

Appendix C:

Transcribed and Categorized Comments from Public Outreach

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1. Number of Comments from Survey

Topic Area	# of Comments
Pedestrian Access	66
Bike Access	20
Traffic Flow	49
Bus Access	17
Kiss & Ride	6
Parking	54
ADA Parking	3
Non-rider Fee	9
Other	16
Total	240

1.1 Transcription of Survey Comments

Pedestrian Access	
1	A bridge from Cherrywood Lane would significantly reduce walking time for residents. I know many people in the area besides myself who would have been in support of a more direct walking route to the station.
2	Any new development should have a heavy focus on walkability and encourage non-driving sources of transportation.
3	As a Greenbelt resident, I feel strongly that we need more pedestrian access to the Greenbelt metro. I hope that more pedestrian access is added even if FBI doesn't select Greenbelt for their new headquarters.
4	Because everyone walks to some extent to the station either from home, bike lot, parking lot, kiss & ride. People should be able to get to and from the station safely.
5	Because I walk to and from the station. But from North College Park. So as long as that access stays continuously open I'll be fine.
6	Covered walkway, lighting, and covering from the elements. Clear signage.
7	Dónde están las calles para caminar y entrar en cafés y restaurantes? <u>Translation:</u> <i>Where are the streets to walk and enter in cafes and restaurants?</i>
8	Greenbelt is a walkable community. The green line is meant for all to have access. Building a huge, government fortress at the terminus of the green line doesn't add to walkability or ease of access. Adding an express lane from the beltway won't mitigate these issues, but rather it will further exacerbate creating an isolated fortress.
9	Greenbelt station as it is is very isolated from communities that are realistically within walking distance from it.
10	I access Metro as a residential pedestrian, via Lackawanna Street.
11	I am concerned about both pedestrian and bicycle access to the Greenbelt Metro station. Since I have not heard of any changes, I am assuming that the Lackawanna St. access in North College Park will remain the same with regards to bikes, pedestrians and cars. I agree with this approach, as it will still allow those of us who use that access to continue to do so and not change the existing vehicle traffic in our currently quiet and neighborly neighborhood.
12	I either drive or bus to Greenbelt but I walk most other places.
13	I fear that pedestrian access over time might be limited on the College Park side due to the FBI building being built. I also worry about safety as more people will use the station.
14	I feel it's important to be able to access this Metro Station without having to pay for parking. Taking the Metro is expensive enough.
15	I have several but only allowed to pick one. The pedestrian access being included from the south is something that should have been done a long time ago. I hope WMATA doesn't concentrate on

	the new development community and will keep Franklin Park in mind. Also, I hope the parking garage provides some form of security and that there will still be reserved parking. The reserved parking spots should be on the first couple of levels.
16	I live at the Greenbelt Station development off of Greenbelt Road. I would very much like to be able to walk to the Greenbelt Metro station from my home.
17	I live close enough to walk but there is no real shortcut to get from Cherrywood to the Metro. If they plan to make this easier I am all for it.
18	I live in Hollywood which is the neighborhood that connects to the Metro via the pedestrian tunnel. I'm concerned about the noise impact on houses but also would like to have restaurants in walking distance. Pay attention to the neighborhood feedback in the feasibility studies.
19	I live in North College Park and access the Metro via the pedestrian walkway on Lackawanna Street. It is very important to me not to lose this access.
20	I live in North College Park and want to be able to easily walk to all the new retail locations without concern.
21	I live in North College Park on Lackawanna Street and think the entrance from Lackawanna should be open 24/7 to give CP residents access to the new Transit Oriented Development (which includes retail) adjacent to the station and access to the FBI campus for those working off hours when Metro is normally closed.
22	I live in the new Greenbelt Station development and would like pedestrian access to both metro and FBI campus.
23	I look at this plan and think about all the terrible, auto dominated, extremely large scale developments in Shanghai, China that consist of huge buildings on extremely large plinths surrounded by freeways that keeps pedestrians trapped in the centralized development. There is a complete lack of connections to the outside world. Why not break up the mass of the extremely long Metro development and create walkable blocks with normal sized roads circulating around them with bike tracks and wide sidewalks and framed open spaces? This development could be world class but right now it is the modern, auto dominated paradigm I thought TOD's were supposed to be contrary to. It is a freeway ramp and 7 lane highway totally circling an isolated mixed use development. I also think retail is great, but do you really think the development can support the amount you are proposing? I think not; especially if it is this auto dominated. Also, why expose the huge garage as a banal parking garage structure that you might see in a typical bad suburban development? Line it with residential or office uses and/or a great façade and/or art to hide the utilitarian expression and celebration of cars! This entire project SHOULD NOT be about cars only!
24	I recently relocated from Greenbelt, but many of these changes sound like great news.
25	I think one thing that makes Greenbelt look like 'the end of the earth' compared to more metropolitan areas like Arlington, VA, or Bethesda, MD is that it's hugely suburban and that the Metro location is kind of in the middle of nowhere and not easily accessible without a car. Being able to walk to/from the Metro or more convenient bus schedule within the city would help, though, and also attract more people to come here. I guess having the FBI here would be helpful too to bring some urbanization, more traffic flow, and probably more business openings.
26	I think the plan is spectacular. It is one of the main reasons why I bought my home in North College Park. That being said, I think the number one thing I am concerned about is that the path that goes to the Hollywood neighborhood remain intact. I support everything else 100%. I think it is a wonderful idea that would really just spur development in the whole area tremendously.
27	I think we need to make sure that the station is accessible for all pedestrians from all entry ways the entire time the station is open and to create a way for people to still walk from North College Park to the retail even when the station is closed.
28	I use the station to transfer from Metro to the B30 bus.
29	I walked from North College Park each morning - it's something I rely on for my commute. I really don't want this to be closed for any period of time during construction.
30	If I could say all access I would. I feel car and bus access have advocates in the process. I think pedestrian and bike access are important to spur transit oriented development around stations. I'm not sure what development opportunities exist but if they are there it would be a shame not to leverage the opportunity.

31	I'm a resident of a nearby Ryan Homes development that promises a walking path to the Greenbelt Metro station. My wife and I are anxious to see the walking path get completed.
32	I'm concerned about having continued access to the Greenbelt Metro from North College Park, so I can continue to walk to Metro. I don't want this access to be closed for FBI security reasons.
33	Is pedestrian access going to be large enough to accommodate new flow of walkers?
34	It is the primary way I get to the station. It is currently a 17 minute walk. If pedestrian access is changed and it increases the amount of time it takes me to get to the station I am much more likely to bypass taking Metro and just use my car to get to my destination.
35	It would be nice to have pedestrian access from the newly developed Greenbelt Station to the Metro
36	I've lived in the Hollywood neighborhood for 8 years. Unlike the opinions I've heard expressed by many other, longer-term residents, I look forward to a development project across the tracks. I chose to live here for the location, and I wish more people knew how great it is here. I expect you're used to hearing complaints, but I think my family represents a less vocal, but growing demographic of young families in the neighborhood who are eager to see our property values go up. I don't understand why townhouses at the Greenbelt Station development are worth 3 times my single family home that's closer to the Metro station! At the same time, I respect the sentiments of older residents who remember 'my daddy hunting on the Smith tract' and prefer an uncluttered skyline. But I remain realistic about the prospect of connecting Hollywood to the broader economic activity of the region. I think that development done right will benefit us all. This is a very diverse neighborhood, with residents from every walk of life. I don't want to see all the trees on our side of the tracks get cut down, but I know that increased access to the rest of the area would only serve to make our subdivision even more vibrant. Thanks for the opportunity to voice our opinions.
37	Make it more walkable. More streetscape retail. Roads seem very wide.
38	<p>More pedestrian-through streets. The plinth retail levels with hotel/office/residential above will act like a confusion barrier. See the plans for the future Prince George Metro development block layout. Also see the future Shady Grove Metro station plans.</p> <p>The type of layout does not promote walkability and cognitive mapping (ability to know where you are in proximity to where you would like to go or come from). People will need lots of maps and navigation tools to find retail stores, etc.</p> <p>Where are the street trees and medians for pedestrian refuge between the prodigious expanse of asphalt parkway lanes?!!!</p>
39	Ped/Bike access to North College Park from Greenbelt Station Drive is needed at a location south of Greenbelt Metro at Davis Hall area.
40	Pedestrian access and parking. More paths/routes for pedestrians.
41	Pedestrian access congestion to and from garage.
42	Pedestrian access is incredibly poor as it is right now. The path to the station is poorly lit with broken street lights, uneven, and next to a pothole infested drive with speeding cars, so one dodges water and rocks when trying to walk from the station to Cherryhill Lane. There is a HUGE apartment complex in Greenbelt that *should* be within walking distance to the station, if the way to walk there was not so long and dangerous. I've been subject to street harassment, followed slowly by cars as I walk, and have seen Metro bus drivers *relieve* themselves by the walking path (onto the bike lockers). It's NOT safe, and it needs to be.
43	Pedestrian access must be safe and have a logical flow to and from the station, better connecting the station to the adjacent neighborhoods.
44	Pedestrian access to Greenbelt Metro is terrible right now. It has caused a lag in redevelopment of the neighboring areas and really should be addressed whether or not the FBI elects to come to Greenbelt. Greenbelt Metro should feel more like the Vienna Metro at this point.
45	Pedestrian friendly infrastructure is lacking in the area and it should be prompted to provide sustainable development.

46	Please make more pedestrian streets. Put retail and pedestrian areas on the ground not elevated. Parkway is too wide for pedestrians. Put retail around garage. No multi-level retail; it will fail. Where are the street trees?!
47	<p>Por qué no hay calles peatonales? La escala de las calles hará que sea difícil para andar en bicicleta y caminar. ¿Dónde están los cruces de calles para las personas y bicicletas?</p> <p><u>Translation:</u> <i>Why aren't there pedestrian roads? The scale of the streets will make it difficult to bicycle and walk. Where are the crosswalks for people and bicycles?</i></p>
48	Providing direct access to Cherrywood Lane would provide a quicker getaway for the criminals to run back to the apartments at Franklin Park.
49	Providing plenty of pedestrian access for North College Park residents as well as any new residents in the developments will help reduce traffic in general to the government/commercial areas.
50	Really would like to see pedestrian access to Metro.
51	Safety of walking paths to and from Metro, particularly if expanded. We recently were victims of a mugging on a walking path to the Hyattsville Metro prior to moving to College Park. Hence, this is of utmost importance for us.
52	<p>Seguridad.</p> <p><u>Translation:</u> <i>Security.</i></p>
53	Show more pedestrian streets. Less super blocks that create barriers.
54	Sometimes from where the bus drop you off can be a walk and by that time I would miss my bus.
55	The concept plan needs more pedestrian experiences at the street level. People will get lost with elevated retail and open spaces and not find interest.
56	The ease of access to and from Greenbelt Metro Station and the new Greenbelt Station Homes is extremely important. It needs to be safe!
57	<p>The lack of direct, shortest path pedestrian and bicycle access from the intersection of Cherrywood Lane and Springhill Lake Road has long been an inexcusable omission for the Greenbelt station. That Metro wouldn't attempt to provide easy access to Greenbelt station from close and densely populated neighborhood is hard to fathom.</p> <p>Any proposal which fails to include shortest path access from the intersection of Cherrywood Lane and Springhill Drive should be rejected out of hand. It is critical for Metro to make easy access to its stations from all surrounding neighborhoods a priority over other additional development. To fail to do so would be an unacceptable insult to the residents of those communities.</p>
58	The pedestrian access is crucial to the FBI proposal as it would allow both FBI employees and Greenbelt residents easier access to the Metro station. A solid pedestrian access path would decrease the need for extra parking spaces, and decrease traffic congestion.
59	<p>The plan should reflect a more human-scaled framework. More east/west streetscapes should be proposed between the Greenbelt Station Parkway and the off-ramp road along the Metro line to alleviate the large north/south roadway carrying capacities and break up the blocks between buildings. This will set the stage for a better pedestrian experience along streetscapes and not get lost in staircases, escalators, and elevators.</p> <p>Please consider the comparison between Pentagon City Mall, Crystal City, and Rockefeller Center vs Clarendon metro area, NoMa, Bethesda, and Reston Town Center. The difference is the separation of uses vertically (former) versus neighborhood experiences in each block.</p> <p>The parking use should not be separated from the other uses. Street parking should be encouraged. Roadways should not be over 100' wide (Greenbelt Station Parkway), and retail spaces will be difficult to lease long-term if they are internalized. Please make certain that retailers have multiple audiences to attract (ie. car, bike, pedestrian). I'm afraid malls, either indoor or</p>

	<p>outdoor, leave very little to interest compared to actual streetscapes with retail on the ground floor.</p> <p>Finally, kiss-and-ride has proven to not be needed in all urbanized stations. The future of the dated kiss-and-rides is redevelopment (ie. Marriott Hotel and Conference Center, and most of DC's metro stations).</p> <p>Marriott's CEO says the reason Marriott headquarters is leaving Rock Spring is because he wants to provide a more attractive, walkable, bikeable, environment with direct access to various modes of transit and offers a pedestrian-oriented experience at the ground level.</p> <p>The proposed plan appears squeezed in-between auto-oriented thoroughfares with little pedestrian attention. Ask Gensler to provide typical-user experiences while traversing the entire site. This exercise will reveal what a pedestrian will really experience and how unattractive it may be to negotiate levels. Then compare it to what a similar user would experience walking from a NoMa Metro station, Silver Spring Transit Center, Bethesda Metro station, King Street Metro station, etc. This plan will direct the future of development around the Greenbelt metro station. Make the first project pave a pedestrian-oriented path, not car and service oriented across the entire ground plane.</p>
60	These questions are poorly structured. We should not be asked if we find a topic important or not, but to describe what our concern is.
61	This project has been planned as a Transit oriented development, including the southern residential section that is building compact townhouses with more pedestrian friendly streets. I fear the northern section is proposing Greenbelt Station Parkway as too wide (looks like 6 lanes or more in the north, only one lane each way in the southern section). This will ruin any use of this as a walkable transit and commercial node. Shouldn't the parking garage be located closer to the beltway, that way less of Greenbelt Station Parkway could be proposed with so many lanes?
62	<p>This project is an abomination to urban design and proper planning. While we understand the need for a secure and separate FBI campus, that is no excuse for a design that separates pedestrians and bikes from the retail, hotel, and other vertically mixed uses. The block sizes are prodigious and without regard proper walkable streetscapes.</p> <p>The Greenbelt Parkway is a disgrace when compared to other much older boulevards and parkways. Its narrow median leaves no pedestrian refuge.</p> <p>Call an urban designer that understands DC, Bethesda, Silver Spring, and Arlington's pedestrian behaviors since this is the talented millennials that will have to consider this job vs. another more pedestrian and mixed-modal oriented job.</p>
63	To provide more economic stability for the surrounding area, our Metro station should be more accessible to those with limited transportation options/funds. Additionally, creating Greenbelt into a largely pedestrian friendly area would expand our economic viability and desirability in comparison to other areas in the DC Region (such as MoCo).
64	We are often neglected.
65	We live in the South Core development, Greenbelt Station. The community continues to grow very quickly, and a pedestrian trail would be incredible, and would certainly benefit METRO by incentivizing taking Metrorail given ease of access if pedestrian paths connect the entire north/south core developments.
66	We use the North College Park entrance to access the station. Closing this entrance would make the station too far to walk to from our home in College Park.
Bike Access	
67	Actually my primary concern is the design of the whole facility and how well it will set a foundation to transform the station into the hub for a real neighborhood, rather than being an island of new development that people still mostly drive to. Converting Greenbelt from a station that most people drive to into a complex of more things that people mostly drive to is only a marginal improvement in my view, and that seems to be the way too much development is going

