2 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

CEQ's *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* establish a number of policies for federal agencies, including "…using the NEPA process to identify and assess the reasonable alternatives to the proposed action that will avoid or minimize the adverse effects of these actions on the quality of the human environment" (40 CFR 1500.2 [e]). This EA examines several related actions:

- The addition to the existing NGIC (Nicholson) Building, and the increase of parking spaces associated with that facility.
- The construction of the JUIAF and all associated facilities and infrastructure under BRAC 2005 statute, as incrementally funded as military construction project numbers (PN) 64115 and 66201.
- Construction of an ACP with associated VCC, under PN 64115 and 66204.
- Construction of an RDF/warehouse, under PN 60273.
- The purchase of additional land, under PN 64028.

To some extent, each of these actions can be evaluated separately in terms of configuration of the buildings and parking areas, and specific locations for each within Rivanna Station. However, the proposed actions listed above are driven by DIA's and INSCOM's overall need to comply with BRAC 2005, and to accommodate the combined number of personnel that will be working at the NGIC and the JUIAF over the next few years. DIA and INSCOM must provide sufficient office, laboratory, and associated personnel support space to accommodate these personnel in a manner that will allow them to coordinate effectively and carry out their mission in a secure and safe manner, in compliance with AT/FP and other requirements.

Therefore, in order for an alternative to be reasonable for this proposed action, the alternative must provide:

- Sufficient space to accommodate a total of at least 2,555 personnel, which is the approximate anticipated combined NGIC and DIA workforce at Rivanna Station by the year 2015.
- Provision of this space entirely within a single military installation.
- Assurance that the facilities will meet current AT/FP-standards.

Compliance with AT/FP requirements will add to the space requirements. For the NGIC and DIA, compliance with the UFC would require:

- Siting the proposed new ACP on Boulders Road (the only road providing access to Rivanna Station) or its proposed extension.
- Siting the VCC and RDF in the entry sequence between the ACP and any occupied building (the Nicholson Building and JUIAF).
- Providing a minimum of 148-feet (ft) as a buffer between the RDF, the VCC, and any occupied building.
- Providing a minimum of 148 ft between any fence line and any occupied building.

In addition, for security of any compromising electromagnetic emanations (EMSEC), there should be an inspectable zone of 328 ft between both the Nicholson Building and JUIAF and any installation fence line. The EMSEC buffer zone can overlap or encompass the AT/FP buffer zone, but expands the overall space requirement even more than the AT/FP requirements.

Finally, the reasonableness of alternatives is also driven by the topography and geomorphology of Rivanna Station. The overall site consists of several relatively flat hilltops separated by steep-sided valleys, some of which contain streams and/or wetlands. Soils on these slopes are thin, with bedrock occurring near the ground surface. The designer has attempted to fit the proposed facilities on the flatter areas, to avoid impacting stream valleys and the need for excessive cut and fill, or blasting of bedrock, to provide appropriate building grades.

Only those alternatives that can fulfill the overall purpose and need for the action in a reasonable manner are considered reasonable and warrant a detailed environmental analysis in this EA.

2.1 Proposed Action Alternative

Figures 2–1 and 2–2 (Aerial Photo 1 and Aerial Photo 2) show Rivanna Station as it exists today. Figure 2–3 (Concept Plan) shows the Proposed Action Alternative. The Proposed Action Alternative includes construction of:

- The 73,000+ SF four-story addition to the 260,000 SF NGIC Nicholson Building. The addition would be constructed on the north side matching levels 2 to 5 of the existing building. It would have a base footprint of approximately 20,750 SF. The third and fourth floors would be benched into the hillside to the north and east of the existing building, which would require excavation (and some blasting of bedrock) of an approximately 20,000 SF area. The volume of bedrock and excavated materials would be determined prior to the construction of the Nicholson Building addition. The addition would be equipped with an energy management control system and two 1,000 kilowatt (KW) standby generators. Construction would not begin before 2013.
- Construction of a 3-level, 260-space parking garage on the north half of the existing NGIC parking lot. The new garage would have a footprint of approximately 44,200 SF. It is anticipated that NGIC will continue to lease the gravel parking area on the north side of Boulders Road and could possibly provide some swing space for employee parking while the garage is under construction. Construction would not begin before 2013.
- The 170,502 SF four-story JUIAF building. The JUIAF would include open and closed SCIF workspace, a video teleconference center, a technical laboratory, storage space, an automated data processing center, a cafeteria, etc. The new building would include an energy control management system and a 900 KW back-up generator, at minimum. The JUIAF could have up to 7.5 megawatt (MW) back-up generator capacity. Construction would begin in 2008 or 2009.
- Approximately 230,000 SF of surface parking for DIA personnel at the JUIAF. Construction would begin in 2008 and end in 2009.
- Approximately 1,200 SF VCC with a small 40,000 SF parking area for visitors to park while they obtain passes to Rivanna Station. Construction would not begin before 2009.
- Approximately 20,000 SF RDF/warehouse with a small parking area for RDF personnel working at the RDF/warehouse and incoming delivery vehicles. The RDF would provide

sufficient space for the reception, sorting, and screening of mail and packages coming onto Rivanna Station.

- A new ACP for Rivanna Station including a gate and entry roadway to the proposed RDF and VCC. Boulders Road would be extended approximately 1,000 LF (70,000 SF) as a four-lane roadway (two lanes in each direction) to the property boundary. Construction would not begin before 2009.
- All internal roadways, walkways, curbs and gutters, storm drainage, electric service, potable water lines, sanitary sewer lines, etc., as well as construction entrances and temporary stockpiling areas for excess excavated material. Suitable material would be reused on-site; unsuitable soils would be disposed of properly. Approximately 213,000 SF of new internal roadway would be constructed to service the JUIAF, VCC, and RDF, and to connect the RDF and VCC with the NGIC.
- New facilities will incorporate low impact development (LID), stormwater management (SWM), and water quality best management practices (BMPs) to the maximum extent practicable. For SWM, Fort Belvoir will repair and retrofit an existing farm pond south of the NGIC surface parking lot and west of the proposed JUIAF building site prior to construction of the new facilities. Construction would begin in 2008 or 2009.

In addition to the construction projects listed above, the Army would purchase three parcels of land totaling approximately 50 acres across and on the north side of Boulders Road. This land is vacant except for the gravel parking area.

The concept plan shown in Figure 2–3 would accommodate the current and anticipated personnel workforce at the NGIC, as well as release space at the NGIC for personnel support functions. The concept plan shown in Figure 2–3 would also accommodate the DIA workforce transferring to Rivanna Station, and anticipated growth in the total workforce. It would allow DIA and INSCOM to accommodate all personnel at one installation to optimize functional relationships among user groups, increase efficiency, and minimize security risks. It would ensure that all personnel working at Rivanna Station worked from facilities meeting current AT/FP standards. Therefore, this alternative meets the purpose and need for the project and is a reasonable alternative.

2.2 Alternatives Considered but Dismissed

As per the BRAC statute (Subchapter 1.3), the selection of Rivanna Station as the receiving installation for the DIA personnel being realigned is a BRAC 2005 recommendation that was approved by the Presidential order and allowed to pass into law by Congress. It is exempt from the consideration of addressing other installations as alternatives to receive the realigned function and personnel (alternative receiving installations were already evaluated by the BRAC 2005 Commission, prior to Presidential signature and Congressional concurrence). Alternatives for the realignment of personnel to other military installations are therefore not reasonable and not evaluated further in this EA.

Likewise, the lease of office space off-station would not comply with the BRAC 2005 statute, is not considered reasonable, and is not evaluated further. The 2005 BRAC Commission recognized the need to collocate the like intelligence functions of two intelligence organizations at one shared location on a military post where security of information and personnel could be better assured.

