

Greenbelt Joint Development Public Hearing Staff Report

**R16-01: Proposed Changes to WMATA Facilities at Greenbelt Metro
Station/Compact Public Hearing No. 608**

Staff Analysis of the Public Hearing and Staff Recommendations

Prepared by:



Washington Metropolitan Area Transit Authority

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Table of Contents

1.	Introduction	1
2.	Communications and Outreach to the Public	3
2.1	Pop-Up Events	3
2.2	Direct Email	6
2.3	Targeted Marketing and Media	6
2.4	Information Session and Public Hearing	7
3.	Survey Feedback Results	8
3.1	Introduction	8
3.2	Demographics	9
3.3	Main Issues of Concern	10
3.4	Survey Comments Received	11
3.5	Responses to Survey Comments Received	11
3.5.1	Pedestrian Access	11
3.5.2	Bike Access	12
3.5.3	Traffic Flow	13
3.5.4	Bus Access	13
3.5.5	Kiss & Ride	14
3.5.6	Parking	14
3.5.7	Parking for Persons with Disabilities	15
3.5.8	Non-rider Fee	15
3.5.9	Other	16
4.	Comments Received for the Record	16
5.	Responses to Comments Received	17
5.1	Pedestrian Access	17
5.2	Bike Access	18
5.3	Traffic Flow	18
5.4	Bus Access	19
5.5	Kiss & Ride	19
5.6	Parking	19
5.7	Disability Parking	20
5.8	Non-rider Fee	20
5.9	Other	21
5.9.1	Comments on the Proposed Project	21
5.9.2	Comments on the Public Comment Process	21
5.9.3	Comments beyond the Scope of the Proposed Project	21
6.	Responses to Comments Received on the Public Hearing Staff Report	22
7.	Comments Received After the Close of the Public Comment Period	22
8.	Other Information for the Public Record	22
9.	Summary and Staff Recommendation	22

List of Figures

Figure 1: Proposed Joint Development Concept	2
Figure 2: Survey Response by Type.....	8
Figure 3: Awareness of Proposed Project	8
Figure 4: Main Issues of Concern	10
Figure 5: Overall Comment Tone.....	16

List of Tables

Table 1: Pop-up Outreach Summary	4
Table 2: Information Session & Public Hearing Summary	7
Table 3: Customer Access to Greenbelt Station.....	9
Table 4: Demographic Breakdown of Survey Results	9
Table 5: Top Concerns of Survey Respondents	11
Table 6: Number of Comments from Survey	11
Table 7: Breakdown of Comments by Issue	17

Appendices

Appendix A	Notice of Public Hearing
Appendix B	Public Hearing Transcript
Appendix C	Transcribed and Categorized Comments from Public Outreach
Appendix D	Presentation Materials
Appendix E	Environmental Evaluation

1. Introduction

The Washington Metropolitan Area Transit Authority (WMATA) and Prince George's County are pursuing Transit-Oriented Joint Development opportunities at the Greenbelt Metrorail Station in Prince George's County, Maryland. Renard Development Company, LLC is proposing 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 a parking garage, as shown in **Figure 1**.



On the eastern portion of the property, plans include a campus for a major government services agency or large private employer. Presently, the U.S. General Services Administration (GSA) has expressed interest in the joint development site as the new consolidated headquarters for the Federal Bureau of Investigation (FBI). If the FBI does not choose Greenbelt for the consolidated FBI headquarters, the mixed-use project and the reconfigured WMATA facilities will not be built.

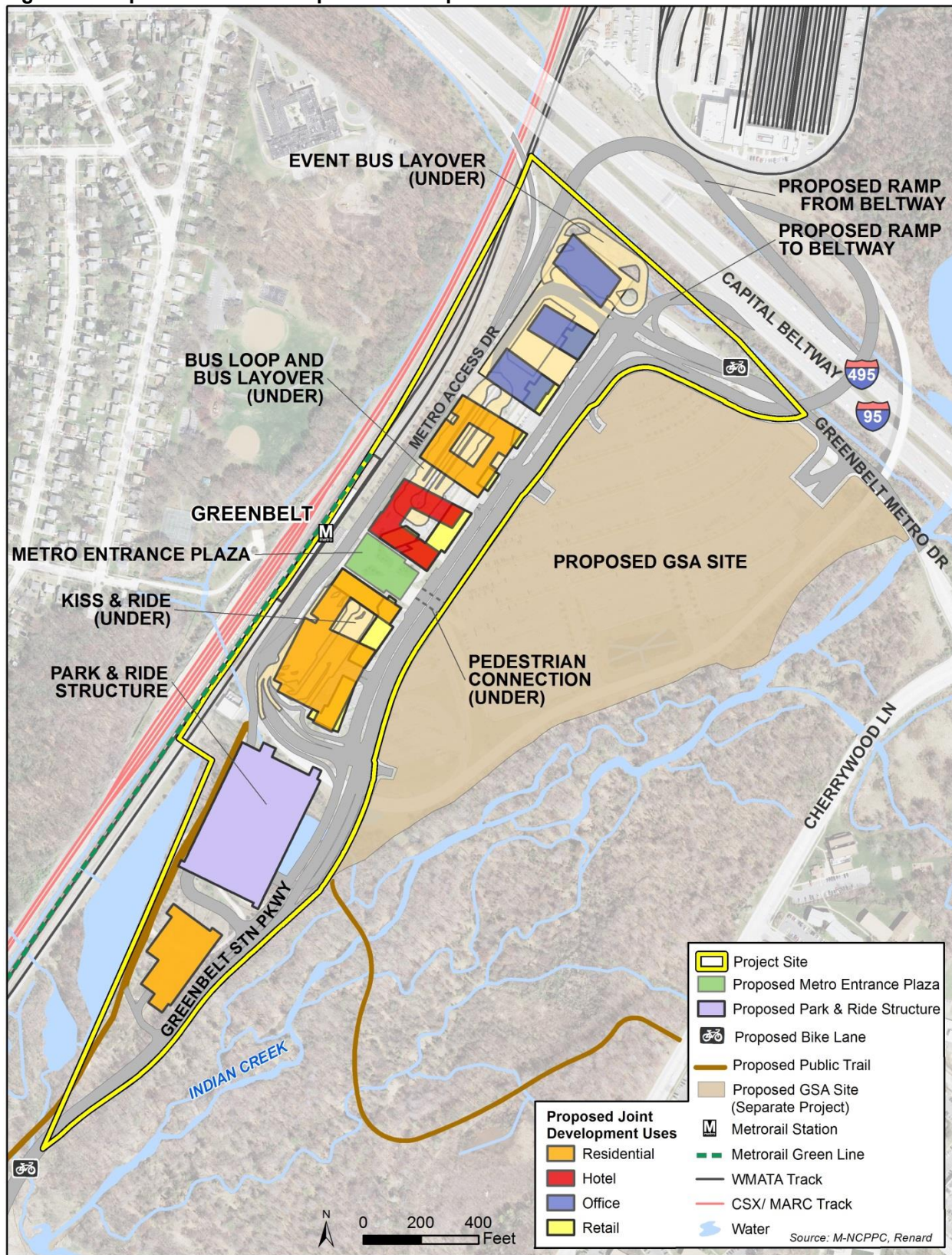


WMATA's existing facilities, including the Park & Ride, Kiss & Ride, bus loop, bus layover, event bus parking, and station access would be reconfigured to include:

- A covered bus loop with 12 bus bays and 14 bus layover spaces to be located on the ground floor of an office building and hotel to be developed above, located northeast of the station entrance.
- A covered Kiss & Ride lot located on the ground level of a residential and retail building with
- 48 short-term metered/driver-attended parking spaces11 accessible spaces for disabled persons
- Pick-up/drop-off space for 15 taxis, 4 shuttles, and 9 standard vehicles
- 20 motorcycle spaces
- An 8-story Park & Ride garage with 3,669 parking spaces, including 47 accessible parking spaces which will replace the existing accessible spaces in the Park & Ride lots, located southeast of the station, with a direct pedestrian connection to the station that meets WMATA access standards.
- New well-lit sidewalks from the Kiss & Ride lot, bus facilities and parking garage.
- Improved pedestrian and bicycle facilities, including replacement of the existing bike racks and lockers.
- An event bus layover lot with 30 spaces located just to the east of the bus loop.
- Non-rider fee of \$14.50 is being proposed. A non-rider parking fee will discourage non-rider parking and compensate for loss of revenue if non-rider parking occurs.

