



# Final Environmental Assessment for the Construction of a Federal Building in Broward County, Florida



June 2010

PREPARED FOR:  
GSA Region 4

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## ACRONYMS

BCT	Broward County Transit
BFE	Base Flood Elevation
CATEX	categorically excluded
CEQ	President’s Council on Environmental Quality
CFR	Code of Federal Regulations
EA	Environmental Assessment
EO	Executive Order
FDEP	Florida Department of Environmental Protection
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
FONSI	Finding of No Significant Impact
GSA	General Services Administration
gsf	gross square feet
I	Interstate
ISC	Interagency Security Committee
IT	information technology
LEED	Leadership in Energy and Environmental Design
MCBS	Miramar Community Bus Service
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NW	Northwest
PHE	Potomac-Hudson Engineering, Inc.
ROD	Record of Decision
ROW	right-of-way
rsf	rentable square feet
SFWMD	South Florida Water Management District
SW	Southwest
U.S.	United States
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
usf	usable square feet

## 1.0 PURPOSE AND NEED FOR THE AGENCY ACTION

### 1.1 ABOUT THIS DOCUMENT

The General Services Administration (GSA) Southeast Sunbelt Region has prepared this Environmental Assessment (EA) to identify and address potential onsite and offsite environmental impacts that may be associated with the proposed consolidation and construction of a new District Office for a Federal Law Enforcement Agency in Broward County, Florida. This Federal Building would consolidate current Federal space which is spread across Broward and Miami-Dade Counties. The new Federal Building would provide for the space requirements and security needs for the Agency in the South Florida area.

This EA explains the process that GSA used to identify the need for the Proposed Action, and establish the Delineated Area, or the geographic area of consideration for this project. It provides the criteria by which sites were evaluated. This EA also provides site-specific environmental analysis of the sites currently under consideration, and discusses the sites that were considered and eliminated. Potomac-Hudson Engineering, Inc. (PHE) is the primary contractor retained by GSA to assist in identification and analysis of potential sites and the environmental analysis of these sites in this document.

This chapter will discuss the proposed consolidation of a Federal Law Enforcement Agency in Broward County as well as the Purpose and Need for the Proposed Action. It will also discuss the environmental process used to study the sites being considered, and how we have solicited input from the community as we analyze the individual sites and the site options.

### 1.2 WHAT IS THE GENERAL SERVICES ADMINISTRATION PROPOSING?

The GSA proposes building a new Federal Building in the South Florida area for a Federal Law Enforcement Agency. This Federal Building will serve to meet the Agency's current and future space needs as their new District Office in South Florida, and will consolidate their current space spread across the Broward and Miami-Dade County, Florida area in twelve separate locations.

The proposed project involves the selection of a site and design of a 475,000 gross square foot building including 535 structured, primarily for the use of Government-owned vehicles and for other official Government purposes, and 500 surface parking spaces. Approximately 890 personnel will be housed in the new Federal Building. Unique requirements include a 100-foot property line setback, enhanced security specifications, and special purpose space. Special purpose space includes laboratory, private restrooms, food service, Automated Data Processing Center, conference/training, physical fitness, vehicle bay/maintenance, boat bay, emergency generator, weapons/ammo vaults, processing rooms, and inside parking/garage space. Table 1-1 shows the current and proposed housing plan for the Agency as well as the percent increase in space and personnel. The 15-year requirement represents a 21 percent increase in personnel; a 77 percent increase in total usable square feet (usf); and a 93 percent increase in total rentable square feet (rsf).

**Table 1-1. Current and Proposed Housing Plan**

	<b>Personnel</b>	<b>Office (usf)</b>	<b>Storage (usf)</b>	<b>Special (usf)</b>	<b>Total (usf)</b>	<b>Total (rsf)</b>
<b>Current (12 Separate Locations)</b>	733	155,217	19,648	26,104	200,969	226,424
<b>Proposed (15-Year Requirement)</b>	890	195,738	85,150	74,300	355,188	437,926
<b>Increase (Percent)</b>	21	26	333	185	77	93

### 1.3 WHAT IS THE PURPOSE OF THE NEW FACILITY?

The Agency's mission as a criminal investigative agency has developed into an intelligence focused agency. The priorities of the Agency have shifted to reshaping intelligence operations, enhancing the workforce, and building stronger partnerships. This change in mission has necessitated the construction of a new District Office.

The purpose of the Proposed Action is to build efficient and cost effective facilities, with state-of-the-art infrastructure in which to carry out the Agency's mission; provide a facility that meets the Level 4 Interagency Security Committee (ISC) criteria, with sufficient space for the current and projected workforce; and provide the information technology (IT) infrastructure required to support the timely collection, analysis and dissemination of information. In addition, the expansion of the secure work environment is essential to handle the expanded intelligence mission and to foster synergy among Agency elements for greater coordination and productivity internally and with partner organizations.

**Interagency Security Committee –**  
President Clinton issued Executive Order (EO) 12977, creating the Interagency Security Committee to address continuing government-wide security for federal facilities. Interagency Security Committee Criteria are used to determine the appropriate security level for a federal facility. A level 4 facility has over 450 federal employees. In addition, the facility likely has:

- More than 150,000 square feet;
- High-volume public contact; and
- Tenant agencies that may include high-risk law enforcement and intelligence agencies, courts, judicial offices, and highly sensitive government records.

### 1.4 WHY IS A NEW FEDERAL BUILDING NEEDED?

The new Federal Building is needed because the existing Agency facilities are incapable of providing the increased square footage necessary to support new functions and cannot meet enhanced IT infrastructure and security requirements. A new location will provide the Agency with sufficient space to meet its current requirements and allow for full compliance with the ISC guidelines. In addition, due to the size of the project and the expected setback requirements, the proposed site for the District Office needs to be located in an area outside of a more developed central business district.

The Senate Committee on Environment and Public Works and House Committee on Transportation and Infrastructure initially authorized the Agency's requirements as lease-construct, as part of a larger leased facility, which also included space for two other tenant agencies, for a lease term of 15 years, at a total combined rentable square footage of 723,780 rsf, on November 11, 2005. The Senate Committee on Environment and Public Works increased this previously authorized lease term from 15 years to 20 years on May 23, 2006 as did the House Committee on Transportation and Infrastructure on July 19, 2006.

The Department of Justice in 2007 determined that the original consolidated campus strategy was no longer logistically or financially feasible. Therefore, GSA requested authority to procure the two other tenant agencies' requirements separately. Given the size, complexity, long term nature, and other aspects of the subject Agency's requirements, GSA determined that Federally-owned facility would better serve the mission and operations of the Government.

### 1.5 WHAT IS THE NATIONAL ENVIRONMENTAL POLICY ACT?

National Environmental Policy Act (NEPA) of 1969 is the basic national charter for the protection of the environment and is legally binding to all Federal agencies. The President's Council on Environmental Quality (CEQ) published implementing regulations in Title 40 of the Code of Federal Regulations (CFR), Parts 1500 through 1508 (40 CFR 1500-1508). The Parts state that "NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and

before actions are taken” (40 CFR 1500.1 (b)). In accordance with NEPA, all Federal agencies are required to consider the impacts of their actions and to disclose these actions to potentially affected parties. Furthermore, NEPA procedures require Federal agencies to consider reasonable alternatives and to mitigate adverse impacts, where feasible, before proceeding with a Proposed Action.

NEPA requires Federal agencies to take into account the potential consequences of their actions on both the natural and human environments as part of their planning and decision-making processes (Figure 1-1). In order to facilitate these considerations, a number of typical actions that have been determined to have little or no potential for adverse impacts are “categorically excluded” (CATEX) from the detailed NEPA assessment process. Thus, the first step in determining if an action will have an adverse effect on the environment is to assess whether it fits into a defined category for which a CATEX is applicable. If a CATEX is applied, the agency prepares a Record of Categorical Exclusion to document the decision and proceeds with the action.

For actions that are not subject to a CATEX, the agency prepares an EA to determine the potential for significant impacts. If the results of the EA indicate that no significant impacts will occur as a result of the action, then the determination is formalized in a Finding of No Significant Impact (FONSI). The agency circulates the EA and publicizes the FONSI. The NEPA process is then complete when the FONSI is executed.

If significant adverse impacts to the natural or human environment are indicated or other intervening circumstances exist, an EIS may be prepared. An EIS is a more intensive study into the effects of the actions, and it includes more rigorous public involvement requirements. The agency formalizes its decisions relating to an action for which an EIS is prepared in a Record of Decision (ROD). Following a 30-day waiting period after publication of the ROD in the Federal Register, the NEPA process is complete.

Table 1-2 provides a chronology of NEPA compliance activities conducted to date as well as activities planned for this project.

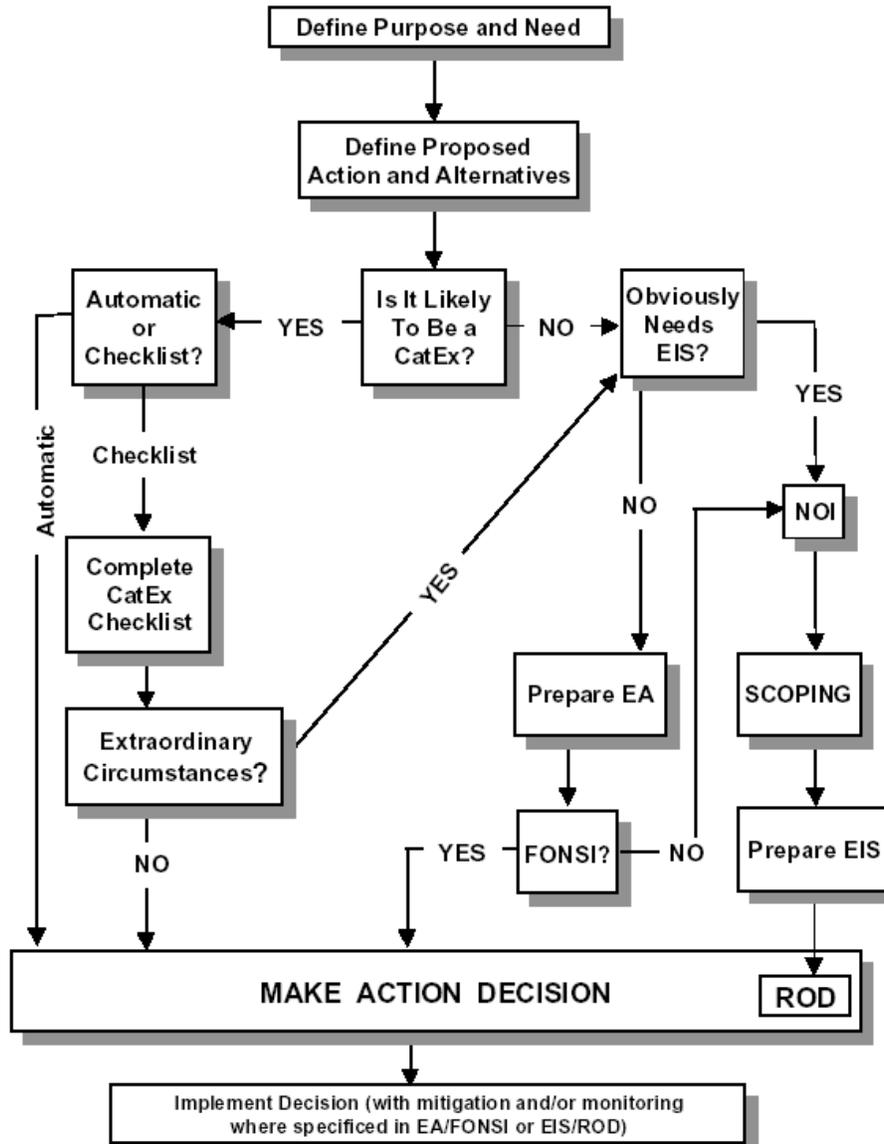
## 1.6 WHAT IS THE PUBLIC SCOPING PROCESS?

The NEPA process is designed to ensure that public officials make decisions based on a full understanding of the environmental impacts of a Proposed Action and the public is informed of all factors and given adequate opportunity to provide input for the decision. CEQ regulations specify an early and open process involving all potentially affected parties for determining the scope and significance of issues to be addressed in the NEPA study.

As part of the scoping process, GSA has provided information on the proposed relocation sites and has solicited local input through newspaper advertisements, a public meeting, and individual meetings with Broward County and the City of Miramar. GSA staff has reviewed incoming correspondence, newspaper articles, and other public indications of interest or concern regarding the Proposed Action. On-going meetings and discussions were held with Agency representatives and State and local officials to further refine project tasks. GSA also held a public meeting so interested parties could find out more about the Proposed Action and express any concerns, issues, or alternatives they would like to see addressed in this EA. All comments at the meeting were transcribed and have become part of the public record. The public meeting was held on March 2, 2010, at the African American Research Library and Cultural Center in Fort Lauderdale and was attended by approximately 34 people. In advance of this meeting a public notice was

Title 40 CFR Part 1500.1(b) states, “NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken.”

published on February 21st and 28th, 2010 in the Miami Herald and the Sun Sentinel. In addition, a letter to announce the public meeting and solicit comments was sent to 125 public agencies, public officials, and interested parties. All comments from citizens were recorded and letters and e-mails providing comments were received by GSA and are included in Appendix A.



ROD = record of decision.  
 FONSI = finding of no significant impact.

**Figure 1-1. The NEPA Process**

**Table 1-2. NEPA Compliance Activities**

<b>Date</b>	<b>Action</b>
November 13, 2009	An advertisement for sites is published in Federal Business Opportunity Website.
November 13, 2009	An advertisement for sites is published in the Miami Herald and Sun Sentinel.
December 15, 2009	Closing date for presentation of sites under consideration.
January 26 and 27, 2010	GSA conducts Market Survey of all the sites.
February 4, 2010	Three sites are short-listed.
February 12, 2010	Letters are mailed announcing the Notice of Intent (NOI) and the March 2 public meeting.
February 16, 2010	University of Florida requests that their site no longer be considered.
February 23, 2010	GSA meets with the Town of Davie.
February 21 and 28, 2010	The NOI and announcement of the March 2 public meeting are published in the Miami Herald and Sun Sentinel.
March 2 and 3, 2010	GSA meets with Broward County.
March 2, 2010	A public scoping meeting is held at the African American Research Library and Cultural Center.
February 23 and March 3, 2010	GSA meets with the City of Miramar.
March 16, 2010	Public scoping comment period closes.
May 31, 2010	GSA publishes and releases the EA.
To be determined	GSA announces site selection decision and issues a FONSI.

