal for AM and PM peak periods and coordinate timings with nearby key intersections for AM and PM peak periods.	None
D	Greenbelt Road (MD 193) and Greenbelt Station Parkway	• Coordinate timings with nearby key intersections for the AM peak hour.	None
E	Greenbelt Station Parkway and WMATA Garage	• Optimize the traffic signal for AM and PM peak periods and coordinate timings with nearby key intersections for AM and PM peak periods.	None
F	Greenbelt Station Parkway and I-95/I-495 off-ramp/ Site South Access	• For the Greenbelt Metro Station Kiss & Ride approach, revise the planned roadway improvement design to include a second lane totaling 200 feet (50 feet more if space exists). • Optimize the traffic signal for AM and PM peak periods and coordinate timings with nearby key intersections for AM and PM peak periods.	None
G	Greenbelt Station Parkway and North Core Mixed Use/ Site Northwest Access	• Optimize the traffic signal for AM and PM peak periods and coordinate timings with nearby key intersections for AM and PM peak periods.	None
H	Greenbetl Station Parkway and Greenbelt Metro Drive	• Optimize the traffic signal for AM and PM peak periods and coordinate timings with nearby key intersections for AM and PM peak periods.	None
I	Greenbelt Metro Drive and Site North Access	• Install a traffic signal. • Add a second departing lane approximately 500 feet along westbound Greenbelt Metro Drive connecting into the left-turn lane at the next intersection. • Optimize the traffic signal for AM and PM peak periods.	None
J	I-95/I-495 Off-ramp from the Interstate to Greenbelt Station Parkway	• Revise the planned roadway improvement design to stripe the exit ramp for the right lane to lead directly into the WMATA Garage, the center lane to lead to the right lane at the Greenbelt Station Parkway intersection, and the left lane to service the Kiss & Ride and center and left lanes at the Greenbelt Station Parkway intersection.	None

Figure ES-11: Greenbelt Build with Mitigation Condition Traffic Mitigation Locations

