



FBI Headquarters (HQ)

C o n s o l i d a t i o n

12.10.2015

Public Hearing
Draft Environmental Impact Statement (EIS)
Landover

Presentation Overview

- Overview of the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA)
- Proposed Action
- Alternatives
- Primary Resource Issues and Impacts
- Public Comment

NEPA Overview

What is NEPA?

The National Environmental Policy Act of 1969 is legislation that requires Federal agencies to:

- Consider effects of their proposed actions on the natural and human environment
- Apply a systematic planning, analysis, and decision-making process
- Involve the public

What types of impacts are evaluated in the EIS?

- **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

NEPA Process Overview



Section 106

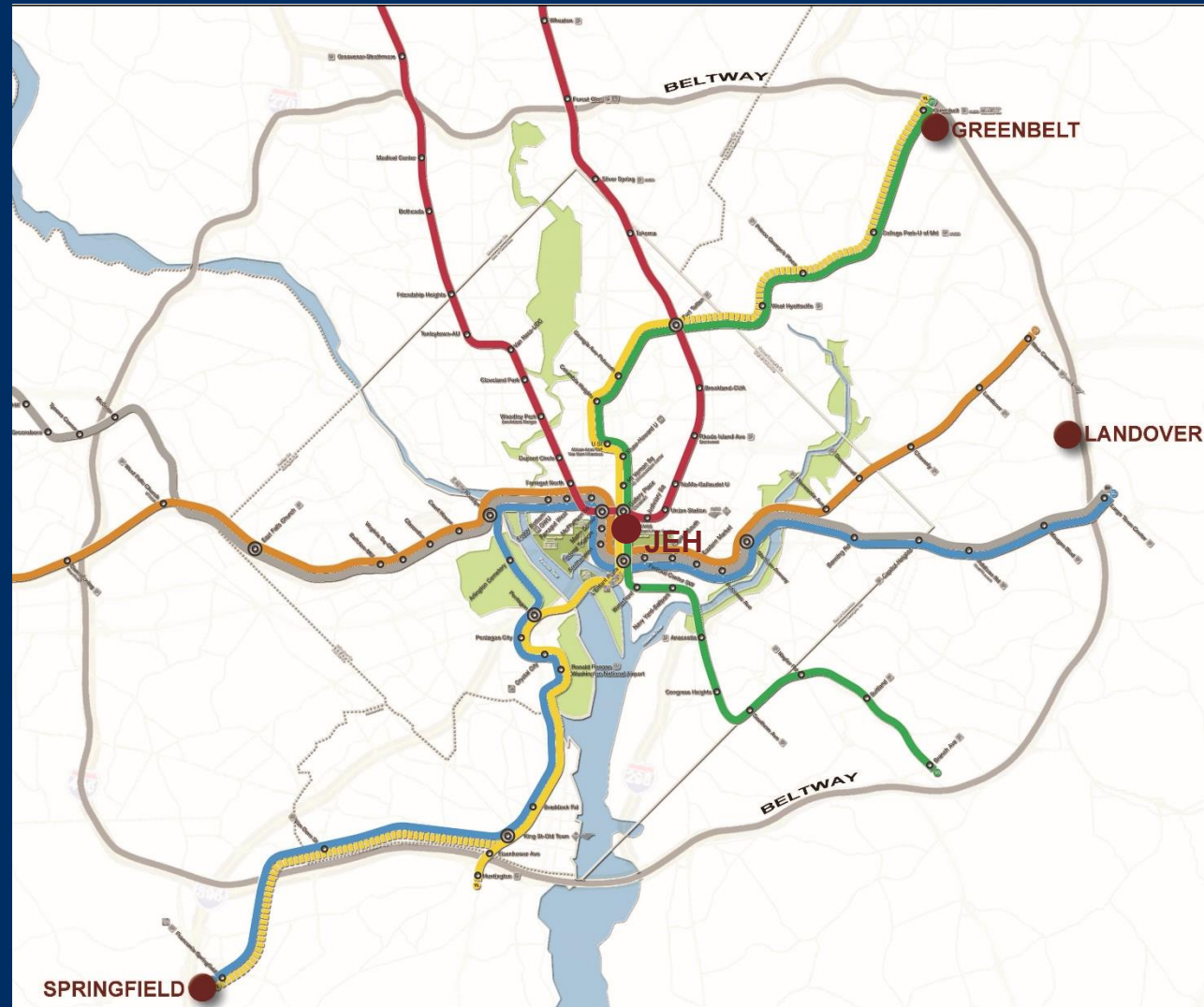
What is Section 106 of the National Historic Preservation Act (NHPA)?