The proposed location of the Nicholson Building addition is driven first by the location of the existing building, and second by the topography of the ground surface around the building. The south side of the building abuts a steep slope descending to the North Fork of the Rivanna River. An expansion in this direction would be difficult without massive amounts of fill to bring the area up to grade, and would likely have an adverse effect on the stream valley. Essentially the same situation exists for the west and northwest sides of the building, where the ground slopes steeply down to the Herring Branch stream valley, a tributary of the North Fork of the Rivanna River. An expansion to the east or northeast would require displacing surface parking or the proposed parking garage, and require massive excavation and blasting (for bedrock) into the hillside northeast of the existing building. These alternatives are therefore not reasonable, and are not evaluated further in this EA.

As an alternative to constructing a parking garage, INSCOM considered constructing additional surface parking north of Boulders Road – the area is relatively flat and has more than enough room to accommodate the needed number of spaces. However, the Army does not currently own

this property and additionally, this alternative would require workers to cross Boulders Road, which is projected to become a four-lane divided arterial, state road. The Army does not consider this alternative to be reasonable due to the safety risk to personnel crossing the road.

The proposed locations of the ACP, VCC, and RDF are somewhat fixed by the need for the ACP to accommodate access from Boulders Road, and the need for the RDF and VCC to be in the entry sequence between the road and occupied buildings. These proposed locations are also influenced by the need to comply with the 148-ft AT/FP setbacks. While the specific locations of the RDF and VCC could be interchanged, the alternative would result in essentially no difference in the footprint of environmental impact. The construction of the two facilities, associated parking, and internal roadway connections would require essentially the same square footage, and impact the same area.

DIA looked at two potential locations for the JUIAF (Figure 2–4, Alternative JUIAF Locations). Either site alternative would be reasonable, but the resulting environmental impact would essentially be the same, since the site not occupied by the JUIAF would become the site for JUIAF parking – either alternative would have the same footprint and affect the same area. Decked parking for the JUIAF could reduce the impact footprint, but would raise the costs of construction significantly. Decked parking is part of the proposal for the Nicholson Building addition only because there is no reasonable alternative to obtain the parking space needed for the NGIC workforce.

The purpose of purchasing the land north of Boulders Road is primarily to prevent future private industrial development from occurring close to Rivanna Station, and to retain some land for expansion of the Station, if needed. Privately-controlled development at this location could be used as a base for hostile intelligence gathering or for observation of the station by terrorist groups. The potential for private development is not an issue to the west, south, or east of Rivanna Station, where the highway (US Route 29), the North Fork of the Rivanna River, or existing station landholdings already provide adequate natural or man-made buffers to prevent observation of NGIC and future DIA activities. Therefore, the purchase of alternative parcels

would not fulfill the purpose of this action, is not considered reasonable, and is not evaluated further in this EA.

2.3 No Action Alternative

The No Action Alternative represents the status quo. Under this alternative, neither the addition to the Nicholson Building nor the new JUIAF Building and their associated infrastructure would be constructed. Personnel at the NGIC would continue to be overcrowded, and there would be no room for personnel support facilities. DIA personnel and functions would not be relocated, and would continue to work with a 120–mi separation from the NGIC, a condition that adversely affects intelligence sharing and overall efficiency and effectiveness. There would be no way to comply with the BRAC 2005 statute. The Army would not purchase the 50-acre parcel north of Boulders Road, and thus there would be no protection against encroachment on Rivanna Station by future industrial or residential development.

The No Action Alternative is also not considered reasonable, as it would not fulfill the purpose and need for the proposed action. However, the No Action Alternative is evaluated further in this EA, in accordance with CEQ guidance and in order to serve as a baseline against which to compare the impacts of the Proposed Action Alternative.