As required by WMATA's Compact, the public was provided with the opportunity to comment on the proposed facilities. Following the guidelines established by WMATA's Board-approved Public Participation Plan, the following report is a summary of the public outreach, including a Public Hearing, and resulting comments on the proposal.

Figure 1: Proposed Joint Development Concept



2. Communications and Outreach to the Public

In order to encourage customers to provide feedback on the proposal, as well as to fulfill WMATA's Public Participation Plan, Metro tailored a communications and outreach plan that focused on current customers who would use the new transit facilities, local area residents who may be affected by the new transit facilities, and other community stakeholders in the area.

All communications and outreach efforts were conducted during the public comment period of Saturday, January 23 through Friday, March 4 at 5:00 p.m. The final plan included the following efforts:

- Pop-up events at the Greenbelt Metrorail station
- Direct email
- Targeted marketing and media
- Public hearing

Feedback was collected through the following sources:

- Paper/tablet survey in English and Spanish at pop-up events and public hearing
- Online survey in English and Spanish
- WrittenTestimony@wmata.com emails
- Verbal public comments during the public hearing

2.1 Pop-Up Events

Outreach street teams, comprised of Metro staff and contractors, traveled to the Greenbelt Metrorail station to collect feedback from riders. Spanish-speaking staff were present at all events, and dates and times were chosen to correspond with high ridership periods. Team members wore Metro aprons and those who were bilingual wore large pins that identified them as speaking another language. Large sign stands displayed renderings and information about the proposed transit facilities. English/Spanish brochures were distributed, and paper and tablet surveys in English and Spanish were collected (see **Table 1**).



Table 1: Pop-up Outreach Summary

Date	Time	# of brochures distributed	# of English surveys completed	# of Spanish surveys completed
Monday, February 8	5:00-7:00 p.m.	500	41	9
Thursday, February 11	5:00-7:00 p.m.	620	24	1
Friday, February 12*	7:00-9:00 a.m.	325	5	1

*This was a make-up date for the pop-up event previously scheduled Tuesday, February 9 due to snow.

A drop-off box was left at the station for customers who chose to take the paper survey with them and drop it off later. Nine surveys were collected from the drop-off box at the end of the public comment period.

Proyecto de Urbanización de uso mixto en Greenbelt
Mezcla quiere su opinión sobre las instalaciones de transporte propuestas para Greenbelt.

Greenbelt Joint Development Project
Metro wants your feedback on the proposed transit facilities at Greenbelt.

About the project
WMATA's existing facilities, including the Park & Ride, Kiss & Ride, bus loop, bus layover, and station access would be reconfigured to include:
• A covered bus loop with 12 bus bays and ground floor of an office building and hotel to be developed above, located northeast of the station entrance.
• A covered Kiss & Ride lot, located on the ground level of a residential and retail building with:
— 48 short-term motorist/driver parking spaces
— 11 accessible spaces
— Pick-up/drop-off space for 15 taxis, four shuttles and nine standstill vehicles
— 20 motorcycle spaces
• An eight-story Park & Ride garage with 3,600 parking spaces, including 47 accessible accessible spaces which will replace the existing located southwest of the Park & Ride lot, meets WMATA access standards.
• Near well-lit sidewalk from the Kiss & Ride including: no placement of the existing bike racks and lockers.
• An event bus layover lot with 20 spaces. A non-rider fee of \$14.50 is being proposed. A non-rider parking fee will discourage non-rider parking and compensate for loss of revenue if non-rider parking occurs.

How you can provide feedback
• Take a survey at: wmata.com/development and tell us how this proposal would affect you.
• Provide your feedback to project staff at Greenbelt Station on February 8 and 11 from 5:00 a.m. to 7:00 p.m. or on February 9 from 7:00 a.m. to 7:00 p.m.
• Email your comments to: writtenfeedback@wmata.com
• Attend a public hearing: Tuesday, February 23, 2016 6:00 p.m. to 7:00 p.m. at Greenbelt, MD
• Information session will begin at 6:30 p.m. and the public hearing will begin at 7 p.m.
• Shuttle service will be provided between Greenbelt Station and the Greenbelt Marriott, starting at 6 p.m. on February 23, 2016, and ending at 10 p.m. on February 23, 2016. A return shuttle will leave 15 minutes after the hearing concludes.
Feedback collected from the public about the proposal will be provided to WMATA's Board of Directors for final review and approval in spring 2016 for the final selection of the "B" headquarters.

¿Cómo puede opinar sobre esta propuesta?
• Tome una encuesta en: wmata.com/development y díganos cómo esta propuesta le afectaría.
• Proporcione su retroalimentación al personal del proyecto en la Estación de Greenbelt los días 8 y 11 de febrero de 5:00 a.m. a 7:00 p.m. o el día 9 de febrero de 7:00 a.m. a 7:00 p.m.
• Envíe sus comentarios a: writtenfeedback@wmata.com
• Asista a una audiencia pública: Martes, 23 de febrero de 2016, 6:00 p.m. a 7:00 p.m. en Greenbelt, MD
• Sesión de información comenzará a las 6:30 p.m. y la audiencia pública comenzará a las 7 p.m.
• Se proporcionará servicio de shuttle entre la Estación de Greenbelt y el Marriott Greenbelt, comenzando a las 6 p.m. el 23 de febrero de 2016 y terminando a las 10 p.m. el 23 de febrero de 2016. Un shuttle de regreso saldrá 15 minutos después de que concluya la audiencia.
La retroalimentación recopilada del público sobre la propuesta se le proporcionará al Consejo de Directores de la WMATA para su revisión y aprobación final en la primavera de 2016 para la selección final de la "B" sede central.

Proyecto de Urbanización de uso mixto en Greenbelt

La Administración de Servicios Generales (GSA) ha expresado interés en Greenbelt como sitio potencial para la nueva sede del FBI. Queremos saber su opinión sobre cuáles aspectos del proyecto son importantes para usted. Por favor visite wmata.com/development para que complete la encuesta.

1. Previo a esta encuesta, ¿había escuchado alguna noticia sobre este proyecto? ☐ Sí ☐ No

2. ¿Cómo suele llegar a la estación de Metro de Greenbelt? (Seleccione **una**)

- ☐ Bicicleta ☐ Auto (estaciono mi carro en la estación) ☐ Auto (me llevan y me dejan)
☐ Autobús ☐ Caminando/Silla de ruedas ☐ Otra (especifique): _____

La sección siguiente le da la oportunidad de decir qué tan importante es cada aspecto del proyecto:

Cambios Propuestos

A. **Acceso peatonal:** Una nueva vía peatonal añadida al sur, desde Cherrywood Lane, desde College Park (Norte) y Greenbelt permanecerá abierto.

B. **Acceso para bicicleta:** Habrá el mismo número de estantes de bici (45) y de taquillas. Se añadirán nuevos carriles de bici, y el uso compartido de bicicletas y peatonal.

C. **Tráfico:** El acceso por la I-495 y Greenbelt Lane permanecerá igual. Habrá acceso desde el sur, hacia una nueva ruta Greenbelt Station Parkway.

D. **Acceso para autobuses:** Bajo la propuesta, habrá acceso adicional para autobuses a través de Greenbelt Station Drive.

E. **Kiss & Ride:** La propuesta añade zonas de Kiss & Ride en un acceso desde la I-495 y Greenbelt Station Drive.

F. **Estacionamiento:** La propuesta añade dos lugares de estacionamiento para garaje de ocho pisos. El estacionamiento seguirá siendo el mismo.

G. **Estacionamiento para discapacitados:** Habrá 47 espacios para discapacitados (existentes) y 11 en el nuevo estacionamiento.

