

Figure 2-8: Greenbelt Functional Zones Diagram

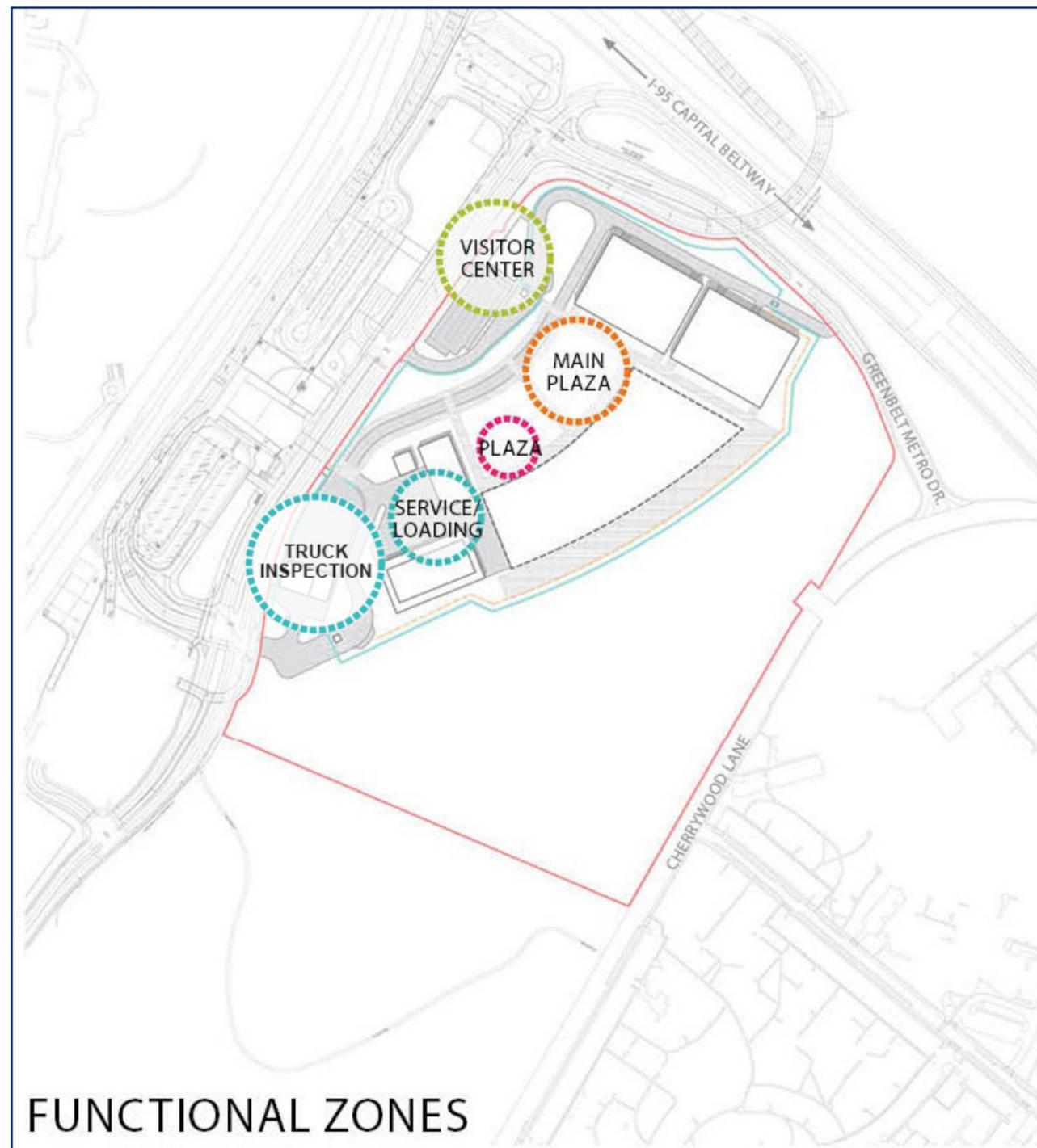


Figure 2-8 shows that the site is divided into several functional zones. These zones were developed as a planning tool to keep the various functions within the HQ campus separated spatially, in accordance with the planning principles and design requirements. The truck inspection zone would be located in the southwestern corner of the site, with trucks accessing the site from the Capital Beltway and Greenbelt Station Drive at the southern gate. This zone would contain the TIF. Adjacent to this zone would be the service and loading zone, which would be located east of the remote delivery zone and adjacent to the southern end of the Main Building. This zone would contain the CUP, stand-by generators, and substation, and would provide access to the Main Building for loading and maintenance. The area in front of the Main Building would form the main plaza zone. This zone would provide a pedestrian-oriented open space for employees and visitors to use, as well as a stage for a primary entrance to the Main Building. The visitor center zone would be located near the northwestern corner of the site, adjacent to the main gate. It would contain the VC, visitor parking, and bus drop off. The visitor parking lot would accommodate up to 135 spaces.

Access to the site would be provided via three employee entrances (ECFs) primarily along the extension of Greenbelt Station Parkway (figure 2-9). Visitor vehicular traffic would also access the site through the visitors' parking lot located along Greenbelt Station Parkway. Employee pedestrian traffic would access the site through a separate pedestrian gate with a direct connection to the Greenbelt Metrorail Station while visitor pedestrian traffic would access the site via the VC, adjacent to the visitor parking lot.

Given the proximity to transit, and in accordance with NCPC parking policy, a parking ratio of one parking space for every three employees is assumed, equating to approximately 3,600 spaces. In the conceptual site layout analyzed in the EIS, these spaces would be accommodated in two, eight-story parking structures. As noted previously, the Draft EIS analysis is based on employee parking ratios recommended by the National Capital Planning Commission (NCPC). The FBI has recently completed a more detailed analysis of employee commuting patterns that, along with other factors, points to a need for more parking spaces. The final EIS will reflect an updated traffic impact analysis and mitigation plan as necessary. The final site location, configuration, and layout of the parking structures would be determined during the design process.

During the planning process, GSA and the FBI responded to public and agency concerns regarding potential adverse effects on natural resources within the Indian Creek riparian area by relocating the planned perimeter security fence. Rather than enclosing the entirety of the site, including the Indian Creek riparian area, the new fence alignment would largely avoid the 100-year Federal Emergency Management Agency (FEMA) floodplain, and exclude existing wetlands (including a 25-foot non-tidal wetland buffer required by the Maryland Department of the Environment [MDE]) and streams. The required setback between the modified secure perimeter and the southeastern side of the Main Building has been reduced to allow an adequate footprint for the building. This development modification would greatly reduce, if not eliminate, all potential adverse impacts to water, biological, and earth resources on the site, in accordance with Federal regulations and statutes that require GSA and the FBI to avoid and/or minimize these impacts. Therefore, the infrastructure associated with the HQ campus described in section 2.1 would be limited to the approximately 33-acre footprint of the existing surface parking lot and access roads/capital Beltway ramps. The remainder of the site, which is composed of a riparian forest, wetlands, and floodplain associated with the Indian Creek stream valley, would be preserved for a security buffer.