- Requires Federal agencies to consider the impacts of projects they carry out, approve or fund on historic properties and cultural resources.
- The Section 106 process will result in a **Programmatic Agreement**.

Proposed Action

What is GSA Proposing?

- The acquisition of a consolidated FBI HQ at a new permanent location; and
- The exchange of the J. Edgar Hoover (JEH) parcel.



J. Edgar Hoover (JEH) Parcel Exchange

- 1 Identify Exchange Partner Short List
- 2 Select Exchange Partner
- 3 Complete NEPA Process and Execute Exchange Agreement
- 4 Construct and Occupy New HQ Facility
- 5 Convey JEH to Exchange Partner

JEH Redevelopment

How will GSA analyze the indirect impacts of the JEH redevelopment?

- GSA will use two reasonably foreseeable development scenarios (RFDS) as a tool to evaluate potential indirect impacts from the exchange of the JEH parcel in the EIS.

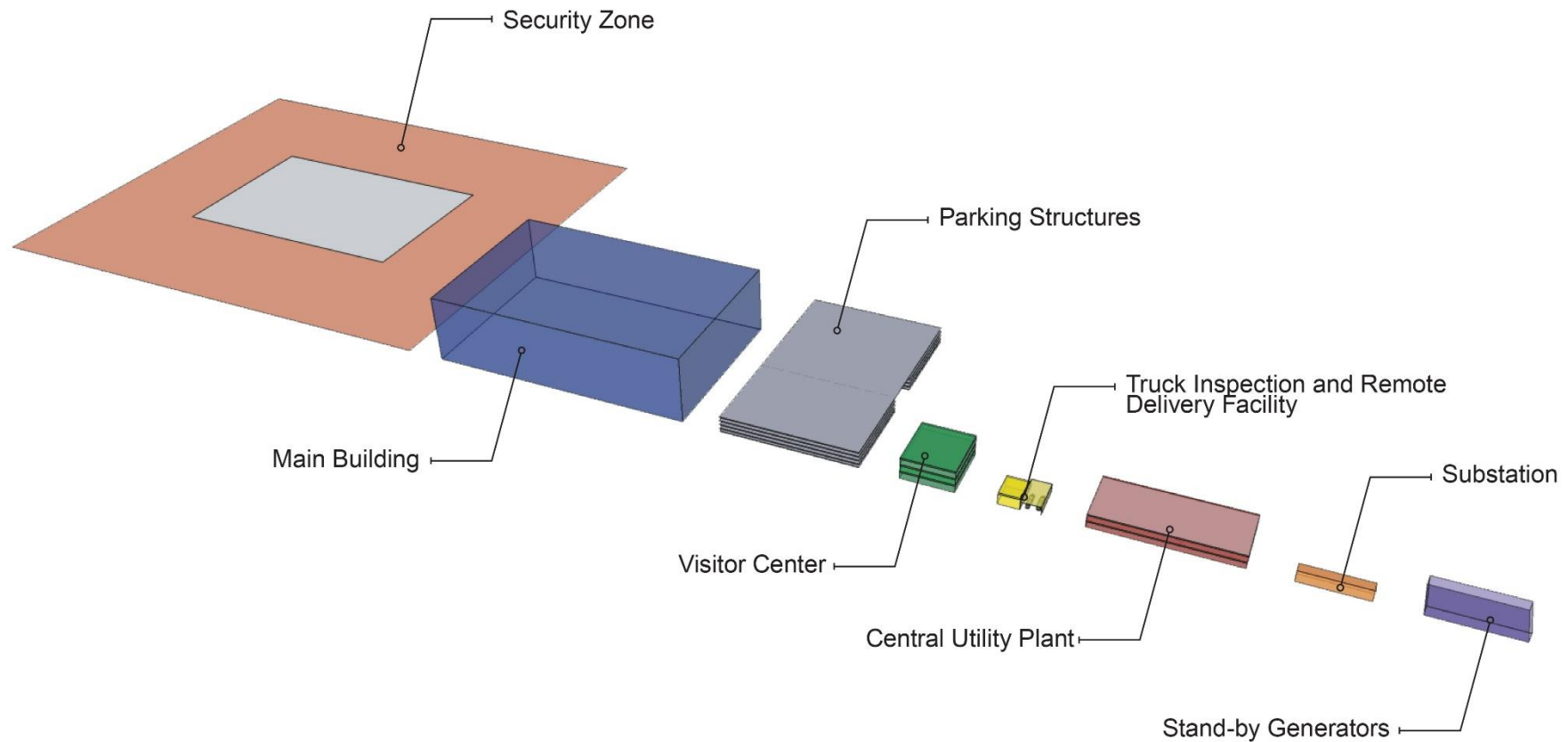
RFDS 1

- Assumes major interior renovations and future office commercial use.

RFDS 2

- Assumes demolition of the JEH building
- Assumes redevelopment of the parcel to maximize development capacity while adhering to applicable land use controls and applying recent trends in urban development.

FBI HQ Program Requirements/ Facility Components



Overview of 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.

