

## **Appendix B:**

### **Public Hearing Transcript**

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WMATA Public Hearing  
Regarding Changes to Facilities at  
Greenbelt Metro Station  
Conducted by Malcolm Augustine  
Tuesday, February 23, 2015  
7:00 p.m.

## A P P E A R A N C E S

Malcolm Augustine

Adam Scott

Mayor Emmett Jordan

Members of the Public

## 1 P R O C E E D I N G S

2 MR. AUGUSTINE: Good evening, everyone.  
3 I'm Metro board member Malcolm Augustine and I  
4 represent Prince George's County on the board.  
5 Welcome tonight.

6 With me here tonight is Andy Scott.  
7 He's Metro's acting director of real estate and  
8 station planning and he is the person giving  
9 tonight's presentation.

10 This hearing the convened by the Metro  
11 board of directors to gather publish comments on  
12 proposed changes to WMATA facilities at the  
13 Greenbelt Metro station.

14 Notice of this hearing was made by  
15 publication in the Washington Post and ads were  
16 also placed in the Washington Hispanic and El  
17 Tiempo Latino. It was posted in busses, sent to  
18 area libraries for viewing and post at WMATA.com.

19 Briefly I'll cover procedures that will  
20 follow during the hearing. First we will hear a  
21 staff presentation as I mentioned from Andy.

22 Second we will hear from those persons

1 who registered in advance to speak at this public  
2 hearing. Public officials will be heard first and  
3 be allowed five minutes then those who registered  
4 in advance will be heard in order of registration  
5 and allowed three minutes each.

6 Third, we will hear from anyone present  
7 who indicates a desire to be heard and will be  
8 allowed three minutes each. Extra time will be  
9 given for translation if necessary.

10 Is Ms. Pena (Phonetic) here? Okay. Ms.  
11 Pena will come in and she will be available for  
12 any speakers who need translation.

13 If you have copies of your testimony to  
14 distribute, please hand them to the board  
15 secretary. She's over here on my left. And if you  
16 need a microphone brought to you please wave your  
17 hand when your name is called so we can see you  
18 and we'll bring one to you.

19 There is a timer here that will count  
20 down how much time you have left to speak. It  
21 will give you a warning beep when you have 20  
22 seconds left and will beep continuously when your

1 time is up.

2 And I will tell you, I will be firm with  
3 the time. I'm not sure how many people want to  
4 speak, but we need to be respectful of everyone's  
5 time. Time is important because obviously we have  
6 the people here who would like to speak and we  
7 want to make sure everybody gets their  
8 opportunity.

9 I want to take a moment to recognize  
10 that this is where we listen to you and I'm very  
11 thankful that we have this kind of turnout. We're  
12 really looking forward to hearing what you have to  
13 say. These three minutes are an opportunity to  
14 comment on the proposals and we are here to  
15 listen.

16 We will not be able to answer questions  
17 during your testimony. If you have questions,  
18 there are staff in the back of the room who are  
19 happy to help you.

20 Before you begin your remarks, please  
21 state your name and the organization you  
22 represent, if any. Please note that all statements

1 including any personal information such as name,  
2 e-mail address, address or telephone number that  
3 you provide in the statement are releasable to the  
4 public upon request and may be posted on WMATA's  
5 website without change including any personal  
6 information provided.

7 Further testimony may be submitted and  
8 must be received by 5:00 p.m. on Friday, March 4th  
9 by e-mail to [WrittenTestimony@WMATA.com](mailto:WrittenTestimony@WMATA.com).

10 [WMATA.com](http://WMATA.com). Alternatively, statements may be mailed  
11 to the Office of the Secretary which is WMATA, 600  
12 Fifth Street, Northwest, Washington, D.C. 20001.

13 Additionally, there is a survey about  
14 the proposal that will be available to take until  
15 5:00 p.m. on Friday, March 4th. This is in  
16 addition to all of your other options to provide  
17 input. The survey can be found at  
18 [WMATA.com/development](http://WMATA.com/development). It's all one word.

19 If you have any questions about the  
20 different ways to provide testimony, please see  
21 Metro staff at the registration table.

22 Your comments will become part of the

1 public record that will be reviewed by the Metro  
2 board of directors for their approval. Changes to  
3 the options presented here to tonight may be  
4 proposed in response to testimony received and  
5 subsequent staff analysis.

6 Additionally, members of Metro's  
7 Accessibility Advisory Committee are here to  
8 listen to testimony, to inform their comments to  
9 the board of directors on the proposal.

10 Please note that profanity will not be  
11 tolerated during this public meeting. If you have  
12 not already done so, please silence all mobile  
13 devices.

14 And now I'm going to call on Mr. Scott  
15 for his staff presentation. Before I do that, I  
16 also just want to share with all of you that we  
17 are currently in the public engagement phase with  
18 Metro's budget as well and I would encourage you  
19 to get your comments in on the budget by February  
20 the 29th at 9 o'clock in the morning.