H. **Precio de estacionamiento:** Las personas que estacionan en el tren o autobús tendrán un precio de \$14.50.

11. De los cambios propuestos, ¿cuál es el tema. Por ejemplo: #1: _____

12. ¿Cuál es su preocupación principal? (Seleccione una)

13. ¿Cuál es su preocupación principal? (Seleccione una)

14. ¿Cuál es su preocupación principal? (Seleccione una)

15. ¿Cuál es su preocupación principal? (Seleccione una)

16. ¿Cuál es su preocupación principal? (Seleccione una)

17. ¿Cuál es su preocupación principal? (Seleccione una)

18. ¿Cuál es su preocupación principal? (Seleccione una)

19. ¿Cuál es su preocupación principal? (Seleccione una)

20. ¿Cuál es su preocupación principal? (Seleccione una)

21. ¿Cuál es su preocupación principal? (Seleccione una)

22. ¿Cuál es su preocupación principal? (Seleccione una)

¿Cuál es su preocupación principal? (Seleccione una)

The General Services Administration has expressed interest in a joint development site at Greenbelt for the new FBI headquarters. We want your feedback on which components of the joint development matter most to you. Please take our survey below or complete it online at wmata.com/development.

1. Prior to this survey, had you heard any news about this project? ☐ Yes ☐ No
2. How do you usually get to the Greenbelt Metro Station? Check only one
☐ Bike ☐ By car (I get dropped off)
☐ Walk or wheelchair ☐ By bus

The following section gives you the opportunity to let us know how important each proposed change is to you. (Check only one)

Proposed Changes

How important is this to you?
1=Not important, 2=Important, 3=Very important

What is your primary concern? (Check only one)

A. **Pedestrian access:** A new pedestrian path will be added from the south via Cherrywood Lane. Access from North College Park and via Greenbelt Metro Drive will continue.

B. **Bike access:** The new development would keep the same number of bike racks (45) and bike lockers (26). New on-street bike lanes will be added, along with two new shared paths (bike & pedestrian).

C. **Traffic flow:** Existing access off of I-495 and Cherrywood Lane will remain the same. There will be additional access from the south, via the newly developed Greenbelt Station Pkwy.

D. **Bus access:** The proposal will add bus access to the newly developed Greenbelt Station Parkway, with continued access via Greenbelt Metro Drive.

E. **Kiss & Ride:** The proposal would consolidate Kiss & Ride lots into one (covered) lot with access from I-495 and Greenbelt Metro drive.

F. **Parking:** The proposal is to replace the two existing surface lots with an 8-story parking garage. There would be 8 fewer spaces.

G. **Disability Parking:** 47 spaces included in 8-story parking garage (farther away than existing spaces). 11 spaces in Kiss & Ride (closer than existing spaces).

H. **Non-rider fee:** A fee of \$14.50 is proposed for parking customers who do not use Metro (rail or bus).

11. Feel free to provide additional detail on the **one** issue you are most concerned about, and why. Please put the letter that corresponds to the issue, for example if commenting on **Bus Access**, write #D before your comment.

12. Do you consider yourself Hispanic / Latino? ☐ Yes ☐ No
13. Which of the following best describes your race? (Please select all that apply)
☐ Black/African American ☐ American Indian/Native American ☐ Asian ☐ Other: _____
14. Which of the following ranges contains your annual household income (before taxes)?
☐ Less than \$30,000 ☐ \$30,000 or more ☐ Prefer not to answer

Paper survey, English & Spanish

2.2 Direct Email

Direct emails were sent to a sample of registered SmarTrip® card customers who had used their SmarTrip® card within the last month at Greenbelt Metrorail station or on a Metrobus route that serves the Greenbelt station. The emails invited customers to complete an online survey as well as alerted them to days and times when staff would be present to take in-person feedback or answer questions. A total of 4,003 emails were sent.

Metro staff also sent email notifications to their stakeholder lists. The Office of External Relations notified over 180 stakeholders which included places of worship, event venues, residences and apartments, schools, shopping areas and more near the Greenbelt and College Park Metrorail stations. The Office of Government Relations notified local jurisdictional staff in Maryland. Four Community Based Organizations near the Greenbelt station were contacted via email and phone by the Office of Equal Employment Opportunity.

2.3 Targeted Marketing and Media

Metro used targeted marketing and media strategies to increase awareness and encourage feedback on the proposed transit facilities.

- A legal notice was printed in the *Washington Post* on Saturday, January 23 and Saturday, January 30 notifying the public of the Public Hearing and of multiple opportunities to provide public comment.
- Advertisements were placed in the *El Tiempo Latino* and *Washington Hispanic* papers in Spanish.
- A direct mail postcard in English and Spanish was sent to 5,000 residents within one mile of the Greenbelt station notifying them of the proposal and how to provide feedback.
- A news release was published on Monday, February 8.
- The webpage wmata.com/development was updated and a project page was created. The project page contained the official notice in English and Spanish and other relevant project materials such as renderings, the Environmental Evaluation, and site concept plans. The page also linked to the survey and listed the pop-up events and public hearing information.
- English and Spanish signs were posted in the Greenbelt and College Park Metrorail stations, at all bus stops at the Greenbelt station, and in Information Centers on Metrobus and RTA buses that serve Greenbelt Metrorail station.
- The *Washington Post*, *Greenbelt News Review*, and local radio WTOP covered the proposals and public hearing online and in print. Local blogs such as Bisnow, ThePatch, and KabirCares also promoted the project.
- Metro's social media accounts (Facebook, Twitter) were used to post information about the proposals and an advisory was pushed out to riders.



Postcard

- Copies of the official docket including the proposed changes were sent to a library in Greenbelt and a library in College Park.

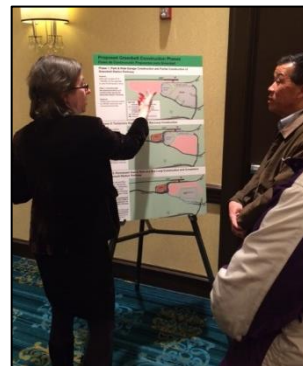
2.4 Information Session and Public Hearing

Metro hosted a public hearing on Tuesday, February 23 at the Greenbelt Marriott located at 6400 Ivy Lane in Greenbelt, Maryland. This location was ADA-compliant and shuttle bus service from the Greenbelt Metrorail station was provided.

An information session began at 6:30 p.m. and provided the opportunity for attendees to speak with staff members about the proposals. The public hearing began at 7:00 p.m. and followed WMATA's standard public hearing procedures. Copies of the presentation were available in English and Spanish. At the beginning of the hearing, Metro's Board Member Malcolm Augustine read a prepared statement outlining the public hearing process, and Andy Scott, Metro's Acting Director of Real Estate and Station Planning, presented an overview of the proposals. Pre-registered speakers were then called to the podium to offer testimony followed by speakers who registered at the hearing. Greenbelt Mayor Emmett Jordan and other Greenbelt City Council members were also in attendance.

Table 2: Information Session & Public Hearing Summary

Number of Attendees	Number of people who provided verbal testimony
75	10



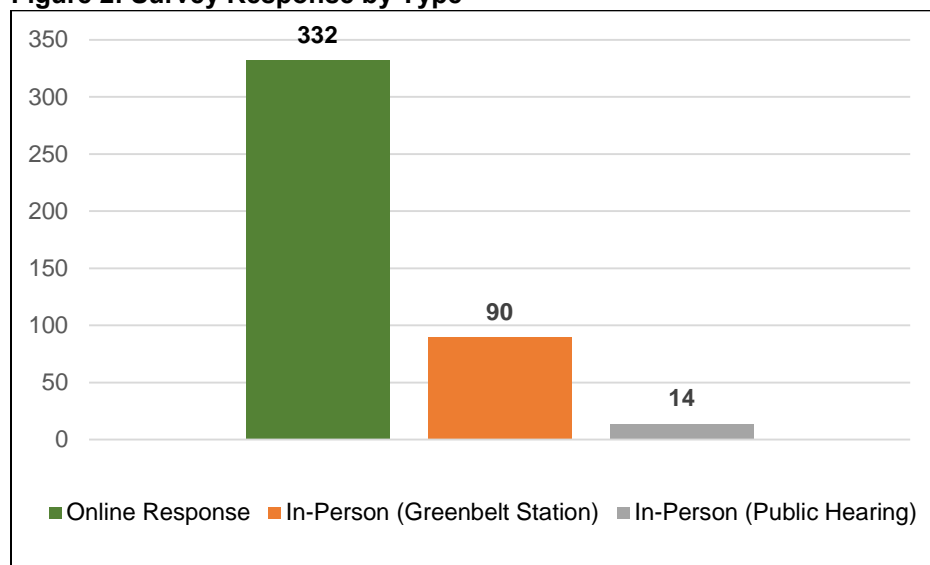
WMATA also received 27 written comments to writtentestimony@wmata.com about the proposals.