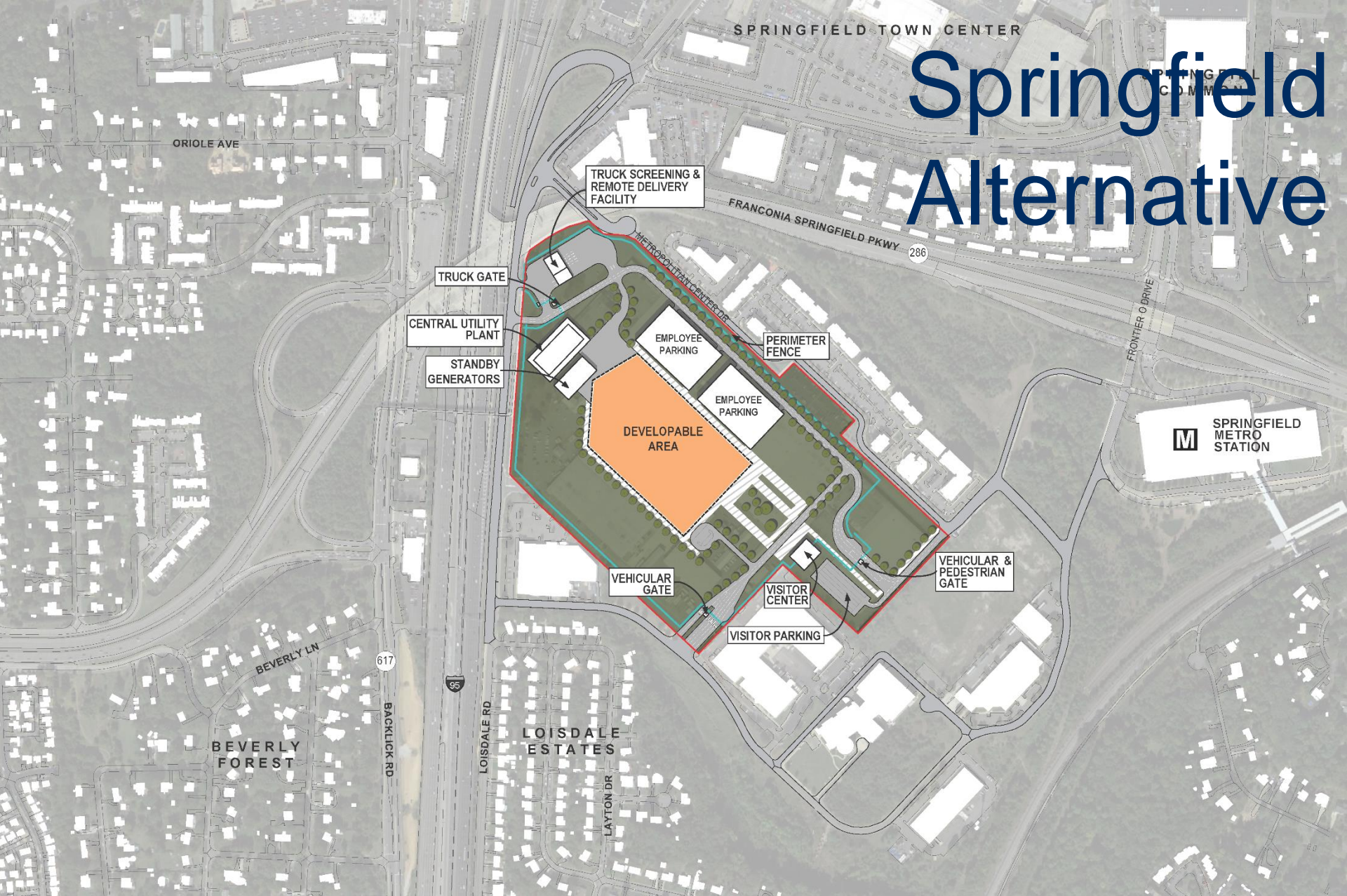
RFDS 2

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

Greenbelt Alternative



Springfield Alternative



Landover Alternative



Preliminary Resource Issues

The following resources were analyzed in the EIS:

- **Transportation**
- **Water Resources**
- **Land use and zoning**
- **Socioeconomics and Environmental Justice**
- Biological Resources
- Earth Resources
- Historic and Cultural Resources
- Visual Resources
- Noise
- Hazardous Materials and Waste/Public Safety
- Utilities/Stormwater Management
- Air Quality and Greenhouse Gas Emissions

Methodology

Intensity