Figure 2-9: Greenbelt Circulation Diagram

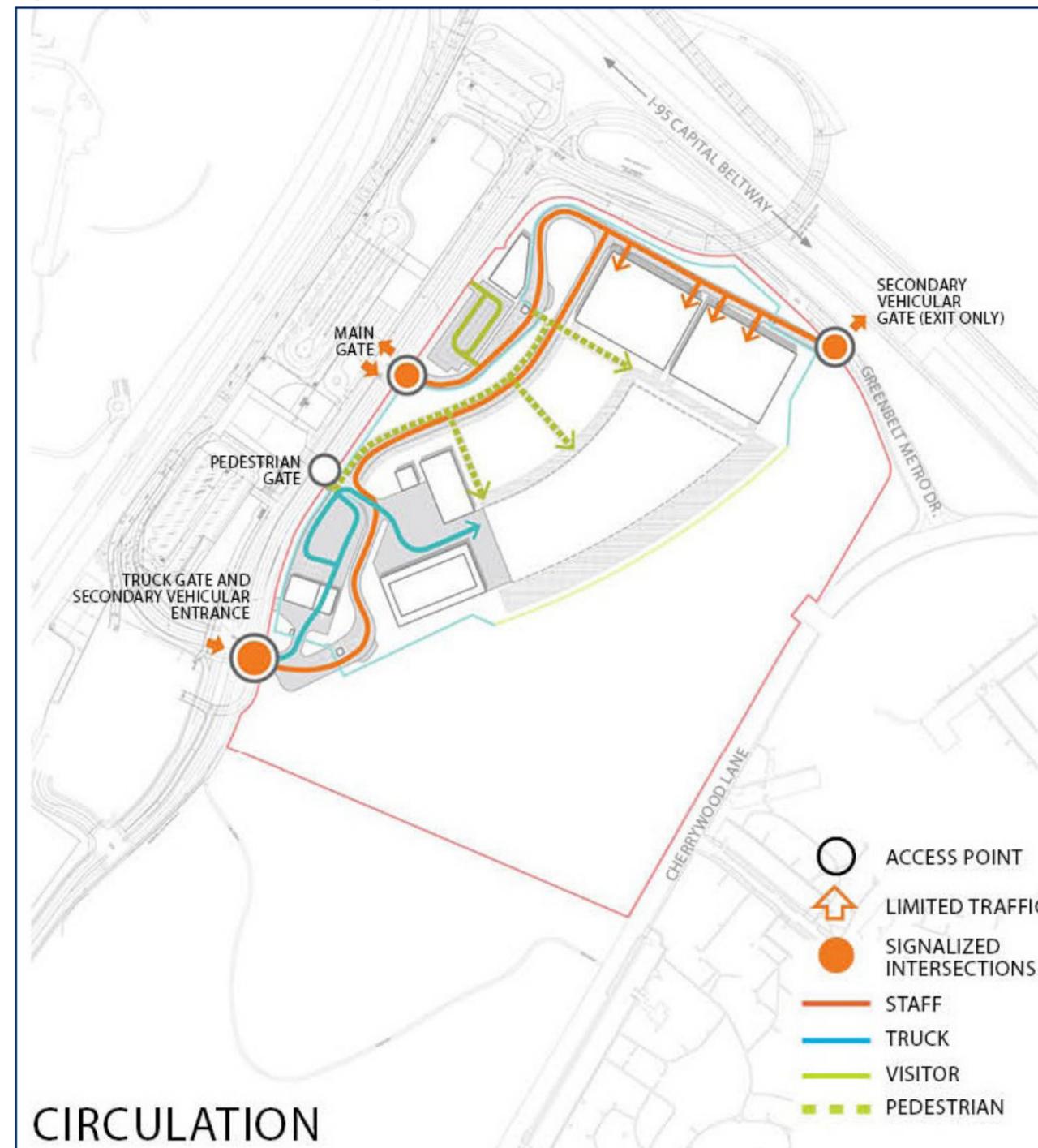