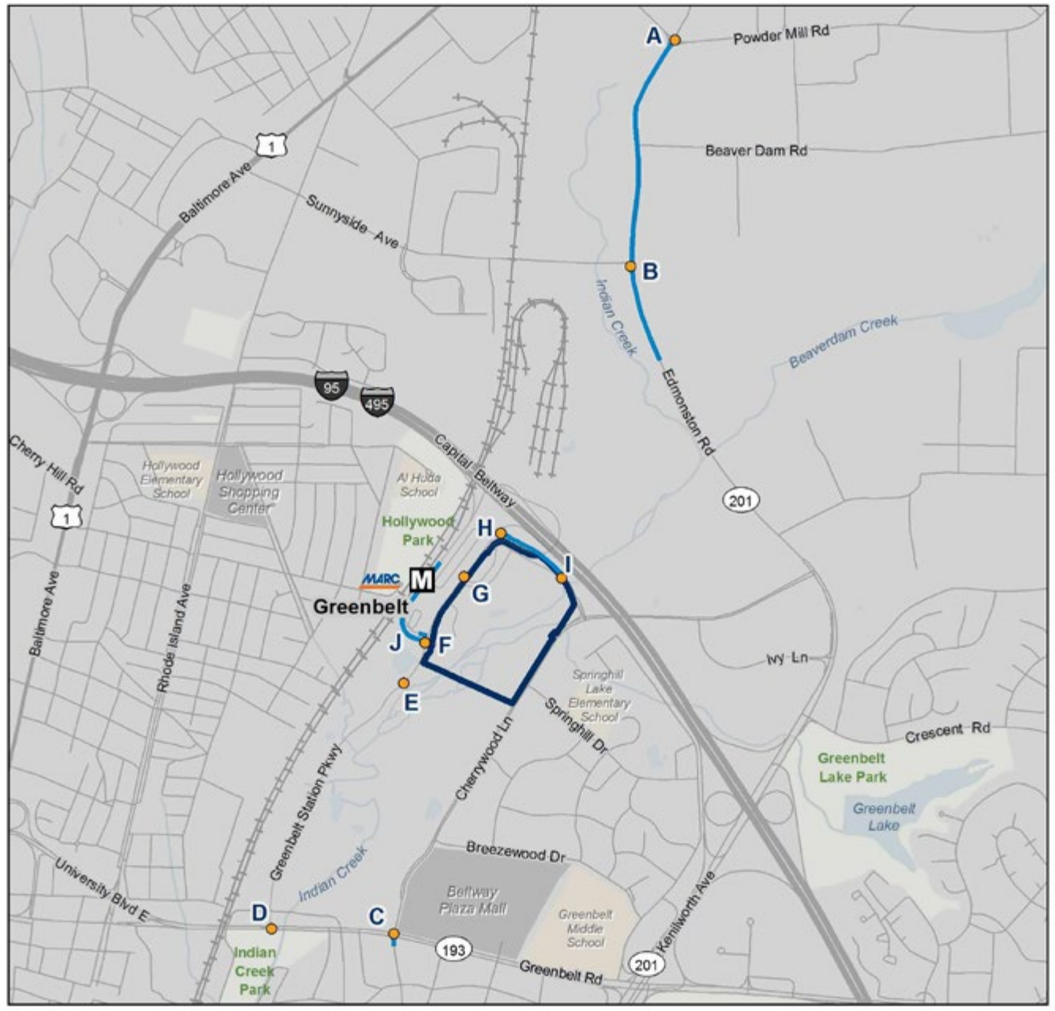
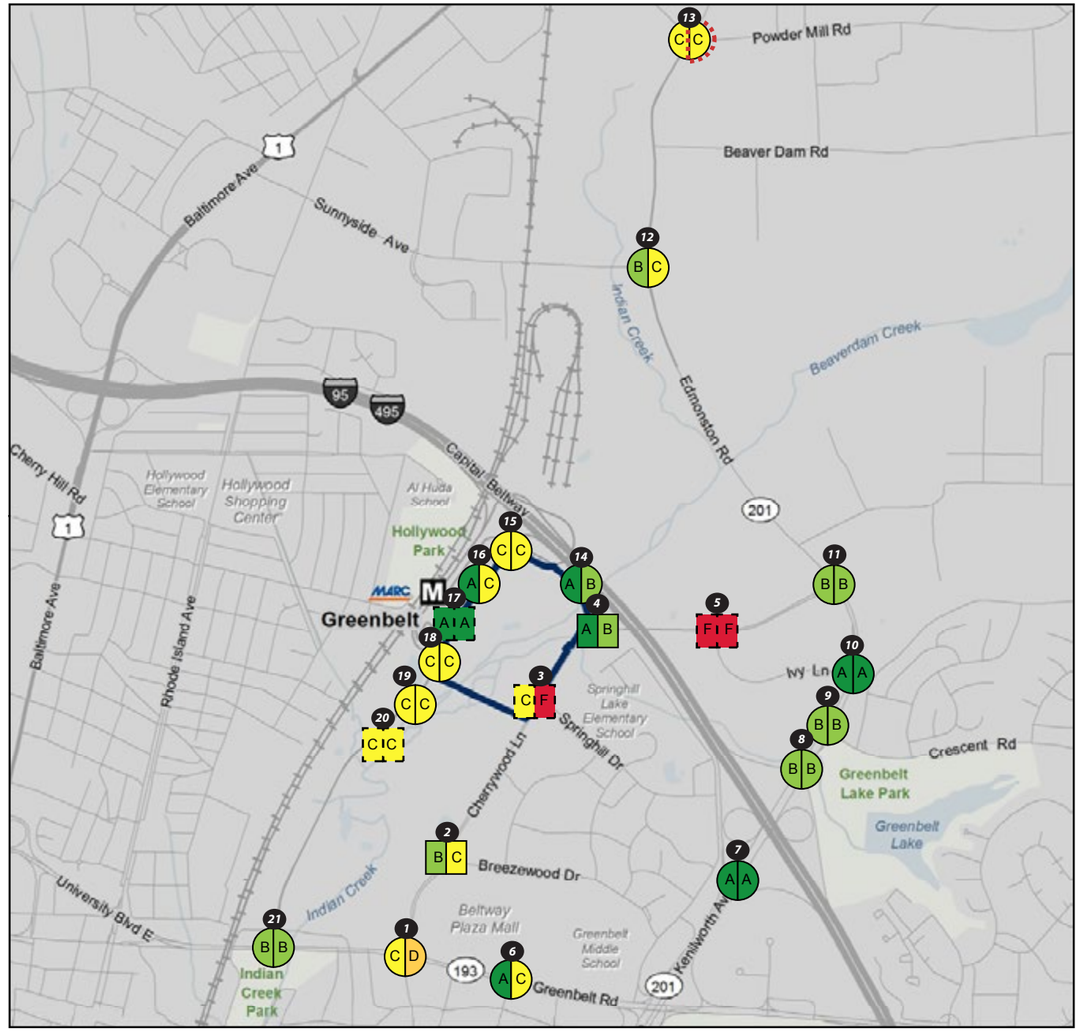


Figure ES-12: Greenbelt Build with Mitigation Condition Intersection LOS for AM and PM Peak Hours



Landover Alternative

Table ES-6 contains the list of recommended mitigation measures, while figure ES-13 shows their locations. The overall intersection LOS grades for the Build with Mitigation Condition are depicted in figure ES-14 for the AM and PM peak hours.

Figure ES-13: Landover Build with Mitigation Condition Traffic Mitigation Locations