Intensity refers to the severity of impacts. The Draft EIS uses two intensity thresholds and identifies where there is incomplete or unavailable information:

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. Beneficial and adverse impacts that are measurable, but not major, are not assigned an intensity.

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

Type: Beneficial or Adverse

Duration: Short-term or Long-term

Context: Local or Regional

Transportation

Methodology

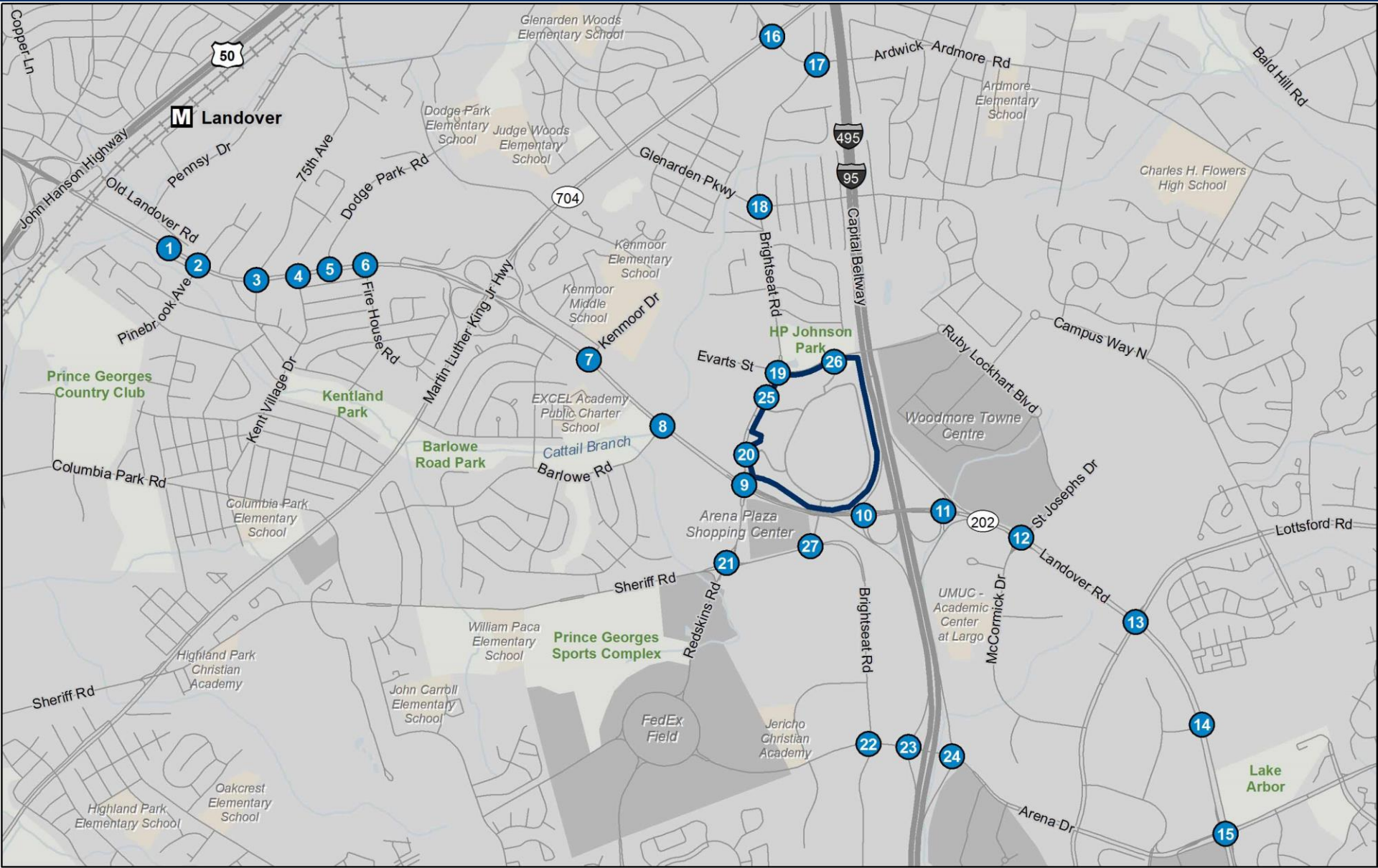
Transportation impacts were analyzed for the major transportation system components or modes of transportation, which include:



- Traffic
- Public Transit (Metrorail and Bus)
- Pedestrian Environment
- Bicycle Facilities
- Parking
- Truck Access



Consultation

- Maryland State Highway Administration (SHA)
- Maryland – National Capital Park and Planning Commission (M-NCPPC)
- Prince George’s County
- Federal Highway Administration (FHWA)
- Washington Metropolitan Area Transit Authority (WMATA)

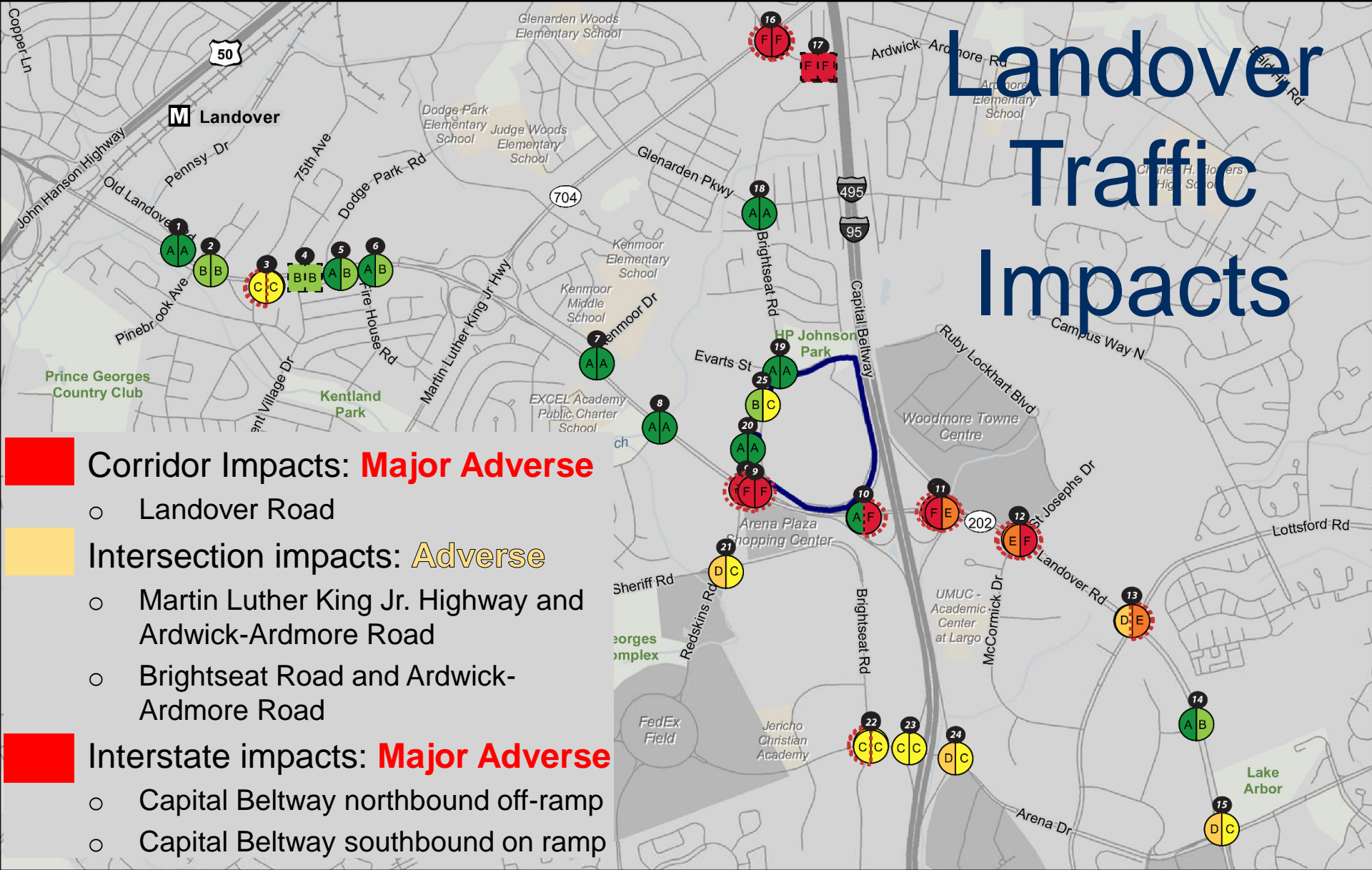
Landover Transportation Intersection Study Map