21 There -- you can find information about  
22 the budget in the same place. At

1 WMATA.com/budget. And there are -- similarly you  
2 can provide written testimony and there are also  
3 surveys available for you to do that.

4 So now we'll hear from Mr. Scott.

5 MR. SCOTT: Good evening. Thank you,  
6 Mr. Augustine.

7 I first want to just recognize some of  
8 our agency partners that are here tonight. We  
9 have David Ianucci in the back from the Prince  
10 George's County Executive's Office. Jane Williams  
11 is the director of Washington Area Transit  
12 Programs for the Maryland Department of  
13 Transportation. And Roger Faninzia is with the  
14 Department of Commerce and Roger is here as well.

15 I'm going to give a brief --

16 MR. AUGUSTINE: I will --

17 MR. SCOTT: Okay.

18 MR. AUGUSTINE: Also --

19 MR. SCOTT: I'm sorry.

20 MR. AUGUSTINE: And at the same time I'd  
21 like to acknowledge Mayor of Greenbelt here, Mr.  
22 Emmett Jordan. And council members from Greenbelt

1 as well. I know that there are a couple who are  
2 here this evening. And any other elected  
3 officials that are in the room.

4 MR. SCOTT: Okay. First slide, please.

5 So I'm just going to give a very brief  
6 presentation covering the points on this screen  
7 here. I'm going to give a very high level summary  
8 of the plans. Hopefully you've had a chance to  
9 review the plans. They're in the back of the room  
10 on the display boards there. They're online. The  
11 information is also available at various public  
12 locations. But this is to give just a little bit  
13 of an introduction for our hearing.

14 Next slide, please.

15 The purpose of this hearing is about  
16 transit facilities. It's not about the FBI. Of  
17 course you've heard a lot about that. It's not  
18 about where the FBI should go. It's about the  
19 transit facilities at the Greenbelt Metro station.

20 We're required to hold a hearing any  
21 time we modify these. We've done a lot of  
22 outreach leading up to this and tonight is sort of

1 an official hearing on the record to hear from you  
2 about your thoughts about what we're proposing to  
3 do to modify the transit facilities. Part of the  
4 hearing is also about a non-rider fee that's  
5 proposed as part of this plan.

6 Next slide, please.

7 So just a little bit of background.  
8 Metro works closely with jurisdictions around the  
9 region to promote transoriented development.  
10 That's particularly true here in Prince George's  
11 County where it's a high priority of the county  
12 government.

13 Transoriented development is a mix of  
14 housing, of office, of retail in walking distance  
15 to transit. It's meant to promote sustainability,  
16 transit ridership and economic benefits both to  
17 Metro and to local jurisdiction.

18 Metro currently -- we have a development  
19 agreement with a developer for this Greenbelt  
20 Metro site It's Renard Development Company. The  
21 developer is proposing a build a transoriented  
22 development on the western portion of the site and

1     this requires -- to accommodate this TOD as well  
2     as FBI headquarters, a reconfiguration of our  
3     transit facilities.

4             Next slide.

5             Obviously, the GSA is conducting a  
6     search for a new location for the FBI  
7     headquarters. There's a process underway now that  
8     is looking at three different sites and this is  
9     one of them. The other two sites are Springfield  
10    in Virginia and Landover -- the former Landover  
11    Mall in Prince George's County as well.

12            But the site that's under consideration  
13    for the FBI headquarters here is the eastern  
14    portion of our transit property. And all the  
15    plans that we're going to be presenting tonight  
16    are only going to happen if the site is selected  
17    for the FBI headquarters.

18            And just another piece of background,  
19    the Maryland Department of Transportation's State  
20    Highway Administration is currently designing  
21    interchange improvement. Right now there's only a  
22    partial interchange that serves this site. You

1 can get from the Beltway from one direction and  
2 back but not a full movement and that is currently  
3 under design and funded for construction.

4 So just to give a little bit of a primer  
5 on the proposed transit facility changes.

6 Hopefully you all can see this. Well, looking  
7 from sort of left to right on the top of the  
8 screen, we're -- one of the major changes is the  
9 parking and I'm going to talk about that next.

10 Moving to the right you'll see a kiss  
11 and ride location. We're proposing to reconfigure  
12 the kiss and ride that's currently on this site.

13 This new proposed facility will include  
14 48 short term metered spaces for driver attended  
15 parks. Eleven of these spaces will be for  
16 accessible users. Disabled persons. There will  
17 also be pick up and drop off spaces for taxis.  
18 Fifteen spaces for taxis. For shuttled  
19 (Inaudible) standard vehicles and 20 motorcycle  
20 parking spaces.