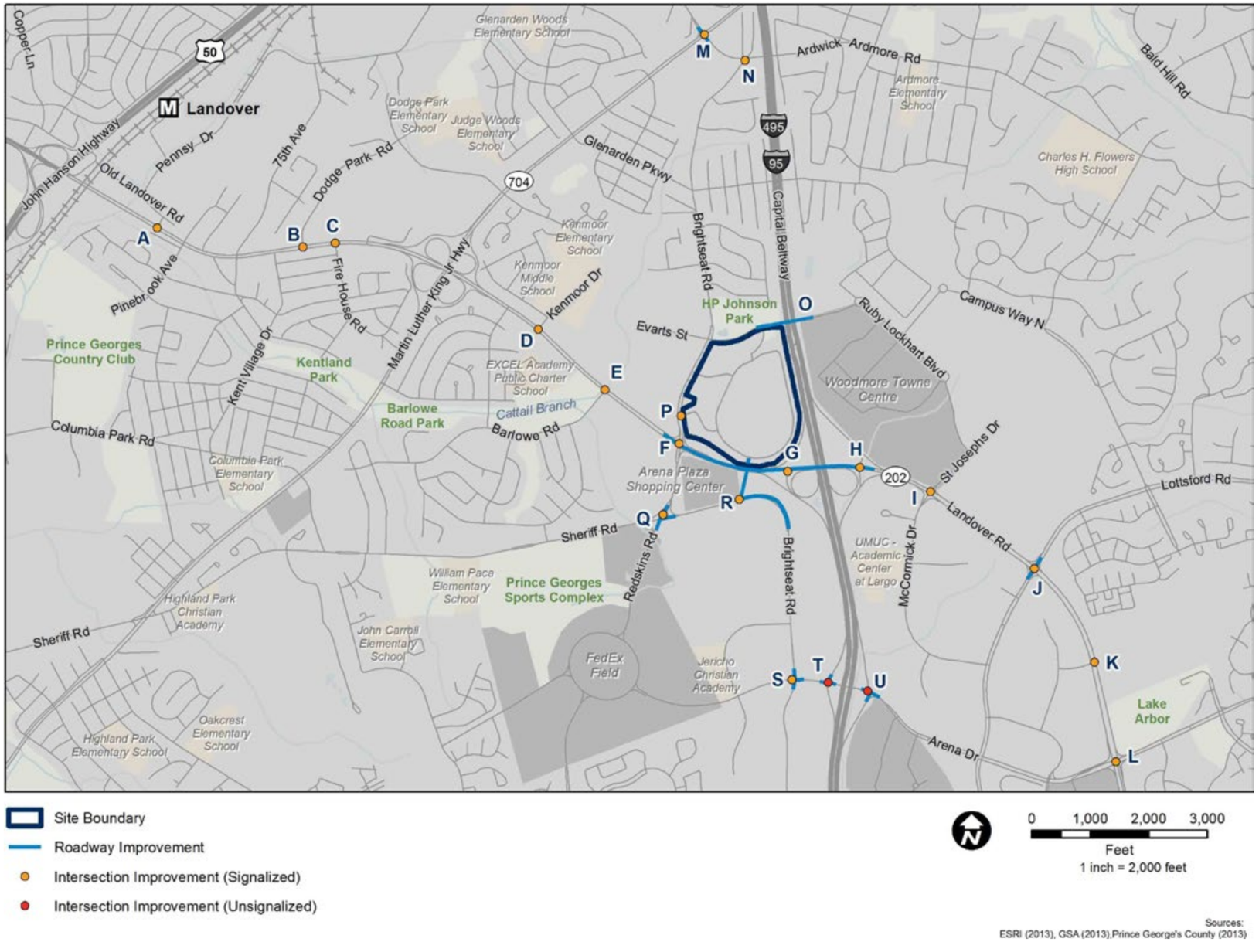


Table ES-6: Landover Recommended Traffic Mitigation Measures

Map ID	Location	Mitigation	Strip Land Taking (Approximate Linear Feet)
A	Landover Road (MD 202) and Old Landover Road	• **Coordinate timings with nearby key intersections for the PM peak period.**	None
B	Landover Road (MD 202) and Dodge Park Road	• Coordinate timings with nearby key intersections for the PM peak period.	None
C	Landover Road (MD 202) and Firehouse Road	• Coordinate timings with nearby key intersections for the PM peak period.	None
D	Landover Road (MD 202) and Kenmoor Road	• Coordinate timings with nearby key intersections for AM and PM peak periods.	None
E	Landover Road (MD 202) and Barlowe Road	• Coordinate timings with nearby key intersections for AM and PM peak periods.	None
F	Landover Road (MD 202) and Brightseat Road	• For the Landover Road eastbound approach, extend both left-turn lanes by 260 feet resulting in two 600-foot left-turn lanes, convert the existing 1,000 foot right-turn lane into a through lane, and create a new 400-foot right-turn lane to provide an approach with two left-turn lanes, four through lanes, and one right-turn lane. • For the Landover Road westbound approach, create a new 775-foot right-turn lane to provide an approach with two-left-turn lanes, three through lanes, and two right-turn lanes. The right turn lanes would no longer be free movements, but would be under signal control. A two-lane right turn lane requires signal control for safety to allow the other movements leading to Brightseat Road northbound full access to the all available lanes. • For the Brightseat Road northbound approach, extend the right most left-turn lane 350 feet back to the previous intersection (driveway serving Brightseat Road Property development), separate the right turn lanes from the through lanes, and create a new 400-foot right-turn lane to provide an approach with two left-turn lanes, two through lanes, and two right-turn lanes. • For the Brightseat Road southbound approach, create a new 350 foot left-turn lane and 350-foot right-turn lane to provide an approach with three left-turn lanes, one through lane, one shared through/right-turn lane, and one right-turn lane. The right-turn lanes would no longer be free movements, but would be under signal control. • Revise the traffic signal pattern from a split phase timing for Brightseat Road (north and south movements occur separately) to a protected lead-lag phase timing (similar to Landover Road approaches). Adjust the signal to provide a lead turn phase (occurs at the same time as the through movement) for the southbound left-turns and lag phase (occurs at the end of the through movements) for the northbound left-turns to allow vehicles to share the existing turning intersection geometry in the middle of the intersection.	760
G	Landover Road (MD 202) and I-95 Southbound on-ramp	• For the Landover Road eastbound approach, add a third through lane extended back 1,750 feet to the Brightseat Road intersection, resulting in a four-lane MD 202 eastbound cross section between Brightseat Road and the I-95 southbound off-ramp. • For the Landover Road westbound approach, add a third through lane extended 1,100 feet back to the previous intersection (I-95 northbound off-ramps), resulting in a four-lane MD 202 westbound cross section. • Widen the Landover Road Bridge over I-95 by two lanes to the north to avoid impacting the existing loop ramps in the SE and SW corner of the interchange. • Optimize the traffic signal and coordinate timings with nearby key intersections for AM and PM peak periods.	530
H	Landover Road (MD 202) and I-95 northbound off-ramp	• For the Landover Road eastbound approach, add a fourth through lane extended 1,100 feet back to the previous intersection (I-95 southbound on-ramp), resulting in a four-lane Landover Road eastbound cross section spanning the bridge over I-95. Extend the left-turn lane 100 feet resulting in a 250-foot left-turn lane. • For the Landover Road westbound approach, add a third through lane extended 300 feet back to the I-95 northbound on-ramp diverge from Landover Road. • For the I-95 off-ramp approach, add a 400-foot third left-turn lane to provide an approach with three left-turn lanes and one right-turn lane. • Optimize the traffic signal and coordinate timings with nearby key intersections for AM and PM peak periods.	None

