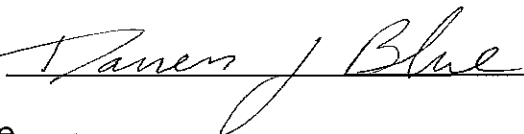


**FINDING OF NO SIGNIFICANT IMPACT
FOR THE U.S. TRANSPORTATION SECURITY ADMINISTRATION
LEASE CONSOLIDATION IN NORTHERN VIRGINIA**

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

APPROVED:  Date: 7/17/15

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

This FONSI will become final 15 days after publication of its Notice of Availability in The Washington Post, the Alexandria Gazette Packet, and the Fairfax Connection provided that no information leading to a contrary finding is received or comes to light during the 15-day review period.

BASIS FOR FINDING

GSA prepared an environmental assessment (EA) analyzing the environmental impacts that could result from lease consolidation of the U.S. Transportation Security Administration (TSA) offices in Northern Virginia. The EA was prepared pursuant to the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality Regulations for Implementing NEPA (40 CFR 1500-1508), GSA Order ADM 1095.1F: Environmental Considerations in Decision Making, and the Public Buildings Service NEPA Desk Guide. The EA documents the direct, indirect, and cumulative impacts for the two action alternatives and a no action alternative.

The environmental issues addressed in the EA were identified through internal scoping and analysis; which included site visits, review of environmental documentation, and site information provided by the offerors. Based on this information, an EA was prepared. The Final EA is incorporated by reference into this Finding of No Significant Impact (FONSI).

I. PURPOSE OF AND NEED FOR THE PROPOSED ACTION

GSA is proposing to acquire space through leasing in order to collocate four of TSA's current leased locations in Northern Virginia into one leased location to improve functional efficiency. GSA will enter into a lease agreement for up to 625,000 rentable square feet of space and will collocate approximately 3,800 employees in Northern Virginia. The delineated area for the lease includes Fairfax County, Arlington County, or the City of Alexandria, which is found in the GSA Request for Lease Proposals (RLP) 2VA0687. The Proposed Action will consolidate TSA's multiple headquarters offices located in various leased locations into one location in order to provide space that will efficiently and effectively meet the needs of TSA. The Proposed Action will create a more efficient work environment and effectively support the agency's mission. The collocation will reduce energy consumption, allow support for information technology, attract and retain employees in a consolidated facility, provide necessary security measures, and provide collaboration and cohesiveness amongst TSA.

II. DESCRIPTION OF ALTERNATIVES

Three alternatives were considered in detail in this EA, two action alternatives and a no-action alternative. These alternatives are summarized below.

Alternative 1: No-Action Alternative

Under the No-Action Alternative, the consolidation of the TSA at four leased locations spread across Northern Virginia would not occur. TSA would remain in leased space at 601 and 701 South 12th Street in Arlington, VA; 6354 Walker Lane in Springfield, VA; and 1900 Oracle Way in Reston, VA.

No improvements to these buildings would occur. The location at 45065 Riverside Parkway in Ashburn, VA, which contains non-government employees under contract with TSA, would be permanently closed following the termination of the contract. Implementation of the No-Action Alternative would not provide TSA with a consolidated and more efficient work environment.

Alternative 2: Victory Center Site

The Victory Center site is located within the City of Alexandria, Virginia (see Figure 3). The site is located at 5001 Eisenhower Avenue. The site currently consists of an unoccupied 606,000 GSF office building and two surface parking lots. In addition, the site is within approximately 2,500 walkable linear feet (approximately ½-mile) from the Van Dorn Metrorail Station, located on the Blue and Yellow lines. The existing building would be renovated and a new 6-story parking garage would be built on top of one of the surface lots.

In order to meet the requirements of the RLP, the existing building would undergo an expansion consisting of 60,000 GSF of office space and 10,000 GSF of retail space. A structured parking garage will be provided that will include 85 reserved spaces for TSA use. It is expected that each of the existing lease sites will be back-filled once TSA vacates the buildings.

Alternative 3: Springfield Metro Center Site

The Springfield Metro Center site is located in Fairfax, Virginia, in Fairfax County (Figure 4). The site is bounded by 6699 Springfield Center Drive and 6700 Metropolitan Center Drive. The site currently consists of an open lot with few mature trees. In addition, the site is within approximately 2,200 walkable linear feet (approximately .4-mile) of the Springfield Metrorail Station, located on the Blue and Yellow lines. To accommodate the requirements of the RLP, this site would need to be cleared, graded, and a new parking garage would be built.

The developer has proposed one 653,000 GSF building with two adjacent towers that will be between nine- and ten- stories tall. A structured parking garage will be provided that will include 85 reserved spaces for TSA use. It is expected that each of the existing lease sites will be back-filled once TSA vacates the buildings.

III. ENVIRONMENTAL CONSEQUENCES

The direct, indirect, and cumulative impacts of all alternatives are analyzed in Chapter 3, Affected Environment and Impacts to the Human Environment, of the EA. No significant short-term or long-term adverse impacts to the natural, social, or cultural environment would occur under the Victory Center Site or Springfield Metro Center Site Action Alternatives. Please refer to Chapter 4 of the attached EA for more specific information on the impacts. While the mitigation proposed is not required to reduce impacts below a level of significance, GSA is proposing to undertake the following measures.