## 1.7 WHERE IS THE PROJECT LOCATED?

Due to the size of the project and the setback requirements for security purposes, it was required that the proposed site be located in an area outside of a more developed central business district. Based on this requirement the Delineated Area was defined as I-595 on the North; I-75 the West; Highway 826 (Palmetto Expressway) on the South; and I-95 on the East (Figure 1-2).

Through site visits to the Delineated Area, Public Notices in local newspapers soliciting sites, and a market survey, GSA developed a list of 14 sites. Using site selection criteria, GSA in conjunction with the client, narrowed down to three sites. On February 16, 2010, University of Florida requested that their sites no longer be considered. Therefore, final short list sites resulted in two sites. The two sites under consideration are located in the City of Miramar, Broward County, Florida. (Figure 1-3). The Sunbeam Site is located at Miramar Parkway and Red Road and the Rockefeller Site is located at Pembroke Road and I-75.



Source: GSA

Figure 1-2. Delineated Area

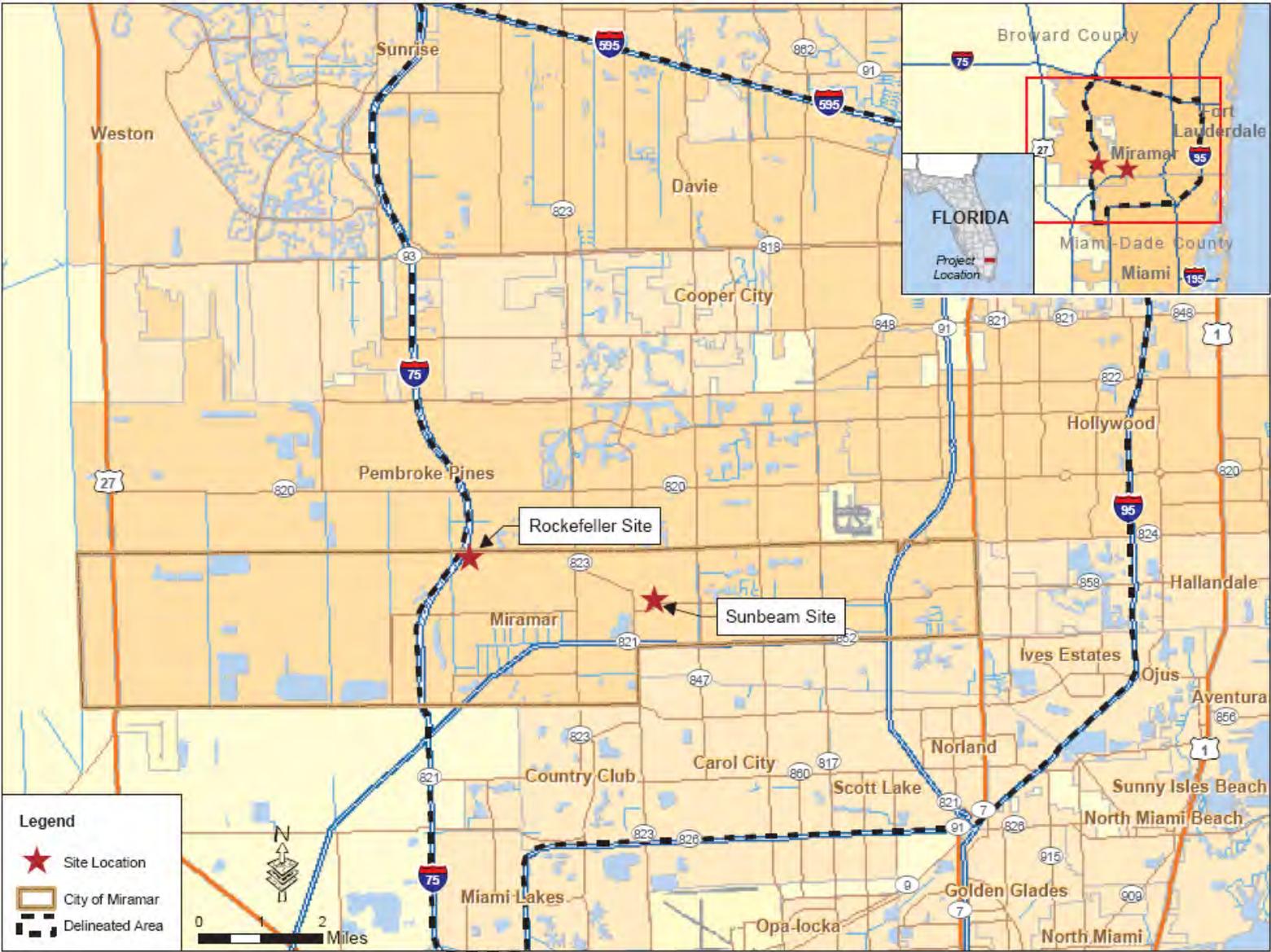


Figure 1-3. Site Location Map

## 1.8 WHAT WERE THE PUBLIC'S MAIN CONCERNS ABOUT THE PROJECT?

This section provides a summary of the comments received as a result of public meetings and letters soliciting comments. All comments received were considered in the EA. A summary of all comments received and a copy of the transcripts prior to the release of the EA can be found in Appendix A.

Based on the scoping comments the following issue was the primary concern regarding the project:

During public meeting or via electronic communication, some property owners requested that GSA consider their sites. These sites were not considered, as the requests were received after the closing date of the Public Notice for site solicitation.

## 1.9 WHAT IS INCLUDED IN THIS DOCUMENT?

This EA describes the potential impacts based on reasonably foreseeable consequences of the Proposed Action and will recommend measures to mitigate potential adverse impacts. The EA is written in plain language and focuses specifically on information relevant to the potential project areas and potential environmental impacts. The chapters of this document provide the following information:

Chapter 1 establishes the context of the EA by discussing the Purpose and Need for the Proposed Action, project background, and scoping issues.

Chapter 2 describes the Proposed Action and presents the alternatives considered, including a summary of the process used to screen possible alternatives and a description of the alternatives evaluated in the EA. Chapter 2 also summarizes the potential impacts at the two sites under consideration and presents a final site ranking.

Chapter 3 describes a summary of the existing conditions within the potentially affected environment, both natural and human-made, including regional conditions and specific site characteristics. Chapter 3 also summarizes the potential environmental impacts and recommended mitigation for the alternatives. Chapter 3 further describes potential cumulative and unavoidable adverse impacts.

Chapter 4 lists the references consulted for the study.

Chapter 5 lists the individuals involved in the preparation of the EA.

Chapter 6 lists agencies and officials that were contacted for comment during EA preparation and that received copies of the Draft EA and Final EA.

The Appendices include detailed data and information pertinent to the EA including copies of notices published in local newspapers, transcripts of the Public Meetings, letters received from agencies, and interested parties with comments, etc.

## 2.0 PROPOSED ACTION AND ALTERNATIVES

### 2.1 WHAT DOES THE PROJECT ENTAIL?

GSA's Proposed Action is to acquire a suitable and adequate property for new construction that can meet or exceed the approved site selection criteria to accommodate the District Office of a Federal Law Enforcement Agency. The EA will identify and address potential onsite and offsite environmental impacts that may be associated with the proposed consolidation and construction of a new District Office for a Federal Law Enforcement Agency in Broward County, Florida. GSA plans to acquire a site for the construction of a new federal office building, related facilities and site improvements to house a single federal agency in Broward County, Florida. The agency is currently housed in many facilities throughout South Florida and desires to consolidate to one location. The new Federal Building would provide for the space requirements and security needs for the agency in the South Florida area.

The total space requirement consists of approximately 475,000 gross square feet (gsf), 535 space parking garage, 500 surface parking spaces, and 30 visitor parking spaces, all to be available for use by the agency for personnel, furnishings and equipment no later than October 8, 2013. Unique requirements include a 100-foot property line setback, enhanced security specifications, and special purpose space. The project is to be designed in accordance with GSA design standards for secure facilities, the P-100 (Facility Standards for Public Buildings), Leadership in Energy and Environmental Design (LEED) principles, capable of achieving a LEED SILVER certification, and customer agency requirements.

### 2.2 WHAT CRITERIA WERE USED FOR SELECTING THE SITES?

Site screening and selection criteria are developed for all GSA construction projects prior to beginning the site selection process. The following minimally responsive; security; technical; accessibility; neighborhood; buildability; zoning, ordinances & restrictions; utilities and telecommunications; ownership; cost; and LEED criteria were considered in selecting sites to be carried forward for further analysis in this document.

#### **Minimally Responsive Criteria:**

- Site must be located within the defined Delineated Area in S. Florida North: I-595; West: I-75; South: Hwy 826 (Palmetto Expressway); and East: I-95
- Site must be of sufficient size to construct a 474,801 gsf Federal Building (approximately 15-25 acres) including structured parking for 535 vehicles, surface parking for 500 vehicles, and 30 visitor parking spaces
- Two separate means of direct vehicular access to a through street(s) and controlled pedestrian access into the buildings from street/sidewalk
- Owner(s) must possess marketable title
- Site must be available within the required timeframe

#### **Security Criteria:**

- Site is a minimum 325 feet in one direction and a minimum of 500 feet in the other direction; the area within these limits is buildable
- Elevation of site is equal to or higher than on-grade street level
- Not adjacent to an overpass, bridge, or elevated ramp
- No underground rail or other underground traffic way
- Not in a designated Airport Approach Zone (Concerns: security, transmission/ reception interference and noise)

**Technical Criteria:**

- Site must provide capacity to construct a Federal Building that meets client needs as outlined in Prospectus:
  - Adequate for Customer's 10-year housing needs, expandable to 30-year housing needs of 142,440 for a total 617,241 gsf
  - Capable of meeting Customer's mission to allow easy access to highways and major arteries through two means of egress
  - Site must provide adequate space for parking, maneuvering, and security of motor vehicles
- Compatible with local comprehensive plans, where such plans exist
- Sufficient land area to accommodate 100-foot perimeter security setbacks
- Site must have acceptable seismic, floodplain, soil, topographic and foundation conditions to allow construction
- Sites will be evaluated in accordance with NEPA to determine the impacts on the natural and human environment. Areas of consideration will include:
  - Parking and traffic (ingress/egress)
  - Commercial sector and businesses
  - Historic properties
  - Community infrastructure
  - Surrounding neighborhoods
  - Natural resources (i.e. plants and animals)
  - Geology, hydrology, topography, floodplains, wetlands
  - Local economy
  - Hazardous conditions or substances
  - Accessibility for the public, employees, and client personnel
  - Public and private utilities
  - Building could have its long sides to the North and South

**Accessibility Criteria**

- Within 3 blocks of mass public transportation
- Not near facilities which may cause traffic back-ups and delay vehicles (for example: stadium, arena, conference center, etc.)
- Convenient to freeways or major arteries
- Not in an area of heavy traffic congestion on weekdays (at all times)
- Allows two remote means of egress to a two-way street directly or via an existing right-of-way (ROW) or easement
- Not located where its access could be blocked by bridge traffic, adjacent nearby on-grade railways, etc.
- Not located in a designated evacuation zone, (i.e. for hurricanes, tidal surges, etc.)
- Not adjacent to Homeland Security, U.S. Immigration and Customs Enforcement office, or correctional facility
- Ease of vehicular ingress/egress (i.e. avoid site at a busy intersection possibly making it difficult/dangerous to turn into or out of)

**Neighborhood Criteria:**

- Not located within 250 yards of school or daycare facilities
- Located in a prime commercial office district that offers an attractive, prestigious professional surrounding with a prevalence of aesthetically designed buildings

- Surrounding buildings and public ways are well-maintained and can compliment the new Federal Building
- Within 3 blocks of retail stores, banks, low to moderately priced restaurants, etc.

**Buildability Criteria:**

- Has a favorable topography (will limit necessary cut and fill activities to reach final grade, and not having a stream or open drainage way that must be re-routed, etc.)
- Finished required slopes for embankments will be no steeper than 3:1 (horizontal:vertical)
- Available area on site for necessary setbacks, parking, stormwater management, landscape, etc.
- No drainage problems - soil conditions appear favorable for building foundations
- Avoid sites with mass rock, wetlands, state waters, etc., which would limit placement of site improvements
- Depth to groundwater – ensure it will not interfere with foundations, excavations, etc.
- Soil conditions appear favorable for building foundations - existing soil conditions can support typical building foundation found on similar buildings in the area (site does not have expansive and collapsible soils)
- Not an excessive amount of existing structures / utilities / vegetation on site to be demolished and hauled away
- Available area on site for necessary setbacks, parking, stormwater management, landscape, etc.
- Not in a 100-year or 500-year floodplain or determined to be wetlands or other preserve, as defined by the Federal Emergency Management Agency (FEMA)
- No easement or right-of-way that would encroach on any portion of the secured site
- Easement interests of other parties do not significantly reduce the site's usable area
- No easement or right-of-way that might be a liability, maintenance, cost, or delay concern
- Not encumbered by excessive historic requirements, so as to limit compliance with the Government's requirements
- Site shape does not reduce/limit buildability

**Zoning, Ordinances & Restrictions Criteria:**

- Current zoning is compatible with the Government's requirements
- Zoning of adjacent properties and master plan for the general area are compatible with the proposed project
- Extensive plan reviews or approvals are not required by non-governmental authorities
- No other restriction or ordinance limiting the achievement or the Government's goals, (e.g. height restriction)

**Utilities & Telecommunications Criteria:**

- Adequate electrical power, sanitary sewer, water, telephone cable television, and data/fiber optics are available at the site, or easily accessible
- Nearby antennas or other structures will not interfere with antenna transmission or reception; if interference is foreseen, solution is known
- If streets need to be vacated, relocated, or dedicated, discussions of such changes are initiated and the local municipality is amenable to working with us

**Underground Conditions Criteria:**

- The site either contains no archaeological or historical site - including any human burial site - that will be adversely affected by the proposed project or which cannot either be avoided or appropriately mitigated during the development process
- Probability of underground structures, such as existing foundations, tunnels, culverts, tanks, etc. is very low
- No known concerns regarding hazardous waste, contaminated soil, or ground water that would significantly affect the schedule or budget of the project
- The site was not a former waste disposal landfill

**Ownership Criteria:**

- The site must have clear marketable title

**Cost Criteria:**

- Total site cost must be within authorized funding limitations, for example, cost to purchase and estimated relocation expenses
- Nature and number of on-site improvements will be considered, for example:
  - Removal/Demolition/Reuse of existing structures
  - Removal of hazardous materials
  - Relocation of business and residential displaces
- Site preparation costs (on and off-sites) i.e. excavation, fill, pile foundations, utility relocations, etc.