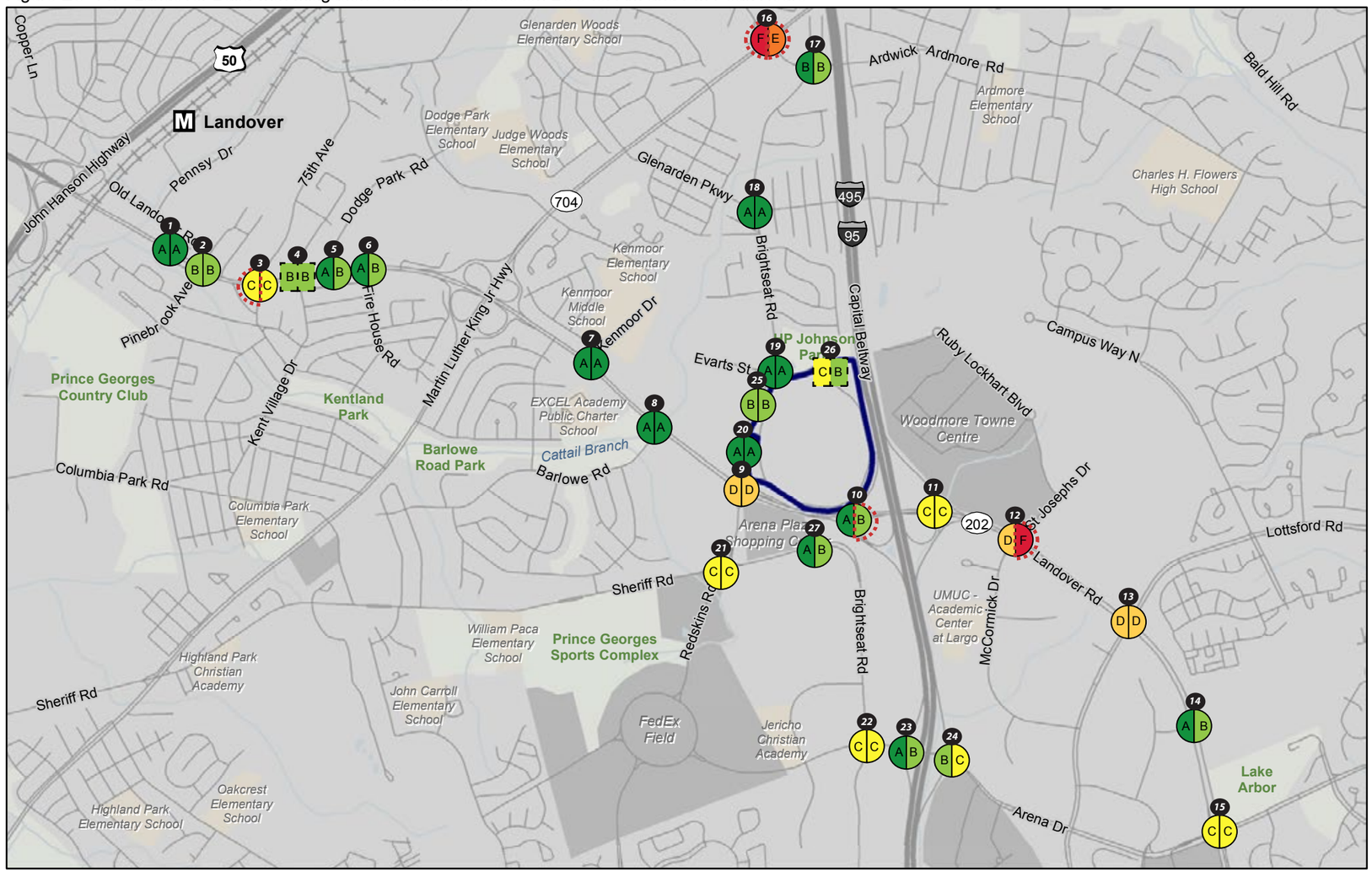
Table ES-6 Landover Recommended Traffic Mitigation Measures (continued)

