Figure 2-12: Landover Functional Zone Diagram

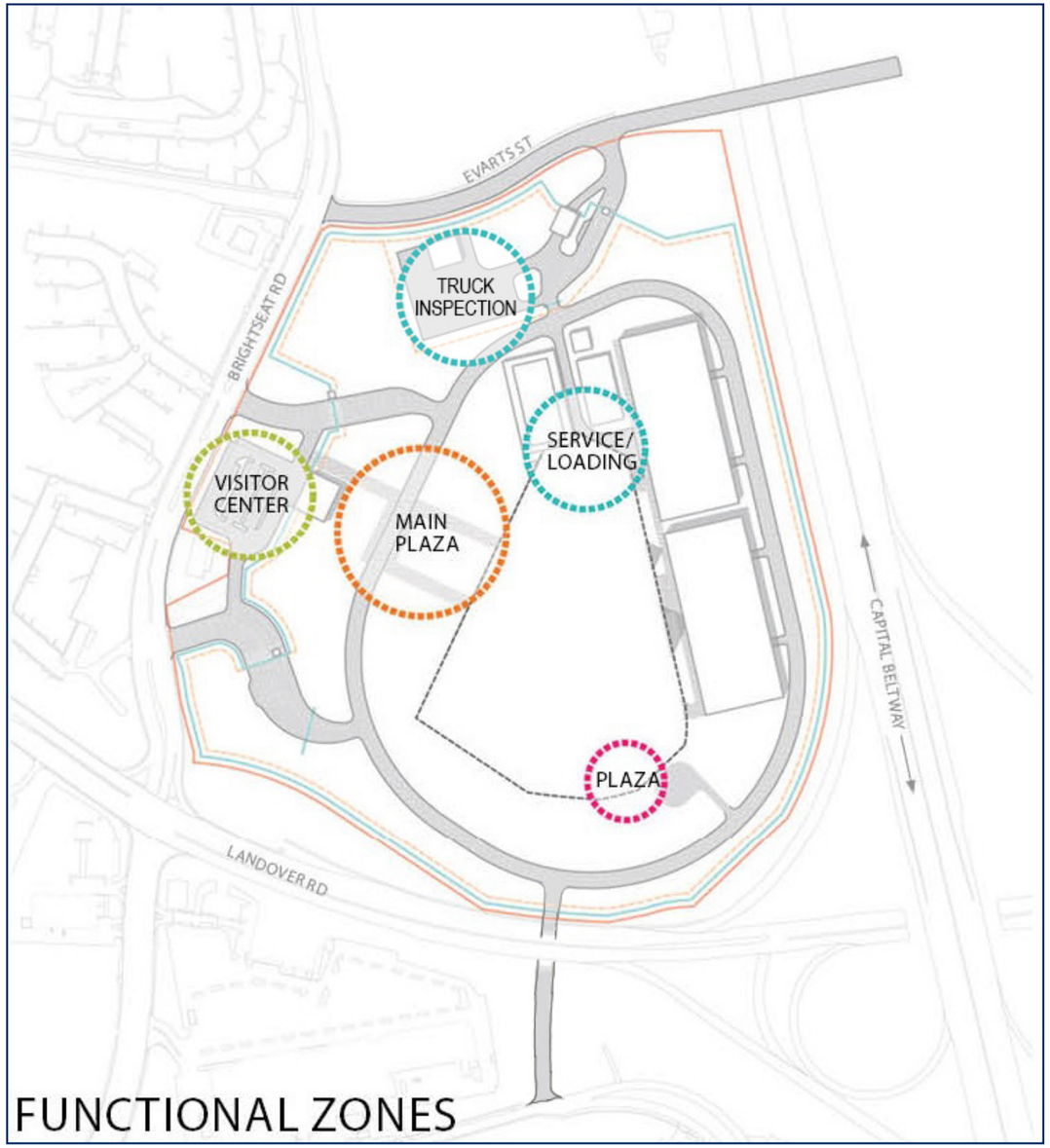

Figure 2-12 shows the site's functional zones. These zones were developed as a planning tool to keep the various functions within the FBI HQ campus separated spatially, in accordance with the planning principles and design requirements described in section 2.1. The truck inspection zone would be located in the north central portion of the site, with trucks accessing the site from the Capital Beltway via Brightseat Road and Evarts Street through the truck gate on the north side of the site. This zone would contain the TIF. The north gate would also be used for vehicular ingress and egress during morning and afternoon peak periods. The service and loading zone would be located adjacent to this zone. It would be located southeast of the remote delivery zone and adjacent to the northern end of the Main Building and west of the northernmost parking structure. This zone would contain the CUP and generators/substation, as well as provide access to the Main Building for loading and maintenance.

The 15.81-acre Main Building Developable Area would be located in the center of the site. Based on the size and configuration of the Main Building Developable Area, the planning team determined that the Main Building could be up to 11 stories. Assuming 15 feet per story, the total height is estimated at 154 feet. The area in front of the Main Building would form the main plaza zone, which would be oriented toward the VC and Brightseat Road. This zone would provide a pedestrian-oriented open space for employees and visitors to use, as well as a stage for a grand entrance to the Main Building. A smaller plaza zone would be located on the opposite end of the building, isolated from the other functional zones. The visitor center zone would be located along the western site boundary adjacent to Brightseat Road. This zone would contain the VC, visitor parking, and bus drop off. The visitor parking lot could accommodate approximately 323 surface spaces. The primary vehicular entrance would be located south of the visitor center zone, and the primary vehicular exit would be located north of the visitor center zone. Following a typical campus development model, a loop road would separate the remote delivery zone, VC, and vehicular and truck gates from the remainder of the facility components and functional zones.

Access to the site would be provided via three employee entrances (ECFs) primarily along Brightseat Road (figure 2-13). Visitor vehicular traffic would access the site through the visitors' parking lot located along Brightseat Road. Visitor and employee pedestrian traffic would enter the site through or near the VC, adjacent to the visitor parking lot.

Employee parking garages would be located to the east of the Main Building Developable Area along the eastern site boundary, adjacent to the Capital Beltway. Given the distance to the nearest transit station, and in accordance with NCPC parking policy, a parking ratio of one parking space for every 1.5 employees is assumed, equating to approximately 7,300 spaces. In the conceptual site layout analyzed in the EIS, these spaces would be accommodated in two, 10-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. 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.