3. Survey Feedback Results

3.1 Introduction

Metro customers who use Greenbelt station for rail and bus were invited to provide their feedback by completing a survey on the issues that matter most to them in regards to the joint development proposal at Greenbelt. A total of 436 customers filled out the survey as shown in **Figure 2**.

Figure 2: Survey Response by Type



**Number of In-Person at Greenbelt Station includes surveys dropped off at the station.*

Seventy eight percent of respondents filling out the survey online had heard of the project proposal already before taking the survey as shown in **Figure 3**. However, only 35 percent of those who took the survey in-person at the pop-ups at the station had heard of the proposal. This clearly points to how important in-person outreach is, since it reaches groups that might not otherwise hear about some of the changes affecting them ahead of time.

Figure 3: Awareness of Proposed Project

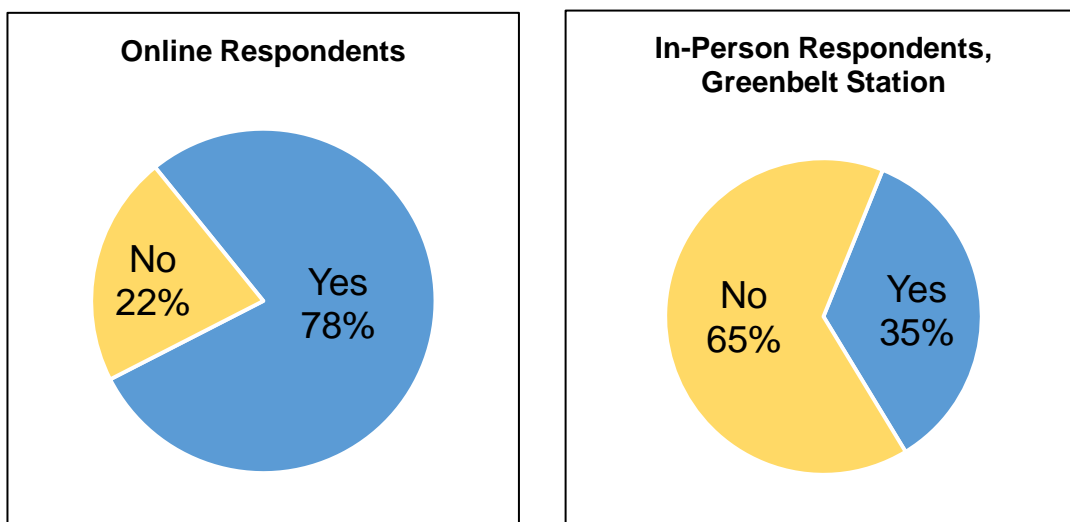


Table 3: Customer Access to Greenbelt Station

Primary mode of station access	Form of Interaction		
	Online	Station Outreach	Public Hearing
Bike	7%	2%	0%
Walk/Wheelchair	21%	2%	0%
Park & Ride	42%	28%	46%
Kiss & Ride	8%	9%	8%
Bus	16%	37%	23%
Other (many take MARC)	7%	21%	23%
	n= 328	n=86	n=13

3.2 Demographics

Table 4 provides the percentage breakdown of demographics grouped by survey mechanism (online survey vs in-person events -- station outreach, and public hearing surveys). Percentages will not always add to 100 due to multiple responses on some items.

Table 4: Demographic Breakdown of Survey Results

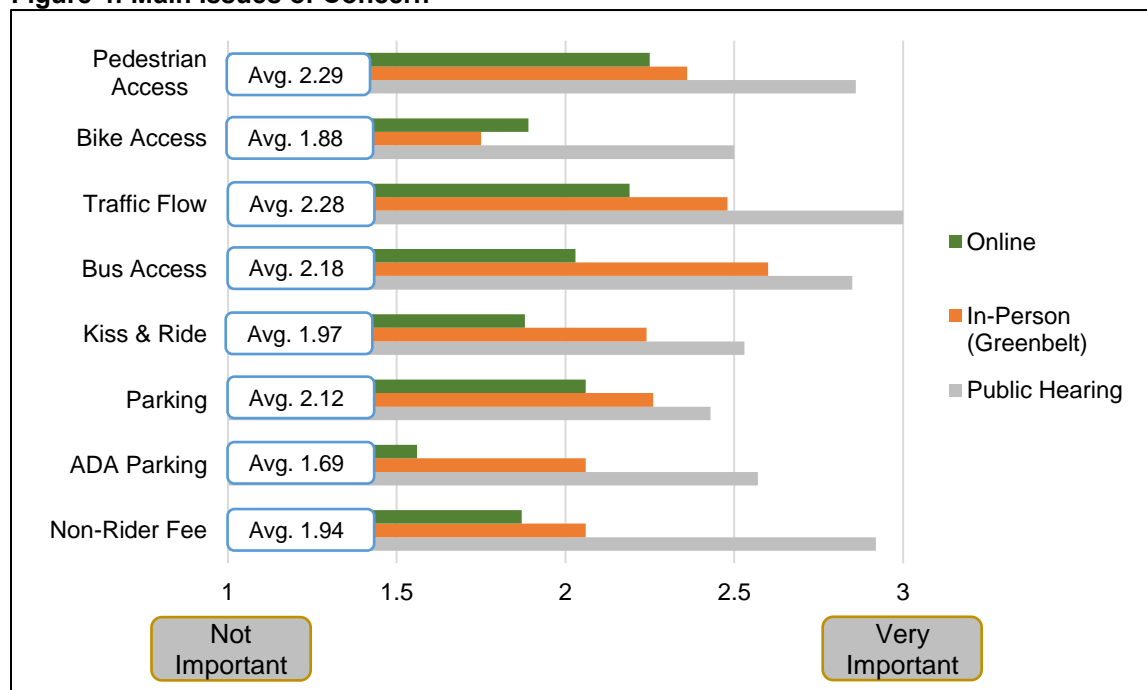
		Form of Interaction		
		Online	Station Outreach	Public Hearing
Household Income	Low income	5%	11%	8%
	Income > \$30k	74%	67%	69%
	Prefer not to answer	21%	22%	23%
Hispanic	Yes	9%	5%	0%
	No	79%	94%	100%
	Prefer not to answer	12%	1%	0%
Race	Black	17%	53%	54%
	Asian	5%	12%	8%
	White	55%	25%	31%
	Native American / Alaskan Native	1%	0%	0%
	Hawaiian / Pacific Islander	1%	0%	0%
	Prefer not to answer	22%	10%	8%
	Other	3%	5%	0%
	Multi-race	2%	0%	0%
		n=294	n=74	n=13

3.3 Main Issues of Concern

As shown in **Figure 4**, the main issues Greenbelt customers were concerned about are as follows:

1. Customers who took the survey online were most concerned about **Pedestrian Access** (48 percent consider it 'very important'; 27 percent consider it 'important'). Their main concern was 'security / safety of access' (52 percent of responses).
2. Customers who took the survey in person at the station pop-ups were most concerned about **Bus Access**. This is perhaps not too surprising, given that it is the primary way by which they access the station. 63 percent of this group considered the issue 'very important', with the main issue being 'distance to the station to and from the bus stop' (51 percent).
3. The public hearing attendees who filled out the survey were most concerned about **Traffic Flow**. So much so that 100 percent of them considered this item 'very important'. Their main concern was 'increased traffic due to FBI headquarters' (75 percent).