Aquatic Biota

Best Management Practices (BMPs) including but not limited to silt fences, hay bales, and revegetation of exposed sediment, would be employed throughout construction. A Stormwater Pollution Prevention Plan (SWPPP) would be developed, including a stormwater management plan, erosion and sediment control plan, pollution prevention plan, and description of necessary control measures would be developed in accordance with the Virginia Department of Environmental Quality (VDEQ) Virginia Stormwater Management Program (VSMP) regulations for construction activities and maintained onsite throughout construction.

Surface Water & Hydrology

Construction impacts would be avoided and minimized as much as possible by implementing BMPs during construction, including but not limited to silt fences, hay bales, and revegetation of exposed sediment. A SWPPP, including a stormwater management plan, erosion and sediment control plan, pollution prevention plan, and description of necessary control measures would be developed in accordance with VDEQ VSMP regulations for construction activities and maintained onsite throughout construction. In the event that encroachment into a RPA or buffer is proposed, a Water Quality Impact Assessment (WQIA) would be prepared that outlines impacts and mitigation measures.

Groundwater & Hydrology

The amount of impervious surface proposed at each of the alternative sites has been minimized as much as practicable. The proposed TSA Lease Consolidation would be constructed to meet or exceed all Virginia and locality regulations, as applicable. A SWPPP, including a stormwater management plan, Erosion and Sediment Control Plan, pollution prevention plan, and description of necessary control measures would be developed in accordance with VDEQ VSMP regulations for construction activities and maintained onsite throughout construction.

Land Use Planning and Zoning

Victory Center (Action Alternative)

A site plan amendment would be required to include the proposed retail use on the site.

Springfield Metro Center (Action Alternative)

A *Fairfax County Comprehensive Plan* amendment is required to increase the allowable square footage of office use as well as proposed retail onsite.

Soils: Under both action alternatives, the developer/owner would be responsible for developing and implementing an erosion and sediment control plan for approval by VDEQ and local jurisdictions. The plan would aim to reduce and control sediments entering storm drains and streams. For either alternative site, an Erosion and Sediment Control Plan will be prepared and approved in accordance with the Virginia Erosion and Sediment Control Manual. Best Management Practices (BMPs) would be used to control and minimize sediment movements, including but not limited to: silt fences and/or hay bales around the perimeter of the site, and revegetation of soils that will be exposed longer than 14 days.

Stormwater Management:

Victory Center (Action Alternative)

The Victory Center site would meet all VDEQ volume reduction, detention, and phosphorus removal requirements by reducing the impervious surface on the site by 4.5 acres. All water quality volume generated by impervious surfaces on the Victory Center site would be directed to Aqua-Swirl BMPs.

Prior to construction, a VSMP permit for discharges of stormwater from construction activities will be obtained. A SWPPP, including a stormwater management plan, erosion and sediment control plan, pollution prevention plan, and description of necessary control measures would be developed in accordance with VDEQ VSMP regulations for construction activities and maintained onsite throughout construction.

Springfield Metro Center (Action Alternative)

The proposed stormwater management system for the site includes two underground stormwater vaults. One vault is proposed on the northeast side of the site and would discharge to an existing 21-inch Reinforced Concrete Pipe (RCP) that runs underneath existing Springfield Center Drive and into Long Branch. The second vault is proposed on the southwest side of the site and would discharge into an existing 54-inch RCP. Phosphorus removal would be achieved with the use of six privately maintained storm filters.

Prior to construction, a VSMP permit for discharges of stormwater from construction activities will be obtained. A SWPPP, including a stormwater management plan, erosion and sediment control plan, pollution prevention plan, and description of necessary control measures would be developed in accordance with VDEQ VSMP regulations for construction activities and maintained onsite throughout construction.

Coastal Zone Management: The site would be developed to meet all applicable state and local regulations. The site will be designed to meet the VDEQ BMP and volume reduction requirements. An Erosion and Sediment Control Plan will be prepared and approved in accordance with the Virginia Erosion and Sediment Control Manual administered by VDEQ and enforced by the locality. Prior to construction, a Virginia Pollutant Discharge Elimination System (VPDES) permit and/or VSMP permit will be obtained for discharges of stormwater from construction activities.

Vegetation and Wildlife: The developer/owner of the proposed sites will minimize impacts to vegetation and wildlife by limiting the area of ground clearing for structural components (e.g., building, parking lot). Open space with no plans for development would not be used for parking or other construction related clearing unless it is the only feasible option.

Additional mitigation will be accomplished by improving the remaining open space after construction activities. Landscaping will be accomplished using native plants to the extent feasible. Non-native plants will be removed and replaced with native plants to fill open spaces cleared during construction activities.