68	<p>Algunas de las preguntas de la encuesta no llegan al punto.</p> <p>paisajes urbanos peatonales, carriles para bicicletas , a través de las calles , para romper superbloques , y los árboles de la calle.</p> <p>¿Dónde está el espacio público para sentarse y relajarse?</p> <p><u>Translation:</u> <i>Some of the survey questions do not address the point.</i></p> <p><i>Urban pedestrian landscapes, cycle tracks, across the streets, to break up super-blocks, and street trees.</i></p> <p><i>Where is the public space to sit and relax?</i></p>
69	<p>Current road/path access is not very good/safe (bad pavement, no bike lanes). I imagine it will become much much worse during the multi-year construction as the roads are completely torn up by heavy construction vehicles and repairs put off until project completion.</p> <p>ALSO: while you're at it, PLEASE put in a controlled-access bike room (like at College Park). Bike lockers are the public restroom and so not so fun to use (I have one). There are now some racks inside the station, but not enough, they fill up and some folks use for permanent bike storage. Parking your bike outside overnight is not a good idea if you want to keep your bike.</p>
70	<p>El plan no tiene calles que son para los peatones y bicicletas. Las calles propuestas son muy amplios y parecen diseñadas para los coches, entonces la gente.</p> <p>¿Dónde están los árboles de la calle?</p> <p><u>Translation:</u> <i>The plan does not have streets that are for pedestrians and bicyclists. The proposed streets are very wide and appear designed for cars, then people.</i></p> <p><i>Where are the street trees?</i></p>
71	<p>Frecuente robo de bicicletas en las áreas de bicicletas, a mí ya me han robado una y vandalizado otra.</p> <p><u>Translation:</u> <i>Frequent bicycle robbery in the area for bicycles. They have already stolen one from me and vandalized another.</i></p>
72	<p>Greenbelt is isolated from the community; increasing access via bike/paths for pedestrians will make the site better overall. (Respondent also wrote 'MARC user?' as a concern in regards to the non-rider fee.)</p>
73	<p>Having the FBI (a target for terrorism) where even a small unidentified package can and probably will shut down the area I think placing the FBI within the close vicinity of the Greenbelt metro station, a station that not only serves Prince Georges County but all commuters traveling down I95 from Baltimore, is incredibly shortsighted! Furthermore increasing traffic in and around the I95 495 interchange is only going to compound the nightmarish traffic problems that the surrounding roads are experiencing throughout the day. Making bike and pedestrian traffic a dangerous undertaking.</p>
74	<p>I take my life into my own hands when I bike to GB Metro. There are no bike lanes and cars are traveling fast. Surface has lots of pot holes.</p>
75	<p>I'm currently working in an office building near the Marriot however the Metro station is not very accessible from this location. Bringing a regular bike on the MARC/Metro is not allowed therefore the only way I can use Metro would be to walk 1.5 miles from the station to my office. An easy bike ride but a longer walk. Bikeshare or some shuttle service could avoid this last mile problem.</p>
76	<p>Increased bike (and pedestrian) access including safety and options (# and location of access) is what I am most concerned about.</p>

77	My biggest concern is security for all passengers/users of the facility, particularly for bike riders early in the morning and late in the evening. Greenbelt Metro Station needs more lighting, more visible policing, and a rapid response from security elements--regardless of whether or not the FBI decides to build its headquarters in the area.
78	Please consider a Bike and Ride facility (like the one they have at College Park) at Greenbelt.
79	Please ensure safe bike access to lockers. Currently this does not exist, and bikes have to use either the bus lanes, or weave through the pedestrians waiting for busses, both of which are very dangerous. Also, provide public toilets so that people don't pee on the lockers (this happens all the time for the lockers next to the Bolt stop).
80	Provide cycle-tracks or bike lanes on streets. Provide street parking. Provide large medians along the Greenbelt Station Parkway to introduce a more boulevard experience with a pedestrian refuge to break up the 100'+ wide crosswalks.
81	Racks need to be covered and monitored.
82	Sheltered bike lockers/racks should be made available within the station to avoid vandalism. Lockers should not be priced too high, while parking for non-metro users should be high enough to encourage more public transport use (\$16/day).
83	The bike path is nonexistent and it is very dangerous to bike into the station because of traffic, sidewalks in disrepair and lack of lighting. I would bike regularly if this were fixed.
84	The increased traffic and parking use would not affect me if I had safe pedestrian or bike access in the Hollywood neighborhood (crossing Baltimore Ave and Rhode Island feels a bit nuts at times).
85	This is my preferred method to commute to the Metro station. If bike access is attractive, then more people will bike meaning fewer cars which is better for everyone: walkers, bikers, cars and buses.
86	This new transit-oriented development is fantastic, but it cannot be an island. It must be accessible from other Greenbelt and College Park communities. Due to the station's isolation (distance from those communities), and because such a high non-rider fee is being levied on people who drive there to conduct business or for leisure, it is imperative that the best practical bike and pedestrian access be provided between the site and nearby communities.
Traffic Flow	
87	A smooth and easy traffic flow will relieve: stress, tension, confusion for drivers and passengers using the Metro.
88	As a resident of Greenbelt Station South, I am strongly against Greenbelt South Station Parkway being connected to the Greenbelt metro. There would be too much traffic coming from the beltway through our development causing a safety, pollution, and noise issue.
89	As a resident of the Greenbelt Station community, I am very concerned about bus traffic, car traffic, noise, pollution and crime that will be brought to our community if Greenbelt Station Parkway is used as a connector road to the Metro. Greenbelt Station Parkway is a two lane road that cannot accommodate the number of cars it will see.
90	As the closest residential neighborhood to the proposed developments, I am concerned that the developers take reasonable steps to minimize the impacts on my neighborhood. This includes things like light, noise, and air pollution; building aesthetic; etc.
91	Between the Metro, mixed use and the FBI the location will be grid locked if there are any security issues.
92	Concerned about volume of traffic from I-495 increasing. It is already really bad. Also, parking lot needs better lighting, so I believe that garage will be a good thing if it brings riders closer to the Metro station and has better lighting.
93	Do not want increase traffic in area.
94	Government purchase of new land is yet another example of government exuberance when the rest of the nation is suffering.
95	Greenbelt Station is a residential area and doesn't have a road designed to handle the tremendous increase in traffic.

96	Hard to pick one 'most concerned' issue. But in regard to Traffic Flow there will be a lot more people coming / going to the FBI, other office buildings, Metro and people living in the area in new homes/condos etc.
97	Heavy traffic which will be increased and cause congestion and safety concerns.
98	How will the project's additional traffic impact the other surrounding major arteries (Kenilworth Ave and Greenbelt Rd)?
99	I am a home owner at Greenbelt Station. Concerned that there will be heavy traffic flow through the neighborhood. This raises safety concerns.
100	I commute every day from between 95 and US 50. Traffic always backs up on the inner loop during both rush hours already and the outer loop in the afternoon rush. With increased development, I fear this will bring even more traffic.
101	I do not support the traffic access to the Metro via Greenbelt Station Pkwy. It will cause major traffic congestion, and the increased access by the outside public increases safety concerns for the community.
102	I feel that the FBI occupants will impose more congestion than we currently have.
103	I get to the station at 0600 from I-95 North. Crossing the traffic is bad enough, but with increased traffic, it will become difficult and dangerous.
104	I have several different options to get to Greenbelt Metro Station (GMS). I can take the now offered van service from the Greenbelt Station development. However, I am concerned about whether the extra influx/outflux of cars due to the new FBI facility will 'tie up' traffic, as far as getting to the Station to catch a train in a timely manner.
105	I live in Greenbelt Station, the community next to the Greenbelt Station Metro. When Greenbelt Station Pkwy is made as a full access road to the Metro station, I just wonder how much traffic will be driving through the community.
106	I live in the Greenbelt Station community and would expect to see some increased traffic through the development in conjunction with the proposed changes.
107	<p>I live in the Lakeside North Apartment complex just outside of the Beltway. I have to use Cherrywood Lane to drive to the Metro. I am concerned that the existing roadway is not wide enough to handle the increased traffic coming from Greenbelt and points north (Beltsville and Laurel) coming to the Metro. Already, there is often a backup on Edmonston Rd./Kenilworth Blvd. in the mornings with traffic coming from the north trying to get to Cherrywood Lane and the Metro.</p> <p>I fear that there will be gridlock situations during commuting hours when regular Metro commuters are trying to arrive at/leave the Metro station at the same time that FBI employees are commuting to work.</p>
108	I live nearby and worry about increased traffic
109	I would like the bus to be able to get to the metro stop efficiently and without traffic delays.
110	If the FBI relocates to Greenbelt Metro, traffic will eventually increase in the local neighborhoods. But I still support this relocation, since it could bring so many opportunities to the area.
111	I'm a resident/homeowner in the new Greenbelt Station development and I live on Greenbelt Station Parkway. I'm extremely concerned about traffic on Greenbelt Station Parkway since it is only one lane for traffic to flow. With the Verde apartments, new townhomes and new condos being built along Greenbelt Station Pkwy, and the possibility of the FBI headquarters moving here, I do not see how one laned Greenbelt Station Parkway can handle that amount of traffic. Greenbelt Station Pkwy will need to be expanded to 2 lanes for that amount of traffic. As a resident living on Greenbelt Station Pkwy, I think that Greenbelt Station Pkwy should NOT connect the north and south cores since this road is only one laned. Traffic will absolutely be too much for residents living in the Greenbelt Station development. If people need to drive to the Greenbelt metro station, then they can use Cherry Lane. I approve the walking and biking paths connecting Greenbelt Station Pkwy to the metro station but I DISAPPROVE connecting the north and south cores via Greenbelt Station Pkwy, since the Pkwy is simply too small (one lane) to accommodate that amount of traffic.
112	Increased traffic flow from 193 to the beltway will cause adverse impacts on North College Park.

113	Increased traffic flow means greater chance of accidents occurring while entering/exiting Greenbelt Metro's parking facility. I'm also concerned about increased parking cost, as well as inconvenience during construction of the proposed parking garage. I greatly prefer the ease of outside parking, as opposed to having to safely navigate in and out of a garage.
114	Is parking, walking, and riding (buses and trains) going to become an even bigger nightmare than it is now at Greenbelt? Will the frequency and number of trains servicing the station finally increase? Please make it easier for commuters (with increased bus and rail service) instead of hindering us and please make the MARC train make ALL STOPS AT GREENBELT, instead of skipping over us in favor of College Park station. We'll need more options and available transit into DC with the onslaught of FBI workers.
115	It would be great to be able to drive from the west of the Metro to the other side instead of having to drive all the way around via Rhode Island and Greenbelt Road. It's like the Metro is a blockade right now. I live on Hollywood Road near the metro and I'd love to be able to get to the mall on Greenbelt Road by going through the area near the Greenbelt metro in my car. Better yet, I would really really look forward to any development near the metro especially on the west side so I wouldn't even have to drive to the mall on Greenbelt Road! I could walk to a coffee shop or deli or green very store right by the metro!! It might increase our property value and would improve our quality of life by having easier access to retail services. It would also make our neighborhood more desirable (?) rather than being so isolated.
116	Major upgrades to the access roads on Cherrywood would be needed. I'm also concerned about security.
117	Needs access to I-495 East.
118	Noise and traffic mitigation.
119	Not sure if the lanes are enough for cars in rush hour.
120	One-way traffic increases speeds and will deter any pedestrian experience in between the metro and surrounding uses. It will create a barrier. Two-way streets are much better at managing traffic speeds.
121	The additional traffic that would affect the surrounding areas of Greenbelt.
122	The area is already congested. However, I do think it's important to have a company such as the FBI headquartered in Prince George's County.
123	The FBI plus new development in the area will increase traffic so it is very important to maintain good traffic flow.
124	The other end of Greenbelt Station Parkway is a two lane residential road with roundabouts. I live on this end of the Parkway. The light at Greenbelt Rd is also very slow. I fear that our street will not be able to handle this volume and it will become a parking lot during rush hours or a speedway during other hours which would be unsafe for my two young boys. I also desire pedestrian access or easy shuttle access down the Parkway to the metro.
125	<p>There is already an extreme amount of congestion on that part of the Beltway & Rte.1 at rush hour, and very heavy (but moving) traffic on Rhode Island Ave. and Greenbelt Road.</p> <p>Development and traffic planning is historically bad in College Pk. Monstrosities of bldgs. & garages plopped down to fill every available space (the current Greenbelt South Core development being a good example) with no forethought or improvements to traffic congestion.</p> <p>I am not anti-development at all, and DO hope the FBI moves in at this location, but I pray that the overall aesthetics and security of the surrounding areas are also taken into consideration - via streetscaping, lighting, some 'breathing' room, etc.</p>
126	This plan does not consider the thousands of FBI employees that will be using the metro and taking up parking spots. Traffic flow will be affected drastically. Stakeholders should propose a better location for the FBI building. Buses can run throughout the day taking FBI employees to and from the nearest metro station.

