**FINDING OF NO SIGNIFICANT IMPACT**
**FOR THE U.S. BUREAU OF LABOR STATISTICS RELOCATION**

In accordance with the National Environmental Policy Act (NEPA), Council on Environmental Quality Regulations for Implementing NEPA (40 CFR 1500-1508), U.S. General Services Administration (GSA) Order ADM 1095.1F: Environmental Considerations in Decision Making, and the Public Buildings Service NEPA Desk Guide, I find that the proposed relocation of the U.S. Bureau of Labor Statistics (BLS) to the Suitland Federal Center (SFC) in Suitland, Maryland, as described in the attached Environmental Assessment (EA), is not a major Federal action significantly affecting the quality of the human environment. Therefore, an Environmental Impact Statement will not be prepared.

APPROVED: DocuSigned by: Darren Blue A129529746E1427... Date: 10/19/2020

Darren J. Blue
Regional Commissioner
Public Buildings Service
U.S. General Services Administration
National Capital Region

*This FONSI will become final 15 days after publication of its Notice of Availability in The Washington Post and the Prince George's Post provided that no information leading to a contrary finding is received or comes to light during the 15-day review period.*

## BASIS FOR FINDING

The U.S. General Services Administration (GSA) prepared an Environmental Assessment (EA), in cooperation with the U.S. Bureau of Labor Statistics (BLS), to analyze the potential environmental impacts that could result from relocating BLS from the Postal Square Building, located at 2 Massachusetts Avenue, NE, Washington DC, to the Suitland Federal Center (SFC), located at 4600 Silver Hill Road in Suitland, Maryland. The EA was prepared pursuant to the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality Regulations for Implementing NEPA (40 CFR 1500-1508), GSA Order ADM 1095.1F: Environmental Considerations in Decision Making, and the Public Buildings Service NEPA Desk Guide. The EA documents the impacts for the action alternative and a No Action Alternative.

The environmental issues addressed in the EA were identified through internal scoping and analysis, which included site visits and review of environmental documentation and other site information on file at GSA. The Draft EA was made available to the public for a 30-day review period from June 30, 2020 through July 30, 2020. The Final EA is incorporated by reference into this Finding of No Significant Impact (FONSI).

## I. PURPOSE OF AND NEED FOR THE PROPOSED ACTION

GSA is proposing to relocate approximately 1,800 BLS employees from Postal Square Building at 2 Massachusetts Avenue, NE, Washington, DC, to the SFC in Suitland, Maryland. The proposed BLS relocation project will upgrade existing building systems, renovate office space, and improve exterior land uses to support the co-location of three Federal agencies, namely BLS, the U.S. Bureau of Economic Analysis (BEA), and the U.S. Census Bureau (Census) within the SFC. The proposed action is intended to provide an efficient interior design that allows for approximately 367,000 rentable square feet (RSF) at the SFC for BLS. The purpose of the proposed action is to relocate BLS to the Suitland Federal Center Campus (SFCC). The proposed investment in, and space optimization of, the existing Census North and South Buildings at the SFC will facilitate the achievement of more efficient utilization rates for all three Federal organizations, and reduce rental payments made by BLS, Census, and BEA. The relocation of BLS is needed to meet the requirements set forth in the U.S. Office of Management and Budget (OMB) Memorandum M-12-12, which requires the Federal Government to reduce their overall footprint and look at Federal space first before seeking out other leases.

## II. DESCRIPTION OF ALTERNATIVES

Two alternatives were considered in detail in the EA – the No Action Alternative and the Action Alternative. These alternatives are summarized below.

### No Action Alternative

Under the No Action Alternative, the relocation of the BLS to SFC would not occur. BLS would remain in their leased space in Washington, DC (approximately 709,000 RSF or approximately 508,000 useable square feet). A new lease would need to be negotiated with the current property developer/owner. New lease costs in the same location are anticipated to increase because rates in the area have continued to trend upwards throughout the 30-year lease. The cost increase from rent in this area may place additional burden on BLS' projected budget allocation for housing. No additional changes to current management, operations, and maintenance routines are anticipated to occur. It is assumed that the developer/owner of BLS' existing space would address necessary repairs as they arise. No changes would be made to the SFC.

### Action Alternative

The selected action involves relocation of BLS from leased office space in Washington, DC, to the SFC located at 4600 Silver Hill Road in Suitland, Maryland. The selected action includes the limited modification of existing building systems and renovation of office space to support the co-location of BLS, BEA, and Census at the SFC. The selected action will provide an efficient interior design that allows for approximately 367,000 RSF at the SFC for BLS. Other interior elements of the selected action include:

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

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

## III. ENVIRONMENTAL IMPACTS

The impacts of the alternatives are analyzed in Chapter 3, Affected Environment and Impacts to the Human Environment, of the EA.

No significant short-term or long-term adverse impacts to the natural, social, or cultural environment will occur under the Action Alternative. Please refer to Chapter 3 of the attached EA for more specific information on project impacts. While mitigation is not required to reduce impacts below a level of significance, GSA is proposing to undertake the following measures as part of the proposed action.

**Traffic and Transportation**

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

On-Campus

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

Campus Access

- At the intersection of Swann Road and Silver Hill Road (MD 458), widen the southbound Swann Road approach by one lane to consist of a left-turn lane, a shared left/through/right lane, and a right-turn lane. Construct a 200-foot right-turn bay along southbound Silver Hill Road. Modify signal timing to accommodate the proposed geometric changes to the intersection and optimize operations.

- Close Gate 4 and improve Gate 3 to accommodate traffic from Gate 4. Install a traffic signal at the intersection of Gate 3 and Suitland Road.

Off Campus

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

In addition to the above mitigation measures, a Transportation Management Plan (TMP) was prepared to outline a variety of policy, service, and infrastructure strategies, which are anticipated to reduce single-occupancy vehicle trips to and from the campus, which would help to mitigate the impacts to surrounding transportation network.

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

**Air Quality**

Temporary impacts to air quality would be minimized by adhering to state and local regulations and by implementing accepted air quality control best management practices (BMPs). GSA would require the contractor to develop and implement dust abatement and emissions control plans that would include measures to reduce emissions and fugitive dust such as minimizing vehicle and equipment idling, minimizing the use of diesel-powered equipment, spraying water on access roads and stockpiles,

placing dust covers on vehicles transporting construction debris or excavated materials, and minimizing new disturbances by strategically phasing construction.

**Utilities**

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

**Waste Management**

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