-  Site Boundary
-  Study Intersection

 
Feet

Landover Traffic Impacts

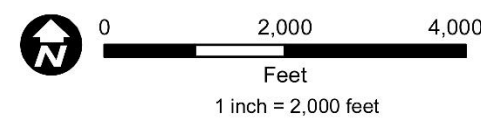


- Corridor Impacts: **Major Adverse**
 - Landover Road
- Intersection impacts: **Adverse**
 - Martin Luther King Jr. Highway and Ardwick-Ardmore Road
 - Brightseat Road and Ardwick-Ardmore Road
- Interstate impacts: **Major Adverse**
 - Capital Beltway northbound off-ramp
 - Capital Beltway southbound on ramp

Site Boundary

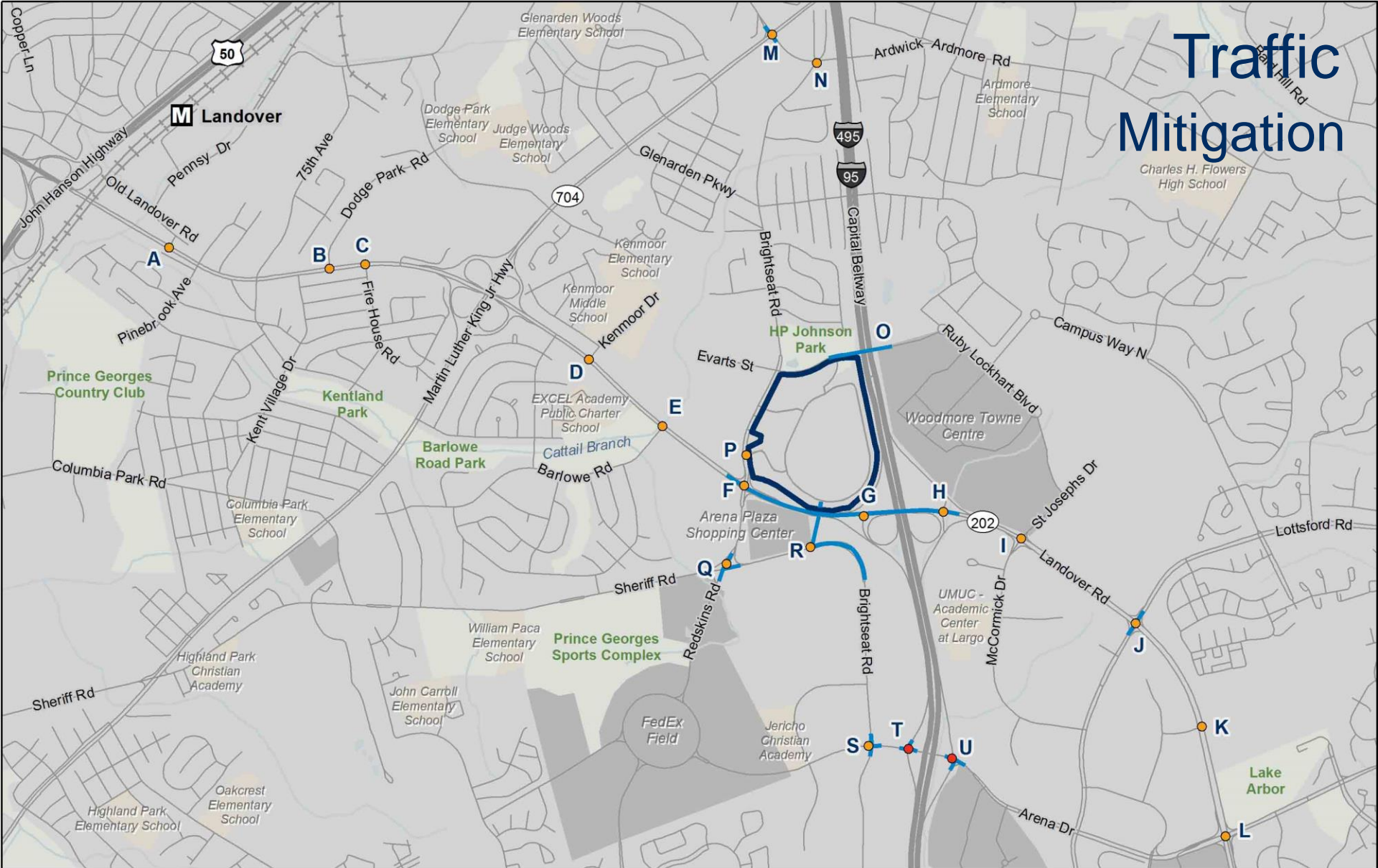
Intersection Number





 LOS A	 LOS D	<table border="1" style="border-collapse: collapse; text-align: center; font-size: 8px;"><tr><td>AM</td><td>PM</td></tr><tr><td>LOS</td><td>LOS</td></tr></table> Signalized Intersections	AM	PM	LOS	LOS	 AM CLV / PM CLV Fails	 Fails
AM	PM							
LOS	LOS							
 LOS B	 LOS E	<table border="1" style="border-collapse: collapse; text-align: center; font-size: 8px;"><tr><td>AM</td><td>PM</td></tr><tr><td>LOS</td><td>LOS</td></tr></table> Unsignalized Intersections	AM	PM	LOS	LOS	Note: CLV = Critical Lane Volume Analysis Method	
AM	PM							