127	Traffic flow currently jams up at the exit to the Kiss & Ride because the exit is too narrow and the taxis line up there. I would like a better traffic flow in that pick up area.
128	Traffic flow will be horrible for years from this, especially when things are being built and changed and there is construction. Will be a nightmare!
129	Traffic flow would most impact me, as an area resident who commutes primarily by car.
130	Traffic lights in Greenbelt are already poorly timed and added in slapdash. I do not believe adding more lights will do anything good for the traffic in the area.
131	Traffic patterns need to be fully assessed to avoid congestion. I don't want entering and exiting the station to become a hassle.
132	Why one way?! Have we not learned that one way promotes higher speeds and is not pedestrian-friendly? Will there be street parking to promote better traffic calming? Break up the blocks. There is no reason for such bus and car dominated ground level streets.
133	With the additions proposed and the new FBI headquarters building(s), there will be a major increase in traffic. As it is now, if there's ball games including hockey, baseball, basketball, soccer, or football or some other event downtown the traffic flow is always heavier than usual at the station. This Metro station services a large area of residents and businesses as well as tourist and many other events because of its location. What, if anything, will be put into place to accommodate the large amounts of traffic in and out of the station and in the surrounding areas?
134	With the proposed FBI HQs move to the area near the Greenbelt Metro station, the increased flow of traffic can cause major problems in this area. Especially, during the morning & evening rush hour periods.
135	Would be great if FBI moved there...area is bordering on some high crime areas and they are within a short distance from the Metro.
Bus Access	
136	Access for buses during construction.
137	Bus service from Greenbelt station is the worst in the metro area. Bus G12 is often late or leaves early. Bus 89 and 89M to Laurel is infrequent, and the stops along Baltimore Ave, between Benkhe nursery and the DMV are dangerous to disembark. There is no crossing light. Somebody is going to get killed. I recently moved to Greenbelt from Arlington, VA, and their service is much better, and includes weekends. Thank you.
138	Bus stop locations, how close to Metro? Also Car parking on weekends if I decided to go into DC via Metro. Safety????
139	Congestion with cars.
140	Convenient bus access from Old Greenbelt, especially on Sundays.
141	I am a senior who doesn't drive and it is important that the bus bays are near to the Metro station in order to connect to buses and arrive at my destination in a timely manner.
142	I currently ride the G12 bus Greenbelt station because crossing or riding on 201 from Crescent Road on a bicycle is too dangerous. I want the bus stations to be as close to the entrance as possible so I can make the train transfers and get to work on time.
143	I don't know exactly where WMATA is on Sunday service, eliminating the 81 to become an 83 as in normal Monday-Saturday existing service, offering C2 to service Greenbelt station as Monday-Saturday (existing). I gave written testimony for the G line servicing New-Carrollton to Greenbelt bus by utilizing one line to eliminate Hanover Pkwy and Mandan Rd to serve the G16 route down Greenbelt Rd. and eliminate Cipriano Rd. and service Doctor's Comm. Hosp. then continue like G12 down Princess Garden to the New Carrollton Station.
144	I live in Berwyn Heights and would love more bus options besides the G13 that run more frequently.
145	I live in the new development along Greenbelt Station Parkway. I am concerned by the number of buses that may be traveling through the neighborhood, though not opposed to some (like the C2 or R3).

146	I reverse commute from DC out to NASA Goddard Space Flight Center. I usually take the 15X Bus. Any improvements to bus traffic or making that commute easier would be welcome.
147	I use the WMATA and PG County buses to get to and from the Greenbelt metro station. If the new station is hard to use by bus then what's the point.
148	Parking and easy access out the parking garage to exit out
149	Safety
150	Seguridad y acceso. <i>Translation:</i> <i>Security and access.</i>
151	The WMATA and PG County buses are the primary way I get to and from Greenbelt Metro Station. The current bus service is insufficient, particularly on weekends and evenings. I am concerned that there will be no increase in WMATA bus service between Greenbelt station and Greenbelt, Berwyn Heights, the Rhode Island Ave area.
152	Tráfico, si va a ver más o menos. <i>Translation:</i> <i>Traffic, if there will be more or less.</i>
Kiss & Ride	
153	I sometimes travel to New York on the Bolt Bus, which presently conveniently drops off and picks up maybe 100-300 feet from the exit gates of the Metro station. When traveling with two or three bags (1-2 on wheels), a longer walk means more effort and more time spent exposed to the elements (hot sun, wind, precipitation), even if the path is ADA accessible.
154	I want to be certain that a simple drop off/pick up is convenient for both the driver and metro rider.
155	I would like to have access to Kiss and Ride from Greenbelt Station Pkwy and to see more than 9 spots for pick-up/drop-off vehicles (unless those metered spaces are free).
156	Kiss & Ride users create traffic for others when stopped, parked, or sitting idle (in prohibited areas) in the pickup/drop off zone. The zone is rarely ever enforced by metro or police personnel. The proposed Kiss & Ride should anticipate these issues and be resolved for easier access in the pickup drop off areas.
157	The current Kiss and Ride a) is too long and narrow which makes the turnaround restricted and movement from the drop-off to the station too long, b) it has rental cars getting preference over Metro riders (close in spaces), c) standing and parking in the driving lane restricts flow and Metro police never enforce the rules against this.
158	We do not need Kiss & Ride anymore. Look at New England hamlet towns. They are older and more experienced and do not require major station parking and drop off areas. Put retail and attractive uses in place of the kiss & ride and include the drop off and pick up for Kiss & Ride to the bus drop off and remove the unnecessary parking.
Parking	
159	Consistently, cars are stolen from the Greenbelt Metro. I am hoping that with the FBI potentially moving on site, it will dissuade these acts. Metro transit police is too worried about ticketing cars when they should be looking for people stealing cars.
160	A reduction in spaces - even if it is minimal - concerns me. Why not make it a 9 story garage and increase the number of spaces?
161	Always congested currently.
162	Anything that makes it more difficult to access Metro from the parking lot will make it less likely for me to use Metro. The construction process alone will negatively impact ridership.
163	Believe the parking structure will increase time required to get in and out of parking at the station.
164	Concern 1 is insufficient # of spaces. With improved bus loop area, reasonable to anticipate increase commuters connecting to bus from car. With retail would anticipate at least some additional non-rider use of parking further having negative impact on availability.
165	Concerned about availability of long-term parking for customers using BWI bus.

166	Concerned about lack of parking and increase in traffic. Safety in parking garage.
167	Concerned with having available parking both during construction and after. Also concerned about security both now and after based on recent events on Metro properties with stabbings and shootings.
168	Did they make sure cars of all sizes can drive around the parking lots without scraping their cars? Did they make sure all cars of all sizes are able to park in the garage? Pricing although it not too crazy for the location did they truly think of the price for everyone. \$10.50 would be better.
169	Disruption to parking while under construction.
170	Ease of access and garage parking would be good for inclement weather. Concerned about 'pain in the butt' during construction.
171	Existing parking lot is not maintained well in winter months but cost to park is high. I'm concerned with the price of parking in a garage. There is currently a long walk from parking to metro station, many times it's icy and walkers are exposed to weather. A covered walkway would be nice.
172	FBI will get a subsidy for parking.
173	Garage adds complexity and time to commute. Greenbelt is ok now but add buildings and a garage and it will get dirty and trashy like New Carrollton metro is.
174	I am concerned about there being an insufficient number of total parking spaces for both Metro riders and FBI employees and visitors. I also don't like parking garages as much as surface parking, especially when there is congestion trying to exit at peak times.
175	I am concerned that fares for parking will increase. I already pay \$5.10 to park and refuse to pay anymore increase associated with construction, etc....
176	I am concerned that you're decreasing the number of spaces (though only slightly) when the lot is routinely full. The new development will increase demand for metro and presumably require more parking. I am also quite concerned about additional traffic in and near the metro caused by the new development.
177	I am looking forward to having a covered garage to park in, after spending much time walking from long distances the parking lot in the elements. I do, however, hope that the garage has multiple entrances/exits, as the new garage at Glenmont only has one, which can create terrible bottlenecks when there is a problem with the exit or the stoplight immediately outside.
178	I don't like parking garages. I am concerned about the ease of movement in the garage, size of parking spaces, and safety of the garage, particularly at night.
179	I usually park in the morning at about 7:30-8. At that time, there are no close parking spots and the walk is very long - about 1/4 mile. I am not handicapped, but have am older and have a little problem walking that far every morning and evening. Now I pay for the close spots, but would love it if a parking garage would decrease the walking distance and I wouldn't have to pay the \$45/month for the close parking space.
180	I'm concerned about safety and distance of proposed parking lot, and that they stay true to their word that it's only 8 fewer spaces than the existing lots.
181	I'm surprised that people pay to park and then don't use public transit. Everyone I see is headed to Metro. Are some of these people MARC riders? Is that why we're talking about \$14.50 fee for non-metro riders to park? How would this be enforced.
182	In order to get from the new garage back to the beltway will require traffic to go through what appear to be 3 or 4 traffic lights. Compared to now this will greatly hinder traffic leaving in the evening and probably add markedly to my commute time. Currently I average 2 to 4 minutes from when I start my car to when I merge onto the Beltway. Between a more remote location, and delays and uncertainties with traffic lights I estimate this will now be 10 minutes, approximately a 20% to 25% increase in the amount of time to get home.
183	It concerns me that impacts on the neighboring community appear to be ignored and pushed to the side by the folks managing this project.
184	It sounds as if there will not be enough parking spaces. That will lead to overflow parking on north College Park streets (in spite of resident parking restrictions). The plans should allow for increasing the number of spaces by at least 50%.
185	Losing parking and more traffic in the lot is a terrible idea. Make the lot bigger! Plus do not allow the FBI to come to the area.

186	Multi-day parking is important. Time to exit the garage in rush hour.
187	Need closer parking for people who are disabled without handicapped tags and handicapped persons...need 3000 more parking spaces than scheduled. This lot extremely crowded. SAFETY IS HUGE CONCERN.
188	Not in a wheelchair, but have difficulty walking more than a block. Currently paying for reserved parking because the handicap-only reserved parking is always full by the time I get there. Will there still be reserved parking close to the station? This issue is not addressed in any of the materials I have read.
189	Over-crowding if parking demand at the station increases; how is the non-rider parking fee enforced? What mechanisms are in place to avoid cheating with respect to non-rider fee?
190	Parking at Greenbelt is already at a premium, depending on time of arrival at the lot. With less spaces and opened to non-riders, this is going to compound the problem of parking for those of us who do ride Metro to and from work each day.
191	Parking garage -- should include electric charging stations.
192	Parking in the garage sounds a little less convenient than the current surface parking lot, which I occasionally use on weekends. This isn't a deal-breaker, though.
193	Parking, not enough.
194	Parking: Would like to see electric recharging stations. Non-rider fee: Rethink.
195	Persons that ride the Metro and have transit benefits may use two Metro cards, one with transit benefits the other personal parking. If that is the case, the proposal if enacted will penalize these riders by charging them a non-rider Metro penalty. Very bad news!
196	Plan is for mixed use development PLUS GSA planned usage for FBI. Need adequate parking for all uses to make it viable shopping destination while not impeding flow of traffic in/out of development. Traffic flow important so emergency services as well as VIP details have smooth access/egress without bottlenecks. Inadequate parking leads to illegal/double parking that can prevent this flow.
197	Proposed capacity does not seem high enough to accommodate current riders plus FBI employees, plus hotel guests, plus residents/guest
198	Significantly longer commutes for nearly all parkers because driving into and up the parking structure as well as taking elevator or stairs out of the parking structure will take longer. Also, the hotel will likely attract prostitutes. Could be good for College Park if they move from those hotels and motels into the Greenbelt Intermodal Station hotel.
199	Since I park at the station and take the metro to DC, the only aspect of the station that matters for me relates to the parking facilities. I think safety in the garage would be a big concern for me. I also worry about how much time it will take for me to walk from the parking structure to the station.
200	The garage needs more activities like shops and restaurants to help with security. More people around the building reduces the lonely feeling the building will have. Better streetscapes for the pedestrian.
201	The present parking lot has long-term parking spaces. This allows people to drive to the station and take the B30 to BWI when on travel. PLEASE have long-term parking in the complex.
202	Very important to me to preserve parking availability particularly because of the increased number of commuters and riders.
203	While there is enough parking now with all this increased development it would seem like the amount of parking should increase. Location of bike parking racks is important as there are only a limited number in the station which tends to be much safer then out where no one will see a bike getting stolen.

204	Why is the parking garage by itself in the corner?! Incorporate the parking into and serving each of the uses: Residential, Commercial, Office, etc.
	The parking will fail as it stands. It is an old approach (ie. Shady Grove Metro Station, College Park and Grosvenor Metro Stations) and will need to be corrected in the future to interact with pedestrians.
	Add retail liners around pedestrian exposed areas of the parking structure (it can be taken from the prodigious amount of introverted mall-oriented retail planning to the north). Please mix uses better.
	Add a street to break up the long retail/office/residential etc. block. It's way too long to walk and cross without engaging in a maze of introverted retail use.
205	Will there be enough parking for the current Metro riders and the additional users? This is one of the very few lots that actually have enough parking spaces- why jeopardize that?
206	Will there be enough parking spaces, like we have now are will they be cut back. The good thing about parking in Greenbelt Station is that there is an abundance of space. I would hate to see that go away.
207	Will there continue to be long-term parking? Will this incur the larger fee, even if we use the Metro to get to the airport?
208	Will there still be reserved spots? I currently pay extra to park in reserved spots.
209	With current parking I have always been able to find a parking spot in a relatively safe location regardless of the time of my arrival/departure.
210	You don't have enough parking onsite for daily commuters when the site is at full capacity and now you're gonna allow some of the FBI headquarters parking if FBI employees so choose. That's wrong. Replacing open parking with a garage will cause traffic issues in and out of the garage. The interior size will be too small to support trucks/SUVs. I'm sure this decision has already been made in the interest of tax dollars without regard to overall area traffic flow and quality of life of individuals who live and commute in the area. Thanks for lip service and I look forward to changing my commuting options when this comes to be.
211	You need to make sure the space size is correct for all vehicles using the parking garage.
212	Metro needs to add significantly more parking spaces. Need to work on traffic flow.
ADA Parking	
213	I feel that putting ADA spots further away will make things harder for them.
214	There is a difference between being ADA compliant and at it being a great distance from the station, especially in inclement weather. Poor design to be further from the station per personal experience at other facilities with similar distances to the facility.
215	Will be disability parking increases the fee??
Non-rider Fee	
216	As a Metro employee who enters the station via WMATA badge, the current system does not recognize me as a rider. This needs to be resolved because it's not fair. Our parking fare should not increase due to system limitations.
217	Commuters already suffer to find parking spaces unless you make the non-rider fee MUCH, MUCH more, there won't be ANY spaces!!
218	Greenbelt Metro parking should be for commuters via Metro. The FBI facility should have its own parking, so as not to impinge on Metro accessibility.
219	I agree a fee should be charged, but the fee should be comparable to other parking fees in the area. We don't want to discourage drivers from coming to Greenbelt via car.
220	I think at most the non-rider fee should be the same as New Carrollton at \$8. Or should be based per hour. If someone uses it for an hour or two, it'd be the same cost as a whole day, which is not fair!
221	I think that people who come to the Metro Station to take the MARC train, the Bolt Bus, or the B30 bus to the BWI Airport should either not have to pay a non-user fee, or should pay a reduced user fee, say perhaps \$5.00.