Figure 4: Main Issues of Concern



Note: Topic areas listed in same order as in surveys.

When you combine the three survey response types, **pedestrian access** comes out as the most important issue (not only because of the larger sample of online customers for whom this was the #1 issue, but also because it was the second most important issue to those responding to the survey at the station outreach pop-ups). **Table 5** provides a look at the customer concern for each issue.

Table 5: Top Concerns of Survey Respondents

Topic Area	Top Concerns
Pedestrian Access	Security / safety of access by foot
Bike Access	Bike lanes / access / safety
Traffic Flow	Increased traffic due to FBI headquarters
Bus Access	Distance to bus stop to/from station
Kiss & Ride	Traffic getting in and out of lot
Parking	Safety in the parking garage
ADA Parking	Distance to station from parking spaces
Non-rider Fee	Price is too <i>high</i>

Note: Topic areas listed in same order as in surveys.

3.4 Survey Comments Received

Of the 436 surveys received, WMATA collected a total of 240 individual comments left on the survey form. A transcription and categorization of comments in their original language and translations of Spanish language comments are provided in **Appendix C. Table 6** below provides a breakdown of the number of comments received by topic area.

Table 6: 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

Note: Topic areas listed in same order as in surveys.

3.5 Responses to Survey Comments Received

Because the survey comments can be grouped into broad themes, staff is providing responses to the overall themes and concerns expressed. For survey comments that do not fit into any of the overall categories, an individual response is provided.

3.5.1 Pedestrian Access

Many commenters asked for improved pedestrian access, especially to Cherrywood Lane and to the South Core development. Commenters wanted these changes regardless of whether or not the GSA selects Greenbelt as the new FBI headquarters location. WMATA staff expects that the proposed project would improve pedestrian connections, but recognizes the public's desire for improved pedestrian connections regardless of whether or not the GSA selects the Greenbelt site. If the GSA does not select Greenbelt, WMATA will still implement the shared-use path from Cherrywood Lane to the station. Additionally, the developer of the South Core development is committed to building the trail from the

South Core development to the station, regardless of whether the GSA selects Greenbelt as the new FBI headquarters location.

Several commenters emphasized the importance of the tunnel connection between Greenbelt Metrorail Station and North College Park. They wanted to ensure that the tunnel would not be closed during construction and requested that the tunnel be open 24 hours. WMATA staff recognizes the need for increased mobility between Greenbelt and North College Park; therefore, the tunnel underneath the Metrorail and CSX tracks will not be closed during construction. WMATA staff will communicate respondents' comments internally and consider whether 24-hour tunnel access would be feasible given security and staffing constraints.

Some participants advocated for a less "auto-dominated" and more "pedestrian-oriented" station area design and criticized design elements such as wide roadways, large blocks, and inadequate numbers of street trees, pedestrian refuges (medians), crosswalks, and street-level retail spaces. The design concept for the proposed project was completed by the developer in coordination with WMATA. The project will include signalized pedestrian crosswalks along Greenbelt Station Parkway, providing safer and shorter pedestrian connections along the eastern side of the project site. A variety of urban design, technical, economic, regulatory, and other factors will be further considered as the design advances. WMATA staff will relay these public comments to the developer and other local jurisdictional agencies involved and attempt to incorporate improvements to enhance the pedestrian experience.

A few individuals wrote that security or safety of pedestrian access was a concern due to muggings, speeding cars, and street harassment. WMATA would be responsible for the provision of police and/or security presence at WMATA-operated facilities, as part of the joint development during operating hours. Additional safety features include CCTV cameras, emergency call stations, and LED lighting. As part of the development, pedestrian crossings will be signalized. WMATA will work with the state, County, and local jurisdictions to ensure adequate signal timing for pedestrian crossings.

Two respondents were concerned about pedestrian congestion. One respondent specifically mentioned the potential for congestion to and from the parking structure. The sidewalk between the parking structure and the station entrance will be 12' in unobstructed width, in addition to any width required for bicycles, far exceeding WMATA Station Design Standards which require walkways to be 6' wide plus an additional 1'-6" buffer from building edges or street curbs. The pedestrian walkway will be covered, well lit, inviting, and with Garage Emergency Telephones (GETs) and CCTV cameras along the entire length.

One person asked for covered walkways, lighting, and clear signage. The proposed WMATA facilities will provide covered pedestrian connections between the Park & Ride, Kiss & Ride, and bus loop to Greenbelt Metrorail station. As currently proposed, the elevated walkway between the Park & Ride and the joint development shown in some of the renderings would not be covered; however, WMATA will communicate the concerns for covered pedestrian connections to the developer.

3.5.2 Bike Access

Many commenters expressed concerns over safety and security accessing the station via bicycle, particularly addressing the need for bicycle paths separated from general traffic and pedestrians, improved lighting, and more policing or surveillance. WMATA would be responsible for the provision of police and/or security presence at WMATA-operated facilities, as part of the joint development during operating hours. New public access trails that connect to the existing and proposed sidewalk network are expected to improve bicycle safety, connectivity, and access to the station. Bicycle lanes are proposed along Greenbelt Station Parkway and Greenbelt Metro Drive.

Five commenters wanted the development to have improved connectivity to the surrounding neighborhoods to reduce the amount of traffic by allowing better pedestrian and bicycle access to the station. Bikeshare or shuttle services were suggested to help with the “last mile” problem, or the difficulty of people accessing their final destination from a transportation hub. New public access trails that connect to the existing and proposed sidewalk network are expected to improve bicycle safety, connectivity, and access to the station. A Capital Bikeshare station or neighborhood shuttle service would require coordination through the local jurisdiction.

Six commenters expressed their desire for a controlled-access bicycle storage facility with covered storage, public restrooms, bicycle lockers, and monitored surveillance. Joint development plans include enhanced bicycle facilities within the site, including bike lockers/racks and a future bike-and-ride facility located next to the Metro Plaza near the Metrorail entrance. WMATA would be responsible for the provision of police and/or security presence at WMATA-operated facilities during operating hours.

3.5.3 Traffic Flow

The majority of commenters were concerned about the additional traffic from the development and FBI headquarters affecting the surrounding residential areas and neighborhood roads, particularly on Greenbelt Station Parkway. Traffic generated by the FBI headquarters is outside the scope of the proposed project. For more information on potential traffic impacts associated with the FBI headquarters consolidation, individuals can access the GSA’s Draft Environmental Impact Statement at www.gsa.gov/portal/content/192223. The developer’s trip generation estimates for the mixed-use joint development site are well below the M-NCPPC’s approved trip cap. WMATA staff believes that the proposed extension of Greenbelt Station Parkway, creating an additional connection between Greenbelt Road and Greenbelt Metro Drive, would be necessary to accommodate the estimated additional traffic and to provide access to the entrance ramps onto the Inner and Outer Loops of the Capital Beltway. The new ramp to the Inner Loop would be constructed by the Maryland State Highway Administration (SHA).

Other specific concerns included increased noise and air pollution due to additional traffic, and traffic impacts due to construction activities. No impact on existing noise sensitive receptors is anticipated as a result of the project. Phased construction would allow WMATA to retain operations within the bus loop, Park & Ride, and Kiss & Ride facilities via temporary arrangements on the portions of the property not under construction.

Two respondents were concerned about the one-way configuration of Metro Access Drive and its effect on pedestrian safety and vehicle speeds. Metro Access Drive is elevated so there will be no pedestrian or vehicular conflict for pedestrians accessing the station from the Park & Ride, Kiss & Ride, or bus loop. Where Metro Access Drive is at grade at the intersection of Greenbelt Station Parkway, there is a signalized pedestrian crossing.

3.5.4 Bus Access

Three comments addressed the distance between bus stops and the station entrance. The joint development project would replace the bus loop and layover spaces under a private parking structure at the approximate location of the current bus bays adjacent to the station entrance. The existing bus stop configuration is linear with stops along the western side of an elongated bus loop. The proposed bus stops would be located on both sides of a shorter bus loop; therefore, the distance between the bus stops and the station entrance would be equal or less than the existing distance.