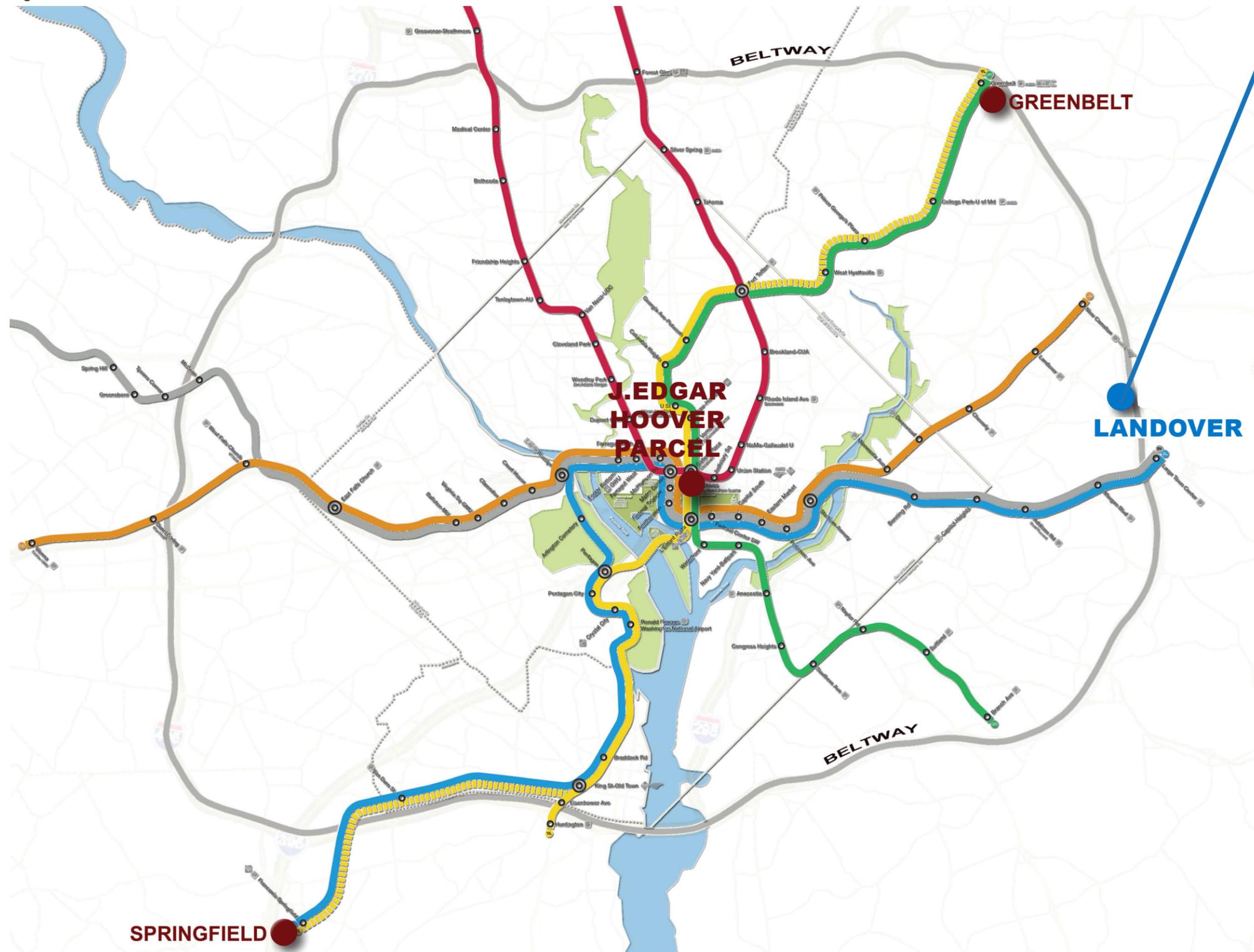