222	I think the proposed project in obtaining the FBI complex will be a great asset to the community and surrounding areas. It will put Greenbelt on the map with many benefits to all in the region. The contiguous counties will benefit as well.
223	It's excessive.
224	Too expensive.
Other	
225	Access to Metro during construction.
226	All in terms of safety.
227	College Park is already overly developed and the loss of good quality of life is the result. More development will only make the problem worse.
228	Convenience.
229	E-mail survey doesn't work (greenbelt.questionpro.com).
230	Expedite construction. Landover would be a better location; don't touch Greenbelt.
231	Good project for community.
232	HUD Housing near the station.
233	Inconvenience for commuters.
234	Just want to make sure spaces are close to the station, and there are enough spaces. Also the southbound 495 entrance is a must!
235	My biggest issue with the Metro, whatever the proposal, is that it's totally dysfunctional! It's filthy; it's inadequate; there are broken escalators every day. There are 'mechanical malfunctions' at every turn. And the only requirement for working in the Metro system seems to be being retarded! A metro system run by normal competent people doesn't have as many broken escalators and mechanical malfunctions. I've seen many metro systems around the world, and none is as bad as WMATA's. Shame!
236	Overcrowding on the Green Line during Rush Hour.
237	Prefer Landover site; Leave Greenbelt.
238	Safety and ease of access.
239	Todos en término de seguridad. <i>Translation:</i> <i>Everything in terms of security.</i>
240	Work opportunities coming to area

2. Written Testimony

This section provides a transcription of the written testimony received during the public comment period.

Note: the transcription of oral testimony received at the public hearing is provided in **Appendix B: Public Hearing Transcript**. Correspondence was received from the following individuals:

- Mr. Emmett V. Jordan, Mayor of the City of Greenbelt
- Mr. Marc Kapastin, Quantum Company
- Ms. Lucy Kempf, National Capital Planning Commission
- Mr. Robert Boone
- Mr. Eric Norwood
- Mr. Joe Robbins
- Mr. Ignacio Perez
- Mr. Ellsworth Weatherby

- Mr. Troy Griffith
- Mr. Durward
- Mr. Louis Leo
- Ms. Jamie Richardson
- Ms. Elizabeth Tobey
- Mr. Alex Barnes
- Mr. John Ausema
- Mr. Scott Scheck
- Mr. Steve Witkin
- Mr. Michael Bello
- Ms. Patricia Walters
- Mr. Daron Showalter
- Mr. Jorge Vasquez
- Ms. Stacie Johnson
- Ms. Nicole Williams
- Mr. Jeremy Warner

In addition to the individuals listed above, two individuals submitted written testimony but did not submit their name.

2.1 Written Testimony

I live within two blocks of the Greenbelt Station in North College Park, and me and my neighbors are in favor of this project as it would increase in livability quality of our neighborhood; lift home values.

I am a long-term Greenbelter who has ridden Metro many times, to work, restaurants, etc, and certainly appreciates the convenience and reliability. Thank you.

However, I do not in any way support a decision by the GSA to locate the FBI in my hometown. As a frequent pedestrian who already faces excessive traffic, I by no means look forward to more of it. And, quite frankly, as one who wants his constitutional rights respected, I do not relish the prospect of a vastly increased law enforcement presence around here, especially if the legitimacy of a federal police force may already be considered highly questionable by those more well-versed in the Constitution than I.

I am against GSA selecting this location as it will be disruptive and will (again) destroy the green space surrounding the area. Let the FBI go somewhere else and let Greenbelt, Metro and other try to come up with something green, with a focus on biking, walking, bussing and train transportation.

I travel regularly from Andrews AFB to BWI and back. I either ride the Green line from Branch Ave or park at Greenbelt and take the B30 bus to/from BWI. The three most important items are:
1) uninterrupted Green line service; 2) continued long term parking spots (increase number??); and
3) regular B30 express bus to/from BWI. Thank you for the opportunity to comment.

If the Government already owns land and property why on earth would they buy more? It's a slap in the face to the tax payers.

I don't want to do this to anyone, but I am standing here at the B30 bus (Greenbelt Station). I am watching and over hearing one of your Survey staff question a passenger about her thoughts on the aforementioned project. The staff member wrote down responses from the passenger who clearly stated "am not even from here, am from out of town, so I really don't care."

THIS IS NOT the way to conduct a survey from passengers, especially if you're at a bus bay that departs to the airport. It can't be anymore clear that someone at the bus bay probably isn't from the area. And, if they verbally identify themselves from being "out of town," you should cease the survey. Needless to say, changes or improvements won't impact them.

I highly suggest you adding ONE more day to this survey and retrain your staff. If you do not add one more day, I will continue up the ladder with this unscientific survey.

The irony of all this, she walked right passed me without asking me any questions, and I LIVE HERE (in MD).

I think it is a great idea to create a state of the art facility for accessing metro services at the Greenbelt Metro station. I think it is about time to see more from the cost of riding metro. I deeply struggle with paying almost \$15.00 per day to park and ride and everything big or small that metro does to make the commute better I am all for.

I am an everyday local greenbelt station rider - a local Greenbelt resident. From what I read in your pamphlet, the additions sound good. I just want it made clear that 14.50 parking is STRICTLY and only for non-riders. How will the proper fare be charged to riders? I already find 5.10 high. If for any reason 14.50 were to apply to all riders the station would be rendered utterly worthless to me as a useful form of transport. Please make clear how the two different parking rates will be charged. The rest of the ideas look good.

Providing protected bike lanes would immensely increase cyclist safety and encourage broader use of cycling to get to/from the station especially in an area that will feature high amounts of vehicle/bus traffic.

I have two concerns about the proposed redevelopment of the Greenbelt Metro Station for the FBI headquarters. The first is concern about traffic on Cherrywood Lane and the second is a concern that the proposed parking garage may not be large enough and does not plan for increased volume in the future.

1) I live in the Lakeside North Apartment complex just outside of the Beltway. I have to use Cherrywood Lane to drive to the Metro. I am concerned that the existing roadway is not wide enough to handle the increased traffic coming from Greenbelt and points north (Beltsville and Laurel) coming to the Metro. Already, there has been a marked increase in commuting traffic along Rt. 201 (Kenilworth Blvd./Edmonston Rd.) heading south towards Cherrywood Lane and the Metro Station, and traffic sometimes comes to a standstill on 201 during this time. I fear that during commuting hours, Metro commuters from Greenbelt and points north are going to be competing with FBI employees trying to get to work, and this may create a gridlock situation. I think you should consider widening Cherrywood Lane where it passes over the Beltway, or offer an alternate access route from Edmonston Rd. or Sunnyside Avenue to the station.

2) The plans call for a parking garage that will have 8 fewer spaces than the existing lot. I don't think this adequately plans for growth and for future increases in the numbers of commuters driving to the Metro. If anything, the garage needs to provide a substantially larger number of spaces than currently planned. I have lived in Greenbelt since 1995 (with a five-year hiatus elsewhere) and have seen the number of free spaces in the parking lot on weekdays dwindle. When there used to be lots of empty spaces in the past, now if you arrive towards the end of the morning commute, the only spaces left are at the far end of the lot a long way from the Metro. As mentioned above, I have also seen an increase in commuting traffic from north of Greenbelt, and I think as communities such as Laurel grow larger, you need to plan for more commuters and more spaces.

I would also recommend that the parking garage have multiple entrances/exits so that commuters aren't trying to enter through just one entrance.

I also wonder whether the garage could be built with green building technology, along the lines of the solar-powered daily parking garage at BWI airport.

I also think you need more handicapped spaces within close proximity to the station. People are working now into their 70s and older and these individuals have mobility issues, so you will need to provide more handicapped parking for an aging workforce.

I have been biking to the Greenbelt Metro station since it opened. I applaud the improvements for bicyclists that have been implemented over the years.

I request that access through the station between Greenbelt and College Park be maintained keeping in mind that some people will use it to bike from one side to the other. For me, I am going from home in Greenbelt to shopping at Hollywood Plaza. In the future, maybe people will bike from their home in College Park to work or shop in the new development.

I see the potential for bike share stations to develop around the Greenbelt Metro station if the infrastructure is put in place to support bicyclists, as has been done in DC.

In addition to biking, sometimes I walk to or from the station. In both cases, I've often resented having to go all the way around the parking lot. For walking especially the shortest distance makes a significant time difference. My point is the design will show who is welcome and who is a second class user. Maybe the design can make all feel welcome, but personal cars do take a lot of space/resources per passenger compared to everyone else, yes?

The entrance to the station has a concrete planter box. It is ugly. This would be a great place for bike racks or maybe even the bike lockers. What is the evidence to support concerns regarding bike/ped conflict? The bike lockers at the far end of the bus bays, people urinate by them.

Putting the bus bays under cover sounds great. I hope there will be a good air system for dealing with the exhaust.

We are concerned residents of North College Park who have worked with the mayor and Councilman Kabir to resurrect the full drive-in capability of the Greenbelt back entrance. The present congestion will only get worse as thousands more people try to use the Greenbelt metro very soon. Please include the mayor and Kabir in your plans.

I wish to provide written comment/feedback on the plan for Greenbelt station. I am particularly concerned with pedestrian and bike access and connectivity through the region. With that in mind I make the following observations/suggestions:

- * I am glad to see in the plan a trail connecting Cherrywood lane to the station, passing through the wooded/wetland area south of the existing metro access drive.

- * I am also glad to see that ped/bike connections from the residential development along Greenbelt Rd are planned.

- * I would like to see an additional connection over or under the railroad tracks to the Hollywood/North College Park neighborhood

- * I think a ped/bike connection to the USDA Caver center on Sunnyside lane should be considered. The USDA facility is less than half a mile from the station, but there is no way to walk or bike across the beltway and the RR tracks. Currently the walking/biking route is approximately 2 miles in length. A connection should also be made to the residential neighborhood just north of the beltway off Rhode Island Ave. Connecting from Odessa Drive would be a roughly 1/2 mile walk from the neighborhood to the station, and is currently a 1.5 mile route via Rhode Island Ave and the Hollywood neighborhood.

I currently live in the new greenbelt station south homes and hoping the FBI chooses the greenbelt location. However, I'm not in favor of greenbelt station parkway being extended from our neighborhood up to the beltway. The amount of traffic that will travel that road will just add pollution, noise, road wear, congestion, and unsafe conditions to our quiet and safe neighborhood.

I currently live in the Greenbelt station south community and hear that the bike path that supposed to lead to the metro will still take another one to two years due to wmata taking 6 months to approve it, and then another 6-8 months for Woodlawn to construct the path. I know that there are many factors related, such as how it will cross the busy road at the Greenbelt Metro and also how it will be realigned there also to following future plans.

If it's possible, could we model approve the bike path in two phases. First phase is where it leads up to the busy road, and the second phase, where the rest of the path leads. This way the path could be constructed through the woods while Woodlawn is still approving the remaining section

I have two concerns with the proposed parking garage in this project.

1) The size of the lot I believe is inadequate. First, the number of available spaces does not appear to account for anticipated increase in ridership on the metro system even without any other changes at the greenbelt location. Second with the improved (covered) bus loop, it would be reasonable to anticipate increase bus use from riders arriving in cars. Lastly, even with a high non-rider fee for the garage, the retail will attract some amount of addition vehicles.

2) I would strongly recommend the walkway between the garage and the Metro entrance be covered. The proposed design will be funneling a large number of pedestrians into a confined space. In bad weather this will be an invitation for increased accidents and further slow the speed of pedestrian traffic, which will now be required to travel a longer distance.

After reading and reviewing the proposal for the Greenbelt Metro Station Development by the Washington Metropolitan Area Transit Authority (WMATA), Renard Development Company, LLC, Prince George's County and Gensler to construct a mixed-use transit-oriented development on the western portion of the Greenbelt Metrorail Station property which will include a hotel, office retail & residential space and parking garage I am vehemently opposed to the lack of urban design and truly introverted direction this plan is taking. That said, I am in support of a project that places a much needed home for GSA agencies and stimulates the growth and economy in and around the Greenbelt station.

I believe the planning and design of the GSA section (southern area) seems to be adequate and appears to meet the current security and safety needs for government employees. That said, I think GSA should strongly consider more integration with the rest of the mixed-use development as the FBI and GSA have been with their locations in and around the DC Metro Region without concern. Their creation of pedestrian-scaled blocks will offer a more attractive setting for Millennials and other young talented candidates.

Lack of Human Scale – Where is the Urban Design?