**LEED Criteria:**

**(1) SS 1 – Site Selection**

Do not develop on: prime farmland as defined by the U.S. Department of Agriculture (USDA), previously undeveloped land whose elevation is lower than 5 feet above the elevation of the 100 year flood as defined by FEMA, and land specifically identified as habitat for any species on federal or state threatened or endangered lists. Also, do not develop on the: land within 100 feet of any wetlands as defined by 40 CFR 230-233 or isolated wetlands and within setback distances as defined by state or local rule whichever is stringent, and previously undeveloped land that is within 50 feet of a water body such as seas, lakes, streams, rivers. Additionally, do not develop on a land that prior to acquisition was public parkland, unless land of equal or greater value as parkland is accepted in trade.

**(2) SS 2- Development Density and Community Connectivity**

Option 1 – Development Density - Construct on a previously developed site AND in a community with a minimum density of 60,000 sq. ft/acre net.

OR

Option 2 – Community Connectivity – Construct on a previously developed site, is within ½ mile of a residential area or neighborhood with an average density of 10 units per acre net, is within ½ mile of at least 10 basic services, and has pedestrian access between the building and the services.

**(3) SS 3- Brownfield Redevelopment**

Option 1- Develop on a site documented as contaminated by ASTM Phase II Site Assessment or a local voluntary cleanup program.

OR

Option 2- Develop on a site defined as a Brownfield by a local, state, or federal government agency.

**(4) SS 4.1 - Alternative Transportation – Public Transportation Access**

Option 1- Within ½ mile walking distance of an existing or planned or funded commuter rail, light rail, or subway station.

OR

Option 2- Within ¼ mile walking distance of 1 or more stops for 2 or more public, campus, or private bus lines usable by building occupants.

**(5) SS 5.1 – Site Development – Maximize Open Space**

Case 1 – Sites with Local Zoning Open Space Requirements.

Provide open space within the project boundary such that the amount of open space exceeds the local zoning requirements by 25 percent.

Case 2 – Sites with No Local Zoning Open Space Requirements.

Provide a vegetated open space area adjacent to the building that is equal in area to the building footprint.

Case 3 – Sites with Zoning Ordinances but No Open Space Requirements.

Provide vegetated open space equal to 20 percent of the project site area.

**2.3 WERE ANY SITES CONSIDERED THAT AREN'T BEING ANALYZED IN THE DOCUMENT?**

Several alternatives were assessed to determine whether they were feasible and whether they would meet the project's Purpose and Need. Alternatives that were considered and determined not feasible are described in this section.

Based on the criteria established for this project, as outlined in the Notice of Intent, sites that were dismissed from further consideration did not meet one or more of these criteria or were withdrawn from consideration by the property owner. Two sites were available outside of the 100-year floodplain; however, in conjunction with the client and GSA, the sites were determined not practicable. Table 2-1 presents the 12 sites that were initially examined and excluded from consideration prior to the preparation of the EA.

**Table 2-1. Sites Dismissed from Further Consideration**

<b>Location</b>	<b>Reason for Dismissal</b>
17650 NW 2nd Avenue	High crime rate statistics, near school, and not in close proximity to local amenities.
North Perry Airport	Potential for interference/conflicts with Federal Aviation Administration (FAA) and communication equipment. Security concerns due to lack of control over flights in the area.
Turnpike & I-75 (south side of the site NW 170 <sup>th</sup> Street)	Very poor access to the site.
Snake Creek	Very difficult to acquire the site.

**Table 2-1. Sites Dismissed from Further Consideration (continued)**

Location	Reason for Dismissal
New Testament Baptist Church (13900 Griffin Road)	Primary school on site.
Royal Palm Boulevard & I-75 (East of I-75 at Royal Palm Boulevard)	Poor vehicular access and in residential district.
Sierra Ranch @ Hiatus Road 836 SW 24 <sup>th</sup> Street	Limited highway access.
321 North (bordered by Broward Boulevard University Drive NW 82 <sup>nd</sup> Avenue with residential community to the north)	Located outside the Delineated Area.
University Drive (bordered by I-595, University Drive, SW 13 <sup>th</sup> Place, and SW 78 <sup>th</sup> Avenue)	Security concern due to elevated ramp.
Griffin Road and Turnpike (bordered by Florida Turnpike and SW 38 <sup>th</sup> Street)	Site located in residential area.
SW 39 <sup>th</sup> Street & I-75	Mission issue due to interferences in transmission signal.
University of Florida @ Davie (bordered by Nova Drive, College Avenue, and SW 30 <sup>th</sup> Street)	University withdrew their offer.

## 2.4 WHAT SITES WERE SELECTED FOR DETAILED EVALUATION?

Through site visits to the Delineated Area, Public Notices in local newspapers soliciting sites, and a market survey, GSA developed a list of 14 sites. Using site selection criteria, GSA in conjunction with the client, narrowed down the list to three sites. On February 16, 2010, the University of Florida requested that their sites be no longer considered. Therefore, the final short list resulted in two sites. The Sunbeam Site is located at Miramar Parkway and Red Road (Figure 2-1 and 2-2) and the Rockefeller Site is located at Pembroke Road and I- 75 (Figure 2-3 and 2-4). Figure 2-5 shows a preliminary site plan that would be used for both sites. In addition, the No Action Alternative is being evaluated to provide a baseline for comparison.

### 2.4.1 No Action Alternative

Under the No Action Alternative, the Federal Law Enforcement Agency would remain in its facilities and the needs of the Agency’s current programs would not be met. The Agency would continue to be divided between the 12 separate facilities. The Agency would not be provided with sufficient space to meet its current requirements and allow for full compliance with the ISC guidelines. In addition, the existing Agency facilities would remain incapable of providing enhanced IT infrastructure and security requirements.

### 2.4.2 Sunbeam Site

The Sunbeam Site is 102.94 acres and is located in Broward County, City of Miramar, Florida. The site is bounded by Red Road and Miramar Parkway and is located within walking distance of the City of Miramar’s Town Center. The Town Center includes a City Hall, a mixed use complex for residential, cultural, retail, and commercial entities and the existing Transit hub which provides access to three city bus