Figure 2-13: Landover Circulation Diagram

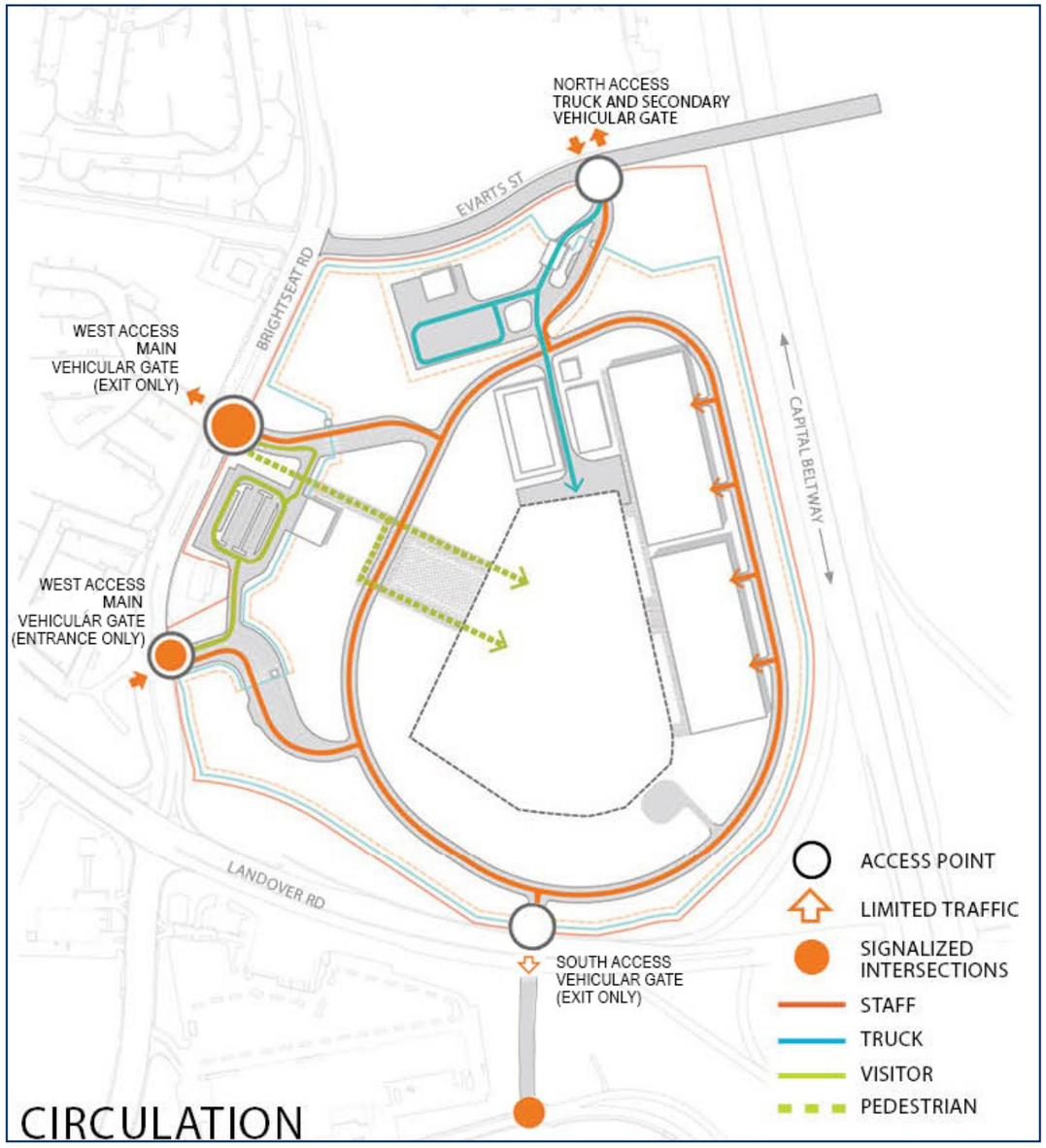

Figure 2-14: Springfield Site Overview

Springfield Site

- Approximately 58 acres
- Owned by GSA
- Currently houses GSA warehouse and a tenant agency
- Three-tenths of a mile from the Joe Alexander Transportation Center- the southern terminus station on the Metrorail Blue line also served by the Yellow line during rush hour. It is well served by regional and local bus routes, and the Virginia Railway Express (VRE) commuter train providing service between Fredericksburg and Washington, D.C.
- Site would be accessed via an extension of Frontier Drive. Trucks would access the site from Loisdale Road.
- Main building developable Area: 9.3 acres
- Assumed main building height: Up to 12 stories/180 feet tall
- Visitor Parking: 145 spaces
- Employee Parking: 2 8-story structures containing approximately 3,600 employee parking spots
- A substation would not be required
- Shuttle bus to provide service to Franconia-Springfield Metro Station

2.4.3 Springfield

The Springfield site comprises 58 acres located at the site of the GSA Franconia Warehouse Complex on a portion of a parcel owned by GSA (figures 2-14 and 2-15). Potential sites for the relocation of the compound tenants have not been identified. If the Springfield site is selected, GSA will prepare the appropriate NEPA documentation for the relocation. This site is four-tenths of a mile from the Joseph Alexander Transportation Center. This transportation hub contains the southern terminus station on the Metrorail Blue line and is also served by the Yellow line during rush hour. Additionally, it is well served by regional and local bus routes, and the Virginia Railway Express (VRE) commuter train providing service between Fredericksburg and Washington, D.C.

Figure 2-15: Springfield Conceptual Site Plan