Map ID	Location	Mitigation	Strip Land Taking (Approximate Linear Feet)
I	Landover Road (MD 202) and McCormick Drive/St. Joseph's Drive	• Optimize the traffic signal for the PM peak period and coordinate timings with nearby key intersections for AM and PM peak periods.	None
J	Landover Road (MD 202) and Lottsford Road	• For the Lottsford Road southbound approach, create a new 350-foot left-turn lane to provide an approach with two left lanes, two through lanes, and one right-turn lane. • For the Lottsford Road northbound approach, revise the existing lane geometry to provide an approach with two left-turn lanes, two through lanes, and one right-turn lane. • Optimize the traffic signal and coordinate timings with nearby key intersections for the AM and PM peak periods.	None
K	Landover Road (MD 202) and Technology Way	• Coordinate timings with nearby key intersections for AM and PM peak periods.	None
L	Landover Road (MD 202) and Arena Drive/Lake Arbor Way	• Coordinate timings with nearby key intersections for AM and PM peak periods.	None
M	Martin Luther King Jr. Highway (MD 704) and Ardwick-Ardmore Road	• For the Ardwick-Ardmore Road eastbound approach, revise the lane geometry to provide an approach with one right-turn lane, one through lane, and one shared through/left-turn lane. • For the Ardwick-Ardmore Road westbound approach, install dynamic lane controls depending on the time of the day. Use the existing lane geometry during all times except during the PM peak period. During the PM peak period assign the left lane for shared through/left-turns only and the right lane for right-turns only. • Optimize the traffic signal for AM and PM peak periods.	None
N	Ardwick-Ardmore Road and Brightseat Road	• Install new traffic signal at Brightseat Road and Ardwick-Ardmore Road. • For the Brightseat Road northbound approach, extend the right-turning lane along Brightseat Road northbound by 50 feet to a new length of 200 feet.	None
O	Evarts Street Bridge	• Construct a new four-lane bridge over I-95 to connect the east and west parts of Evarts Street.	None
P	Brightseat Road and Site West Entrance/Maple Ridge Apartment south entrance	• Upgrade the Build Condition traffic signal to serve exiting vehicles from the apartments only, allowing right or left-turns only. The traffic signal would not serve Brightseat Road northbound through or right-turn movements. • Install a raised triangular curb in the middle of the intersection to allow left-turns from Brightseat Road northbound to the apartments and left-turns from the apartments to Brightseat Road northbound. Through moves from the apartments to the Site West Entrance would not be possible. The two Brightseat Road northbound through lanes would shift right after the intersection to allow the left-lane to only serve vehicles turning left from the apartments. • For the Brightseat Road northbound approach, change the lane geometry to provide an approach with two right-turn lanes, a shared through/right-turn lane, one through lane, and one left-turn lane.	None
Q	Brightseat Road/Redskins Road and Sheriff Road/Brightseat Road	• For the Redskins Road northbound approach, revise the lane geometry to provide an approach with one left-turn lane, two through lanes, and one right-turn lane. • For the Brightseat Road westbound approach, revise the signing on the channelized right-turn to indicate a free merge. • Revise the lane striping north of the intersection along Brightseat Road to clearly indicate that the right-most lane is closed to traffic to allow the westbound approach right-turn lane a free merge onto Brightseat Road northbound. One option is to replace the white lines with a 150-foot yellow stripe between the right and middle lanes from the intersection to the westbound right-turn lane merge. • Optimize the traffic signal for AM and PM peak periods.	None
R	Brightseat Road and Site South Exit	• Install a new traffic signal to serve the intersection during the PM only. • Widen Brightseat Road in the southbound direction by one lane to form two 1,000-foot southbound travel lanes between the new FBI south exit intersection and the existing four-lane cross section	None

Table ES-6 Landover Recommended Traffic Mitigation Measures (continued)

Map ID	Location	Mitigation	Strip Land Taking (Approximate Linear Feet)
S	Brightseat Road and Arena Drive	• For the Brightseat Road northbound approach, revise the lane geometry to provide one left-turn lane, one through lane, and one right-turn lane. • For the Brightseat Road southbound approach, extend the left-turn lane by 290 feet to create a 500-foot left-turn lane and revise the lane geometry to provide two left-turn lanes and one shared through/right-turn lane. • For the Arena Drive westbound approach, revise the lane geometry to provide one shared left-turn/ through lane, one through lane, and one right-turn lane. • Optimize the traffic signal for the PM peak period.	200
T	Arena Drive and I-95 southbound on/off ramps	• Replace the intersection with a two-lane roundabout. • For the Arena Drive eastbound approach, revise the lane geometry to stripe the two left lanes to enter the roundabout and the right lane to provide a bypass lane that feeds directly onto the I-95 southbound on-ramp. • For the Arena Drive westbound approach, revise the lane geometry to provide two lanes to enter the roundabout. • For the I-95 southbound off-ramp, stripe the existing lanes to enter the roundabout and create a 200-foot right-turn lane to provide a bypass lane that feeds directly onto Arena Drive westbound.	None
U	Arena Drive and I-95 northbound on/off ramps	• Replace the intersection with a two-lane roundabout. • For the Arena Drive eastbound approach, revise the lane geometry to provide two lanes to enter the roundabout. • For the Arena Drive westbound approach, revise the lane geometry to provide two lanes to enter the roundabout. • For the I-95 northbound off-ramp, stripe the existing lanes to enter the roundabout and create a 150-foot right-turn lane to provide a yielding bypass lane that feeds directly onto Arena Drive westbound.	None

Figure ES- 14: Landover Build with Mitigation Condition Intersection LOS for AM and PM Peak Hours



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Springfield Alternative

Table ES-7 contains the list of recommended mitigation measures, while figure ES-15 shows their locations. The overall intersection LOS grades for the Build with Mitigation Condition are depicted in figure ES-16 for the AM and PM peak hours.