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NGIC Facility

Figure 2-1

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Figure 2-2

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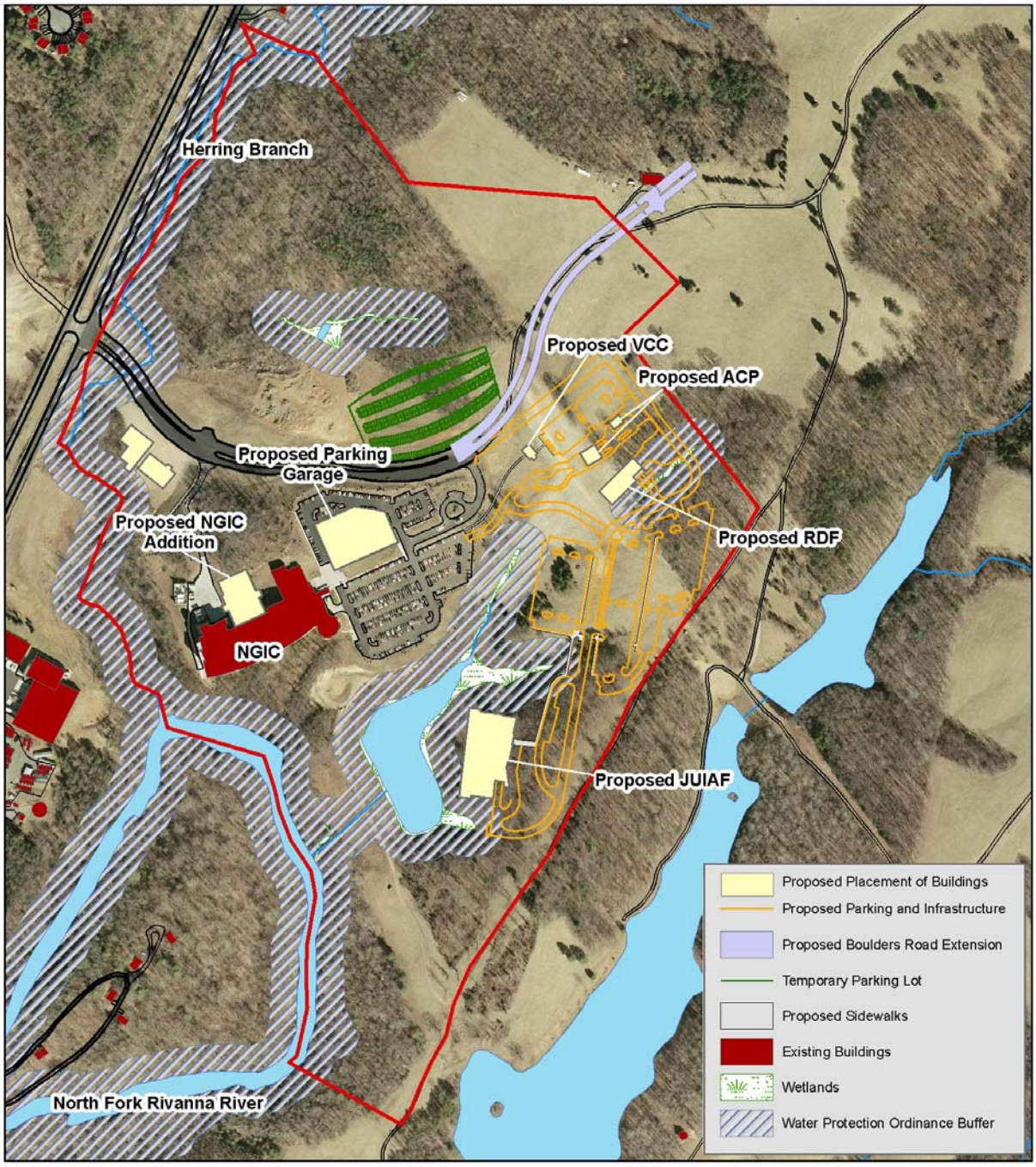