Two respondents were concerned about the safety of bus access. WMATA would be responsible for the provision of police and/or security presence at WMATA-operated facilities during operating hours.

Several individuals mentioned bus traffic or congestion as a potential concern. One of these individuals was worried about bus traffic through the new residential South Core development. No bus routes are planned to be routed through the South Core development. No impact to bus operations is anticipated as part of the development.

One participant was concerned about bus access during construction of the proposed project. Phased construction would allow WMATA to retain operations within the bus loop, Park & Ride, and Kiss & Ride facilities via temporary arrangements on the portions of the property not under construction.

3.5.5 Kiss & Ride

Two respondents expressed concern about the traffic flow in the Kiss & Ride pick-up area and stated that the existing Kiss & Ride lot does not adequately accommodate turn-arounds and cars are often stopped in prohibited areas. WMATA staff expects that the proposed Kiss & Ride facility would be an improvement over the existing facility. While traffic from the Beltway, Kiss & Ride, and the Park & Ride would all utilize the same space, the one-way nature of Metro Access Drive would limit the potential for vehicular conflict. Additionally, the Kiss & Ride would be accessed via separate access ramps along the southern portion of Metro Access Drive between the Kiss & Ride and Park & Ride structure.

Two respondents indicated that a Kiss & Ride lot is not needed, and the area should be used for retail or other development. The proposed plan will consolidate the two existing Kiss & Ride lots into one area while providing approximately the same level of short-term parking opportunities. Consolidating the Kiss & Ride lots and placing them under cover will improve upon the existing conditions and utilize the space more efficiently.

3.5.6 Parking

The majority of respondents were concerned about the minor reduction of spaces and felt that WMATA should be increasing parking capacity given the proposed additional development, retail, and potential FBI Headquarters. WMATA's data shows that the existing Park & Ride, which provides 3,677 spaces, generally has some empty spaces on weekdays. The proposed Park & Ride structure would provide 3,669 spaces. WMATA staff believes that the proposed number of Park & Ride spaces would accommodate the needs of regular transit customers and parking for special events given these typically occur on non-work days. Separate parking facilities would be constructed as part of the office, hotel, retail, and FBI developments.

Two respondents asked that electric vehicle charging stations be included in the proposed Park & Ride facility. The proposed project would provide six electric vehicle charging spaces within the Park & Ride structure.

Four respondents wanted to ensure that the parking garage has multiple entrances and exits to accommodate commuters entering and exiting the facility during rush hours as well as accommodate all sizes of cars, trucks, and SUVs. Per the current design, drivers would enter the proposed Park & Ride structure via Metro Access Drive or Greenbelt Station Parkway and exit the structure onto Greenbelt Station Parkway through two separate exits. WMATA staff and the developer considered the number of Park & Ride entrances and exits during the design process for the parking garage and determined two entrances and two exits would adequately meet demand. The garage will be built according to

appropriate building standards and will have an 8'2" clearance to accommodate the height of cars, trucks, and SUVs.

Multiple respondents asked that multi-day parking be retained. The 30 existing multi-day spaces will be retained as part of the new Park & Ride facility with designated multi-day parking spaces and signage.

Multiple respondents were concerned about security of parked cars as well as safety in the garage. WMATA would be responsible for the provision of police and/or security presence at WMATA-operated facilities during operating hours. Additional safety features would include CCTV cameras, emergency call stations, and LED lighting.

Three respondents were concerned over the increased time accessing the parking structure and the walking distance from the garage to the station entrance. All of the existing surface parking at the Greenbelt Metro station will be consolidated into an eight-level garage structure which will be located in close proximity to the Metro station entrance. Overall, the average walk time and distance from the new Park & Ride would be less than today's.

Four respondents were concerned about losing their reserved parking at the station. Up to 15 percent of the total number of spaces in the garage can be Reserved Parking, meaning the new garage can accommodate up to 550 reserved spaces.

3.5.7 Parking for Persons with Disabilities

Three respondents addressed ADA parking. Two of these respondents were opposed to the increased distance from the station entrance to ADA parking spaces. The proposed WMATA parking structure meets all ADA requirements. The ADA-accessible parking in the proposed Park & Ride structure will be located closest to the station entrance and provided with an accessible path. The proposed path avoids routing individuals behind parked cars to reach the station entrance. The path will be completely covered, which is an improvement over existing conditions.

Another respondent wondered about the cost of ADA parking and how the non-rider fee would apply to those utilizing the ADA spaces. The non-rider fee applies for all non-Metro riders.

3.5.8 Non-rider Fee

A non-rider fee of \$14.50 is proposed for any parking customer who did not ride Metrorail to/from the Greenbelt Station and exit the garage within 2-hours of exiting the station. The non-rider fee is intended to discourage non-rider parking and compensate for loss of revenue if non-rider parking occurs.

Four individuals thought that the \$14.50 proposed non-rider fee was too high. One respondent stated that the non-rider fee should be much higher to help commuters who struggle to find spaces. One commenter said that the FBI should have its own parking lot so as to not impinge upon other Metro commuters. A respondent stated that Bolt Bus, MARC train, and Metrobus Route B30 riders should not have to pay the non-rider fee or should have to pay a reduced amount. A Metro employee was concerned that, because they use their WMATA badge to enter the station, the system would not recognize them as a rider and charge the non-rider parking fee.

Separate parking facilities will be constructed as part of the office, hotel, retail, and FBI developments.

Two respondents wanted to know how the non-rider parking fee would be enforced. At this time, there is no way for WMATA to know if riders took MARC or the Bolt Bus since neither is compatible with Metro's

SmarTrip® system. Metrobus Route B30 riders and all other Metrobus riders would be subject to the non-rider fee, because at this time there is no real-time bus transaction data available to verify that the parking customer has ridden a Metrobus. The purpose of the non-rider parking fee is to discourage non-rider parking and compensate for loss of revenue if non-rider parking occurs. WMATA staff would like to point out that all Metrorail garages are free on weekends, so non-Metro riders can park over the weekend and not incur the non-rider fee.

3.5.9 Other

Several respondents addressed concerns about bus service, including bus route frequency and insufficient weekend service. WMATA Metrobus improvements are not considered to be part of this proposal. However, Metro strives to bring customers a better bus experience by continuously adjusting bus routes based on input from customers, an analysis of on-time performance, ridership data, corridor studies and cost efficiency in order to deliver a better bus experience for our passengers.

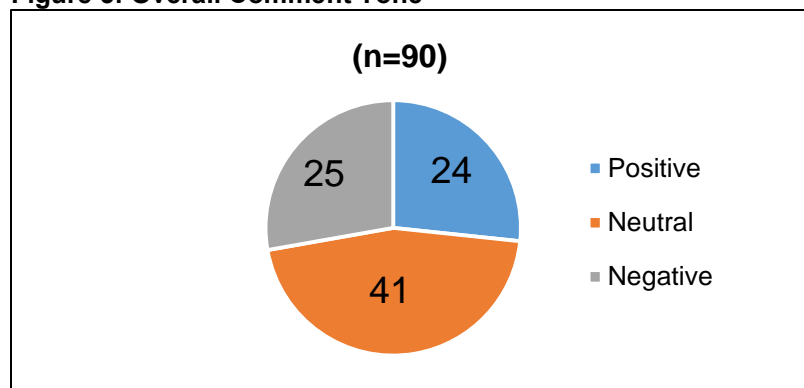
Metrobus State of Good Operations (SOGO) is an annual program of budget-neutral service adjustments developed to build a better bus experience for customers. The adjustments are planned to improve reliability, increase ridership and cost recovery, and provide better on-time performance and more efficient use of equipment and financial resources.

Customers are asked each year to comment on the proposed adjustments through a variety of input methods. The Metrobus Planning staff incorporates this customer response and works with the jurisdictions to create a final package of service adjustment recommendations for Board approval and subsequent implementation.