**Sunbeam Site**



Figure 2-1. Aerial View of the Sunbeam Site

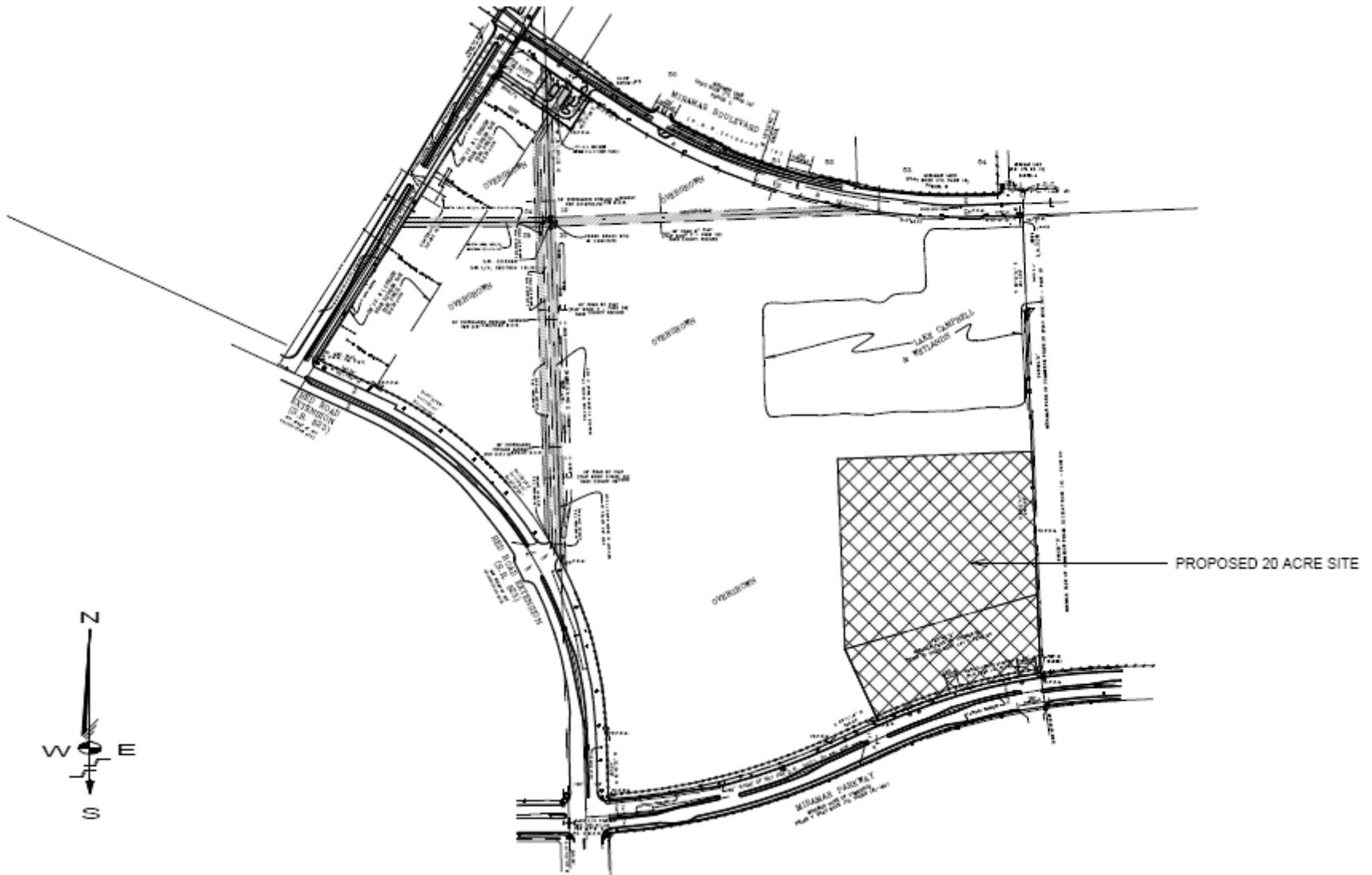


Figure 2-2. Site Plan for the Sunbeam Site



Figure 2-3. Aerial View of the Rockefeller Site

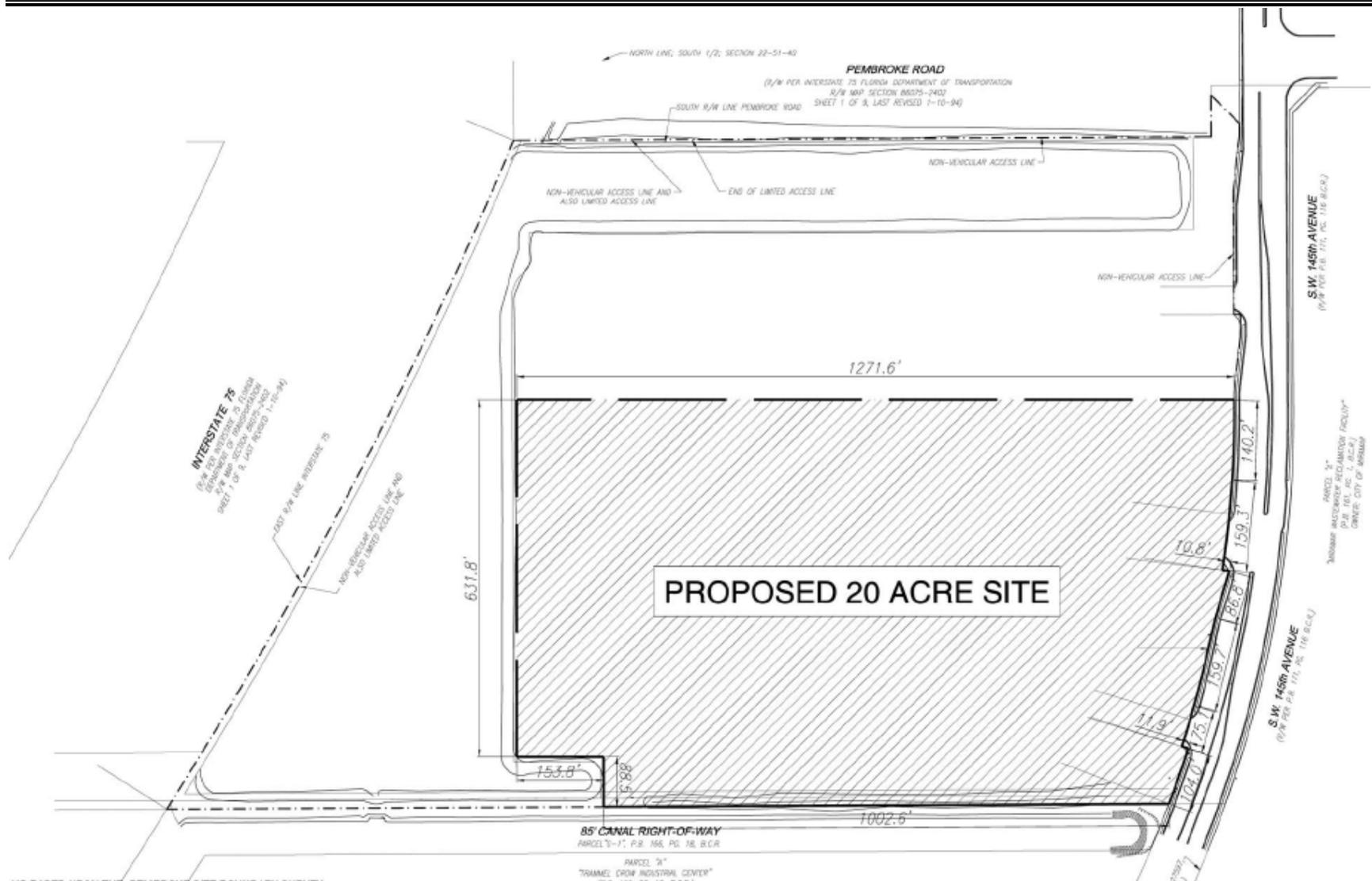


Figure 2-4. Site Plan for the Rockefeller Site

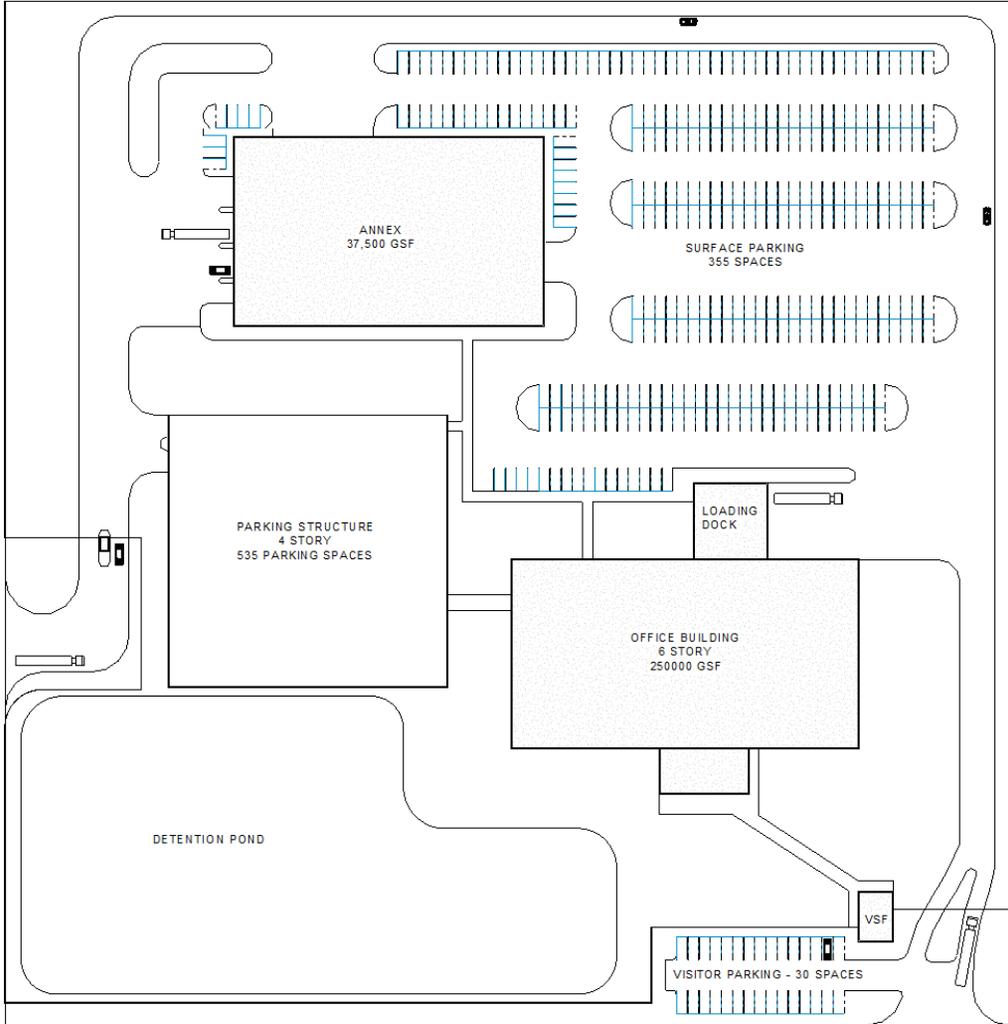


Figure 2-5. Concept Site Plan

lines and one Broward County bus line. The site is owned by the Sunbeam Corporation. Access to the site would be via Miramar Parkway, which is a six lane divided roadway that forms the southern boundary of the site. The site has convenient access to Florida’s Turnpike at the Red Road interchange (approximately 1 mile to the southwest).

**2.4.3 Rockefeller Site**

The Rockefeller Site is 41.8 acres and is located in Broward County, City of Miramar, Florida. The site is bounded by I-75, Pembroke Road, and SW 145<sup>th</sup> Avenue. Access to the site would be via NW 145<sup>th</sup> Avenue, which is a four lane divided roadway that forms the eastern boundary of the site. The site has convenient access to I-75 via the Pines Boulevard interchange (approximately 1 mile to the north) and the Miramar Parkway interchange (approximately 1 mile to the south).



**Rockefeller Site**

**2.4.4 How do These Sites Compare?**

A substantial analysis was conducted of existing conditions and potential for impacts in Appendices C, D, and E. This section summarizes much of that information to provide an overview of the alternative sites. A comparison of site characteristics is presented in Table 2-2.

**Table 2-2. Comparison of Site Characteristics**

<b>Site Characteristics</b>	<b>Sunbeam Property</b>	<b>Rockefeller Property</b>
<b>SIZE</b>	102.94 acres total property. Potential acquisition - 20 acres (all 20 acres developable).	41.8 acres total property. Potential acquisition - 20 acres (all 20 acres developable).
<b>ACHIEVE PURPOSE AND NEED</b>	Beneficial - The development of the Site would allow the Agency to meet current and future expansion needs, increase operational efficiency using enhanced IT infrastructure, special purpose space, and compliant with security requirements.	Beneficial - The development of the Site would allow the Agency to meet current and future expansion needs, increase operational efficiency using enhanced IT infrastructure, special purpose space, and compliant with security requirements.
<b>ACCESSIBILITY</b>	No impact - Convenient to freeways or major arteries including the Red Road Interchange with the Homestead Extension of Florida’s Turnpike. Easy vehicular ingress/egress.	No impact - Convenient to freeways or major arteries including the Miramar Parkway and Pines Boulevard Interchanges with I-75. Easy vehicular ingress/egress.
<b>AGENCY SECURITY AND PARKING SECURITY</b>	No impact - The Agency's security requirements will be compliant with ISC criteria. Presence of local police, low crime statistics in the area, and flat terrain makes facility and parking relatively safe.	Minor impact - The Agency's security requirements will be compliant with ISC criteria. Presence of local police, low crime statistics in the area, and flat terrain makes facility and parking relatively safe. The Site presents a slight potential risk to the tenant due to a fuel and chemical storage facility that is in close proximity to the proposed facility.
<b>FLOODPLAINS</b>	Moderate impact - The Site is located	Minor impact - The Site is located in the

Site Characteristics	Sunbeam Property	Rockefeller Property
	<p>in the 100 year floodplain with a base flood elevation at 7 feet. GSA would comply with EO 11988 through the steps outlined in ADM 1095.2. Based on soil characteristics, it is likely that about 1.5 to 3 feet of muck soils are present on site (USDA, 1984), which would be removed. Therefore, following de-mucking, it is likely that a total of 5.5 to 9 feet of fill material would be required at the site to raise the facility's lowest floor to 1 foot above the BFE (eight feet), which would be higher than 6 inches above the adjacent road crown (6.5 feet). The site would be de-mucked (i.e., the natural wet soils would be removed) and replaced with fill material. This assessment of the amount of fill material required assumes that, following de-mucking, the site would be filled back to its present elevation then the additional fill material would be brought in. Ultimately, the site would be raised so that the building's lowest floor would be elevated to at least eight feet above sea level. This would be completed by the current landowner. Due to the required de-mucking and filling operations to bring the site to 8 feet elevation, a moderate impact is anticipated.</p>	<p>100 year flood plain with a base flood elevation at 6 feet. GSA would comply with EO 11988 through the steps outlined in ADM 1095.2. Therefore, it is likely that less than 1 foot of additional fill material would be required over most of the site to raise the facility's lowest floor to 1 foot above the BFE (7 feet), which would be higher than 6 inches above the adjacent road crown (6.5 feet). Due to the required filling of less than a foot to bring the site to 7 feet elevation, a minor impact is anticipated.</p>
<p><b>WETLANDS</b></p>	<p>Moderate impact - The Site is permitted and has not been filled, though permit modifications would be required as the current permit includes a portion of the site as future wetland mitigation. Wetland mitigation is ongoing and, if approved, the revised permit would include a 4.5 acre wetland area north of the site. This permitting process has been started and is expected to take approximately 2 to 3 months. It is currently unknown if the permit modifications would be accepted by the regulatory agencies. The owner of the site would be responsible for all mitigation and monitoring. The site would be de-mucked and fill would be brought in to raise the lowest floor of the facility to at least 8 feet above sea level (one foot above the base flood elevation) by the current landowner. Following de-mucking, it is likely that this would require approximately 5.5 to 9 feet of fill material. The de-mucking and filling process is expected to take approximately 4</p>	<p>No impact – No wetlands are present on the Site.</p>

<b>Site Characteristics</b>	<b>Sunbeam Property</b>	<b>Rockefeller Property</b>
	<p>months. The entire permitting and de-mucking and filling process are expected to take 6 to 7 months. Due to de-mucking and filling of the wetland areas and uncertainty regarding the permit modification, moderate impacts are anticipated.</p>	
<p><b>VEGETATION AND WILDLIFE</b></p>	<p>Minor impact - The onsite vegetation is dominated by melaleuca trees, an aggressive invasive tree species, which generally classifies the site as poor quality wildlife habitat. Onsite vegetation would be lost and any wildlife species utilizing the onsite habitat would be displaced.</p>	<p>No to Minor impact - Development of the Rockefeller Site would be within the bare soil area of the site, which contains no vegetation (no vegetation clearing would be required) and offers very little in terms of wildlife habitat. The wetland mitigation area in the northern portion of the site would not be disturbed. Any wildlife species utilizing the bare soil habitat would be displaced.</p>
<p><b>ENDANGERED AND THREATENED SPECIES</b></p>	<p>No impact- The development of the site may affect, but is not likely to have a significant adverse impact on the eastern indigo snake, as determined by the U.S. Army Corps of Engineers (USACE). The Florida Fish and Wildlife Conservation Commission (FWCC) responded that no records of listed species occurrence or critical habitats from the FWCC database were located at the site. The U.S. Fish and Wildlife Service (USFWS) stated that the site is located within the core foraging areas wood stork colonies and within the South Florida snail kite consultation area. However, the project site is heavily disturbed, appears to contain little or no native habitat, and is located in or near a highly developed urban area. No further action is necessary.</p>	<p>No impact- The development of the site may affect, but is not likely to have a significant adverse impact on the eastern indigo snake, as determined by the USACE. The FWCC responded that no records of listed species occurrence or critical habitats from the FWCC database were located at the site. The USFWS stated that the site is located within the core foraging areas wood stork colonies and within the South Florida snail kite consultation area. However, the project site is heavily disturbed or cleared, appears to contain little or no native habitat, and is located in or near a highly developed urban area. No further action is necessary.</p>
<p><b>ECONOMY &amp; EMPLOYMENT</b></p>	<p>Beneficial - Short-term economic activity would increase as a result of the purchasing of building materials and construction related supplies/equipment; and increased employment and spending of construction workers during the construction phase of the project.</p>	<p>Beneficial - Short-term economic activity would increase as a result of the purchasing of building materials and construction related supplies/equipment; and increased employment and spending of construction workers during the construction phase of the project.</p>
<p><b>TAXES &amp; REVENUE</b></p>	<p>Beneficial/Minor impact - The project would have short term benefits during the construction phase resulting from increased sales transactions for the purchase of materials and supplies in the area. A reduction in property tax to the City of Miramar would occur as a result of the tax-exempt status for the facility.</p>	<p>Beneficial/Minor impact - The project would have short term benefits during the construction phase resulting from increased sales transactions for the purchase of materials and supplies in the area. A reduction in property tax to the City of Miramar would occur as a result of the tax-exempt status for the facility.</p>
<p><b>COMMUNITY FACILITIES</b></p>	<p>No to Minor impact - The construction of a new facility could potentially</p>	<p>No to Minor impact - The construction of a new facility could potentially impact</p>

<b>Site Characteristics &amp; SERVICES</b>	<b>Sunbeam Property</b>	<b>Rockefeller Property</b>
	<p>impact police, fire, and emergency services; however, this increase is small in comparison to the proposed development of the surrounding area. Library services could see a small increase to the level of demand in services by increased patrons.</p>	<p>police, fire, and emergency services; however, this increase is small in comparison to the proposed development of the surrounding area. Library services could see a small increase to the level of demand in services by increased patrons.</p>
<b>TRAFFIC AND TRANSIT</b>	<p>Minor/Beneficial impact- Driveway access would continue to operate well. Locating the building at the Sunbeam Site would contribute to the increasing congestion at the Red Road Interchanges with the Homestead Extension of Florida's Turnpike. Locating of the building at the Sunbeam Site would have a beneficial impact on mass transit, since it would promote high density development in the vicinity of a gateway transit hub that exists at the Miramar Town Center, which is less than 3 blocks from this site. Bus stops are located at the site.</p>	<p>Minor impact - Driveway access would continue to operate well. Locating the building at the Rockefeller Site would contribute to the increasing congestion at the Miramar Parkway and Pines Boulevard Interchanges with I-75. In addition, development would cause traffic delays at the 3-way stop at the a.m. and p.m. peak hours. An extension of Pembroke Road to the west, over I-75 is currently being designed. Construction is expected to start in the second quarter of 2011, with an opening two years later in 2013. A traffic light will be installed at 145th Avenue and Pembroke Road at some point during the construction process. The traffic light would alleviate potential delays at the intersection. Site is located more than three blocks from mass transit.</p>
<b>COMPATIBLE WITH LOCAL PLANS</b>	<p>No impact - The proposed project is compatible with Land Use Plans.</p>	<p>No impact - The proposed project is compatible with Land Use Plans.</p>
<b>ZONING</b>	<p>No impact - The proposed project is compatible with current zoning requirements (zoned PID). According to the zoning regulations, buildings should not exceed 5 stories or 60 feet. Should it be necessary that the building be greater than 5 stories or 60 feet, the City of Miramar has expressed willingness to work with GSA within reasonable parameters.</p>	<p>No impact - The proposed project is compatible with current zoning requirements (zoned PID). According to the zoning regulations, buildings should not exceed 5 stories or 60 feet. Should it be necessary that the building be greater than 5 stories or 60 feet, the City of Miramar has expressed willingness to work with GSA within reasonable parameters.</p>
<b>NEIGHBORHOOD</b>	<p>No impact - Low crime statistics in the area.</p>	<p>No impact - Low crime statistics in the area.</p>
<b>UTILITIES PRESENT</b>	<p>No impact - Water, gas, sewer, electricity, and telephone are located along Miramar Parkway, along the southern boundary of the site.</p>	<p>No impact - Water is available on east and north side of the property. Sewer is available on the southeast side of the property. Electricity is also available. There is no gas or telephone currently available at the site. AT&amp;T indicates they will provide service upon request. Telephone lines currently exist approximately 650 feet east of the northeast corner of the site.</p>

Impacts are summarized in Table 2-3 for each topical area that has been evaluated which corresponds to specific sections in the Technical Reports in Appendices C, D, and E. Impacts have been classified into the following four categories:

○ No Impact      ● Minor Impact      ●● Moderate Impact      ●●● High Impact

Beneficial impacts are indicated with an addition sign (+).