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Figure 2-3

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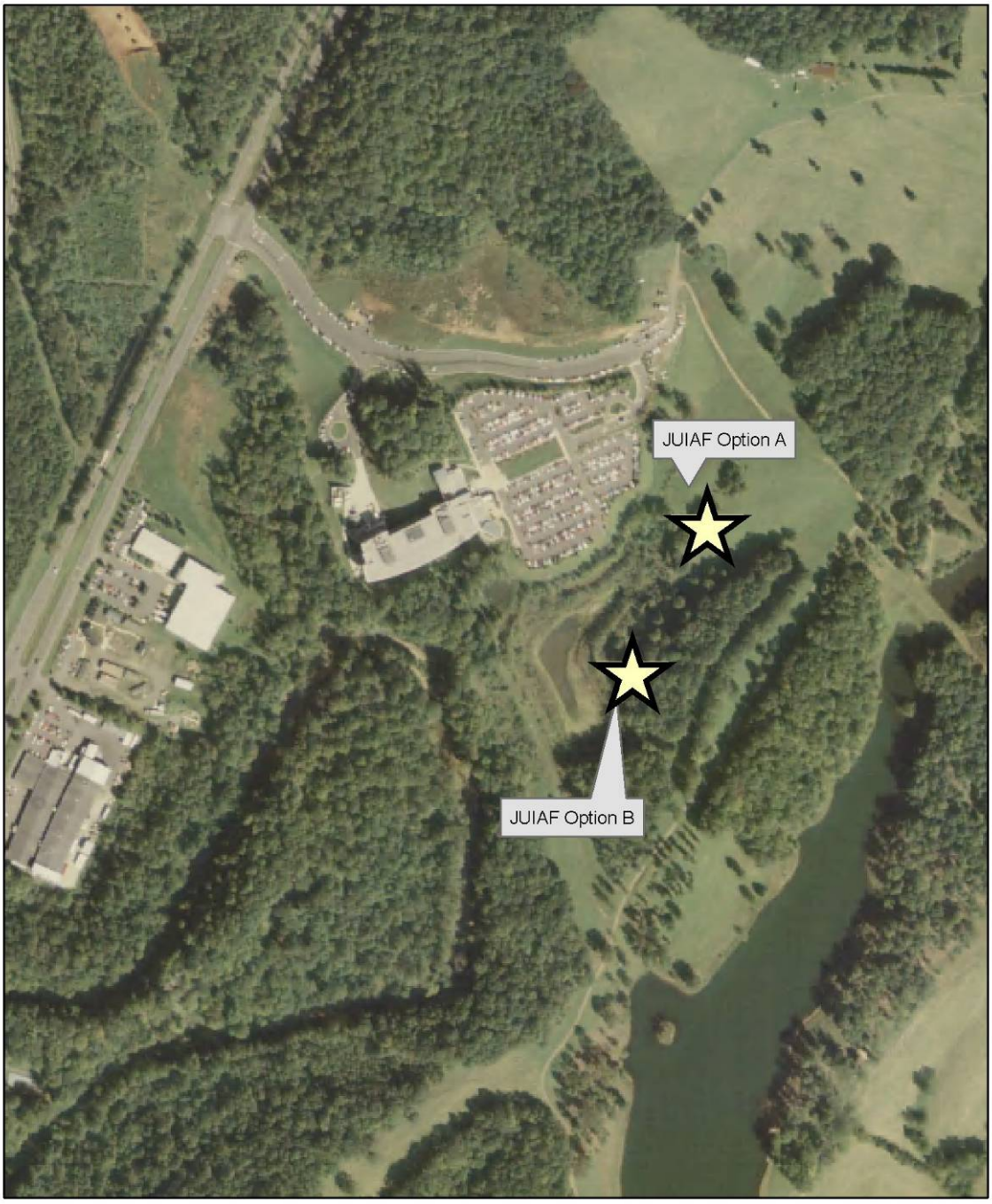
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Figure 2-4

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