21 Moving again to the right, there's a  
22 plaza that's right in front of the Metro entrance.

1 A pedestrian plaza. To the right is the next  
2 transit facility and that is a bus loop. The bus  
3 loop would be reconstructed to include twelve bus  
4 bays, 14 bus layover facilities.

5 Both the kiss and ride and the bus loop,  
6 they're going to be at grade facilities. Above  
7 them will be private development. Mixed use  
8 development. The TOD that I spoke of. The kiss  
9 and ride will be below a residential building.  
10 The bus loop, below an office and hotel building.  
11 But our facilities will be at grade level as you  
12 come in.

13 Then just to complete the transit  
14 facilities on this page, on the far right that --  
15 number one, by the Capital Beltway, that is a long  
16 term event bus layover facility.

17 Throughout this plan, there are bicycle  
18 and pedestrian improvements. Sidewalks, bike  
19 lanes, shared use paths. They include bike  
20 lockers, bike racks. Those are -- if you want  
21 details on them, there's a display in the back  
22 that outlines that.

1                   Next slide.

2                   The parking I spoke of before. This  
3 plan is contingent upon taking this -- what's  
4 currently a large surface lot for commuters,  
5 replacing those parking spaces and an eight story  
6 parking garage that's for Metro use. For Metro  
7 riders. It will be 3,669 spaces including 47  
8 accessible spaces. It will have a direct  
9 pedestrian connection from the garage to the  
10 station. And again, as part of this plan, there  
11 will be a fee for those who park there and do not  
12 ride Metro of \$14.50.

13                  Next slide.

14                  Just speaking briefly about the next  
15 steps, after tonight as Board Member Augustine  
16 mentioned, we will continue to keep the record  
17 open to collect comments. You know, this is a  
18 formal hearing and as he said there's not -- we  
19 can't do any back and forth tonight. It's really  
20 for you to provide testimony, but you will have  
21 the opportunity if what you hear -- to do some  
22 more research. The record will be open for you to

1 respond by March 4th.

2 Following that, we will draft a report  
3 summarizing the testimony and providing analysis  
4 of that. That draft will be circulated publicly  
5 before we present it to the Board of Directors for  
6 their review and acceptance. That's currently  
7 anticipated to go to the Board as soon as June.

8 So that is the -- sort of the hearing  
9 process in terms of implementation. Again, it's  
10 all dependent upon whether or not GSA selects a  
11 site for the FBI.

12 Next slide.

13 And as I mentioned, you know, we are  
14 interested in hearing from you and having you  
15 learn more. The information on the boards will  
16 continue to be available to the public on our  
17 website, which is on the screen here, as well as  
18 these locations where the public information is  
19 shared.

20 So that summarizes what the hearing is  
21 about and the plans that are on the table. And  
22 let me turn it back to Mr. Augustine.

1 MR. AUGUSTINE: Thank you, Mr. Scott.

2 And we can call our first witness, Mayor  
3 Emmett Jordan proudly of Greenbelt.

4 MR. JORDAN: Good evening, everyone.

5 Hey, I really want to, you know,  
6 acknowledge and thank WMATA for holding this  
7 hearing tonight and welcome all of you to the city  
8 of Greenbelt. Especially I want to acknowledge Mr.  
9 Augustine and Mr. Scott and all of the staff  
10 members from WMATA that are here as well as my  
11 fellow Greenbelt city council members, Councilmen  
12 Herling and Tim Davis and the proposed developer,  
13 Mr. Beal -- Mr. Bell, from Renard Development.

14 So, you know, I wanted to share a few  
15 thoughts with you about the Metro station and I  
16 have a few notes. I don't want to talk for very  
17 long. But, you know, it's been a while since the  
18 Greenbelt Metro station was constructed. It's  
19 actually been quite some time so I think it is  
20 overdue.

21 These possible renovations or the  
22 concepts that you've shared in this plan, some of

1     them are very, very timely. Particularly just in  
2     terms of relocating the parking lot itself.  
3     Actually, dealing with all of the impervious  
4     surface there by having a more compact footprint  
5     for the parking lot and the WMATA station. I  
6     think it will go a long way towards improving the  
7     water quality in Indian Creek and ultimately in  
8     the Chesapeake Bay.

9             So while the cost is a factor in the  
10    unique partnership between WMATA and the developer  
11    and the County and the City, it's sort of a  
12    public/private partnership. You know, regardless,  
13    I think these modifications need to take place.  
14    And I think a factor to consider in that formula  
15    is the value of the reverse commute. The green  
16    line trains actually running at capacity both  
17    ways, if the FBI does relocate to Greenbelt, means  
18    that the trains will be running at full capacity.  
19    And I think if you were to monetize that, I think  
20    it would really have -- perhaps would have a great  
21    impact on the bottom line for WMATA as a whole.  
22    For the system. So once again, I think it has a

1 regional impact.