**Table 2-3. Summary of Impacts**

Impact Topic	No Action Alternative	Sunbeam Site	Rockefeller Site
Geology, Topography and Soils	○	○ to ●	○ to ●
Seismic Activity	○	○	○
Surface Water	○	○	○
Groundwater	○	○	○
Floodplains	○	●●	●
Wetlands	○	●●	○
Vegetation and Wildlife	○	●	○ to ●
Protected Species	○	○	○
Air Quality	○	○	○
Noise	○	○ to ●	○ to ●
Climate Change and Greenhouse Gas	○	○	○
Land Use and Zoning	○	○	○
Population and Housing	○	○	○
Environmental Justice	○	○	○
Economy and Employment	○	+	+
Taxes and Revenue	○	●/+	●/+
Community Facilities and Services	○	○ to ●	○ to ●
Cultural Resources	○	○	○
Utilities	○	○	○
Traffic and Transit	○	●/+	●
Site Contamination and Hazardous Materials	○	○	○

### 3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter of the EA describes what would happen to the human environment if the Federal Law Enforcement Agency building is constructed in Broward County, Florida at either the Sunbeam Site or the Rockefeller Site. Development on either site would have varying impacts on natural resources, the social and economic environment, and infrastructures (the transportation network and utilities).

For each resource that could have impacts that are *greater than minor or are considerably different from one site to the other*, this chapter provides:

#### Human Environment

The "Human Environment" is the natural and physical environment and the relationship of people to that environment.

40 CFR 1508.14

#### Mitigation

Measures and actions taken to avoid, reduce, remedy or compensate for the adverse impacts of development.

- a description of the existing conditions of that resource;
- a description of the impacts that could occur with the No Action Alternative and the Sunbeam and Rockefeller Site Alternatives; and
- a description of measures that the Federal government can take to reduce or mitigate negative impacts.

This chapter includes an analysis of the direct, indirect, and cumulative impacts of the development of a Federal Building in Broward County, Florida. Direct impacts are caused by the Proposed Action and occur at

the same time. Indirect impacts are caused by the action and are later in time or farther removed in the distance, but still foreseeable. Finally, cumulative impacts are the impacts on the environment that result from incremental impact of the action when added to other past, present, and reasonably foreseeable actions. In other words, what the Federal government does today add to the affects of what happened yesterday, what is happening today, and what could happen tomorrow?

Technical reports have been prepared in support of this EA that provide additional detail on study methods, existing conditions of resources, and the environmental impacts of the two Alternatives. These reports are:

- Natural and Physical Resources Technical Report
- Socioeconomic and Cultural Resources Technical Report
- Infrastructure and Waste Management Technical Report

### 3.1 HOW WOULD NATURAL AND PHYSICAL RESOURCES BE AFFECTED BY THE PROPOSED PROJECT?

Natural resources including geology, topography and soils, streams, wetlands, groundwater, plants, animals, air quality, and noise levels could all be adversely affected by the construction of a Federal Building in Broward County. This section describes the natural resources on both the Sunbeam Site and the Rockefeller Site, and how this development would be affected by the proposed project. Only soil, floodplains, and wetlands are discussed in this section as they are the only resources areas that are either considerably different from one site to the other or the impact as a result of the project is greater than minor. Additional information and analysis of impacts to geology, topography, seismic activity, water resources, vegetation and wildlife, air quality, and noise can be found in the Natural and Physical Resources Technical Report (see Appendix C).

### 3.1.1 How would soil conditions change at the sites?

Impacts to topography and soils occur when clearing, grading, and construction activities are conducted on a site. In general, construction of new buildings can cause soil erosion at rates greater than what would occur under natural conditions. In Miramar, soils that are washed away enter the local canal system harming water quality.

The entire Sunbeam Site is relatively flat at 2 to 4 feet above sea level (see Figure 3.1-1). Each of the soil types present on the site is indicative of an area being considered a wetland. These soil types are severely limited for use as a base for urban development, primarily due to a high degree of wetness. Soils types on the site consist of (USDA, 2010a and USDA, 1984) (see Figure 3.1-2):

- **Plantation muck** – a nearly level very poorly drained soil that has a muck layer over sand.
- **Margate fine sand** – a nearly level poorly drained, sandy soil.
- **Sanibel muck** – a nearly level, deep, very poorly drained soil that has a muck surface layer over sand.
- **Lauderhill muck** – a nearly level very poorly drained organic soil underlain by limestone at a depth of 20 to 40 inches. It is in broad flats in the Everglades.

In the last five years fill material has been brought to the Rockefeller Site by the current property owner to prepare it for development; thus, raising the topography of the site. The present elevation of the site ranges from approximately 6.3 to 7.9 feet above sea level and is still relatively flat (see Figure 3.1-3). The soil type of the site is mapped as Lauderhill muck (see Figure 3.1-4). Lauderhill muck is a nearly level very poorly drained organic soil (USDA, 2010b and USDA, 1984). The soils on Figure 3.1-4 show the entire area as being Lauderhill muck, the historic condition the USDA mapping is based on; however, the site currently consists of fill material, which can be seen as the roughly rectangular-shaped area that is a lighter tan color. The Lauderhill muck soils were removed from the site prior to the placement of the fill material.

Under the No Action Alternative, the proposed building would not be developed and there would be no impacts to either of the sites' topography or soils. Should the Sunbeam Site be selected, the natural soils onsite would be removed and replaced with fill material by the current land owner to prepare the site for development; thus raising its elevation. Should the Rockefeller Site be selected, construction at the site would involve substantial disturbance to soils that consist of fill material. Impacts to soils at either of the sites would be minor soil erosion caused by earth disturbing activities, primarily during construction. During operation of the proposed Federal Building, soil erosion from the selected site would be very minimal.

### 3.1.2 What measures would be taken to ensure that erosion and sedimentation are controlled?

A Soil Erosion and Sediment Control Plan would be devised to control soil erosion on the selected site during construction. Standard construction best management practices (e.g., utilizing silt fencing around the perimeter of the site to contain the movement of eroded soils) would be employed for soil erosion control. In addition, prior to the commencement of construction activities, a National Pollutant Discharge Elimination System stormwater permit would be received from the Florida Department of Environmental Protection (FDEP), which would include a Stormwater Pollution Prevention Plan. Therefore, a regulatory mechanism would be in place to limit adverse impacts of site construction to the local canal system in terms of overall site hydrology and sedimentation from soil erosion. During operation of the proposed Federal Building, site-generated soil erosion would be managed through stormwater management features, including a stormwater detention basin and appropriate conveyance structures.

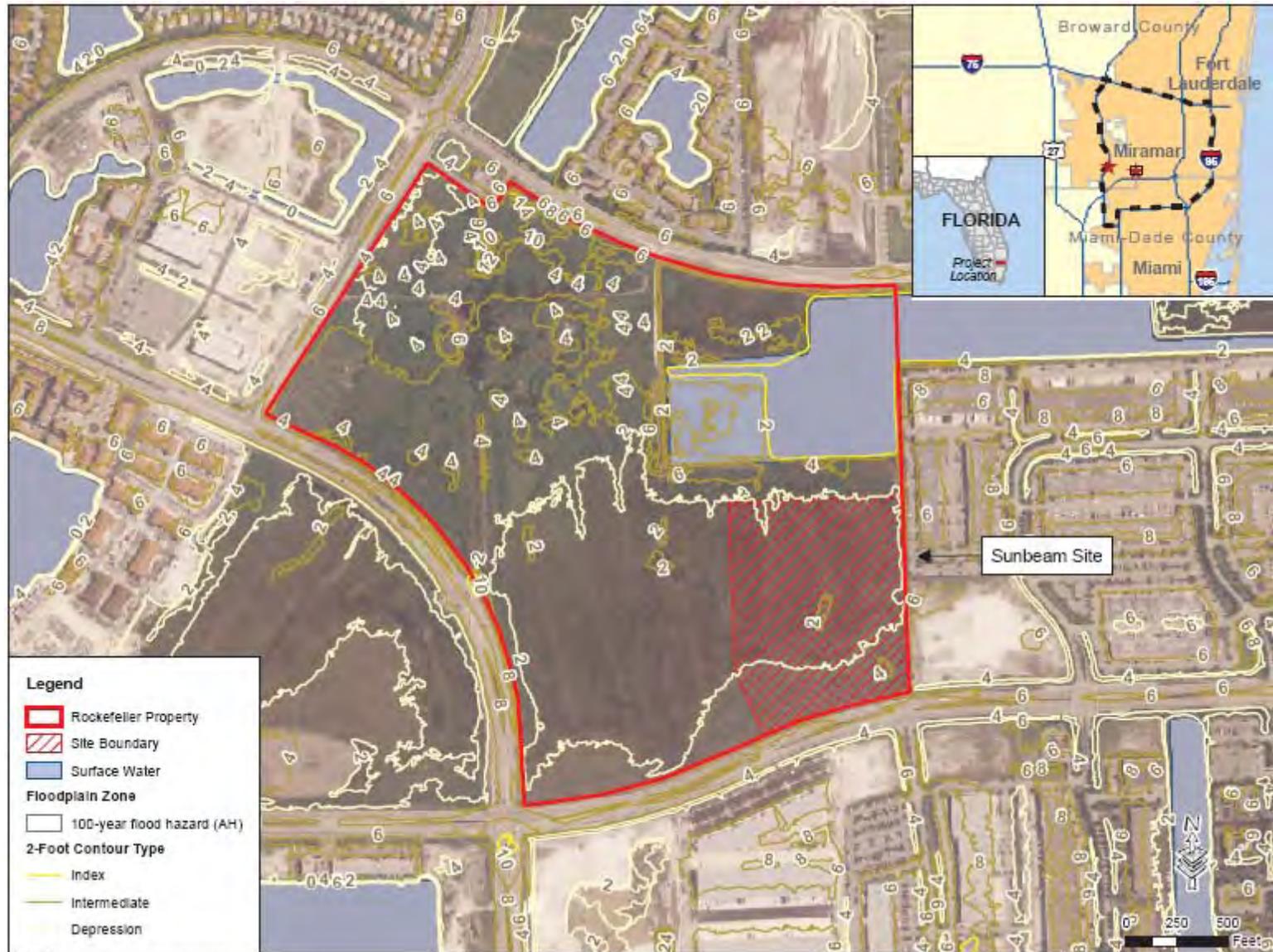


Figure 3.1-1. Sunbeam Property Topography, Surface Waters, and Floodplains

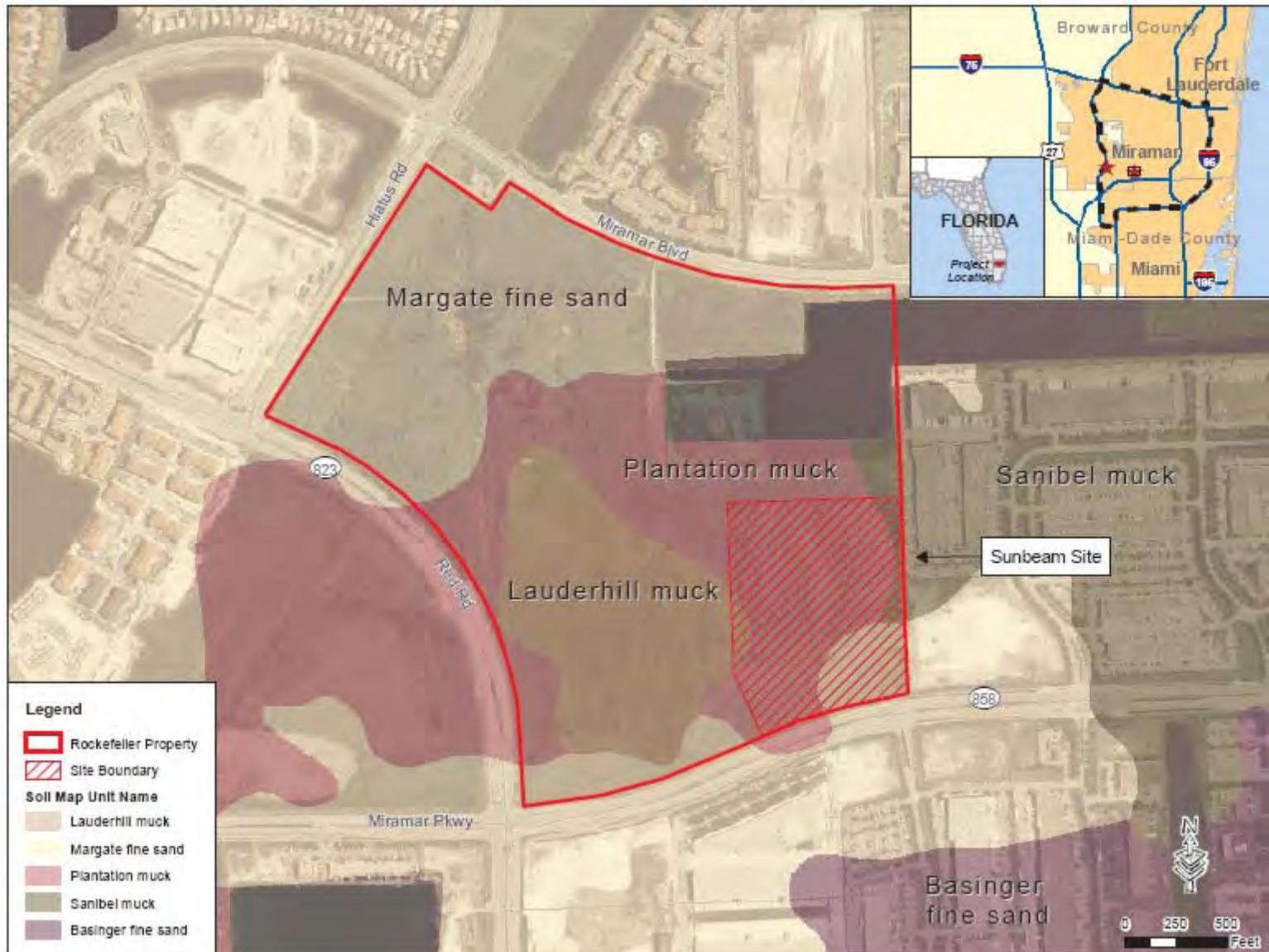


Figure 3.1-2. Sunbeam Property Soils



Figure 3.1-3. Rockefeller Property Topography, Surface Waters, and Floodplains



Figure 3.1-4. Rockefeller Property Soils

### 3.1.3 How would floodplains be affected by the Proposed Project?

Flooding potential is generally described in terms of flooding recurrence intervals, such as the 100-year or 500-year flood. The 100-year (or “base”) floodplain is the area projected to be inundated by a storm that has a 1 percent probability of occurring in any year. The 500-year floodplain is the area projected to be inundated by a storm with a 0.2 percent probability of occurring in any year. The 100-year floodplain is the national standard on which floodplain management and the National Flood Insurance Program are based.

The potential location of a Federal action within a floodplain requires construction to comply with EO 11988 “Floodplain Management”. This EO outlines the procedure that Federal agencies must follow when proposing development within a floodplain. The purpose of the EO is to have each Federal agency “take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains in carrying out its responsibilities” (White House, 1977).