Archeology: The developer/owner will develop an Archeology Discovery Plan to ensure that the following actions are taken:

1. Whenever a previously unidentified archeological resource is discovered during ground-disturbing activity, all work involving subsurface disturbance shall be halted in the immediate area of discovery.
2. The owner shall promptly protect the area of the discovery, and once it has done so, construction may resume in those areas where there would be no physical impact to the discovery.
3. An archeologist meeting the Secretary of the Interior's Professional Qualifications, shall immediately inspect the work site to evaluate the nature and geographic area of the discovery, determine the measures needed to protect the discovery from construction impacts and investigate and make recommendations to GSA regarding the National Register eligibility of the discovery.
4. Within three business days (not including Federal holidays) of making the discovery, the owner shall submit written notification to GSA, and within 14 business days, shall submit the archeologist's assessment of National Register eligibility of the discovery and, as appropriate, the actions the owner proposes to resolve adverse effects.

Air Quality: Accepted VDEQ construction site air quality control measures will be implemented in the handling of materials and as part of any potential demolition

or grading activities. Fugitive dust control measures and a dust abatement and emissions control plan will be implemented by the owner/developer. The owner will be required to implement a dust abatement/emissions control plan for any construction activities. The plan will include control measures to reduce emissions from construction equipment and to control fugitive dust. Employees will also be encouraged to use public transportation. The building will meet the requirements of the Leadership in Energy and Environmental Design® (LEED®) – Silver level and will meet the requirements of LEED® – Commercial Interiors Certified level.

Traffic and Transportation:

Victory Center (Action Alternative)

In order to mitigate the transportation impacts of the site, several transportation improvements are proposed including:

1. Eisenhower Avenue and S Van Dorn Street: Convert the protected southbound left turn on S Van Dorn Street to protected-permitted operation and optimize signal timing.
2. Summers Grove Road/Metro Road: Remove the east/west split phasing, providing protected permitted westbound left turn phase, and optimize signal timing.
3. Eisenhower Avenue and Metro Road: Optimize PM peak hour signal timing.
4. Eisenhower Avenue at Eisenhower Avenue Connector/Clermont Avenue: Optimize AM and PM peak hour sign timings.
5. Install a traffic signal at the eastern site driveway.
6. Install a new pedestrian traffic signal with accessible features at the western most driveway serving the site.
7. Provide bicycle facilities in accordance with TSA requirements.

Springfield Metro Center (Action Alternative)

In order to mitigate the transportation impacts of the site, several transportation improvements are proposed, including:

1. Extend Springfield Metro Center Drive from its current terminus north to Joseph Alexander Drive;
2. Signalize the Loisdale Road/Metropolitan Drive intersection;
3. Restripe the Springfield Center Drive approach to Loisdale Road in order to provide for a westbound left-turn lane; and,
4. Signalize the Losidale Road/Springfield Center Drive intersection.

Transportation Management Plan: For both sites, a Transportation Management Plan (TMP) would be developed by the developer (if one has not already been developed) that identifies TDM strategies for reducing the number of single occupancy vehicles and encouraging alternate modes of traveling to the site. The TMP would need to be complete and implemented by the time all employees are expected at the site.

Utilities: Either site will comply with EO 13693 and the Energy Independence and Security Act (EISA). The selected site would have to operate in a sustainable and energy efficient manner and a minimum rating of Silver on the LEED® scale for building design would be achieved. At the chosen facility a recycling program would be used and the developer would be responsible for maintaining energy conservation measures (e.g., use of energy star appliances and lights).

Waste Management: The developer/owner would reduce construction waste by recycling and reusing materials whenever possible in accordance with City of Alexandria's Code Title 5, Chapter 1 and Fairfax County's Code Section 109.1. The developer/owner would be required to divert recyclable material from the municipal solid waste to the maximum extent practical and in accordance the City of Alexandria or Fairfax County codes by establishing a recycling program for (at a minimum) paper, corrugated cardboard, glass, plastics, metals, mercury containing lamps, toner and inject cartridges, and pallets. Recyclable and non-recyclable waste generated during construction would be disposed of at licensed facilities and would be the responsibility of the developer/owner. Furthermore, the developer/owner would be responsible for the proper management and disposal of any hazardous waste generated during construction.

No matter which offered site is selected, the developer/owner would operate the TSA Lease Consolidation facility in a sustainable and waste efficient manner in accordance with the conservation requirements of RLP 2VA0687 and in compliance with EO 13693 and EISA.

Environmental Contamination:

Victory Center (Action Alternative)

During construction, safety measures would be employed to keep site workers and pedestrians from direct contact with contaminated soils, which would result in short-term, minor adverse impacts.

Springfield Metro Center (Action Alternative)

During construction, a site safety plan would be developed and employed to keep site workers and pedestrians from direct contact with contaminated soils.

Any petroleum impacted soils not used for fill would be characterized, removed from the site, and disposed of in accordance with local, state and Federal regulations. Contaminated soils would be taken to a landfill or facility permitted to accept petroleum impacted soils. Site workers would be required to follow

safety protocols and the site safety plan when handling potentially contaminated soils.

The PCE found in the soil vapor would be abated by the use of engineering controls such as the installation of a subslab degassing system and enhanced chemical vapor barrier beneath the building.