2 A couple of things I wanted to mention.  
3 One of my concerns, I enjoy walking and I enjoy  
4 cycling so the pedestrian access the very, very  
5 important. And the station -- personally I, and a  
6 lot of people in Greenbelt have a vision of the  
7 Metro station as sort of a multimodal node, you  
8 know, for the Metropolitan area. So having that  
9 the integration with the MARC train, you know, it  
10 has to kind of work together. WMATA, the MARC  
11 trains.

12 But in addition to that -- we're  
13 fortunate. We have the connections, the busses  
14 that go to the airport, but also we've got  
15 interstate busses coming into Greenbelt. The Bolt  
16 bus comes roughly every hour and people are sort  
17 of flowing back and forth to New York City and  
18 Baltimore and frankly I think there's the  
19 potential for more of that.

20 So you know, as we consider the fee, the  
21 \$14.50 fee, the think we need to find a way to  
22 actually accommodate those interstate travelers.

1 So, you know, there needs to be an accommodation  
2 for long term parking and for people -- if you're  
3 taking the MARC train or if you're taking the  
4 train up to Manhattan for the day for \$20, you  
5 know, there needs to be a way to sort of take that  
6 into account. Because I think we want to actually  
7 encourage that notion of a multimodal transit  
8 facility.

9 So that integration is really important.  
10 Talking about the MARC train between College Park  
11 and Greenbelt, there's a tunnel but the tunnel is  
12 not necessarily open all the time so as we  
13 consider these plans, that connection between  
14 College Park and the Greenbelt side of the tracks  
15 is very, very important. It needs to be accessible  
16 all the time.

17 And finally from the pedestrian  
18 standpoint, you know, I've said this many times.  
19 For Greenbelters, you know, regardless what  
20 happens with the FBI -- and we do want the FBI to  
21 come -- you know, we have to make sure that the  
22 station is functional. Perhaps more functional

1     that it is today.

2                 So the pedestrian access from Cherrywood  
3     Lane up -- I guess it's Metro Access Drive. You  
4     know, if the FBI is there and secure there  
5     probably will be a fence, but still, you know,  
6     there should be a pleasant way for people that  
7     want to walk from the federal courthouse or from  
8     Old Greenbelt, you know, so that they can actually  
9     walk easily into the Metro station.

10                So those are just three really -- three  
11     things that I wanted to mention just talking about  
12     the need for a change. The need for a new  
13     facility regardless of what happens. Also the  
14     pedestrian access and finally the multimodal  
15     access.

16                So I could just stand here and talk  
17     forever, but I hear a beeping sound so I think  
18     that means something. So thank you very much for  
19     your time.

20                MR. AUGUSTINE: Thank you, Mayor Jordan.

21                And that is the sound that you will hear  
22     when your time is up.

1                   Next we'll here from Mr. Michael Bello.

2           Is Mr. Bello here?

3                   (Brief pause.)

4                   MR. AUGUSTINE:   Okay.   And then we will  
5           go to Mr. Drew Carlisle.

6                   Mr. Carlisle?

7                   MR. CARLISLE:   Good evening.   I really  
8           am glad to see as many people out here tonight as  
9           I see right now.   I was expecting a much more  
10          sparsely populated room so forgive me if I'm a  
11          little bit nervous.

12                   I just wanted to bring up a couple of  
13          points that I think are really important.   We are  
14          presented with an opportunity here to really make  
15          one of the most, if not the most, urban space in  
16          Prince George's County and I think that we need to  
17          make sure that we remember the community and don't  
18          simply focus on the FBI workers that are going to  
19          be there between 9:00 and 5:00.

20                   What I'm looking at, with all of the  
21          renderings that I've seen -- I've seen all of  
22          these people that are all throughout the plaza,

1 but why are they there? I understand that this is  
2 something that's going to be developed as retail  
3 decisions are made, but there's no public art,  
4 there's no benches, there's essentially just this  
5 dead space. And what I would love to see is if  
6 WMATA could facilitate the infrastructure that  
7 could be developed as we move along.

8 I love the idea of an outdoor cafe. I  
9 love the idea of a reason for me to go there on  
10 the weekend or to stop by on the way home from  
11 work.

12 Right now, as many of you know,  
13 Greenbelt is pretty inaccessible. We've discussed  
14 already the access to and from the beltway. If  
15 you've ever tried to give someone that's  
16 unfamiliar with the area directions on how to get  
17 to Greenbelt from 201 on the back end, it's kind  
18 of confusing.

19 So what I really want is to be  
20 purposeful in making a connection with the  
21 surrounding communities. With Franklin Park, with  
22 North College Park and all the way down the new

1 Greenbelt Station Parkway. Hopefully -- I envision  
2 this wonderful connection with Indian Creek.  
3 Greenbelt has an opportunity to be a point where  
4 we have lots of trails meeting up.