- Scale - The plan does not consider pedestrian oriented-experiences at the streetscape level. Rather, it sends people into a maze of stairs, elevators, and/or escalators to find retail. This is a very dated solution and lends itself to the previous mall-oriented approach with an outdoor feel. Fundamental urban design teaches blocks, streetscape, landscape, and furniture features must be designed at the pedestrian inter-modal arrival level and with human-scale as the primary objective. The reason is to draw and attract potential customer's short attention span between point-A and point-B immediately. This plan does not offer any such environment. Instead, it addresses the need, or "function" of the Kiss-and-Ride, a prodigious bus loop and drop-off zone, and a solitary and unsafe parking structure at the site's entrance.
- Scale - The plan then proposes retail along a 100-120'-wide parkway that barrels through and bifurcates the FBI campus from the "mixed-use" area. Moreover, the primary thoroughfare to draw pedestrians, cars, and bikes together is proposed to be a one-way gun barrel road (speeds increase on one-way roads). As a result, we have multi-level retail that no one will find, an approximately 1200'+ linear block that prevents people from experiencing the site at human-scale and barricades the south from the north. Only to offer lonely retail along the motor parkway.
- Tenant Attraction - It will likely be difficult to maintain tenants along wide-roadways with higher speeds (ie. Pentagon City Mall's South Hayes Street cannot keep a tenant – it is the same character as the proposed Greenbelt Station Parkway)
- Introverted pedestrian retail will prove very difficult to sustain. National retail developments that lack exposure to multi-modes of transit (ie. Bike, walking, cars, bus) rarely exist or succeed. Retail tenant leases will be very difficult to sustain when competing with new mixed-use developments underway like Prince George Metro Station's development with walkable and bikeable streets.
- Bikes and Walkability - Roadway widths and circulation directions are not current and promote auto-dominated speeds and realms. Pedestrians and bikes will find difficulty building experiences in this atmosphere.

While I am not aware of the collaboration that took place and produced this design as an experienced urban designer I would like to provide you with a few solutions that will help this much needed development success and avoid a troubling future:

Break-up the Blocks

- Designers should ALWAYS expose retailers to as many modes of transit as possible within a human-scaled setting. Cars, buses, bikes, metro, and people should be exposed to retail facades to provide as many levels of customers as possible. Streetscapes succeed at this. An average block, as is accepted and recognized successes in DC, Arlington, Alexandria, most of Montgomery County, etc. is approximately 400' x 400'. Most users will arrive to this development at the contextual street-level. Your urban designers should've started and remained at this level. Design the blocks to a scale close to 400' x 400' but accommodates a reshaped bus loop that might be able to share pick-up/drop-off bus stops within (ie. The Silver Spring Transit Center is approximately 430' long. The Greenbelt bus loop has been designed to be approximately 600' long – why?). Form the bus loop to be closer to 430-450' wide and fill a more north/south form with 40-60' depth allotted for retail use along the Greenbelt Station Parkway (40-

60' depth meets the demand for various retail operators).

Customize to meet Various User Levels

- The reshaping of the bus loop and modification to the retail depth will provide space to introduce street at the traffic light located near the middle of the potential GSA development and northern development. The street can be a maximum of 60' wide, with retail lining both sides (meeting the best practices of urban design where buildings lend themselves to the streetscape). Two-direction travel lanes with street parking on both sides will utilize approximately 38', with 5' planting strips for trees and benches, and 6' sidewalks.

Park & Ride

- The streetscape conditions mentioned above should be replicated at the plaza level and again between the garage and Kiss & Ride Lot to provide the much needed cross-streets to make this site more breathable and reduce the car loads on the parkway and one-way route. This will result in a more human-scale breakdown of blocks that are more walkable and promote a multi-modal experience.

- Please note: The claim that Park & Ride is needed to attract riders is true only in the earliest phases of development, or on transit services with limited utility like peak-only express service. Park & Ride is often a logical interim use of land, but not one that you should plan on having forever. Hopefully, and like other metro stations, once development growth is sparked in around this transit system, there may be little Park & Ride needed at the Greenbelt rail station, except for a linear drop-off and pick-up area along with street parking might remain in front of commercial use.

Provide anchor ends that serve to further brand the site

- The office use planned as an anchor in the northern point should be moved closer north to the I-95/495 Beltway. Column loads can be transferred to meet the event bus parking beneath. This has been completed in many example projects in the DC Metro area and will create a more attractive icon and bookend for the development. There will not be much to see or hear from the presently designed pedestrian level facing the beltway.

- The parking structure alone is not an anchor use or emblem. Retail ground floors and art-in-public place can craft a more stylized appeal that distinguishes this structure from Grosevenor, Shady Grove, New Carrollton, and the many more stations which have little to no appeal today. Lets change the channel and change the trend with a simple gesture (ie. Bethesda Row's Public Parking Structure, Clarendon's Parking Structure, and Miami Beach's Public Parking Garage).

Safety

- Provide liner retail (relocated retail square feet from the introverted outdoor retail mall) along the parking structure's faces that line the active streetscapes. The North face being the primary face for retail. Eyes and activity in or around the parking structure will help with security.

- Event programming at the plaza level will support eyes on the street.

- Provide pedestrian scaled lighting that functions for people.

- Streetscape and street furniture will welcome pedestrians and further promote eyes on the street.

Integrate the Landscape and Ecosystem

- Is a landscape architect participating in this design? Why is the surrounding natural environment not being integrated into the design (stormwater management, interpretive, aesthetic)? Please see great examples like Celebration, in Florida, and how they utilize the landscape for aesthetics and/or stormwater management. This will also help scale the site more to the pedestrian experience.

- Please provide a landscape plan to demonstrate its role in scaling down the prodigious amount of asphalt, concrete and glass by providing a lot of street trees.

These recommendations are not proposing a final phase scenario. Rather, I am trying to provide best practice techniques in urban design in an effort to better the attention to all users at this next-level redevelopment stage.

I hope my attempt to review the concept in a constructive way helps. I am in support of the overall project intention but am opposed to the lack of pedestrian-appeal and scale of the streets and blocks. I appreciate your attention and collaboration with the community about this site. Its very important for many reasons, from economics to re branding of a county. Lets make this gesture in our legacy a successful one.

I am very excited about the mixed-use development project described on your website. I think this will be a boon to Greenbelt's economy.

I recently moved into the Ryan Homes Greenbelt Station Development. The HOA is currently providing shuttle service from the community to the Greenbelt Metro. Many of us would like a walking path between our community and the Greenbelt Metro constructed. This would enable us to either walk or bike to the metro, easing vehicle congestion at the station. Please consider integrating this into your development plans. We realize there are a lot of moving parts to making this path a reality and will be willing to do whatever we can to contribute to making this happen.

My name is Daron Showalter and I am writing concerning the new FBI site. As a resident of north college park, I would try to make the open house at the end of the month but I do not think I'll be available. However, I have a few concerns with the proposed site that your survey did not address. Thus, I am writing you this written testimony. My thoughts are as follows:

1. I do not think that with the FBI located in the new Greenbelt site that there'll be enough smartcard/ticket turnstiles for all the foot traffic going both inbound to the city and outbound during the rush hours. Being a resident of North College Park, practically every day when I get off the Metro at 5:30 or 6 there is already a line stacked at the turnstiles. With at least 10,000 more people working at the FBI site, you will need to add many, many more turnstiles in order to handle the increased traffic.

2. I do not think that your proposal for the current parking garage will be large enough. With now having both an inbound and outbound ramp on both east and west access to the Beltway, the new Greenbelt site will allow access to a lot more people potentially commuting in by car and using the park and ride. For instance, if you look at the communities that are currently available to the Greenbelt Metro Park and Ride with only the limited access to the beltway (i.e. communities within a five to ten minute drive such as the towns of Beltsville, Calverton, west laurel, etc.) you could infer that the Greenbelt station park and ride serves a population of about 25,000 for its current Park and Ride.

However, with the proposal claiming there will be a two way east ramp and west ramp, you could potentially see commuters coming to the park and ride from places such as the Baltimore-Washington Parkway and other communities east of the greenbelt Metro stations such as South laurel, downtown greenbelt and greater greenbelt, Goddard, Lanham, and north New Carrollton (for those preferring to use the green/yellow line over the orange).

Overall, the new Metro stop could potentially serve close to 80,000 people who desire to use the new Park and Ride garage. You need to at least be aware of this as you need to build a lot more parking spaces to keep up with the demand. I propose making it so that the garage could be easily and cost-effectively build in a way to continually build up more floors and layers when there is increased demand for the park and ride.

3. If Metro owns this land, you really need to hear from the local residents concerning the type of commercial businesses that should be established at the proposed site.

My day job is working in consumer insights and new product development for the US Postal Service, so from my personal experience, I think it is imperative to listen to the local community when designing and implementing in a new product or service.

In reference to the FBI site, in a recent survey I managed for the postal service concerning grocery delivery service for postal consumers, it was found that the majority of people use grocery stores or other business services that are located close to their house over commercial businesses close to their place of work.

By only listening to FBI employees on what type of business services they desire on the new proposed site or even worse listening to the "gut" feelings of pushy developers, I do not believe Metro I will attract the right type of businesses to this new proposed development.

Thank you for taking the time to read my comments and I hope for all the best with this proposal.

I also have many more ideas and thoughts to share so feel free to reach out to me at [contact information redacted] if you would further like to continue this conversation.

Feedback on the proposed transit facilities at Greenbelt, specifically the proposed changes to the transit facilities will only occur if the GSA selects Greenbelt as the location for the FBI Headquarters.

As a general statement, we are in favor of Greenbelt being selected for the FBI Headquarters. Greenbelt would make an excellent site for the FBI. It is close to a Federal Court, Metro facilities and will have easy access to the Beltway. This gives them additional access to the Washington/Baltimore metropolitan area and BWI Airport.

1. Kiss and Ride facility. Our major use of the current Greenbelt Metro Station includes the Kiss and Ride facility. The current Kiss and Ride is poorly designed, poorly utilized and Metro does nothing to keep it organized and free-flowing.

A. The design of the current Metro is stuck between the bus bays and the out-bound bus lanes. It is too long and narrow. As we come in, we need to avoid waiting taxis and crunch down to one lane, often blocked by people waiting for their riders.

B. It is unsurprising that they do this because the system is poorly utilized because they have Enterprise Car Rental taking the most close-in parking spaces. Metro is penalizing daily riders to the expense of occasional users.

C. Metro never enforces the 'No Parking or Standing' in the Kiss and Ride aisle by the Metro. The most constricted place is the most convenient for people to clog, yet Metro does nothing about this despite our complaints.

D. The new Kiss and Ride can be properly designed and regulated. We hope that our comment will help in making it more useful for the daily riders.

2. Flow in and out of Greenbelt Metro. From the design we saw, it is difficult to see how the flow in and out of the Kiss and Ride would work. Exiting the Kiss and Ride, it was unclear how one moves back into the flow of traffic. There is traffic originating from the Beltway, the Kiss and Ride, the daily parking and the main road all coming into much the same area.

3. The Parking Garage. The new garage should have more spaces than the current lots for projection of growth. Metro has the lowest ridership in 12 years. One would hope that this will turn around, and they should plan for the future. This can be accomplished by adding another floor onto the parking garage. In addition, the current lot has long term parking, which is almost always full. We see no provisions for any long term parking in the new garage.

4. Access to the Metro Station from the Beltway and to the Beltway from the Metro Station. We are very pleased that the Metro Station will have full-access to the Beltway. However, as designed the entrance to the Inner Loop of the Beltway from the Metro Station seems to be a dangerous 'widow-maker'. From plans we have seen, to access the Inner Loop, one has to take a 90° turn to a short acceleration lane and then yield to the traffic in the first lane. The Indian Creek bridge should be widened to accommodate the extra lane, and I would also suggest a refinement of the design of the Cherrywood Lane bridge so that there is a continuous lane from the Metro Station entrance to the exit to Kenilworth Avenue (Exit 23, MD-201). This will provide sufficient space for a zipper-effect between traffic attempting to get on the Beltway and those positioning to get off at Kenilworth Ave.

Hi think that this project is a great idea, and I hope that the FBI does move to Greenbelt. You have my support.

Please develop for pedestrian and bike access. I hope this project is pedestrian friendly. I would like to see retail such as coffee shops. I hope paid restrooms could be installed for train commuters, especially those that are on the train for a while and going a lengthy distance.

Please install a green roof, rain gardens, or other sound storm water controls.

I just took your online survey and I was extremely disappointed. The way the survey was written it forced me to limit my concerns to only one concern. I do not have just one concern and for some of the options I wanted to choose multiple items.

Some may have only one concern but that does not mean that everyone does. I felt as that the survey was provided just so Metro can say it had a survey not because it truly wishes to hear the voice of the riders.

There are many marketing companies out there that produce surveys. I hope Metro will do better in the future.

I care about the pedestrian access and safety. I also care about bike access and safety. I think there should be more bike racks. I think the placement of the bike rack and storage should be friendly to bike riders so that they will not have to disengage from the bike until they reach the rack/storage area. I think bike racks actually are so passé and that there are more innovated means of bike storage that Metro can explore.

I think that Pedestrian access is important and that folks who are walking for Cherrywood lane do not feel like they are playing "wack a mole" trying to get to the station. Additionally the station should be designed in a way so that there is continuous access but folks coming from North College Park even when the station is closed.

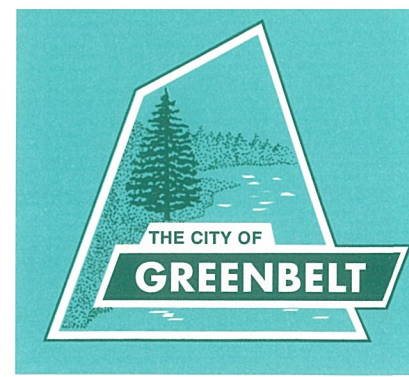
Those are my comments which I hope that Metro will consider.

The following are some comments I have regarding the proposed development at the Greenbelt Metro Station:

1. Multi-day parking is a feature of the current Greenbelt WMATA parking facility which should be included, and preferably expanded, in any development plan. This is a valuable service to users of the Greenbelt WMATA transportation hub.
 2. Pedestrian and bicycle access to the Greenbelt station should be improved, and made safe and convenient. Bicycle lanes separated from traffic by some sort of barrier are safer and friendlier than on-road lanes, especially on wide and/or fast roads. A bicycle/pedestrian path down to Greenbelt Station, connecting to the access road to Lake Atremesia, would also be good, but safe non-vehicular access to the station from Cherrywood Lane is a must.
 3. I agree that higher charges for non-WMATA riders who use the parking facilities are appropriate, especially with the addition of more comprehensive development to the station.
- Thank you for conducting an open process, and addressing community concerns.