Table ES-7: Springfield Recommended Traffic Mitigation Measures

Map ID	Location	Mitigation	Strip Land Taking (Approximate Linear Feet)
A	Franconia Road (VA 644) Westbound and Commerce Street	• Optimize the traffic signal and coordinate timings with nearby key intersections for AM and PM peak periods	None
B	Franconia Road (VA 644) Eastbound and Loisdale Drive	• For the Loisdale Road northbound approach, revise the planned roadway improvement design to lengthen the left-turn lane by 225 feet resulting in a 775-foot turn bay and revise the lane geometry to allow the Loisdale Road northbound left lane to directly feed into the middle left-turn lane at the intersection, the Loisdale Road northbound middle lane directly feed into the right most left-turn lane at the intersection, and Loisdale Road northbound right lane directly feed into the left most through lane at the intersection. • For the Franconia Road eastbound approach, revise the planned roadway improvement design to extend the right-turn lane by 50 feet resulting in a 350-foot right-turn lane. • Optimize the traffic signal and coordinate timings with nearby key intersections for AM and PM peak periods.	None
C	Loisdale Road and Loisdale Court	• Optimize the traffic signal for the AM peak period and coordinate timings with nearby key intersections for AM and PM peak periods.	None
D	Loisdale Road and I-95 Northbound off-ramp/Spring Mall Drive	• For the Spring Mall Drive westbound, revise the planned roadway improvement design by changing the channelized right-turn lane to provide a free merge onto Loisdale Road northbound by reducing the number of departing lanes from three to two on Loisdale Road northbound, thus allowing the channelized right-turn to feed into the planned new third lane. • Optimize the traffic signal and coordinate timings with nearby key intersections for AM and PM peak periods.	None
E	Loisdale Road and Metropolitan Center Drive	• Optimize the traffic signal for AM and PM peak periods and coordinate timings with nearby key intersections for the PM peak period.	None
F	Loisdale Road and Frontier Drive Extension	• For the Loisdale Road northbound approach, revise the planned roadway improvement design to include a 300-foot right-turn lane (strip land taking required; approximately 400 linear feet). • For the Loisdale Road southbound approach, revise the planned roadway improvement design to include two 350-foot left turn lanes (strip land taking required; approximately 400 linear feet). • Optimize the traffic signal for AM and PM peak periods.	800
G	Loisdale Road and Newington Road	• For the Newington Road westbound approach, extend the right-turn lane by 85 feet creating a 250-foot turning lane	None

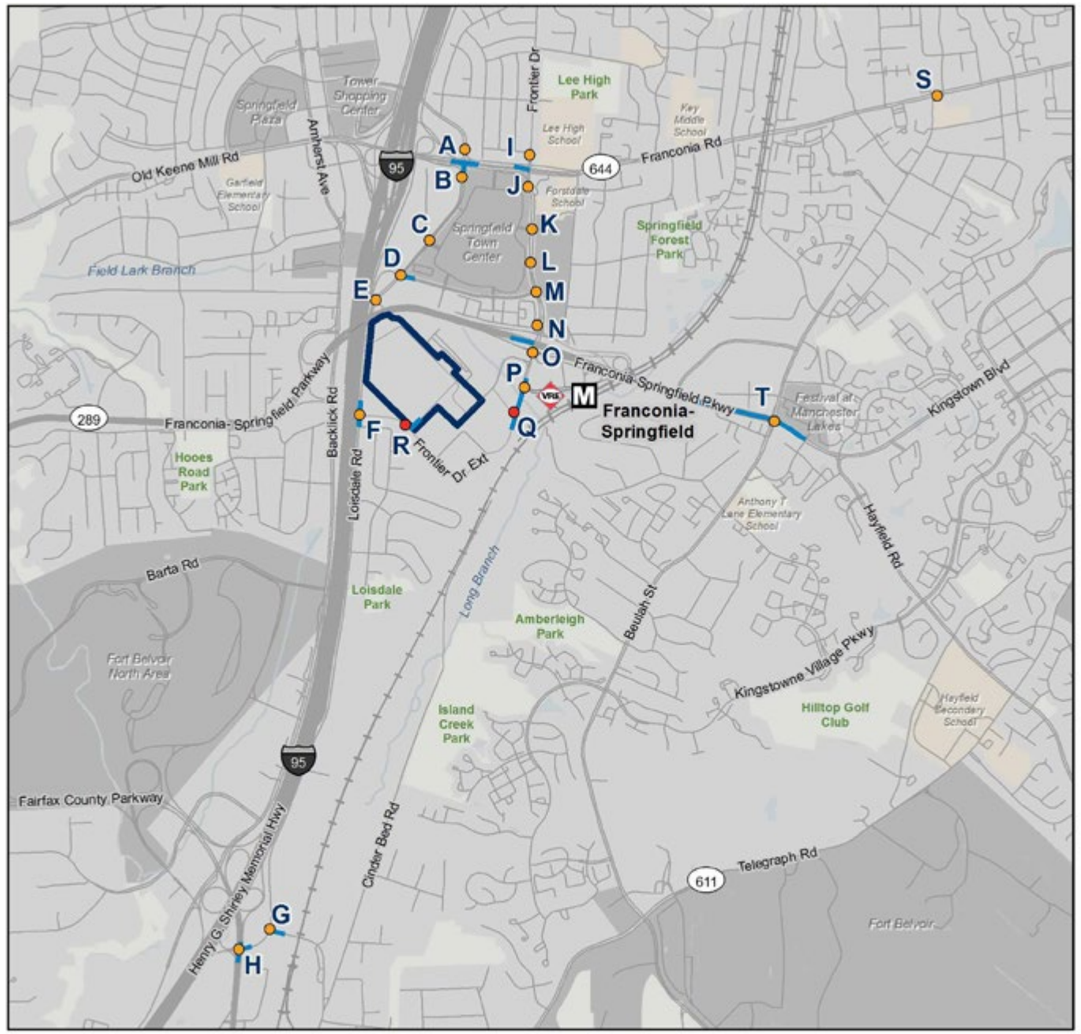
Table ES-7: Springfield Recommended Traffic Mitigation Measures (continued)