5 The mayor already discussed the  
6 importance of having the tunnel have access North  
7 College Park over to the eastern side of the  
8 Greenbelt Station at all points in the evening.  
9 There are people that just need to be able to make  
10 that connection.

11 But ultimately, I have think that what  
12 we can do is create a sense of place and I think  
13 that the plaza is really the most natural place to  
14 do that.

15 I look at the surrounding communities of  
16 Greenbelt, College Park, Berwyn Heights as sort of  
17 the closest individuals that are going to be using  
18 this station for the majority of the time that are  
19 local. And I wanted to think of something that  
20 really summed up Greenbelt as a station where we  
21 enter into this neighborhood inside the beltway so  
22 to speak.

1           So ultimate conclusions. We see the  
2       airport every time we see the Greenbelt Metro, so  
3       why don't we find a way to integrate with the  
4       College Park airport which is connected via trail?  
5       Why don't we find a way to talk about the trolley?  
6       The old trolley trail. Airport and trolley are  
7       great symbols that would represent transportation.  
8       That's what Greenbelt is. Thank you.

9           MR. AUGUSTINE: Thank you, Mr. Carlisle.  
10          Mr. Terrence Leid. Mr. Leid? Mr.  
11       Terrence Leid?

12               (Brief pause.)

13          MR. AUGUSTINE: Okay. Mr. Matt Johnson?  
14       Mr. Johnson.

15          MR. JOHNSON: Thank you to the WMATA  
16       staff and the residents who have come out tonight.  
17       Thank you for spending the time to help make our  
18       community better.

19               My name is Matt Johnson. I've lived in  
20       Greenbelt since 2009 and I'm very concerned about  
21       this plan. I think there are a lot of great  
22       aspects to it, but I do have some very grave

1 concerns about active transportation users and how  
2 they will access the site. That is, people who  
3 are walking and bicycling to the station and from  
4 the station.

5 The roads in this plan are very  
6 overbuilt. The north-south connector road through  
7 the station site will have eight lanes. It will  
8 be as wide as Greenbelt Road. That is not the  
9 kind of street we want in a walkable urban  
10 environment and it is not the kind of street that  
11 will encourage people or feel very comfortable for  
12 people to walk to and from the station site.

13 The garage includes a flyover ramp for  
14 people leaving the garage to get onto the north  
15 connector road which will encourage speed, makes  
16 the intersections even wider and harder to cross  
17 for pedestrians and I think that WMATA should very  
18 seriously consider that -- the calculated volumes  
19 of vehicles leaving the garage.

20 My understanding is that one of the  
21 reasons for this flyover is because WMATA insisted  
22 the garage must be able to empty from completely

1 full to completely empty in an hour and I would  
2 seriously recommend that WMATA consider the volume  
3 of people that the rail system is actually able to  
4 deliver. Because a train that is entirely full,  
5 standing room only, arriving at Greenbelt means  
6 that not a single person got off that train at any  
7 other point on the line.

8           So for a peak direction train arriving  
9 at Greenbelt in the evening, it should be the  
10 emptiest point on that train at any point during  
11 its trip since downtown Washington. And so we  
12 need to consider whether those parameters are  
13 actually valid.

14           Bike lanes are great. They're certainly  
15 better than nothing. But a bicycle lane on an  
16 eight lane road that we have on Greenbelt Road  
17 near Beltway Plaza is not something that will be  
18 very comfortable for very many people to use. We  
19 need to consider a more progressive infrastructure  
20 such as cycle tracks that separate users from fast  
21 moving vehicles and help make everyone from 8  
22 years old to 80 years old feel comfortable biking

1 to Metro.

2 I also applaud the bike and ride being  
3 including, but I would remind people that we need  
4 to design a bikeway that goes directly to the bike  
5 and ride. We don't build a driveway almost to the  
6 parking garage and then insist people push their  
7 car up a flight of stairs to actually get in the  
8 garage, right?

9 So bicyclists should not have to  
10 dismount at the end of some bike path and then  
11 walk through a plaza or carry their bike  
12 downstairs or ride an elevator to get to the  
13 actual bike parking. So the cycle track or bike  
14 lanes need to lead directly to that bike facility.

15 But I do want to reiterate that I think  
16 the project is a very good project that just needs  
17 some help making it to the finish line and I want  
18 to thank everyone for their time tonight. Thank  
19 you.

20 MR. AUGUSTINE: Thank you, Mr. Johnson.

21 Is Patricia Walters here?

22 All right. Fantastic.

1 MS. WALTERS: Hi. I'm going to make  
2 this really quick because this dovetails very  
3 nicely with what everybody else has said about  
4 pedestrian access and making the Metro much more  
5 accessible.