EO 11988 allows development within a floodplain when certain criteria are met, but seeks to avoid floodplain development when it is possible within the existing constraints of the project to be located elsewhere. If it is reasonably possible to carry out the proposed development action outside of the floodplain, this is referred to as a practical alternative. For situations in which there is no practical alternative outside of the 100-year floodplain, GSA has followed a series of steps, developed by FEMA, in order to comply with the EO, which are summarized in GSA Administrative Order (ADM) 1095.2 as follows:

Step 1: Determine if a Proposed Action is in a base floodplain (see text below).

Step 2: Provide for public review (EA, public scoping).

Step 3: Identify and evaluate practicable alternatives to locating in the base floodplain (EA Chapter 2).

Step 4: Identify the impacts of the Proposed Action (EA Chapter 2).

Step 5: Minimize threats to life, property, and to natural and beneficial floodplain values, and restore and preserve natural and beneficial floodplain values (EA) and take this into account in the building design.

Step 6: Reevaluate alternatives (EA).

Step 7: Issue findings and a public explanation (The EA and attached FONSI fulfill this requirement).

Step 8: Implement the action.

These eight steps have been utilized during this site selection process as evidenced in the chapters of this EA and FONSI, as well as by providing for public review through the request for comments.

The City of Miramar’s Land Development Code addresses developments within floodplains (Section 802.7 – “Storm Drainage and Water Management Design Standards”). For new nonresidential construction, the code requires that the structure’s lowest floor, including basement, be no lower than 1 foot above the level of the Base Flood Elevation (BFE) (the water elevation expected during a 100-year flood) or 6 inches above the highest point of the adjacent road crown elevation, whichever is higher.

FEMA has identified and mapped the areas within the City of Miramar that are subject to inundation from a 100-year or 500-year flood as Flood Insurance Rate Maps (FIRMs). Both the Rockefeller (FIRM Map Number 12011C0295F) and Sunbeam Sites (FIRM Map Number 12011C0315F) are located in 100-year flood hazard areas designated as Zone AH, which indicates flood depths of one to three feet (FEMA, 1992; FEMA, 1992a). It is important to note that the entire areas surrounding both of the sites are also designated Zone AH, as is much of the City of Miramar. The BFE for the Sunbeam Site is 7 feet and the Rockefeller Site is 6 feet. Figures 3.1-1 and 3.1-3 show floodplains on the Sunbeam and Rockefeller Sites, respectively. The entire areas within the views of the graphics are within the Zone AH designation.

Under the No Action Alternative, the proposed Federal Building would not be developed and there would be no impacts to either site with respect to floodplains. The implementation of the Proposed Action at either of the potential site alternatives would result in the construction and operation of the proposed Federal Building within a 100-year floodplain. As described in Chapter 2 of this EA, one of the primary site selection criteria for the proposed Federal Building in order to satisfy the project need is that it be sited within the defined Delineated Area (North: I-595; West: I-75; South: Hwy 826 [Palmetto Expressway]; and East: I-95). In this area of south Florida the vast majority of land is considered to be 100-year floodplain and there were no sites offered for consideration that met the required site selection criteria and were located outside the 100-year floodplain. Therefore, there is no practicable alternative to siting the proposed Federal Building in a floodplain while meeting the required site selection criteria.

The design and construction of the proposed Federal Building would follow the requirements of EO 11988 and GSA's Public Building Service document P100 "The Facilities Standards for the Public Buildings Service", which establishes design standards and criteria for new buildings. To the maximum extent practicable, GSA would abide by the requirements of the City of Miramar's Land Development Code, Section 802.7 (as it pertains to non-residential construction) as follows:

- **Sunbeam Site** – The current topography of the Sunbeam Site is two to four feet above sea level and the BFE is 7 feet. Based on topographic mapping, the adjacent road crown on Miramar Parkway is approximately 6 feet. Based on soil characteristics, it is likely that about 1.5 to 3 feet of muck soils are present on site (USDA, 1984), which would be removed. Therefore, following de-mucking, it is likely that 5.5 to 9 feet of fill material would be required at the site to raise the Federal Building's lowest floor to 1 foot above the BFE (eight feet), which would be higher than 6 inches above the adjacent road crown (6.5 feet). The site would be de-mucked (i.e., the natural wet soils would be removed) and replaced with fill material. This assessment of the amount of fill material required assumes that, following de-mucking, the site would be filled back to its present elevation then the additional fill material would be brought in. This would be completed by the current landowner. Ultimately, the site would be raised so that the buildings lowest floor would be elevated to at least 8 feet above sea level.
- **Rockefeller Site** – The current topography of the Rockefeller Site ranges from approximately 6.3 to 7.9 feet above sea level and the BFE is 6 feet. Based on topographic mapping, the adjacent road crown on NW 145<sup>th</sup> Avenue/Pembroke Road is approximately 6 feet. Therefore, it is likely that less than 1 foot of additional fill material would be required over most of the site to raise the facility's lowest floor to 1 foot above the BFE (7 feet), which would be higher than 6 inches above the adjacent road crown (6.5 feet).

It is important to note that the aforementioned estimates are preliminary and are based on desktop reviews of available source information. Should one of these sites be selected for development of the proposed Federal Building, GSA would perform standard engineering studies to characterize the site and develop the final site layout, which would ensure that the design of the Federal Building complies with Section 802.7 of Miramar's Land Development Code to the maximum extent practicable.

It is anticipated that compliance with EO 11988, PBS document P100, and, to the maximum extent practicable, the Miramar regulation, would minimize the potential for development of the proposed Federal Building to impede or redirect flood flows substantially and in a manner that would affect public safety; therefore, no greater than moderate impacts would be expected.

### 3.1.4 How would wetlands be affected by the Proposed Project?

Wetlands are areas that are inundated or saturated by surface water or groundwater long enough to support a prevalence of plants that are typically adapted to living in wet soils. Wetlands cleanse polluted waters, hold floodwater, recharge groundwater aquifers, and provide valuable fish and wildlife habitat. Due to their overall importance, certain wetland areas are afforded regulatory protections from development at the Federal level through the USACE and, in the City of Miramar, State of Florida regulations are enforced by the South Florida Water Management District (SFWMD). Development in a wetland typically causes the removal of that wetland as a resource. If fill material or a structure is placed in a wetland it can change the topography and hydrology of the wetland, which can result in less water accumulating in the soils or at the ground surface.

Currently, the majority of the Sunbeam Site consists of wetland areas (see Figure 3.1-5). In 2009, the current property owner received a Department of the Army permit from the USACE to fill a portion of the onsite wetlands (as well as other wetland areas on the larger property in which the Sunbeam Site is contained) with the condition that appropriate mitigation be employed to offset the wetland impacts (Permit Number: SAJ-2004-1005 [IP-PW]). The permit included performing wetland mitigation onsite in the form of created and enhanced wetlands as well as purchasing wetland mitigation credits from the Loxahatchee Mitigation Bank. The amount of offsite credits that have been approved and purchased for the Sunbeam Site exceed the wetland mitigation impacts that would be generated by development of the site. In the plans included with the permit, part of the northern portion of the Sunbeam Site was to be included within an area identified for future wetland creation. Due to the fact that GSA is considering this site for the proposed Federal Building, the current property owner has submitted a revised plan for a permit modification. The modification would redesign the created wetland area so that it would be adjacent to the northern boundary of the Sunbeam Site, but would not encroach onto it. This would allow the full 20 acres to become buildable, while still providing the appropriate onsite wetland mitigation. The permit modification was submitted for approval in May 2010. A response is anticipated by August 2010.

In addition, the current property owner has received an Environmental Resource Permit from the SFWMD for wetland impacts on the Sunbeam Site (Permit Number: 16-02302-P). This permit approves the mitigation measures stated above for the permit received from USACE. Therefore, the current property owner is planning on submitting the same permit modification to SFWMD to accommodate making the entire Sunbeam Site buildable.

Currently, the Rockefeller Site consists of land that has been covered with fill material and there are offsite wetlands adjacent to the western property boundary that were enhanced as part of permitted onsite wetland mitigation efforts (see Figure 3.1-6). Historically, the site contained considerable amounts of wetlands. In 2005, the current property owner received a Department of the Army permit from USACE to fill in the onsite wetlands with the condition that appropriate wetland mitigation be employed to offset the wetland impacts (Permit Number: SAJ-2005-4627 [IP LAO]). The required mitigation included enhancing wetlands onsite, enhancing/creating wetlands at an off-site location owned by Broward County called Mills Pond, and purchasing wetland mitigation credits from the Florida Power and Light Everglades Mitigation Bank. Following receipt of the permit, the current property owner proceeded with bringing fill material in to prepare the site for development (thus removing the presence of the onsite wetlands) and began the process of performing the required mitigation activities, which is ongoing.

In addition, the current property owner has received an Environmental Resource Permit from the SFWMD for wetland impacts on the Rockefeller Site (Permit Modification Number: 06-00095-S-40).



Figure 3.1-5. Map of Wetlands on the Sunbeam Property



Figure 3.1-6. Map of Wetlands on the Rockefeller Property

This permit approves the mitigation measures stated above for the permit received from USACE, but does not include a requirement to enhance/create wetlands at Mills Pond.

The No Action Alternative would have no overall impact on wetlands in the Miramar area. Although the proposed Federal Building would not be constructed at either site, it is likely that the existing permitted wetlands on the Sunbeam Site would be developed in the future by the existing landowner or future landowner.

As previously stated, the Sunbeam Site contains existing wetlands; however, the current land owner has received USACE permit approval for the fill and modification of wetlands to allow future development on the Sunbeam Site. GSA development of the proposed Federal Building would cause a direct and localized impact on up to 20 acres of the existing wetlands within the Sunbeam Site by eliminating them altogether. Furthermore, consideration of the 20-acre parcel within the Sunbeam Site would require the current landowner to modify the existing wetland permit authorized by the USACE as a portion of the 20 acres includes an area slated for wetland creation. GSA would not develop the site without appropriate regulatory approvals. Therefore, overall impacts would be minor through adherence to wetland permit requirements issued by the USACE or SFWMD. This would include any new stipulations resulting from wetland permit modifications.

For the Sunbeam Site, GSA has not found any reason to believe that the current property owner's proposal to modify the existing permits would not be acceptable to USACE and SFWMD; however, the ultimate decision would be made by these regulatory agencies. Furthermore, as part of the land purchase agreement, the existing property owner would remain responsible for the monitoring, performance, and perpetuity requirements of wetland mitigation areas.

Development of the Rockefeller Site for the proposed Federal Building would be contained within a non-wetland area; the offsite wetland areas adjacent to the western site boundary would not be affected. Therefore, selection of the Rockefeller Site would have no impact on wetlands. Furthermore, as part of the land purchase agreement, the existing property owner would remain responsible for the monitoring, performance, and perpetuity requirements of wetland mitigation areas. If GSA chooses to use the existing wetlands for stormwater management, the permit would have to be modified to include a more specific development plan for stormwater purposes.

### 3.2 HOW WOULD SOCIOECONOMIC AND CULTURAL RESOURCES BE AFFECTED BY THE PROPOSED PROJECT?

Social and economic resources including land use planning, community facilities and services, employment, and taxes could all be affected by the construction of a Federal Building in Broward County, Florida. However, impacts to these resources would be no greater than minor impact at both the Sunbeam Site and the Rockefeller Site. No impacts to cultural resources are anticipated. Additional information on land use planning and zoning, population and housing, environmental justice, economy and employment, taxes and revenue, community facilities and services, and cultural resources can be found in the Socioeconomic and Cultural Resources Technical Report (see Appendix D).

### 3.3 HOW WOULD INFRASTRUCTURE AND WASTE MANAGEMENT BE IMPACTED BY THE PROPOSED PROJECT?

Infrastructure and Waste Management could all be affected by the construction of a Federal Building in Broward County, Florida. This section describes the traffic and transit issues at both the Sunbeam Site and the Rockefeller Site, and how this development would be affected by the proposed project. Only traffic and transportation are discussed in this section as they are the only resources areas that are either

considerably different from one site to the other or the impact as a result of the project is greater than minor. Additional information and analysis of impacts to utilities, solid waste management, and site contamination and hazardous materials can be found in the Infrastructure and Waste Management Technical Report (see Appendix E).

### 3.3.1 What are existing traffic conditions and would they be affected by the Proposed Project?

The Sunbeam Site is located on the north side of Miramar Parkway, a 6-lane east-west County road, midway between two north-south limited access highways, I-75 and Florida's Turnpike. I-75 is approximately 3.5 miles to the west and Florida's Turnpike, a toll road is approximately 3.5 miles to the east (Figures 3.3-1 and 3.3-2). Nearby roadways include Hiatus Road, Miramar Boulevard, Palm Avenue, Red Road, and the Homestead Extension of Florida's Turnpike, which is an east-west toll road less than one mile to the south that is accessed via an interchange with Red Road. Existing traffic conditions adjacent to the Sunbeam Site are good.

The Rockefeller Site is located at the south-west quadrant of the intersection of SW 145<sup>th</sup> Avenue and Pembroke Road. The site is bordered on the west side by I-75. Access to the site is from SW 145<sup>th</sup> Avenue, which becomes NW 145<sup>th</sup> Avenue north of Pembroke Road. SW 145<sup>th</sup> Avenue connects to Miramar Parkway at an un-signalized intersection about 1 mile south of the site. NW 145<sup>th</sup> Avenue connects to Pines Boulevard at a signalized intersection about 1 mile north of the site. Both Pines Boulevard and Miramar Parkway have an interchange with I-75 (Figures 3.3-2 and 3.3-3). At the Rockefeller Site, existing traffic conditions are good, with the exception of the two I-75 interchanges which are highly congested during the peak a.m. and peak p.m. rush hours.

Under the No Action Alternative, the proposed building would not be developed and there would be no impacts to traffic conditions at either of the sites. Under the Build Alternatives a Federal building with 890 employees would be constructed. Because the building would be occupied in multiple shifts, and schedules for many of the staff are flexible it is anticipated that there may be only about 300 trips in the peak hour.

At the Sunbeam Site, Miramar Parkway, with six lanes and a current estimated peak hour volume of 4,400 vehicles has sufficient capacity to handle the projected traffic generated. Because of the nearby traffic lights at Red Road, 1,500 feet to the west, and Palm Avenue, 3,500 feet to the east, there will be sufficient gaps in the traffic for adequate ingress to and egress from the site. There are multiple left turn bays in the median of Miramar Parkway to accommodate movements to and from any direction. GSA would coordinate with the City of Miramar and Broward County with respect to exact configurations and locations of the two site driveways to insure proper operation of Miramar Parkway. Site traffic would contribute to some additional future congestion at nearby intersections and at the Red Road interchanges with the Homestead Extension of Florida's Turnpike less than 1 mile to the south.