Map ID	Location	Mitigation	Strip Land Taking (Approximate Linear Feet)
H	Loisdale Road and Fairfax County Parkway (VA 286)	• For the Fairfax Count Parkway northbound approach, revise the planned roadway improvement design to lengthen the right-turn lane and new through lane by 50 feet resulting in one 350-foot through lane and one 350-foot right-turn lane. • For the Fairfax County Parkway southbound approach, revise the planned roadway improvement design to lengthen the left-turn lanes by 60 feet resulting in two 450-foot left-turn lanes. • For the Loisdale Road westbound approach, revise the planned roadway improvement design to lengthen the existing right-turn lane by 60 feet resulting in a 425-foot right-turn lane (strip land taking required; approximately 60 linear feet). • Optimize the traffic signal for AM and PM peak periods and coordinate timings with nearby key intersections for the PM peak period.	60
I	Franconia Road (VA 644) Westbound and Frontier Drive	• Optimize the traffic signal for AM and PM peak periods and coordinate timings with nearby key intersections for the PM peak period. • Construct a network of pedestrian bridges to provide a safe path for pedestrians to cross Frontier Drive and Franconia Road for both the eastbound and westbound directions.	None
J	Franconia Road (VA 644) Eastbound and Frontier Drive	• For the Frontier Drive northbound approach, extend the left-turn lane by 95 feet resulting in a 600-foot left-turn lane. • Optimize the traffic signal for AM and PM peak periods and coordinate timings with nearby key intersections for the PM peak period. • Construct a network of pedestrian bridges to provide a safe path for pedestrians to cross Frontier Drive and Franconia Road for both the eastbound and westbound directions.	None
K	Frontier Drive and North Mall Entrance	• Optimize the traffic signal for the PM peak period and coordinate timings with nearby key intersections for the AM peak period.	None
L	Frontier Drive and Mall South Entrance	• Optimize the traffic signal for the PM peak period and coordinate timings with nearby key intersections for the AM peak period.	None
M	Frontier Drive and Spring Mall Drive	• Optimize the traffic signal and coordinate timings with nearby key intersections for the AM peak period.	None
N	Frontier Drive and Franconia-Springfield Parkway (VA 289) westbound on/off ramps	• Optimize the traffic signal for AM and PM peak periods and coordination timings with nearby key intersections for the PM peak period.	None

Table ES-7: Springfield Recommended Traffic Mitigation Measures (continued)

Map ID	Location	Mitigation	Strip Land Taking (Approximate Linear Feet)
O	Frontier Drive and Franconia-Springfield Parkway (VA 289) eastbound on/off ramps	• For the Franconia-Springfield Parkway eastbound approach, create a new 430-foot left-turn lane, create a new 440-foot right-turn lane, and alter the off-ramp to feed into each turn lane. The resulting lane geometry would be two left-turn lanes and two right-turn lanes. • Optimize the traffic signal for AM and PM peak periods and coordinate timings with nearby key intersections for the PM peak period.	None
P	Frontier Drive Extension and Metro Station Access Drive	• For the northbound Frontier Drive Extension, revise the planned roadway improvement design to extend the right-turn lane by 60 feet resulting in a 200-foot right-turn lane. • Optimize the traffic signal for the PM peak period.	None
Q	Frontier Drive Extension and Metropolitan Center Drive Extension	• Revise the planned roadway improvement design to create a two-lane roundabout with two lane exits for Frontier Drive Extension northbound and southbound and a one lane exit for Metropolitan Center Drive Extension. Create two-lane entries for all three approaches. • For the Frontier Drive Extension southbound approach, create a 175-foot right-turn lane that feeds into a 275-foot right-turn bypass lane and rejoins Metropolitan Center Drive Extension after the intersection serving the Springfield Metro Center Phase II development (approximately 150 feet west of the roundabout).	None
R	Frontier Drive Extension and Site South Access	• For the Frontier Drive Extension eastbound approach, revise the planned roadway improvement design to create a 275-foot left turn lane. • For the Site South Access southbound approach, create a channelized right-turn lane that yields onto westbound Frontier Drive Extension and a one-lane approach serving left-turning vehicles. • The northbound Site South Access departing lanes would need to accommodate the ECF approximately 165 feet north of the intersection requiring five lanes.	None
S	Franconia Road (VA 644) and Beulah Street	• Optimize the traffic signal for the PM peak period.	None
T	Franconia-Springfield Parkway (VA 289) and Beulah Street	• For the Franconia-Springfield Parkway eastbound approach, change the lane geometry to provide one left-turn lane, three through lanes, and one right-turn lane by assigning the existing right-turn lane as a through lane and creating a new 200-foot right-turn lane. • Extend the new through lane into the existing right-turn lane past the intersection and create a new 1,150-foot fourth lane past the intersection to receive the channelized right from the Beulah Street southbound approach. Extend the fourth lane to Walking Lane.	None