4. Comments Received for the Record

Customers had an option to email comments about the proposals to writtentestimony@wmata.com as well as give verbal testimony at the public hearing. Metro received a total of 90 comments on the issues related to the joint development proposal. These comments came from 27 individuals who submitted comments to writtentestimony@wmata.com, along with 10 individuals who spoke at the public hearing. The transcript of oral testimony received at the public hearing is provided in **Appendix B**. A transcription and categorization of written comments in their original language and translations of Spanish language comments are provided in **Appendix C**.

Figure 5: Overall Comment Tone



The public comments received from writtentestimony@wmata.com and the verbal testimonies at the public hearing were relatively neutral. Of the 90 comments received, 41 were neutral, 24 were positive, and 25

were negative as shown in **Figure 5**. Negative sentiment was predominantly from community members who were concerned about possible negative effects of the FBI headquarters on their neighborhood: more traffic and noise, and loss of parking spaces. Positive sentiment was given by community members excited about the new station design, and the improved walkability and bike access. **Table 7** below gives a detailed breakdown of comments by topic, providing an overview of the range of responses received.

Table 7: Breakdown of Comments by Issue

	Positive	Neutral	Negative	Total Comments
Pedestrian Access	3	11	3	17
Bike Access	6	6	2	14
Traffic Flow	1	1	8	10
Bus Access	2	1	1	4
Kiss & Ride	1	2	0	3
Parking	1	3	4	8
Disability Parking	1	0	0	1
Non-rider fee	1	1	2	4
Other	8	16	5	29
Total	24	41	25	90

5. Responses to Comments Received

Because the public hearing testimony and written comments can be grouped into broad themes, staff is providing responses to the overall themes and concerns expressed. For written and verbal testimony that does not fit into any of the overall categories, an individual response is provided.

5.1 Pedestrian Access

Many respondents expressed frustration with the current pedestrian connections to Greenbelt Metrorail station. Several respondents requested or expressed positive reactions to pedestrian connections between Greenbelt Metrorail station and areas south and east of the station, including the South Core development and Cherrywood Lane. Some commenters stated that pedestrian connections should be improved regardless of whether or not the GSA selects Greenbelt as the site for the FBI headquarters. As stated in **Section 3.5.1**, shared-use paths from the station to Cherrywood Lane and to the South Core development will still be constructed to regardless of GSA's site selection.

Several commenters suggested allowing 24-hour access to the tunnel underneath the Metrorail tracks or constructing a connection over the tracks to improve pedestrian access between the Greenbelt and North College Park sides of the station. As stated in **Section 3.5.1**, WMATA staff will communicate respondents' comments internally and consider whether 24-hour tunnel access would be feasible.

Some respondents also asked that the pedestrian connections between station facilities be covered. The proposed WMATA facilities will provide covered pedestrian connections between the Park & Ride, Kiss & Ride, and bus loop to Greenbelt Metrorail station. See **Section 3.5.1** for further details on the elevated walkway to the Park & Ride structure.

A respondent stated that the proposed project's large block size, introverted retail, wide roads, and excessive use of elevators, escalators, and stairs would not facilitate pedestrian access. The respondent advocated for "human-scale", "pedestrian-oriented" design including smaller blocks, anchor ends, event programming, lighting, street furniture, public art, and integration of the natural landscape. Similarly, Mr. Drew Carlisle, who spoke at the Public Hearing, stated that the plaza should include reasons, such as public art, benches, and cafés, to be there, and Quantum Company advocated for a "sense of place" at the new development. The design concept for the proposed project was completed by the developer in coordination with WMATA and will be refined as the design advances. WMATA staff will relay these public comments to the developer and other local jurisdictional agencies involved and attempt to incorporate improvements to enhance the pedestrian experience and make it safer.

Mr. Matt Johnson, who spoke at the Public Hearing, was concerned about pedestrian access across Greenbelt Station Parkway and the proposed parking garage exit because of vehicular speeds. As part of the development, pedestrian crossings will be signalized. WMATA will work with state, county, and local jurisdictions to ensure adequate signal timing for pedestrian crossings.

5.2 Bike Access

Though only comments specific to bicycle access and facilities are included in this section, it is important to note that some of the pedestrian access issues described in the previous section also apply to bicyclists.

Several respondents stated that cycle tracks or protected bicycle lanes should be considered, especially along larger or heavy traffic roads such as Greenbelt Station Parkway and Metro Access Drive. WMATA staff will consider this request in collaboration with the developer and other relevant government agencies as the design advances.

A bicyclist mentioned that people urinate near the existing bicycle racks. WMATA staff will inform station managers and transit police about this issue so that it can be addressed.

The same bicyclist asked that the planter box in front of the station be replaced with bicycle racks or lockers and stated that he/she saw the potential for a bikeshare facility at the Greenbelt Metrorail station. The proposed project would include bicycle racks or lockers next to the Metro Plaza near the Metrorail entrance. At this time, there are no plans for a bikeshare station at the Greenbelt Metrorail station; however, the developer has reserved space for future docking stations should bikeshare facilities be placed at Greenbelt at a later time.

Mr. Cary Coppock, who spoke at the Public Hearing, stated that he appreciates the new bicycle path being constructed but does not like that it crosses the I-495 exit. As the design advances, WMATA staff will consider the bicycle path's route in collaboration with the developer and other government entities involved in the site design for the proposed project.

5.3 Traffic Flow

A number of respondents were concerned about increased traffic due to the relocation of the FBI headquarters. The amount of traffic generated by the FBI headquarters is outside the scope of the proposed project. The road network is designed to accommodate all the traffic. The developer's trip generation estimates for the mixed-use joint development site are well below the M-NCPPC's approved trip cap.

Two respondents suggested that Greenbelt Station Parkway not be extended to the proposed joint development. WMATA staff believes that the proposed extension of Greenbelt Station Parkway, creating an additional connection between Greenbelt Road and Greenbelt Metro Drive, would be necessary to accommodate the estimated additional traffic and to provide access to the entrance ramps onto the Inner and Outer Loops of the Capital Beltway. The new ramp to the Inner Loop would be constructed by the Maryland State Highway Administration (SHA).

One commenter suggested widening Cherrywood Lane over the Beltway or offering an alternate access route from Edmonston Road or Sunnyside Avenue in order to address potential congestion. WMATA staff will relay these comments to the government agencies responsible for completing improvements along these roads.

A respondent was pleased that a full Beltway interchange was proposed, but was concerned that the new entrance to the Beltway Inner Loop would be dangerous. The respondent suggested widening the Indian Creek Bridge and refining the alignment of the Cherrywood Lane Bridge to address the potential safety issue. The SHA is responsible for the construction of the Beltway ramps. WMATA staff will inform the SHA of the respondent's concerns and suggestions.

5.4 Bus Access

One commenter appreciated the placement of the bus bays under cover and hoped for "a good air system to deal with the exhaust." The covered bus loop would be constructed to meet or exceed Prince George's County building code requirements for openness, ventilation, and fire protection for this type of facility.

5.5 Kiss & Ride

One commenter listed a number of concerns about the existing Kiss & Ride facility, stating that the Kiss & Ride lot is too long and narrow, there is frequent crowding by taxis and Enterprise rental cars, and there is lack of enforcement of no parking or standing rules. The same respondent was concerned about accessing the proposed Kiss & Ride because of "traffic originating from the Beltway, the Kiss and Ride, the daily parking, and the main road all coming into much the same area." WMATA staff notes that, while traffic from the Beltway, Kiss & Ride, and the Park & Ride would all utilize Metro Access Drive, the one-way nature of this road would limit the potential for vehicular conflict. Additionally, the Kiss & Ride facility would be accessed via separate access ramps along the southern portion of Metro Access Drive between the Kiss & Ride area and Park & Ride structure.

5.6 Parking

Multiple respondents asked that multi-day parking be retained. The 30 existing multi-day spaces will be retained as part of the new Park & Ride facility with designated multi-day parking spaces and signage.