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



March 3, 2016

Office of the Secretary
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

CITY COUNCIL
Emmett V. Jordan, Mayor
Judith F. Davis, Mayor Pro Tem
Konrad E. Herling
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

To Whom It May Concern:

Thank you for arranging a presentation and hearing on the proposed development plan for the Greenbelt Station. Below are preliminary comments from the City of Greenbelt. Due to the timing of the hearing, the Greenbelt City Council will not be able to formalize its comments until March 14, 2016, and a subsequent letter will be sent on March 15, 2016.

1. The Greenbelt Metro Station currently functions as a multi-modal transit hub. It integrates WMATA facilities with the MARC train system, it services the transit systems of Howard, Montgomery and Prince George's Counties, and interstate bus systems such as Bolt and Megabus. These are all important economic drivers for Greenbelt and the surrounding areas. These need to be efficiently accommodated in any future hub. However, the proposed non-WMATA user parking fee as currently structured will be a disincentive to this facility serving as a multi-modal hub. The fee should be reconsidered or mitigated in a way that it does not hinder these crucial activities. Similarly, because of these various modes of transit, as well as the connection to BWI airport via the B30 bus, some provision needs to be made to retain the "long-term" parking that currently exists.
2. The connecting tunnel between the WMATA station and the MARC train platform must allow for 24 hour access for pedestrians and cyclists wishing to cross between College Park and Greenbelt sides of the station.
3. One of our values as a community is a commitment to walkability. We want to encourage commuters to travel to the station as pedestrians or cyclists. It is very important to facilitate this by making connections safer and more pleasant than they are now. The pedestrian and cyclist access along Metro Access Drive, between Cherrywood Lane and the WMATA station, should be protected and enhanced (e.g. – use landscaping or other means to separate pedestrian and bike access from the proposed 495 interchange). This needs to happen in order to encourage commuters from the Federal Courthouse, Capital Office Park and residents from the historic section of Greenbelt to consider not using their cars.

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www.greenbeltmd.gov



4. The parking structure should include electric vehicle charging stations.
5. The Station is overdue for renovations and this work needs to begin soon, regardless of the GSA decision about the FBI relocation. Greenbelt residents must not have a less convenient commute than they have at the present as a result of the consolidation of the FBI headquarters.

Thank you for the opportunity to offer these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Emmett V. Jordan". The signature is fluid and cursive, with a large, stylized "E" and "J".

Emmett V. Jordan
Mayor

/amb

cc: City Council
Honorable Todd M. Turner
Honorable Patrick Wojahn, City of College Park
Honorable Jodie Kulpa-Eddy, Town of Berwyn Heights
Celia Craze, Director of Planning & Community Development
Garth Beall, Renard Development

IN REPLY REFER TO:
NCPC File No. 7613

March 4, 2016

Ms. Jennifer Ellison
Office of the Secretary
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, DC 20001

Re: WMATA Mass Transit Plan Amendment – Greenbelt Metrorail Station

Dear Ms. Ellison:

Thank you for the opportunity to comment on the proposed amendment to the Washington Metropolitan Area Transit Authority (WMATA) Mass Transit Plan, which would enable consolidation of the Federal Bureau of Investigation (FBI) Headquarters at the Greenbelt Metrorail Station, one of three alternatives. The National Capital Planning Commission (NCPC) is currently participating in the environmental review process for the FBI consolidation under the National Environmental Policy Act (NEPA). NCPC staff transmitted both a Scoping letter (October 21, 2014) and Draft Environmental Impact Statement (DEIS) comment letter (January 6, 2016) (attached) to the General Services Administration (GSA), expressing our general support for the FBI consolidation and relocation, as well as NCPC policies that should be considered during planning and design. In addition, NCPC has an advisory authority over Mass Transit Plan amendments.¹

If Greenbelt is selected as the preferred consolidation site, NCPC staff recommends close planning coordination between GSA, FBI, NCPC, Prince George's County, WMATA, and the future exchange partner to establish an efficient process for planning each development. Coordination between both public and private development components will result in a more successful transit-oriented development that integrates a variety of uses and successfully accommodates employees, residents and visitors alike. In addition, a well-coordinated process will help maximize compatibility between the two developments and ensure that each will meet local, regional, federal, and WMATA goals as much as possible.

¹ WMATA Compact – page 7 – Adoption of Mass Transit Plan: “(a) Before a mass transit plan is adopted, altered, revised or amended, the Board shall transmit such proposed plan, alteration, revision or amendment for comment to the following ... (6) the National Capital Planning Commission;”

NCPC staff recognizes that, while the WMATA project and FBI headquarters would be developed independently, there will be an opportunity to coordinate on a number of important planning issues of mutual interest. The shared context of the Greenbelt site and place-making opportunities presented by such a major redevelopment warrant additional coordination. Specific topics for future evaluation include circulation, parking and parking management, environmental stewardship and urban design. We encourage WMATA to consider these topics as it advances the project.

Should the FBI select the Greenbelt site for its future headquarters, we look forward to working with WMATA and its team to plan for a development that is a community asset and an innovative example of how high security can intermingle with adjacent transit-oriented development. If you have any questions about these comments, please contact Michael Weil at (202) 482-7253 or michael.weil@ncpc.gov.

Sincerely,



for Lucy Kempf
Director, Urban Design and Plan Review Division

cc: Mr. Shyam Kannan, Managing Director, Planning, Washington Metropolitan Area Transit Authority
Mr. Bill Dowd, Project Executive, GSA, Public Buildings Service
Ms. Christine Osei, Project Manager, Special Projects Section, Countywide Planning Division, Prince George's County
Mr. Tom Masog, Supervisor, Transportation Planning Section, Countywide Planning Division, Prince George's County Planning Department
Ms. Tammy Stidham, Chief, Planning, Compliance and Geographic Information Systems, National Park Service



101 9th Street NW North Lobby, Suite 500 Washington, DC 20004 Tel 202-482-7200 Fax 202-482-7272 www.ncpc.gov

IN REPLY REFER TO:
NCPC File No. 7613

January 6, 2016

Ms. Nia Francis
United States General Services Administration
301 7th Street, SW
Room 7600
Washington, DC 20407

Re: Draft Environmental Impact Statement Comments for the Federal Bureau of Investigation (FBI) Consolidation

Dear Ms. Francis: *Ni*

Thank you for the opportunity to participate in the Federal Bureau of Investigation (FBI) Headquarters Consolidation environmental review process as a Cooperating Agency. The National Capital Planning Commission staff shares the desire of the FBI and General Services Administration (GSA) to develop a more modern, sustainable headquarters facility that will accommodate the Agency's security requirements. The planned relocation is consistent with our 2009 Monumental Core Framework Plan, which identifies the existing FBI site along Pennsylvania Avenue, NW as a potential "infill/redevelopment opportunity area." In addition, we appreciate GSA/FBI's effort to locate the new consolidated headquarters in transit-accessible locations that are historically under-represented with federal employment.

The NEPA review includes a broad range of planning issues, including: transportation and parking, environmental stewardship, community/planning coordination, and urban design. In addition, anticipated future development on the current FBI site and its potential to affect on-going planning efforts along Pennsylvania Avenue require an extra level of analysis that should be reflected through the NEPA process. NCPC submits the following comments to facilitate our Commission's anticipated review of the new headquarters site campus plan and subsequent building projects, organized into two sections. The first section addresses the existing FBI headquarters site, and the second section addresses the three alternative sites under consideration for the new consolidated FBI headquarters development.

Existing FBI headquarters site – 901 Pennsylvania Avenue, NW, Washington, DC

NCPC has two overarching comments with regard to the Draft EIS analysis of the J. Edgar Hoover (JEH) site and the "Reasonably Foreseeable Development" Scenarios (RFDSs):

- (1) NCPC understands that GSA may request a land transfer from the National Park Service for approximately 0.75 acres in front of the existing FBI headquarters along Pennsylvania Avenue. The land transfer would be carried out in accordance with 40 U.S.C. § 8124(a) which requires NCPC review and approval. Approval of a land transfer would alter NCPC's responsibilities with respect to the National Environmental Policy Act (NEPA) as well as Section 106 of the National Historic Preservation Act (NHPA) as the Commission would be required to independently comply with both laws.

Following up on our previous comments, the Draft EIS does not adequately address the potential impacts of transferring public park land to GSA, which would then transfer the land to a private party for possible redevelopment. If this were to occur, future redevelopment of the site could alter the existing building line of the J. Edgar Hoover Building. This needs to be evaluated for impacts on viewsheds to the US Capitol, streetscape, use of public space, and historic properties. NCPC has noted the importance of these resources and other urban design considerations since the outset of the project as we described in our October 21, 2014, scoping letter on the project. Prior to recommending approval of a land transfer, NCPC will request additional environmental analysis be completed to evaluate these impacts.

- (2) The process and relationship of zoning and square guidelines described in the Draft EIS is not correct and should be amended to reflect the following:
- Future development will be regulated first and foremost by the square guidelines. Zoning for the site will be compatible with the square guidelines. Currently, the Draft EIS states that future redevelopment in the RFDSs would be regulated by height, setback, density and use found in zoning. While zoning may include such regulations, they will initially be determined through the square guidelines process. See the table attached for specific references.
 - The Draft EIS incorrectly notes that NCPC is currently updating the Plan's general guidelines and square guidelines. NCPC is currently in the process of drafting an amendment to the Plan for Squares 378 and 379. NCPC will begin the process of drafting square guidelines once Congress has passed the Plan Amendment. NCPC, GSA, and the NPS may decide to update the Plan and general guidelines as part of the Pennsylvania Avenue Initiative but this has yet to be determined.

Please refer to our table in the Appendix section of this letter for more specific comments regarding the issues identified above, in addition to other comments on individual sections.

Potential Suburban Development Alternatives

Campus Planning Process

NCPC staff recommends consultation between GSA, FBI, NCPC, local County (Prince George's or Fairfax County), the Washington Metropolitan Area Transit Authority (WMATA), and future

exchange partners as early as possible in the campus planning process to preserve design flexibility. Early consultation is critical as it will minimize NCPC's required review period and make it more productive. Early consultation will also increase the likelihood that the development will meet local community and regional federal planning goals. NCPC guidelines require a two-stage (Draft and Final) review process for campus master plans. Review/development periods can vary from four months to more than a year, depending upon the complexity of the plan and the quality of coordination between the stakeholders. Once NCPC approves a final campus plan, GSA/FBI should submit each discrete project (sometimes as part of development phases) for Commission review. Please refer to NCPC project submission guidelines for further information at: www.ncpc.gov.

Campus Design

NCPC will evaluate the campus design using principles and policies within the Urban Design Element of the Comprehensive Plan, particularly Section Two. The campus plan should be pedestrian, bicycle, and transit-friendly; minimize development scale; and site the most prominent buildings (visitor center and main building(s)) in locations with greater visibility and pedestrian access. Utilitarian and supporting uses (truck inspection facility, central utility plant, etc.) should be situated in lower-visibility locations, away from primary pedestrian entrances. In addition to the general guidance noted above, further design details will be required for NCPC review. Therefore, we submit the following general guidance regarding the potential alternative campus designs:

- Relate the massing of proposed buildings to existing and proposed development on adjacent sites. This can be achieved by creative transitioning between building height tiers, or architecturally breaking facades into a series of smaller elements.
- Avoid exposed parking garages. Screen parking facilities through architectural treatments and/or enhanced landscaping to provide visual interest, break up long, monotonous facades, and protect adjacent neighborhoods from light spill.
- Screen back-of-house components (loading, mechanical, generators etc.) in an appropriate manner, including architectural screens and landscaping.
- Avoid large, undifferentiated building facades with little variation or depth. Use creative articulation of building massing and façades to create an interesting pedestrian experience.
- Enhance the environmental performance of the site, and incorporate sustainable practices in the site design. For example, orient buildings to benefit from sunlight exposure, solar energy collection, wind energy collection, and positive air flow within the building(s). Stormwater strategies should be considered early.

The following graphics illustrate how each of the development concepts could be reconfigured in a more logical manner based on the DEIS plans.



Figure 1: Greenbelt Site DEIS Concept Plan Recommendations

As shown in Figure 1, the main administrative building(s) could be situated closer to the Metrorail station and visitor center to create a more compact, pedestrian-friendly development, which is more compatible with the planned Greenbelt station-area development located to the west. In contrast, the DEIS concept shows a front lawn between the "development area" and station, which suggests a more suburban-style campus, with a main building set back and longer walking distances for pedestrians. The central utility plant, substation, and standby generators could then be shifted to the rear of the campus, between the main building(s) and existing parkland. This location would allow the main building and parkland to screen those more functional elements. Further, locating these more utilitarian uses toward the rear of the campus would help hide the

structures from the planned station area development, visitor center, and “front door” of the campus. This revised layout would better integrate the proposed FBI campus with the station development, and provide an improved pedestrian experience for visitors and employees.

Figure 2: Landover Site DEIS Concept Plan Recommendations

However, the development team should consider moving the main building development area closer to the visitor center/lot to reduce the walking distance. Such a move would also allow more distance between the truck inspection area and main headquarters building. In addition, the site is located immediately adjacent to low-scale residential uses to the northeast. The proposed parking garages could be moved to the southwest-side of the site to allow for a more appropriate transition and buffer between the campus and adjacent apartments.