Figure ES-15: Springfield Build with Mitigation Condition Traffic Mitigation Locations

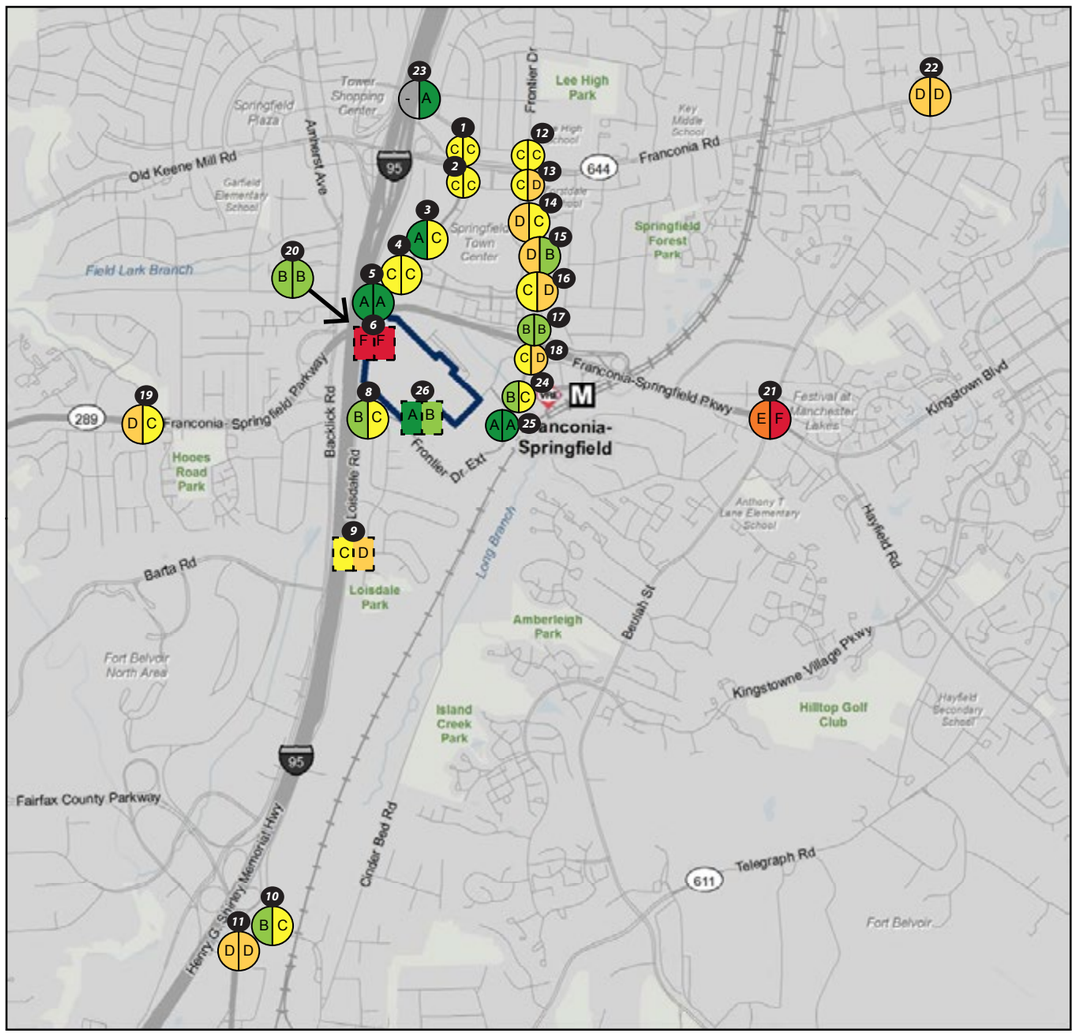


Site Boundary
Roadway Improvement
Intersection Improvement (Signalized)
Intersection Improvement (Unsignalized)

0 2,000 4,000
Feet
1 inch = 2,800 feet

Sources:
ESRI (2013), GSA (2013)
Fairfax County (2014)

Figure ES-16: Landover Build with Mitigation Condition Traffic Mitigation Locations



Site Boundary
Intersection Level of Service (LOS)
LOS A
LOS B
LOS C
LOS D
LOS E
LOS F
AM LOS | PM LOS Signalized Intersections
AM LOS | PM LOS Unsignalized Intersections
Intersection Number
LOS represents minor approaches only

0 2,000 4,000
Feet
1 inch = 2,800 feet

Sources:
ESRI (2013), GSA (2013)
Fairfax County (2014)

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