Several individuals were concerned that the number of parking spaces proposed would be insufficient. Respondents commented that the current parking lot was often at or near capacity and wanted WMATA to account for increased traffic due to FBI employment, the proposed new development, the construction of a full Beltway interchange, and events like the Presidential Inauguration. However, WMATA's data shows that the existing Park & Ride, which provides 3,677 spaces, generally has about 500 empty spaces at maximum daily occupancy. The proposed Park & Ride structure would provide 3,669 spaces. WMATA staff believes that the proposed number of Park & Ride spaces would accommodate the needs of regular transit customers and parking for special events given these typically occur on non-work days. Separate parking facilities will be constructed as part of the office, hotel, retail, and FBI developments.

Two respondents asked that electric vehicle charging stations be included in the proposed Park & Ride facility. The proposed project would provide six electric vehicle charging spaces within the Park & Ride structure.

One commenter suggested that the parking garage have multiple entrances and exits to accommodate commuters. Per the current design, drivers would enter the proposed Park & Ride structure via Metro Access Drive or Greenbelt Station Parkway and exit the structure onto Greenbelt Station Parkway through two separate exits. WMATA staff and the developer considered the number of Park & Ride entrances and exits during the design process for the parking garage and determined that two entrances and two exits would adequately meet demand.

Another respondent wondered if the garage could be built with “green building technology, along the lines of the solar-powered daily parking garage at BWI airport.” The developer plans to build the parking garage with environmentally sensitive design, including the ability to incorporate solar panels in the future. Additionally, the developer would construct the Park & Ride structure in compliance with all WMATA standards, relevant environmental and building regulations and currently plans to include six electric vehicle charging parking spaces.

An individual stated that “the parking structure alone is not an anchor use or emblem,” and suggested adding ground-level retail or art to improve its appeal. The same individual stated that the Park & Ride structure should be viewed as an interim land use until “development growth is sparked in around this transit system.” The concept design for the proposed Park & Ride was completed by the developer in conjunction with WMATA. A variety of urban design, technical, economic, regulatory, and other factors were considered and would continue to be considered if the proposed project moves forward. Since Greenbelt is an end-of-line station, and end-of-line stations serve the largest number of Park & Ride customers, there are no plans to eliminate Park & Ride as a service at the Greenbelt Metrorail station.

Mr. Dean Oman, who spoke at the Public Hearing, wondered if the Park & Ride could be placed over the Kiss & Ride to reduce walking distance to the station. WMATA and Prince George’s County are pursuing Transit-Oriented Development (TOD) opportunities at the Greenbelt Metrorail station. TOD design principles encourage mixed-uses adjacent to transit facilities; therefore the developer, in coordination with WMATA, designed the site layout to achieve TOD and placed residential use over the Kiss & Ride. Additionally, the average time and walking distance from the new Park & Ride will be reduced from the existing conditions.

5.7 Parking for Persons with Disabilities

One commenter wanted more spaces for persons with disabilities within close proximity to the station. The proposed WMATA parking structure meets all ADA requirements. The ADA-accessible parking in the proposed Park & Ride structure will be located closest to the station entrance, and users will be provided with an accessible path. The proposed path avoids routing individuals behind parked cars to reach the station entrance. The path will be completely covered, which is an improvement over existing conditions.

5.8 Non-rider Fee

A non-rider fee of \$14.50 is proposed for any parking customer who did not ride Metrorail to/from the Greenbelt Station and exit the garage within 2-hours of exiting the station. The non-rider fee is intended to discourage non-rider parking and compensate for loss of revenue if non-rider parking occurs.

Several individuals said that the \$14.50 non-rider fee should not apply to people riding Bolt Bus, MARC commuter trains, or Metrobus Route B30 to BWI Airport. Further details are provided in **Section 3.5.8**.

Two respondents stated that the non-rider fee would be very costly if it applied to them. One of these respondents asked for clarification about how the correct fee would be applied. The non-rider fee would not apply to drivers who use their SmarTrip® card to access transit services while their car is in the Greenbelt Park & Ride garage. Further details are provided in **Section 3.5.8**.

5.9 Other

Comments that did not directly correspond to any of the previous sections are included below.

5.9.1 Comments on the Proposed Project

One commenter asked for a green roof, rain gardens, or other sound storm water controls. Stormwater management facilities will be constructed by the developer in accordance with Prince George's County regulations, which control the rate and water quality of stormwater runoff. Prince George's County approved the developer's Stormwater Management Plan in May 2013. The developer is solely responsible for obtaining all required permits and extensions of approved permits and has committed to using stormwater management systems that exceed legal requirements.

A commenter asked WMATA to include the Mayor and Councilman Kabir of College Park in the Greenbelt joint development planning process. The developer has met with the Mayor and Councilmembers of College Park during a separate public involvement process for the joint development and will continue to collaborate with local stakeholders as the project advances. During the WMATA public involvement process, WMATA staff made efforts to communicate and collaborate with government officials and members of the public in the communities surrounding the Greenbelt Metrorail station. All persons, including College Park government officials, were invited to provide comments and suggestions to WMATA via oral testimony at the Public Hearing or written correspondence.

Another commenter asked that WMATA add more fare gates at the Greenbelt Metrorail station to accommodate the potential increase in ridership. If the proposed project moves forward, WMATA staff would consider adding fare gates to the station if the need is demonstrated.

The National Capital Planning Commission (NCPC) expressed general support and recommended coordination between all government and private entities involved. NCPC suggested WMATA look further into circulation, parking, parking management, environmental stewardship, and urban design. WMATA staff appreciates NCPC's statement of support and will consider the feedback provided as the project progresses.

5.9.2 Comments on the Public Comment Process

Several respondents expressed gratitude for the opportunity to provide comments or to attend the hearing.

Two respondents addressed the survey process. One stated that he/she did not think that survey participants should have to choose one concern for each of the proposed changes. Another respondent did not like that a survey staff member recorded the responses of someone who stated they did not live in the area. WMATA staff will consider this feedback when conducting future surveying efforts.

5.9.3 Comments beyond the Scope of the Proposed Project

Some comments addressed the GSA's FBI headquarters site selection process and preliminary design plans. For instance, some respondents voiced support for the FBI relocating to Greenbelt, while others voiced opposition. Another respondent stated that the GSA should consider more integration with the

proposed joint development, and one individual did not understand why the government would purchase more land when it already owns land. Questions and concerns about the GSA's process and design plans are outside the purview of WMATA and beyond the scope of the proposed project. Similarly, economic issues, such as effect on home values in the area, raised by some are beyond the scope of WMATA.

One individual thinks pedestrian connections to the USDA Carver Center on Sunnyside Avenue and to the residences off of Rhode Island Avenue should be considered. The proposed project would take place on WMATA property south of the Capital Beltway and east of the Metrorail tracks. A pedestrian connection to the USDA Carver Center or Rhode Island Avenue would occur outside of the property under consideration and is thus outside the scope of the project; however, WMATA will provide this suggestion to the appropriate jurisdiction.

One respondent stated that continued Metrobus Route B30 service to BWI airport and uninterrupted Green Line service are important. No changes to these services are proposed as part of the Greenbelt Joint Development project. A separate WMATA led public involvement process would occur if any major changes were proposed to the Metrorail Green Line or to Metrobus Route B30.

6. Responses to Comments Received on the Public Hearing Staff Report

Placeholder for now

7. Comments Received After the Close of the Public Comment Period

Placeholder for now

8. Other Information for the Public Record

No other information has been provided.

9. Summary and Staff Recommendation

If the GSA selects Greenbelt as the site for the FBI headquarters, WMATA staff recommends that Renard Development Company, LLC build the proposed mixed-use, transit-oriented development, including the proposed replacement transit facilities to be operated by WMATA. If the GSA selects Greenbelt and the design process advances, WMATA staff recommends further consideration of the following: covered pedestrian pathways between transit facilities and the station entrance; additional fare gates as needed; and 24-hour tunnel access to North College Park. Additionally, WMATA staff has identified the need to provide Metrobus operators with an accessible restroom and breakroom available on a 24/7 basis and recommends that these facilities be incorporated into the design of the replacement transit facilities and located within close proximity to the bus loop. WMATA staff will communicate the public's concerns and suggestions internally, with the developer, and with other jurisdictional agencies as appropriate.