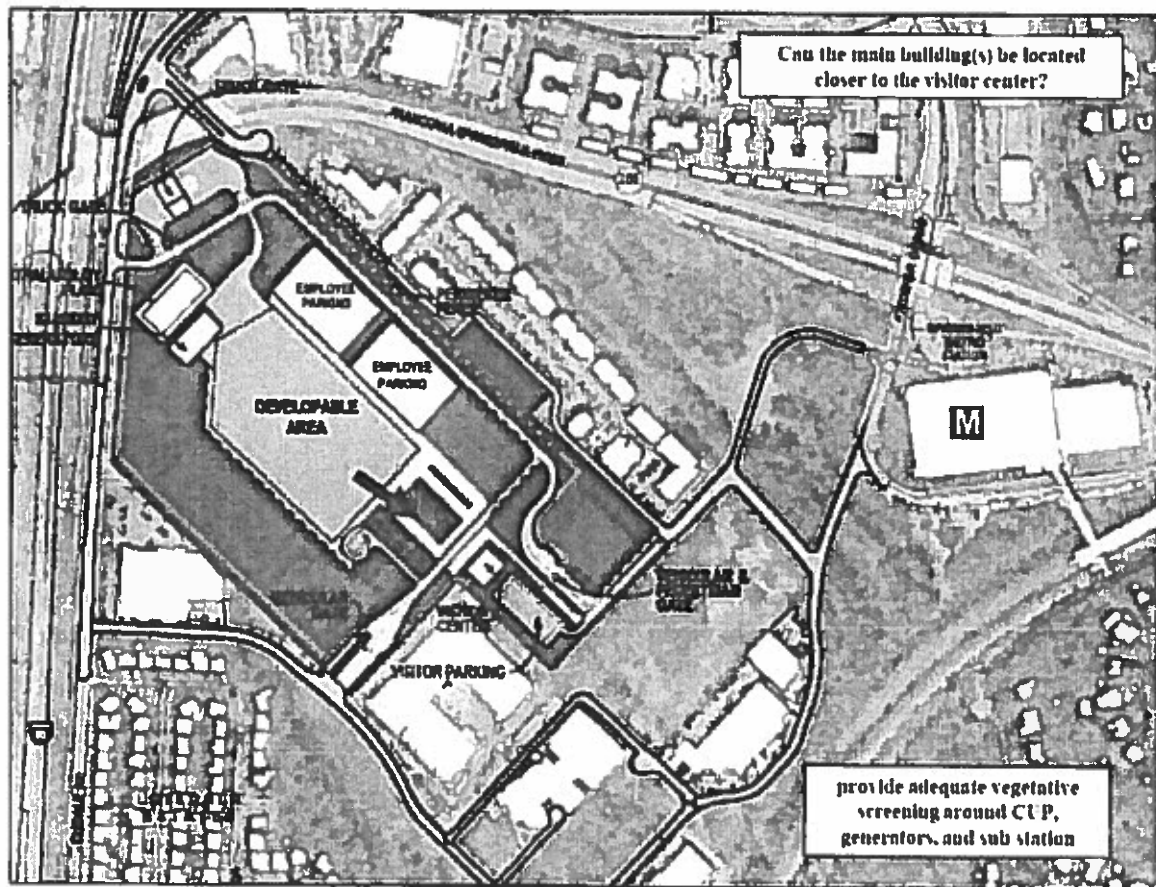


Figure 3: Springfield Site DEIS Concept Plan Recommendations

Transportation, Traffic, and Parking

The DEIS appears to analyze transportation, traffic, and parking impacts for a future FBI development as requested in our previous scoping letter. In addition, we strongly support the FBI's intent to locate the campus adjacent to or near Metro and comply with NCPC's employee parking goals for each site. Should the FBI determine that parking ratio goals are not feasible for the "preferred" site based on detailed analysis, a revised ratio should be proposed for Commission consideration as part of the campus plan review process, along with supplementary NEPA analysis. Such an analysis must forecast where future FBI employees will likely reside and how they will travel to work, accounting for anticipated demographic changes with expectations and habits of

the younger Millennial generation entering the workforce.¹ The study should also describe the cost differences between constructing and maintaining additional parking (for a lower proposed ratio) and subsidizing additional travel demand programs (in support of the NCPC-recommended ratio). Proper accounting of these factors will help the Commission determine whether an alternative parking ratio is appropriate.

Environmental Stewardship

The DEIS presents a useful overview of general environmental impacts for each alternative site, and we understand that more detailed information will be forthcoming after the exchange partner is selected, and the campus plan is developed for the selected site. In particular, the following Comprehensive Plan policies should be used as guidance during the campus-planning process:

- Reduce mobile and stationary sources of air pollutants;
- Minimize tree cutting and other vegetation removal to reduce soil disturbance and erosion, particularly in the vicinity of waterways. When tree removal is necessary, trees should be replaced to prevent a net tree loss;
- Encourage the use of innovative and environmentally friendly “Best Management Practices” in site and building design and construction practice, such as green roofs, rain gardens, and permeable surface walkways, to reduce erosion and avoid pollution of surface waters;
- Encourage the natural recharge of groundwater and aquifers by limiting the creation of impervious surfaces, avoiding disturbance to wetlands and floodplains, and designing stormwater swales and collection basins on federal installations;
- Discourage investment in floodplain areas unless related to correcting flood hazards, restoring floodplain values, or supporting appropriate recreational or memorial uses;
- Incorporate new trees and vegetation to moderate temperatures, minimize energy consumption, and mitigate stormwater runoff; and
- Locate and design buildings to be sensitive to the natural groundwater flows. Avoid development in areas where useful mineral resources, such as diabase clay and shale, are located.

Regarding tree/vegetation impacts, NCPC will ultimately require a greater level of detail on the number of trees to be removed, their locations, species, sizes, and how many new trees will be planted as mitigation during the campus review process. The future campus plan should identify the new “mitigation” tree planting areas, as well as additional strategically-located reserved sites for additional tree/vegetation planting, over and above the initial mitigation. Although NCPC has

¹ Sociologists have documented several defining characteristics for Millennials (1982-2000)) such as: a desire to live in more urbanized areas (compared to suburban areas); a desire for flexible work schedules; a high degree of environmental stewardship; and a desire to live closer to work.

a “no net loss” policy for trees, we encourage the FBI to gradually increase the number of trees over time. The Commission encourages federal agencies to develop sites and buildings that are consistent with local agencies’ zoning and land use policies to the maximum extent feasible. Thus, future development should adhere to local and state tree replacement standards as much as possible. Staff recognizes that this information will likely be developed as part of a future campus planning process once the “preferred” site is selected.

Regarding water resources, the campus plan should reflect an integrated network of natural areas to accommodate the site’s inter-related stormwater management, flood control, and green infrastructure needs. The following specific recommendations are provided for consideration as the development proceeds into a more detailed campus-planning:

- Stormwater strategy “opportunity” areas (rain garden/bio-retention, underground retention, pervious pavement, etc.) should be depicted in the Plan to demonstrate a broader-scale management approach, and to preserve areas that are more appropriate for stormwater uses;
- Future development should comply with Executive Order 13690 (Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input), which encourages designing development for more extreme weather events based on a higher degree of flooding (i.e. 500-year flood). Figures 5-7, 6-6, and 7-6 should be revised to show the 500-year floodplain for each potential site in the FEIS;
- Paved areas that are not required to support heavy vehicles should be constructed of permeable pavement to minimize storm runoff and to preserve on-site holding capacity;
- The perimeter security fence (and its clear zones) should avoid both 100- and 500-year floodplains as much as possible, and any necessary floodplain construction should preserve the land’s natural qualities to the maximum extent feasible;
- Critical facilities, including access roads and critical infrastructure, should be protected against a 500-year flood event at a minimum;
- Additional discussion should be added to the FEIS to describe how Indian Creek’s water quality will be protected and monitored during both construction and post-construction phases, (Greenbelt site).

As noted in the DEIS, the campus will ultimately comply with State and federal standards under Section 438 of the Energy Independence and Security Act (EISA). Future more detailed project submissions should demonstrate compliance with these stormwater management standards through “performance” summaries.

Sustainability

The DEIS states that the new FBI development will likely increase Green House Gas (GHG) emissions compared to other “non-build” alternative uses, but that the new headquarters building

will contain a variety of energy-saving features, to be determined as the building is designed. This information should be submitted to NCPC as part of future project reviews. In addition, the campus plan should include a future energy strategies component that shows where “opportunity” areas could be located for potential geothermal, wind, and solar energy production. Similar to stormwater management, the campus plan should demonstrate a broader-scale approach to “green” energy production on the site, and the future development should be configured to preserve these areas. Lastly, future plan and development submissions should identify how the new FBI headquarters campus will meet the goals of Executive Order 13653 (Preparing the United States for the Impacts of Climate Change).

Capper-Cramton Act

As referenced in the DEIS, the potential Greenbelt site is adjacent to the Indian Creek Stream Valley Park, which is land that was acquired through federal funding allocated by the 1930 Capper-Cramton Act. The Act grants NCPC approval authority over any modifications made to the park’s General Development Plan (GDP), and the Commission will rely on the final EIS (or future Supplementary EA) to satisfy our NEPA responsibility for the Plan modification.² Specifically, the final EIS/potential SEA should include the following information if the Greenbelt site is the “preferred alternative”:

- Large-scale map that shows the affected land area with all existing natural and manmade features;
- Detailed inventory of all trees that would require removal and where new trees would be planted as mitigation;
- Detailed description of how public use of the pedestrian/bike trail along Indian Creek would be maintained, both during construction and post-development project phases;
- Detailed description of how public use of the east-west pedestrian/bike connection between the Metrorail station and Springhill Lake neighborhood (Figure 5-11) would be maintained, both during construction and post-development project phases;
- Detailed description of stormwater/water quality impacts to Indian Creek during construction and post-development phases;
- Detailed description of night-time lighting impacts to the adjacent parkland during construction and post-development phases;
- Several pre- and post-development photo-simulations of the development from key perspective locations along the Indian Creek Trail.

Regarding a GDP modification, NCPC would adopt the Record of Decision, (ROD) with a separate General Development Plan-specific section, or develop a separate ROD that addresses the specific

² A General Development Plan “modification” is defined as any change from the current parkland to a different non-park use.

GDP modification impacts at the time of the final campus plan approval. If the NEPA process is unable to offer the level of detail needed by the Commission at this time, then a supplementary EA would be beneficial to NCPC's assessment of the Plan modification once the design is more refined.

We look forward to continuing our work with the FBI, GSA, and other stakeholders to ensure that the future headquarters campus not only meets the needs of the FBI, but also serves as a successful asset to the community and as an innovative example of how high security can intermingle with adjacent "urban center" development. If you have any questions about these comments, please contact Michael W. Weil at (202) 482-7253 or michael.weil@ncpc.gov.

Sincerely,

A handwritten signature in black ink that reads "Lucy A. Kempf". The signature is fluid and cursive, with the first name "Lucy" being more prominent than the last name "Kempf".

Lucy Kempf
Director, Urban Design and Plan Review Division

cc: Ms. Christine Osei, Project Manager, Special Projects Section, Countywide Planning Division, Prince George's County
Ms. Marianne Gardner, Director, Planning Division, Fairfax County Department of Planning and Zoning
Ms. Tammy Stidham, Chief, Planning, Compliance and Geographic Information Systems, National Park Service
Mr. Shyam Kannan, Managing Director, Planning, Washington Metropolitan Area Transit Authority

APPENDIX

Section 4.0 J. Edgar Hoover (JEH) Parcel		Comment
1	Page 81 – 2 nd paragraph “GSA has no decision on the future redevelopment of the site”	This is not accurate. GSA will make several decisions regarding the site during the development of square guidelines. GSA also has the authority to review and approve private development proposals via the 1996 MOA and is responsible for reviewing building plans for consistency with the square guidelines.
2	Page 83 – 1 st paragraph “Along Pennsylvania Avenue, the parcel contains a broad brick sidewalk, lines with street trees, planters, benches, and lighting fixtures which was implement by the Pennsylvania Avenue Development Corporation as part of a unified streetscape plan for Pennsylvania Avenue.	Delete “planters” – these are not part of the unified streetscape plan for Pennsylvania Avenue.
3	4.1.1.2 Soils – page 85 4.1.2.2 Hydrology – page 85 4.1.3.1 Vegetation – page 87	The planters surrounding the FBI building have been filled with concrete, gravel, and an epoxy. They are no longer pervious nor do they have any vegetation.
4	4.1.4.2 Zoning – page 90 1 st paragraph /last sentence “A building or other structure with frontage on Pennsylvania Avenue may be 160 feet tall, as measured from the Pennsylvania Avenue curb at the middle of the front of the building to a high point of the roof or parapet, providing that the portion of the building that exceeds 135 feet in height	The Zoning Commission is scheduled to take final action on the proposed zoning on January 14, 2016. The proposed zoning sections (D-7 and the Pennsylvania Avenue SubArea) do not discuss upper story setbacks at 135 feet. The regulations simply refer to the PADC Plan as amended.