6 My name is Patricia Walters, I'm a  
7 resident of Greenbelt Station which is one of  
8 several new developments in the works just south  
9 of the Metro. There's also a very large apartment  
10 complex quickly being constructed just to the west  
11 of us and then there's also a parcel of land owned  
12 by a separate developer and there are plans to  
13 build additional townhomes there.

14 So just south of the Metro is going to  
15 start getting very populated very quickly. And on  
16 behalf of residents of my community, we would like  
17 to request that WMATA consider constructing a  
18 walking/biking bath between our development and  
19 the Metro as part of the development plan.

20 We believe this is going to be a win-win  
21 situation. It will alleviate congestion at the  
22 Metro, perhaps increase ridership and also

1     increase property values in the development.

2             Currently it's about a 40, 45 minute  
3     walk from our development to the Metro. It's  
4     doable, but it's not really commutable in the  
5     morning. So any efforts to alleviate congestion  
6     and make the Metro more accessible would be very  
7     appreciated. Thanks.

8             MR. AUGUSTINE: Thank you very much.

9             Judith Rubinstein?

10            MS. RUBINSTEIN: Rubinstein.

11            MR. AUGUSTINE: Sorry. Rubinstein.

12     Rubinstein.

13            MS. RUBINSTEIN: I'm Judith Rubinstein.

14     I live in the Franklin Park and Greenbelt Station  
15     apartments. I'd like to second everything that  
16     the first speaker said. I often come to the Metro  
17     station to take the MARC train up to Baltimore to  
18     take the Bolt bus to New York and I would prefer  
19     to not have to pay as much as 14.50 to park in the  
20     garage just because I'm not taking the Metro.  
21     Just because I'm taking a form of transportation  
22     other than the Metro.

1           Also I have a concern about pedestrian  
2   access. Even if the FBI's headquarters is not  
3   located here, it would be very nice if we had a  
4   trail through the woods east of the station  
5   because, as it is now, I have to walk north to  
6   Cherrywood Lane, then walk east and then walk  
7   south again to the apartment complex. It would be  
8   a lot easier if there was a path through the  
9   woods.

10           I realize that's not easy because the  
11   area is very swampy and it might involve building  
12   bridges or having to have the path curve around  
13   the natural bodies of water, but it would be nice  
14   if there were a path there.

15           That's it.

16           MR. AUGUSTINE: Thank you very much.

17           Cary Coppock?

18           Thank you.

19           MR. COPPOCK: Thanks. My name is Cary  
20   Coppock. I appreciate you coming here tonight. I  
21   appreciate this opportunity to share our feelings  
22   about this.

1           So I have a few questions. I've got to  
2   say I'm skeptical about the FBI coming, but I'm  
3   now a guy who is just going to document the --  
4   what happens and see how the story plays. But I  
5   have a -- I do want to second what Mayor Jordan  
6   said. I think it's an excellent comment about how  
7   we capture some -- about the people getting on the  
8   Bolt bus. I won't repeat it.

9           I have a question about the road. I  
10  agree that the -- with Mr. Bello that that's a lot  
11  of road there and so there always seems to be  
12  never the right place to say this so I'm going to  
13  say it everywhere. Connecting that road is an  
14  issue for me.

15           As we move into smart growth paradigm, I  
16  believe it's worthwhile to consider not maybe  
17  connecting that road, but somehow making it about  
18  bicycle and pedestrian access because we saw maybe  
19  the photograph or the -- maybe it was a rendering  
20  of a home that's in the Greenbelt Station -- the  
21  subdivision there. And -- in the news review this  
22  week.

1           And that home has a garage and I'm  
2     concerned -- and I believe this was already gone  
3     over once, but I'll say it in a different way --  
4     that many people are not going to be residents and  
5     committed to this community. I believe they're  
6     going to -- many will see an opportunity to hop in  
7     their car under their house, drive out to  
8     Interstate 495 and be gone from this town.

9           And I want people -- I want neighbors.  
10    I want people who are committed to this town, I  
11    want people that are looking -- invested in here.  
12    So I would like to see everything that goes in --  
13    on here incentivizing investment of the citizens  
14    that move in.

15           And the FBI is an interesting situation.  
16    You may all realize that many people in Greenbelt  
17    back in the 50s in McCarthy are were red listed  
18    and living in Greenbelt. And that's kind of an  
19    interesting situation. That some of those people  
20    are still alive today and the FBI is going to move  
21    in next door to them. I suppose they're probably  
22    not comfortable with that and I think many of them

1 don't want to come down here and talk about it.

2 So I also would appreciate that the  
3 temporary bicycle path that's coming soon, I don't  
4 know exactly the trajectory of this plan, but I  
5 understand that there will be a bike path that's  
6 going to have to be crossing the exit ramp from  
7 495 by foot. So if anybody has ever tried to cross  
8 Greenbelt Road across the street from the -- from  
9 Beltway Plaza, I suppose you feel my pain.