LOS	LOS							
 LOS C	 LOS F		LOS represents minor approaches only					

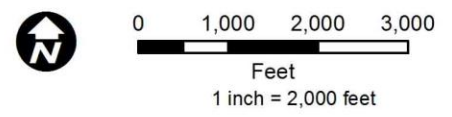


Sources: ESRI (2013), GSA (2013), Prince George's County (2013)

Traffic Mitigation



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



Traffic Impacts Comparison Table

RESOURCE AREA	GREENBELT		LANDOVER		SPRINGFIELD	
	No-action	Greenbelt Alternative	No-action	Landover Alternative	No-action	Springfield Alternative
Intersections	ADVERSE	ADVERSE	ADVERSE	ADVERSE	ADVERSE	ADVERSE
Corridors	MAJOR ADVERSE	ADVERSE	MAJOR ADVERSE	MAJOR ADVERSE	ADVERSE	MAJOR ADVERSE
Interstates	NOT ANALYZED	MAJOR ADVERSE	NOT ANALYZED	MAJOR ADVERSE	NOT ANALYZED	NOT MEASURABLE

Transportation

Transit/Non-Vehicular Impacts: Landover Alternative



No Measurable Impacts:

- Metrorail and Public Transit Capacity
- Parking
- Truck Access



Adverse Impacts From Construction:

- Bus Operations
- Pedestrian Network
- Bicycle Network



Beneficial Impacts:

- Pedestrian Network
- Employee Shuttle Bus



Major Adverse Impacts:

- Bus Operations (due to traffic delays)