Section 4.0 J. Edgar Hoover (JEH) Parcel		Comment
	shall be set back a minimum of 50 feet from the building line along Pennsylvania Avenue."	
5	4.1.4.3 Regional and Local Land Use Studies Page 90 - Federal Elements of the Comprehensive Plan for the National Capital	These elements could apply to the RFDSs if the zoning requires a PUD. Per the National Capital Planning Act, text and map amendments to the Zoning Code (associated with a PUD) must come to NCPC for review. NCPC would review the project in light of federal interests outlined in the Federal Elements of the Comprehensive Plan. Please note that the Urban Design Element contains specific guidance for Pennsylvania Avenue.
6	4.1.4.3 Regional and Local Land Use Studies Page 91 - District Elements	<p>Please recognize the following District elements from the Historic Preservation section in the EIS:</p> <p>Policy HP-2.3.3: Spatial Character of L'Enfant Plan Streets Protect the generous open space and reciprocal views of the L'Enfant Plan streets, avenues, and reservations. Protect the integrity and form of the L'Enfant system of streets and reservations from inappropriate new buildings and physical incursions. Support public and private efforts to provide and maintain street trees to help frame axial views and reinforce the city's historic landscape character. 1010.5</p> <p>Policy HP-2.3.4: Public Space Design in the L'Enfant Plan Reinforce the historic importance and continuity of the streets as public thoroughfares through sensitive design of sidewalks and roadways. Avoid inappropriate traffic channelization, obtrusive signage and security features, and other physical intrusions that obscure the character of the historic street network. Work jointly with federal agencies to preserve the historic statuary and other civic embellishments of the L'Enfant Plan parks, and where appropriate extend this tradition with new civic art and landscape enhancements of the public reservations. 1010.6</p>

Section 4.0 J. Edgar Hoover (JEH) Parcel	Comment
	<p>Policy HP-2.3.5: Enhancing Washington's Urban Design Legacy Adhere to the design principles of the L'Enfant and McMillan Plans in any improvements or alterations to the city street plan. Where the character of the historic plan has been damaged by intrusions and disruptions, promote restoration of the plan through coordinated redevelopment and improvement of the transportation network and public space. 1010.7</p> <p>Policy HP-2.5.2: Historic Landscapes Preserve the distinguishing qualities of the District's historic landscapes, both natural and designed. Protect public building and monument grounds, parks and parkway systems, government and institutional campuses, gardens, cemeteries, and other historic landscapes from deterioration and incompatible development. 1012.3</p> <p>Policy HP-2.5.3: Streetscape Design in Historic Districts Ensure that new public works such as street lights, street furniture, and sidewalks within historic landscapes and historic districts are compatible with the historic context. Emphasize good design whether contemporary or traditional. 1012.4</p> <p>Policy HP-2.5.4: Landscaped Yards in Public Space Preserve the continuous and open green quality of landscaped front and side yards in public space. Take special care at historic landmarks and in historic districts to protect this public environment from intrusions, whether from excess paving, vehicular access and parking, high walls and fencing, or undue disruption of the natural contours or bermed terraces. 1012.5</p> <p>Action HP-2.5.C: Protecting Rights-Of-Way Promote the preservation of original street patterns in historic districts by maintaining public rights-of-way and historic building setbacks. Retain and maintain alleys in historic districts where they are significant components of the historic development pattern. 1012.10</p>

	Section 4.0 J. Edgar Hoover (JEII) Parcel	Comment
7	<p data-bbox="313 457 659 597">4.1.4.3 Regional and Local Land Use Studies Page 92 – The Pennsylvania Avenue Development Plan</p> <p data-bbox="313 634 659 1095">Last paragraph – “In order to minimize and avoid adverse impacts, GSA and NCPC have initiated an update to the PAP to ensure the redevelopment of this parcel would be consistent with the Plan. NCPC is currently in the process of drafting an amendment to the PAP that updates the General Guidelines for squares 378 and 379.”</p> <p data-bbox="313 1272 659 1347">The Penn Avenue Plan – page 92.</p>	<p data-bbox="686 634 1406 953">GSA and NCPC are not “updating” the Plan. We have initiated a “plan amendment” for Squares 378 and 379. With regard to the last sentence, NCPC is <u>not</u> currently in the process of drafting an amendment to the PAP that updates the general guidelines. The NCPC has forwarded a plan amendment for Squares 378 and 379 to NPS and GSA for consideration. NCPC will begin the process of drafting square guidelines once Congress has passed the plan amendment.</p> <p data-bbox="686 1272 1406 1598">The EIS overview of the Penn Ave Plan synthesizes key goals and objectives on page 92. While the five bulleted items are relevant, other key goals and objectives have not been included. In particular, the Plan was developed to symbolically link the White House and US Capitol through a cohesive streetscape along Pennsylvania Avenue, reinforcing one of the most prominent viewsheds in the nation. The Plan also advocates for residential uses along the Avenue.</p> <p data-bbox="686 1634 1406 1672">Please add the proposed language in red:</p> <p data-bbox="686 1708 1406 1783">The following relevant goals and objectives specific to land use and programming are presented in the plan.</p> <ul data-bbox="735 1819 1406 1889" style="list-style-type: none"> <li data-bbox="735 1819 1406 1889">• Symbolically link the White House and US Capitol through a cohesive streetscape along

Section 4.0 J. Edgar Hoover (JEH) Parcel		Comment
		<p>Pennsylvania Avenue, reinforcing one of the most prominent viewsheds in the nation.</p> <ul style="list-style-type: none"> • Bridge together the north and south sides of the Avenue. • Provide a mix of programming that could represent a pleasant place for resident and visitors alike during all hours of the day, offering comfortable places to stroll, rest, sit talk, eat, and shop. • Provide a mix of commercial and cultural activities along the Avenue that would attract a wide variety of people and stimulate street life. • Bring people back to live along the Avenue. • Maintain a sense of historic continuity and evolution by preserving buildings representative of different eras and styles. • Reduce hardships to existing businesses by staging development carefully and providing effective relocation benefits.
8	Page 94 Extending the Legacy	Reference the Monumental Core Framework Plan adopted by the NCPC in 2009. It provides guidance for the redevelopment of the FBI site.
9	4.1.5 Visual Resources – page 95 3 rd paragraph and the callout box – “The JEH building is well-integrated into a dense, urban landscape, surrounded by streets and buildings on all four sides.”	It is not “well-integrated”. It is a fortress as described on page 153 which says “Currently, the JEH building has a fortress-like façade that is not consistent with the historical and cultural character of the area.”
10	Page 99 callout box on square guidelines	Seems out of place.
11	4.2.4. Land Use, Planning Studies, and Zoning 4.2.4.2 RFDS 2- page 152 “The parcel would contain multiple buildings with	The term “pathways” is too specific to use and character. We suggest using a broader term such as “access” which could mean either pedestrian and/or multi-modal access.

Section 4.0 J. Edgar Hoover (JEH) Parcel		Comment
	<p><u>pathways</u> between them for improved pedestrian access"</p> <p>4.2.4.2 RFDS 2 – 2nd paragraph</p>	<p>It is not clear that the zoning of this site must be consistent with the square guidelines. Square guidelines take precedent over zoning and while zoning may include more specific regulations for the site, it must always be compatible with square guidelines. The emphasis of this paragraph should be changed to reflect that the RFDS 2 will be regulated first through square guidelines and second through zoning.</p>
12	<p>4.2.5 Visual Resources page 153</p> <p>4.2.5.2 RFDS 1 page 153 1st paragraph – "The D Street ROW would continue to be hindered and Pennsylvania Avenue would continue to undulate."</p> <p>4.2.5.3 RFDS 2 page 153</p>	<p>Overall Comment: An assessment of impacts on visual resources cannot be made until a visual analysis has been done for changing the setback on Pennsylvania Avenue. Also the RFDS2 description includes a 75' setback when the rest of the EIS suggests this may change. It should be clear that the setback may change.</p> <p>All references to no adverse impacts on visual resources should be removed until a visual analysis is complete. For example: the 3rd paragraph in 4.2.5.3 RFDS 2 says that even if the setback decreases, there will be no adverse impact. Also the callout box indicates with a green square that there will only be long-term beneficial impacts on visual resources. This can't be determined until a visual analysis has been done.</p> <p>Pennsylvania Avenue doesn't undulate. Change to the "building line of Pennsylvania Avenue".</p> <p>Similar to the comment above:</p>

	Section 4.0 J. Edgar Hoover (JEH) Parcel	Comment
	<p>1st paragraph – “Under RFDS 2, the existing JEH building would be demolished and the parcel would be redeveloped according to the following land use controls: – the PAP General Guidelines and square guidelines, currently in the process of being updated.</p>	<p>GSA and NCPC are not currently “updating” the Plan’s general guidelines and square guidelines. NCPC recently submitted a proposed plan amendment for Squares 378 and 379 to GSA and NPS for consideration. NCPC will begin the process of drafting <u>square guidelines</u> once Congress has passed the plan amendment.</p>
13	<p>4.2.3 Biological Resources – page 151 4.2.3.1 Vegetation</p>	<p>Comment: RFDS 2 assumes that there will be no way to save all or part of the existing landscape on Pennsylvania Avenue. This seems premature given that the site design and setbacks have yet to be developed.</p> <p>RFDS 2 provides a significant amount of flexibility in the future streetscape design along all four street frontages. NCPC is supportive of the inclusion of low-impact development techniques to capture, treat, and potentially reuse stormwater from the site. This section should reference the need for consistency with the landscape design included in the Pennsylvania Avenue Plan. As referenced in the RFDS 2 description on page 33, the Pennsylvania Avenue Plan provides public realm design guidelines to ensure consistent use of hardscape and landscape materials along the Avenue between 3rd and 15th Streets, NW.</p> <p>Proposed Language: Under RFDS 2, there would be indirect, short-term, adverse impacts to vegetation associated with the removal of vegetation during the construction period. If it is determined during design and construction that there is no way to save all or part of the landscape on Pennsylvania Avenue, The existing vegetation on the parcel would be removed during</p>

Section 4.0 J. Edgar Hoover (JEH) Parcel		Comment
		<p>construction, and the parcel—landscape would be re-landscaped redesigned during the site design process and installed once construction is complete. The landscape design, including use of hardscape and landscape materials, would be consistent with the Pennsylvania Avenue Plan and other city standards. There is the potential for long-term, beneficial impacts to vegetation as a result of landscaping and low-impact development techniques that could reduce the overall amount of impervious surface and increase the amount of vegetation within the parcel. The range of beneficial impacts would vary greatly depending on the amount of landscaping and the types of vegetation introduced, both of which are unknown at this time. Notwithstanding, it is possible that one or more of the existing rows of street trees could be permanently removed. Therefore, there could be beneficial or adverse impacts under RFDS 2, but there is insufficient information available to make an impact determination at this time.</p>
14	4.2.9 Transportation page 164	<p>Overall Comment: The reintroduction of D Street as a pedestrian ROW was discussed on page 153 in the Visual Resources section; however, it is not analyzed in the bicycle network or pedestrian sections of the Transportation Analysis.</p>
15	Page 612 8.4.2.2	<p>RFDS 2 Please add the word “federal” to the following sentence:</p> <p>“It is assumed that the surrounding developments, as well as the redevelopment of the JEH building, would occur either in accordance with applicable local land use controls or through consultation with regulatory agencies to help ensure future development would adhere to or be compatible with Federal and District of Columbia land use planning and development policies.”</p>

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March 2, 2016

writtentestimony@wmata.com

Office of the Secretary
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Re: Docket R16-01: Proposed Changes to WMATA Facilities at
Greenbelt Metro Station/Compact Public Hearing No. 608
Tuesday, February 23, 2016, Greenbelt Marriott
Letter of Comments

Gentlemen:

This is submitted for your consideration by Quantum Company, management and leasing agent ("Quantum") on behalf of GB Mall Limited Partnership ("GB Mall"), the owner of the Beltway Plaza Shopping Center, 6000 Greenbelt Road, Greenbelt, Maryland 20770 ("Beltway Plaza").

Background. Beltway Plaza is a neighborhood/regional shopping center, consisting of approximately 825,000 square feet of gross floor area. Beltway Plaza is sited on approximately 64 acres of ground. Beltway Plaza is in close proximity to and a pleasant stroll to the Greenbelt Metro Station. Originally developed in the 1960's as a strip center with a supermarket and a 300,000 square foot department store, Beltway Plaza has been constantly improved and re-invested in over the ensuing more than 50 years. Millions of Dollars have been invested in Beltway Plaza by its current owners. Beltway Plaza includes a flagship Giant Food store, Target, TJ Maxx, Marshalls, Burlington Coat Factory, Jo-Ann's Fabrics, Planet Fitness, Silver Diner, McDonald's, Subway, Jersey Mikes, Joe's Crab Shack, Mission BBQ and a hundred additional stores and restaurants. See www.beltwayplazamall.com for a complete Directory and store and restaurant listing.

Suffice it to say that Beltway Plaza is committed to service to the community, as it has established a niche for itself as a family-friendly, value-oriented, discount shopping center with modern entertainment amenities such as the state-of-the-art Academy 8 Stadium Theaters. All of the necessities of a local community center are offered at Beltway Plaza, including a supermarket, a dry cleaners, a laundromat, a cobbler, a tailor, a drug store, a book store, a hardware store, a liquor store, various professional services, a barber, a hair salon, a watch repair shop, several banks, opticians and optometrists and a number of restaurants.

Special events and family-oriented programs are held on a weekly basis at Beltway Plaza. For example, next week, Beltway Plaza hosts Halloween Pumpkin Fun Events for Kids and indoor Halloween Trick or Treating and Costume Contests for families to celebrate Halloween in a safe, secure environment, supervised by shopping center security.

Greenbelt Station is the Most Qualified Site

As you no doubt appreciate from the public pronouncements of the City of Greenbelt, Prince George's County, surrounding cities and counties and State and Federal officials of the State of Maryland, Greenbelt is the strongly preferred site for any number of excellent reasons.

Among the most compelling reasons is that the Greenbelt Metro Station site delivers, among other things:

- * true transit-oriented development via Metrorail, Metro Bus and MARC train;
- * pedestrian connectivity to vital components of the surrounding community already exist; and
- * a road network of Federal, State, County and City roadways are to be further enhanced as the proposed development plan reflects.

Any proposed redevelopment plan must expand upon and enhance these most valuable features as well as incorporating the foremost pedestrian-friendly, bicycle-friendly, community-friendly and advanced environmentally-friendly attributes. In other words, this represents a rare, once-in-a-lifetime opportunity to get it right.

The undersigned attended the above-captioned public hearing at which a number of excellent, perceptive suggestions were presented. We ask WMATA to consider incorporating the following into the proposed redevelopment:

*whether or not the Greenbelt Station site is chosen for the FBI headquarters, plan to augment the multi-modal, parking integration, community accessibility and pedestrian friendliness suggestions made by a number of the public hearing witnesses, including Greenbelt Mayor Emmett Jordan; and

*specifically, guarantee that a true sustainable "sense of place" is created with outdoor cafes, necessity retail, creature comforts and information kiosks concerning the history of Greenbelt, the University of Maryland, the College Park Airport and other local sights; and

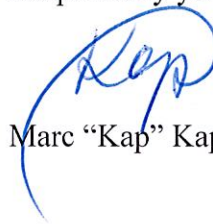
*considering pedestrians and bicyclists commuting to the Station, insure by design safe, comfortable, covered pedestrian walkways, separate cycle tracks and easy bikeways to bicycle parking.

Proposed Changes to WMATA Facilities at Greenbelt Metro Station
March 2, 2016
Page 3

Beyond the testimony, I understand that the City of Greenbelt will suggest energy and environmental additions to the plan which are likely to include electric charging stations strategically located in the parking garage.

GB Mall, the owners of Beltway Plaza, endorse the proposed development plan subject to consideration by WMATA of the foregoing comments and suggestions. Thank you for the opportunity to file this letter, anticipating your close review of its contents.

Respectfully yours,

A handwritten signature in blue ink, appearing to read "Kap", with a large, sweeping flourish underneath.

Marc "Kap" Kapastin, General Counsel