10 Thanks.

11 MR. AUGUSTINE: Okay. Thank you, sir.

12 At this time we will open the floor to  
13 anyone who would like to have their three minutes  
14 to speak. You're welcome to come forward. That  
15 is the -- that concludes the group of people who  
16 signed up at first. Feel free to come here and  
17 please just state your name and if you do have an  
18 organization that you would like to have a part of  
19 the record, please do so. Thank you.

20 MR. ORLEANS: My name is Bill Orleans  
21 and I have no organizational authority --

22 UNIDENTIFIED SPEAKER: We can't hear you

1       --

2               MR. AUGUSTINE:   Speak up into the mike.

3               MR. ORLEANS:   My name is Bill Orleans  
4       and I have no organizational affiliation.   I want  
5       to reveal I have no status whatsoever.

6               I hadn't necessarily planned on  
7       speaking, but a couple of things had been said and  
8       a couple of questions were raised earlier that I  
9       sort of would like answers even though I may not  
10      get them tonight.

11              It should not be thought that this would  
12      be the first time the FBI is coming to town as was  
13      pointed out.   There were allegations of FBI  
14      interest in the town 70 years ago.   More recently,  
15      ten years ago the FBI came to town and the  
16      entrance to what's now called Greenbelt Station,  
17      that bridge that some people think is a bridge to  
18      nowhere.   Others think of it as a Jack Johnson  
19      Memorial Bridge.

20              And Jack Johnson's affiliations at that  
21      time were with the same -- with a prior developer  
22      of both of the south and the north core, I'm

1 convinced some of whom are still principals in  
2 both the development of the south and north core.  
3 But that aside, the FBI is not new in its interest  
4 in Greenbelt.

5 If, in fact, Metro is going to make the  
6 decision to allow 24/7 access to the tunnel from  
7 North College Park to Greenbelt that's a fine  
8 thing and that may resolve the problem of access.  
9 But I don't think the idea of connections over the  
10 tracks should be lost in the process.

11 I think more consideration both at North  
12 College Park Greenbelt Station, but elsewhere in  
13 Metro's right of way that abuts either CSX or  
14 Norfolk Southern or any other class one railroad.  
15 There should be considerations of development over  
16 the tracks. That's something for the future  
17 maybe.

18 It's unclear to me precisely what's  
19 going to be the relationship when -- should the  
20 GSA select North College Park Greenbelt for the  
21 FBI. What precisely is going to be the  
22 relationship in the development agreement?

1           It was pointed out to me that it would  
2 actually be sold. The space above the bus loop  
3 and the space above the park and ride is going to  
4 be sold to the developer. WMATA will have  
5 permanent easement, but not share in the revenues  
6 of what occurs above those two sites. And I'm  
7 wondering if it should not actually share in the  
8 revenues of what occurs above those sites.

9           I had thought the board actually  
10 preliminarily resolved to support this development  
11 agreement and I don't remember any financial  
12 details in that preliminary agreement. Maybe I'm  
13 wrong, but I don't think I am.

14           At some point before any final decisions  
15 are made, WMATA should know and reveal to the  
16 public either how much it's getting for the sale -  
17 - permanent sale of the -- that WMATA owned space  
18 which will continue -- for which there will be an  
19 easement for continued WMATA use, and/or allow for  
20 some continuing return for the developer having  
21 that space.

22           Thank you.

1 MR. AUGUSTINE: Thank you very much.

2 Is there anyone else who would like to  
3 take the opportunity to speak?

4 Please. Thank you.

5 MR. WEBB: Thank you. Hello. My name  
6 is Larry Webb and I live in the Greenbelt Station  
7 area just south of the proposed site for these  
8 changes.

9 There was just a question that I had and  
10 maybe if I -- once I have an opportunity to look  
11 at some of these renderings, it will be answered.

12 But one of the speakers earlier talked  
13 about eight lanes of traffic. And it got us  
14 thinking, like, when we've talked to the  
15 developers in our part of the -- in the south core  
16 they have continually told us that those roads  
17 will not expand beyond the roads that they are  
18 now. You can sort of drive one car both sides and  
19 you can park on the road.

20 So I have a question and it may not be  
21 answered tonight, but this sort of eight lanes of  
22 traffic, is that just at the north core by the RTA

1 and is that going to get somehow sort of whittled  
2 down or funneled into some smaller roadway?

3 I see the Mayor sort of shaking his head  
4 so maybe that's the answer.

5 The other suggestion. I saw the  
6 renderings and I know they're just renderings, but  
7 one of the pictures that I saw had a walkway from  
8 the parking lot to the Metro, but it was  
9 uncovered. And we live in Maryland with really  
10 bad weather nowadays. And so I don't know if  
11 that's going to remain uncovered or if that was  
12 just a rendering, but it would seem to me that  
13 that would be a good idea if it's not on the  
14 ground level to have it covered in some way so  
15 people could traverse that and not slip and slide  
16 when it's snowing and ice and stuff.