At the Rockefeller Site, SW 145<sup>th</sup> Avenue, with four lanes and an estimated peak hour volume of 1,030 vehicles has sufficient capacity to handle the projected traffic generated. Because of the nearby existing 3-way stop at Pembroke Road and 145<sup>th</sup> Avenue (at future traffic light at that location) there would be sufficient gaps in the traffic for adequate ingress to and egress from the site. There are multiple left turn bays in the median of 145<sup>th</sup> Avenue to accommodate movements to and from any direction. GSA would coordinate with the City of Miramar, Broward County and the State of Florida with respect to exact configurations and locations of the two site driveways to insure proper operation of SW 145<sup>th</sup> Avenue. Site traffic would contribute to the future congestion issues at the intersections of 145<sup>th</sup> Avenue with Miramar Boulevard, Pembroke Road, and Pines Boulevard, as well as the interchanges of Miramar Boulevard and Pines Boulevard with I-75. An extension of Pembroke Road to the west, over I-75 is currently being designed. Construction is expected to start in the second quarter of 2011, with an opening two years later in 2013. A traffic light will be installed at 145<sup>th</sup> Avenue and Pembroke Road at some point during the construction process.

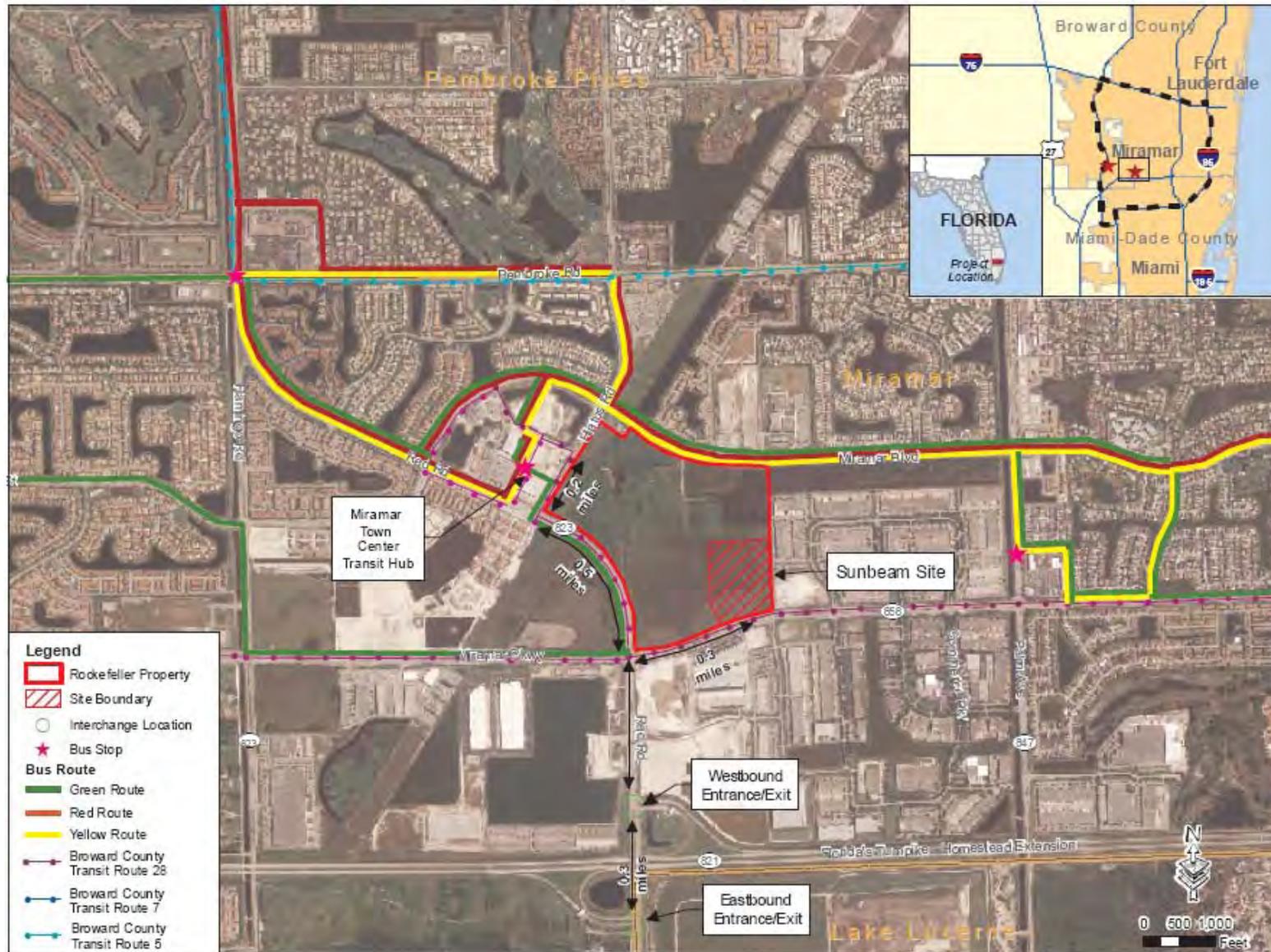


Figure 3.3-1. Sunbeam Site Transportation

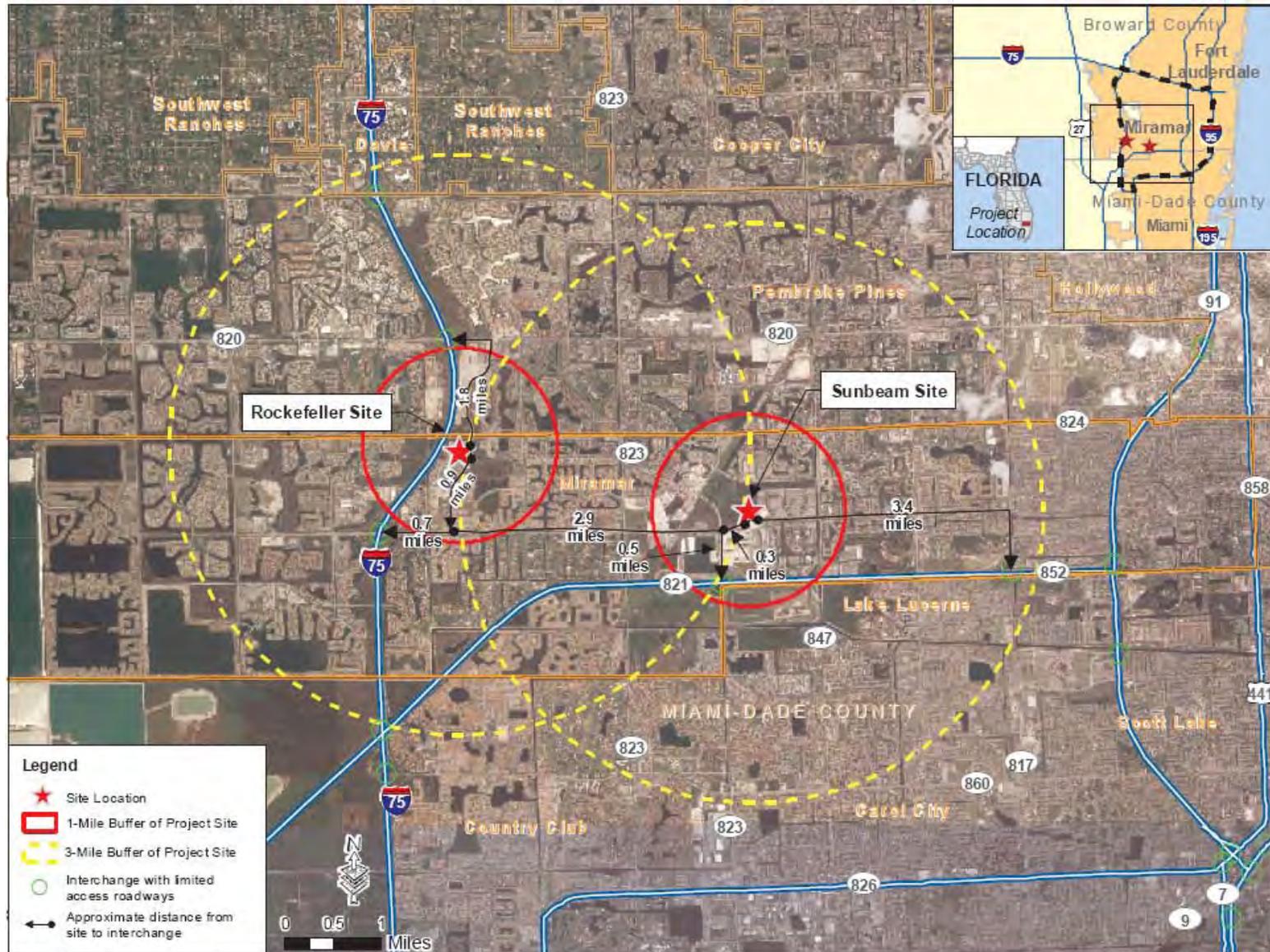


Figure 3.3-2. Rockefeller and Sunbeam Site Roadway Overview



Figure 3.3-3. Rockefeller Site Transportation

### 3.3.2 How will ingress and egress be affected?

The Long Range Transportation Plan (Broward MPO, 2009a) projects future poor levels of service on the following roads in the vicinity of the two sites: Pines Boulevard; I-75; and the Homestead Extension of Florida's Turnpike whether or not the building is developed. This will translate into increased congestion at the Miramar Parkway and Pines Boulevard interchanges with I-75 and the Red Road interchange with the Homestead Extension of Florida's Turnpike.

The driveway access at both the Sunbeam Site (onto Miramar Parkway) and the Rockefeller Site (onto SW 145<sup>th</sup> Avenue) would continue to operate well if they are selected. Locating the building at the Sunbeam Site would contribute to the increasing congestion at the Red Road interchange with I-75. Locating the building at the Rockefeller Site would contribute to the increasing congestion at the Miramar Parkway and Pines Boulevard Interchanges with I-75.

### 3.3.3 Is there pedestrian and bicycle access to the site? How would it be affected by the project?

Sidewalks exist on the road frontage at both the Sunbeam and Rockefeller Sites as well as along other roadways in the vicinity of each site. In terms of bicycle access at the Sunbeam Site, no bicycle lanes exist along Miramar Parkway; however, there is a striped shoulder. In addition, many of the other roadways in the vicinity of the Sunbeam Site have shoulders of varying widths.

At the Rockefeller Site, there are no shoulders or bike lanes in the immediate vicinity (Pembroke Road and 145<sup>th</sup> Avenue).

Development of the Sunbeam Site would not affect pedestrian and bicycle access because existing sidewalk and bicycle path conditions would not be altered. Since there is retail and restaurants within approximately ½ mile of the site and a transit hub approximately ¾ mile away it is anticipated that the construction of the proposed Federal Building would generate some additional pedestrian and bicycle trips. This would be a small beneficial impact, since any elimination of motor vehicle trips is beneficial is positive and helps to fulfill the purpose of the gateway transit hub. In addition, there would be the potential that workers living in the vicinity could commute on foot or by bicycle.

Development of the Rockefeller Site would not affect pedestrian and bicycle access because existing sidewalk and bicycle path conditions would not be altered. Because there are no retail or restaurants within about 1 mile, it is not anticipated that the construction of the proposed building would generate any additional pedestrian or bicycle trips, with the exception of any workers that live in the immediate vicinity.

### 3.3.4 What transit facilities and services are available and how would they be affected by the project?

Transit facilities and services currently available include two international airports, Fort Lauderdale-Hollywood International Airport and Miami International Airport; two ports, Port Everglades and the Port of Miami; two major rail stations (Amtrak and Tri-Rail), Hollywood and Fort Lauderdale; and numerous other Tri-Rail Stations within 20 miles of the Sunbeam Site and the Rockefeller Site. Tri-Rail, a commuter rail has trains running every ½ hour during the a.m. and p.m. time periods between Miami and Palm Beach, Florida.

The Broward County Transit (BCT) provides bus service throughout Broward County and the Miramar Community Bus Service (MCBS) provides local bus service in Miramar from a transit hub at Town

Center (Figure 3.3-1). There are four loops that the buses travel. There are three eastern loops – Yellow, Red, and Green East. There is only one western loop – Green West.

Currently, there is very limited bus service within 1 mile of the Rockefeller Site (Figure 3.3-3). However, there is very good bus service to the Sunbeam Site (Figure 3.3-1). The BCT Route 28 travels east-west on Miramar Parkway and has bus stops in front of the site. In addition, the transit hub to all four MCBS bus loops stop is across Hiatus Road from the Sunbeam Site. The area of the site that GSA is considering is at the extreme southeast corner of the site, which is about a ¾ mile walk along Red Road and Miramar Parkway from the Miramar transit hub.

Under the No Action Alternative, the proposed building would not be developed and there would be no impacts to transit facilities and services at either of the sites.

Location of the proposed Federal Building at the Sunbeam Site would have a beneficial impact on mass transit, since it would promote high density development in the vicinity of a gateway transit hub that exists at the Miramar Town Center. Future multi-modal transportation improvements will be focused on this gateway hub (Broward MPO, 2009a). Planned improvements from the Transportation Improvement Plan (Broward MPO, 2009b) include both roadways (widening Miramar Boulevard from 2 to 4 lanes from Palm Avenue to Hiatus Road) and bikeway (installing a bikeway from Flamingo Road to Palm Avenue on Miramar Parkway). There would also be future improvements to the BCT Route 28.

Location of the proposed Federal Building at the Rockefeller Site would have no impact on mass transit since the site is more than 1 mile away from any BCT bus route and nearly ¾ mile from a single City of Miramar bus route. It is not known whether or not Broward County or the City of Miramar would change any bus routes once Pembroke Road is extended over I-75 to increase transit accessibility at the Rockefeller Site.

### 3.4 ARE THERE ANY POTENTIAL SECURITY ISSUES AT EITHER SITE?

Security is not currently an issue at either the Sunbeam Site or the Rockefeller Site because of the following reasons:

- the City of Miramar has a lower than average crime rate than Broward County in general;
- the existing adjacent uses are compatible with a Federal Building;
- zoning of the sites and adjacent areas is compatible with a Federal Building;
- response times for police, fire, and emergency services to the sites are very good;
- the minimum developable site size to allow for building setbacks are met;
- elevation of site, when developed, will be equal to or higher than on-grade street level;
- the sites are not adjacent to an overpass, bridge, or elevated ramp;
- no underground rail or other underground traffic ways are adjacent to the sites; and
- the sites are not in a designated Airport Approach Zone.