Figure 2-10: Landover Site Overview



## Landover Site

- Approximately 80 acres
- Owned by Lerner Enterprises
- All facilities associated with the former mall have been demolished
- Just under 2 miles away from Largo Town Center Station, the eastern terminus station on the Metrorail Blue and Silver lines, moderately served by local bus routes, with limited regional service currently available
- Site would be accessed via Brightseat Road and Evarts Street. Egress would occur along Landover Road, Evarts Street, and a new connection to Brightseat Road south of Landover Road.
- Main building developable Area: 15.8 acres
- Assumed main building height: Up to 11 stories/154 feet
- Visitor Parking: 323 spaces
- Employee Parking: 2 10-story structures containing approximately 7,300 employee parking spots
- Due to local utility requirements, a substation would be required
- Shuttle bus to provide service to Largo Town Center Metrorail station

## 2.4.2 Landover

The Landover site, also located within Prince George's County, Maryland (figure 2-10), comprises approximately 80 acres at the site of the former Landover Mall (figure 2-11). Currently, this parcel is owned by Lerner Enterprises. All buildings associated with the former mall have been demolished. The Largo Town Center Station is the eastern terminus station on the Metrorail Blue and Silver lines and is located two miles to the southeast of the Landover Site. It is moderately served by local bus routes, with limited regional service currently available.



Landover Mall during Demolition (2006).



Landover Mall Before Demolition. Photo courtesy of Joshua Goodwin, Licensed under CC BYSA 3.0 via Wikipedia

Figure 2-11: Landover Conceptual Site Plan