17 So thank you very much for your time.

18 MR. AUGUSTINE: Thank you very much,  
19 sir.

20 The floor remains open. Is there anyone  
21 else who would like to come forward and make a  
22 statement?

1 Sir?

2 MR. BOONE: My name a Robert Boone. I'm  
3 with the -- I'm on the board of the Anacostia  
4 Watershed Society. I'm also the founder. I've  
5 lived in this community for about 30 years.

6 And in all the panic to pave and get the  
7 revenue, I would just appeal to people to save  
8 some green. We need, for our own survival of our  
9 soul, to have a natural area around us. There's a  
10 reason this place is called Greenbelt.

11 People value green and we don't -- we  
12 lose sight of that when we get all excited about  
13 paving over everything. So I would just remind  
14 you to save the green. Honor that aspect of our  
15 requirement to survive.

16 Thank you.

17 MR. AUGUSTINE: Thank you very much,  
18 sir.

19 Is there anyone else who would like to  
20 take this opportunity to speak?

21 Come on up, sir.

22 MR. OMAN: Hello. My name is Dean Oman.

1 I'm just representing myself.

2 I wasn't planning to speak, but -- and  
3 this is the first time I saw the design.

4 Just a couple of comments. I was just  
5 looking at the Metro park and ride garage and I  
6 was just wondering if -- you know, the way it's  
7 designed, it looks like people will have to walk a  
8 further distance -- maybe not from currently, but  
9 why not build it over the top of the kiss and ride  
10 lot so that people don't have to make so many  
11 steps, you know? It's, you know, about saving  
12 time. How far people have to walk.

13 Another thought is it's often cold  
14 outside, it's hot outside. It would be nice to  
15 have some enclosed area for warmth and cool very  
16 close to where the Metro is.

17 These sort of things will attract and  
18 keep more users just to make it easier and just  
19 more friendly to customers.

20 And also retail space. Very close.

21 Similar to new Carrollton Station which at least  
22 has a place where people can go in and be warm and

1 get coffee or whatever. That should be very close  
2 to where the Metro is.

3 And I also wondered about the number of  
4 parking spaces for situations such as, you know,  
5 special events downtown where the lot packs out.  
6 Like inaugurations of presidents or whatever. I'm  
7 not convinced that this is an adequate number of  
8 parking spaces to certainly plan for the future.

9 And I was wondering as -- I think it was  
10 Bill Orleans that pointed out -- about development  
11 over the top of the railroad tracks themselves. I  
12 mean, to me that's a lot of space that could be  
13 used even if it would probably more costly to  
14 develop that.

15 But you know, I'm coming here late in  
16 the game, but these are some thoughts because it's  
17 the first time I saw it tonight. Thank you.

18 MR. AUGUSTINE: Thank you, sir.

19 Is there anyone else who would like to  
20 take this opportunity to speak?

21 (Brief pause.)

22 MR. AUGUSTINE: Last chance. You sure?

1 (Brief pause.)

2 MR. AUGUSTINE: Okay. I want to thank  
3 everyone for coming out tonight. And remember,  
4 it's -- the public comment period does not close  
5 on this until 5:00 p.m. on March the 4th so there  
6 still will be an opportunity for you to speak or  
7 rather to have your voice heard.

8 I would recommend going to  
9 WMATA.com/development. That's the place where --  
10 as Mr. Scott said, that's where the documents are.  
11 That's also where you have the opportunity to  
12 share your feedback. Take a real good hard look  
13 at this.

14 I really appreciate the fact that you  
15 are all here and that you took your time out. And  
16 I hope that once you've had a chance to kind of  
17 get into this information that you all will be  
18 here and also just share your input because it  
19 does matter. We do want to hear from you. We do  
20 appreciate you coming out here tonight.

21 And if there's no one else here who  
22 wants to speak, thank you very much and this

1     hearing is now closed.

2                     (Whereupon, the WMATA public hearing  
3                     regarding Greenbelt Metro Station  
4                     concluded at 7:45 p.m.)

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## 1 CERTIFICATE OF NOTARY PUBLIC

2 I, ERICK MCNAIR, the officer before whom the  
3 foregoing proceeding was taken, do hereby certify  
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10 parties to the action in which this was taken;  
11 and, further, that I am not a relative or employee  
12 of any counsel or attorney employed by the parties  
13 hereto, nor financially or otherwise interested in  
14 the outcome of this action.

15  
16 

17 ERICK MCNAIR

18 Notary Public in and for the  
19 State of Maryland  
20  
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6 I am neither counsel for, related to, nor employed  
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15 March 8, 2016

ALICIA GREENLAND

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