### 3.5 WHAT WOULD BE THE CUMULATIVE IMPACTS OF THE PROJECT?

The CEQ regulations implementing NEPA require the consideration of cumulative impacts (40 CFR 1508.7) as part of the NEPA process. Past, present, and future development has affected and would continue to affect the natural, physical, cultural, and social environment of the Sunbeam and Rockefeller Sites and surrounding areas.

Ongoing development continues to put pressure on the natural environment. Past development in the area has completely altered the natural landscape, which are former Everglades. Natural lands outside of the

current, protected Everglades generally consist of fragmented areas with considerable human development in close proximity. Past development in the area has completely altered the natural surface drainage of the area. Much of the undeveloped land within the City of Miramar is considered to be wetlands as well as within the 100-year floodplain. As development of these areas increases, impervious surfaces increase, which in turn increases stormwater runoff. Runoff from development in the region continues to degrade the water quality of local water bodies. Adherence to Federal and local regulations pertaining to development of wetlands and floodplains should greatly minimize the overall cumulative effect. The construction of the proposed Federal Building at either of the sites would occur within a property that has been permitted by applicable regulatory bodies for wetland impacts and it is assumed that both of the sites would be developed regardless of GSA's decision.

Continued development also continues to put pressure on demand for utilities, particularly electrical and water supplies. With an increase in development comes an increase in roadway congestion and the level of service on area roadways becomes problematic. Congestion, worsening levels of service, and grid lock all contribute to poor air quality.

Development of the site, along with past and future development would continue to change land uses in Broward County and the City of Miramar to commercial office uses. These changes would also bring about beneficial economic impacts to the area with a cumulative increase in jobs and tax revenues.

The addition of the new Federal Building, along with past, present, and future development in the Miramar, Florida area would have a negligible to minor cumulative impact on these resources overall.

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General Services Administration  
1800 F Street, NW  
Washington, D.C. 20405-0001

Clarence Franklin  
Facilities Engineering and Design Unit  
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935 Pennsylvania Avenue, NW, Room WB500  
Washington, D.C. 20535

Tom Cha  
Facilities Engineering and Design Unit  
Federal Bureau of Investigation  
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Raul Fernandez  
Federal Bureau of Investigation  
16320 NW 2nd Ave  
Miami, FL 33169

Patrick Finley  
Facilities and Logistics Services Division  
Federal Bureau of Investigation  
935 Pennsylvania Avenue, NW, Room WB500  
Washington, D.C. 20535

## STATE OF FLORIDA AGENCIES

Sue M. Cobb  
Secretary of State  
Florida Department of State  
R. A. Gray Building  
500 S Bronough Street  
Tallahassee, FL 32399-0250  
Dr. Pamela J. Dana  
Director of Tourism & Economic Development  
Executive Office of the Governor, Suite 1902  
400 S Monroe Street  
Tallahassee, FL 32399

Charlie Bronson  
Commissioner of Agriculture  
407 S Calhoun Street  
Tallahassee, FL 32399

Ms. JuDee Pettijohn  
Deputy Secretary of State for Cultural and  
Historical Programs  
Florida Department of State  
Division of Historical Resources  
R. A. Gray Building  
500 S Bronough Street  
Tallahassee, FL 32399

Kevin R. Neal  
District Director  
Florida Department of Environmental Protection  
Southeast District Office  
400 N Congress Avenue, Suite 200  
West Palm Beach, FL 33401

LeeAnn Korst  
Deputy Secretary  
Florida Department of Management Services  
050 Esplanade Way, Suite 280  
Tallahassee, FL 32399

Bill McCollum  
Attorney General  
Office of Attorney General  
State of Florida  
The Capitol PL-OI  
Tallahassee, FL 32399

Alex Sink  
Chief Financial Officer  
Florida Department of Financial Services  
200 E Gaines Street  
Tallahassee, FL 32399

Katherine Fernandez Rundel  
State Attorney  
E. R. Graham Building  
1350 NW 12<sup>th</sup> Avenue  
Miami, FL 33136  
Barbara Mattick, Chief  
Bureau of Historic Preservation  
R. A. Gray Building  
500 S Bronough Street  
Tallahassee, FL 32399-0250

Diane Rogowski  
Florida Department of Environmental Protection  
3900 Commonwealth Boulevard, M.S. 49  
Tallahassee, FL 32399

Tim Dimond  
Director, Facilities Mgmt & Bldg Construction  
Florida Department of Management Services  
4050 Esplanade Way  
Tallahassee, FL 32399

South Florida Water Management District  
3301 Gun Club Road  
P.O. Box 24680  
West Palm Beach, FL 33416-4680

## COUNTY AND LOCAL OFFICIALS AND AGENCIES

### Broward County Officials

Ken Keechl  
Broward County Mayor  
County Commissioner District 4  
Broward County Governmental Center  
Room 412  
115 S Andrews Avenue  
Fort Lauderdale, FL 33301

Lois Wexler  
County Commissioner District 5  
Broward County Governmental Center  
Room 437B  
115 S Andrews Avenue  
Fort Lauderdale, FL 33301

Sue Gunzburger  
Broward County Vice Mayor  
County Commissioner District 6  
Broward County Governmental Center  
Room 421  
115 S Andrews Avenue  
Fort Lauderdale, FL 33301

John E. Rodstrom, Jr.  
County Commissioner District 7  
Broward County Governmental Center  
Room 416  
115 S Andrews Avenue  
Fort Lauderdale, FL 33301

Diana Wasserman-Rubin  
County Commissioner, District 8  
Broward County Governmental Center  
Room 410  
115 S Andrews Avenue  
Fort Lauderdale, FL 33301

Bertha Henry  
Broward County Administrator  
115 S Andrews Avenue, Room 409  
Fort Lauderdale, FL 33301

Broward County Water Resources  
1 N University Drive, Suite 201  
Plantation, FL 33324

Pollution Prevention, Remediation and Air  
Quality Division  
1 N University Drive, Suite 203  
Plantation, FL 33324

Phyllis Loconto  
Chair  
Broward County Historical Commission  
301 SW 13<sup>th</sup> Avenue  
Fort Lauderdale, FL 33312

## Local Officials in Broward County

Anne Castro  
Mayor  
City of Dania Beach  
100 W Dania Beach Boulevard  
Dania Beach, FL 33004

Robert Baldwin  
City Manager  
City of Dania Beach  
100 W Dania Beach Boulevard  
Dania Beach, FL 33004

Louise Stilson  
City Clerk  
100 W Dania Beach Boulevard  
Dania Beach, FL 33004

The Honorable Judy Paul  
Mayor  
Town of Davie  
6591 Orange Drive  
Davie, FL 33314

Gary Shimun  
Town Administrator  
6591 Orange Drive  
Davie, FL 33314

Bill Hitchcock  
Building Official  
6591 Orange Drive  
Davie, FL 33314

The Honorable Lori Cohen  
Mayor  
City of Miramar  
2300 Civic Center Place  
Miramar, FL 33025

Yvette McLeary  
City Clerk  
City of Miramar  
2300 Civic Center Place  
Miramar, FL 33025

Luis Lopez  
Director  
Engineering Services  
City of Miramar  
2300 Civic Center Place  
Miramar, FL 33025

Peter J.M. Bober  
Mayor  
City of Hollywood  
P. O. Box 229045  
Hollywood, FL 33022-9045

Beam Furr  
Hollywood District 2 Commissioner  
P. O. Box 229045  
Hollywood, FL 33022-9045

Heidi O'Sheehan  
Vice Mayor  
Hollywood District 3 Commissioner  
P. O. Box 229045  
Hollywood, FL 33022-9045

Richard S. Plattner  
Hollywood District 4 Commissioner  
P. O. Box 229045  
Hollywood, FL 33022-9045

Frances Russo  
Hollywood District 5 Commissioner  
P. O. Box 229045  
Hollywood, FL 33022-9045

Linda Sherwood  
Hollywood District 6 Commissioner  
P. O. Box 229045  
Hollywood, FL 33022-9045

City of Hollywood  
Office of the City Clerk  
P.O. Box 229045  
Hollywood, FL 33022-9045

Cameron D. Benson  
City Manager  
P. O. Box 229045  
Hollywood, FL 33022-9045

Emma Shoaff  
Mayor  
Town of Pembroke Park  
3150 SW 52<sup>nd</sup> Avenue  
Pembroke Park, FL 33023

Georgina Cohen  
Clerk Commissioner  
3150 SW 52<sup>nd</sup> Avenue  
Pembroke Park, FL 33023

Frank C. Otis  
Mayor  
Pembroke Pines  
10100 Pine Boulevard  
Pembroke Pines, FL 33026

Charles F. Dodge  
City Manager  
10100 Pine Boulevard  
Pembroke Pines, FL 33026

Judy Neugent  
City Clerk  
10100 Pine Boulevard  
Pembroke Pines, FL 33026

Rae Carole Armstrong  
Mayor  
City of Plantation  
400 NW 73<sup>rd</sup> Avenue  
Plantation, Florida 33317

Plantation City Council  
400 NW 73<sup>rd</sup> Avenue  
Plantation, Florida 33317

Office of the City Clerk  
City of Plantation  
400 NW 73<sup>rd</sup> Avenue  
Plantation, FL 33317

Debby Eisinger  
Mayor  
Commissioner, District 4  
P.O. Box 290910  
Cooper City, FL 33329-0910

Bruce D. Loucks  
City Manager  
P.O. Box 290910  
Cooper City, FL 33329-0910

Susan Poling  
City Clerk  
P.O. Box 290910  
Cooper City, FL 33329-0910

### **Miami-Dade County Officials**

Carlos Alvarez  
Mayor  
Miami-Dade County  
Stephen P. Clark Center  
111 NW 1<sup>st</sup> Street, 29<sup>th</sup> Floor  
Miami, FL 33128

Dennis C. Moss  
Office of the Chair  
111 NW 1<sup>st</sup> Street, Suite 220  
Miami, FL 33128  
Barbara J. Jordan  
County Commissioner District 1  
Stephen P. Clark Center  
111 NW 1<sup>st</sup> Street, Suite 220  
Miami, FL 33128

Sally A Heyman  
County Commissioner District 4  
Stephen P. Clark Center  
111 NW 1<sup>st</sup> Street, Suite 220  
Miami, FL 33128

Jose "Pepe" Diaz  
County Commissioner District 12  
Stephen P. Clark Center  
111 NW 1<sup>st</sup> Street, Suite 320  
Miami, FL 33128

Natacha Seijas  
County Commissioner District 13  
Stephen P. Clark Center  
111 NW 1<sup>st</sup> Street, Suite 320  
Miami, FL 33128

George M. Burgess  
Miami-Dade County Manager  
111 NW 1<sup>st</sup> Street, Suite 2910  
Miami, FL 33128

John Renfrow  
Director, Water and Sewer Department  
3071 SW 38th Avenue  
Miami, FL 33146

Carlos Espinosa, P.E.  
Director, Environmental Resources Management  
701 NW 1<sup>st</sup> Court  
Miami, FL 33136

Kathleen Woods-Richardson  
Director, Solid Waste Management  
2525 NW 62<sup>nd</sup> Street, 5<sup>th</sup> Floor  
Miami, FL 33147

### **Local Officials in Miami-Dade County**

Shirley Gibson  
Mayor  
City of Miami Gardens  
1515 NW 167<sup>th</sup> Street, Suite 200  
Miami Gardens, FL 33169  
Dr. Danny O. Crew  
City Manager  
1515 NW 167<sup>th</sup> Street, Suite 200  
Miami Gardens, FL 33169

Ronetta Taylor  
Miami Gardens City Clerk  
1515 NW 167<sup>th</sup> Street, Suite 200  
Miami Gardens, FL 33169

Michael Pizzi  
Mayor  
Town of Miami Lakes  
15700 NW 67<sup>th</sup> Avenue  
Miami Lakes, FL 33014

Frank Bocanegra  
Town Manager  
15700 NW 67<sup>th</sup> Avenue  
Miami Lakes, FL 33014

Marjorie Tejeda  
Town Clerk  
15700 NW 67<sup>th</sup> Avenue  
Miami Lakes, FL 33014

## Public Libraries

Broward County Public Library  
Miramar Branch Library & Education Center  
2050 Civic Center Place  
Miramar, FL 33025

Alvin Sherman Library  
3100 Ray Ferrero Jr. Boulevard  
Fort Lauderdale, FL 33314-1013

Broward County Public Library  
Pembroke Pines Branch  
955 NW 129<sup>th</sup> Avenue  
Pembroke Pines, FL 33025

Broward County Public Library  
Stirling Road Branch  
3151 Stirling Road  
Hollywood, FL 33312

Broward County Public Library  
Carver Ranches Branch Library  
4735 SW 18<sup>th</sup> Street  
West Park, FL 33023  
Broward County Public Library  
South Regional/Broward College Library  
7300 Pines Boulevard  
Pembroke Pines, FL 33024

Miami-Dade Public Library  
North Dade Regional  
2455 NW 183<sup>rd</sup> Street  
Miami Gardens, FL 33056

Miami-Dade Public Library  
Palm Springs North Branch  
17601 NW 78<sup>th</sup> Avenue  
Miami, FL 33015

Miami-Dade Public Library  
California Club Branch  
850 Ives Dairy Road  
Miami, FL 33179

## Other Interested Parties

Jim Goggins  
Sunbeam Corporation  
10212 USA Today Way  
Miramar, FL 33025  
Jim Goggins  
1401 J.F. Kennedy CSWY  
North Bay Village, FL 33141-4104

Nick Hamann  
Rockefeller Group  
1441 Brickell Avenue, Suite 1011  
Miami, Florida 33131

Kevin Heinicka  
University of Florida – Trustees of the Internal  
Improvement Trust Fund (TIITF)  
3205 College Avenue  
Davie, FL 33314

Josh Rodstein  
NAI Miami  
9655 South Dixie Highway, Suite 200  
Miami, FL 33156

Mr. Dave Seigell  
STILES  
300 SE 2<sup>nd</sup> Street  
Fort Lauderdale, Florida 33301

Mr. James Dietz  
US Capital Holdings Group.  
300 NW 82<sup>nd</sup> Avenue  
Plantation, Florida 33324

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# APPENDICES

- A. SCOPING AND PUBLIC INVOLVEMENT
- B. AGENCY CONSULTATION
- C. NATURAL AND PHYSICAL RESOURCES TECHNICAL REPORT
- D. SOCIOECONOMIC AND CULTURAL RESOURCES TECHNICAL REPORT
- E. INFRASTRUCTURE AND WASTE MANAGEMENT TECHNICAL REPORT
- F. SECURITY REPORT