Other Transportation Impacts Comparison Table

RESOURCE AREA	GREENBELT		LANDOVER		SPRINGFIELD	
	No-action	Greenbelt Alternative	No-action	Landover Alternative	No-action	Springfield Alternative
Public Transit Capacity	NOT MEASURABLE	NOT MEASURABLE	ADVERSE	ADVERSE	NOT MEASURABLE	NOT MEASURABLE
Bus Operations	MAJOR ADVERSE	MAJOR ADVERSE	MAJOR ADVERSE	BENEFICIAL MAJOR ADVERSE	NOT MEASURABLE	ADVERSE
Pedestrian Network	BENEFICIAL	BENEFICIAL	NOT MEASURABLE	BENEFICIAL	BENEFICIAL	BENEFICIAL
Bicycle Network	BENEFICIAL	NOT MEASURABLE	NOT MEASURABLE	ADVERSE	BENEFICIAL	NOT MEASURABLE
Parking	BENEFICIAL	NOT MEASURABLE	NOT MEASURABLE	NOT MEASURABLE	BENEFICIAL	NOT MEASURABLE
Truck Access	NOT MEASURABLE	NOT MEASURABLE	NOT MEASURABLE	NOT MEASURABLE	BENEFICIAL	NOT MEASURABLE

Water Resources

Impacts: Landover Alternative



No Measurable Impacts to:

- **Wetlands** (None present)
- **Floodplains** (None present)



Adverse Impacts to:

- **Surface Water**



Beneficial Impacts to:

- **Stormwater Hydrology**
- **Groundwater**

Water Resources Comparison

RESOURCE AREA	GREENBELT		LANDOVER		SPRINGFIELD	
	No-action	Greenbelt Alternative	No-action	Landover Alternative	No-action	Springfield Alternative
Surface Water	NOT MEASURABLE	BENEFICIAL	NOT MEASURABLE	NOT MEASURABLE	NOT MEASURABLE	NOT MEASURABLE
Hydrology	ADVERSE	BENEFICIAL ADVERSE	NOT MEASURABLE	BENEFICIAL ADVERSE	NOT MEASURABLE	BENEFICIAL ADVERSE
Groundwater	NOT MEASURABLE	BENEFICIAL	NOT MEASURABLE	BENEFICIAL	NOT MEASURABLE	BENEFICIAL
Wetlands	ADVERSE	NOT MEASURABLE	NOT MEASURABLE	NOT MEASURABLE	NOT MEASURABLE	NOT MEASURABLE
Floodplains	NOT MEASURABLE	ADVERSE	NOT MEASURABLE	NOT MEASURABLE	NOT MEASURABLE	NOT MEASURABLE

Socioeconomics & Environmental Justice

Impacts: Landover Alternative



No Measurable Impacts/ for:

- Population
- Environmental Justice and Protection of Children



Insufficient Information for:

- Housing
- Schools and Community Services
- Recreation and Community Facilities



Beneficial Impacts to:

- Employment and Income
- Sales and Income Tax Revenues



Adverse Impacts to:

- Property Taxes

Socioeconomics Comparison

RESOURCE AREA	GREENBELT		LANDOVER		SPRINGFIELD	
	No-action	Greenbelt Alternative	No-action	Landover Alternative	No-action	Springfield Alternative
Employment and Income	BENEFICIAL	BENEFICIAL	NOT MEASURABLE	BENEFICIAL	NOT MEASURABLE	BENEFICIAL
Taxes	BENEFICIAL	NOT MEASURABLE BENEFICIAL	NOT MEASURABLE	BENEFICIAL ADVERSE	NOT MEASURABLE	NOT MEASURABLE BENEFICIAL

Land Use and Zoning

Impacts: Landover Alternative



No Measurable Impacts to:

- Zoning



Beneficial Land Use Impacts:

- Alignment with regional and local land use studies



Adverse Land Use Impacts:

- Disagreements with regional and local land use studies,
- Strip takings required for the recommended transportation mitigations.

Land Use and Zoning

RESOURCE AREA	GREENBELT		LANDOVER		SPRINGFIELD	
	No-action	Greenbelt Alternative	No-action	Landover Alternative	No-action	Springfield Alternative
Land Use			NOT MEASURABLE		NOT MEASURABLE	

How to Comment?

Public involvement is a cornerstone of both NEPA and NHPA Section 106

How Can You Comment on the DEIS?

Comments may be emailed or mailed. Comments must be submitted or postmarked by January 6, 2016.

1. Comment orally tonight in person during the public hearing.
2. Comment online at: <http://www.gsa.gov/fbihqconsolidation>
3. Email comments with NEPA Draft EIS Comment in the subject line to:
fbi-hq-consolidation@gsa.gov
4. Send written comments to:
U.S. General Services Administration
Attention: Denise Decker, NEPA Team Lead
301 7th Street, SW, Room 4004
Washington, D.C. 20407