

# Greenbelt Alternative



## Greenbelt Alternative

- Approximately 61 acres.
- Owned by WMATA and the State of Maryland.
- Main Building Developable Area: 4.0 acres.
- Assumed main building height: Up to 17 stories/225 feet.
- Visitor Parking: 135 spaces.
- Employee Parking: 2 8-story structures containing approximately 3,600 employee parking spots (GSA/FBI are reassessing the level of parking that would be required).
- Adjacent to Greenbelt Metro Station, the northern terminus station on the Green and Yellow lines. It is well served by regional/local bus routes and the Maryland Area Regional Commuter (MARC) commuter train.
- Site would be accessed via new and modified Capital Beltway ramps and an extension of Greenbelt Station Parkway. Egress would occur along Greenbelt Metro Drive and Greenbelt Station Parkway.
- Due to local utility requirements, a substation would be required.
- Direct connection between Greenbelt Metro Station and the FBI HQ campus for employees.
- Indian Creek runs through a natural area on the southeastern portion of the site.
- Fence line excludes Indian Creek stream channels and wetlands; facility development excludes wetlands and floodplains. The entire riparian area would be preserved as security easement.

## Greenbelt Alternative Impacts

	BENEFICIAL IMPACTS	NO MEASURABLE IMPACTS	ADVERSE IMPACTS	MAJOR ADVERSE IMPACTS
SHORT-TERM IMPACTS	<ul style="list-style-type: none"> <li>• Employment &amp; Income</li> </ul>	<ul style="list-style-type: none"> <li>• Geology &amp; Topography</li> <li>• Wetlands</li> <li>• Zoning</li> <li>• Archaeological</li> <li>• Historic Resources</li> <li>• Population &amp; Housing*</li> <li>• Taxes</li> <li>• Schools &amp; Community Services*</li> <li>• Recreation &amp; Other Community Facilities*</li> <li>• Environmental Justice</li> </ul>	<ul style="list-style-type: none"> <li>• Soils</li> <li>• Hydrology</li> <li>• Floodplains</li> <li>• Public Health &amp; Safety</li> <li>• Traffic - Intersections</li> <li>• Air Quality</li> <li>• Electric Power</li> <li>• Telecommunications</li> </ul>	<ul style="list-style-type: none"> <li>• Natural Gas</li> </ul>
LONG-TERM IMPACTS	<ul style="list-style-type: none"> <li>• Surface Water</li> <li>• Hydrology</li> <li>• Groundwater</li> <li>• Vegetation</li> <li>• Aquatic Species</li> <li>• Land Use</li> <li>• Employment &amp; Income</li> <li>• Taxes</li> <li>• Public Health &amp; Safety</li> <li>• Pedestrian Network</li> <li>• Stormwater Management</li> </ul>	<ul style="list-style-type: none"> <li>• Protection of Children</li> <li>• Hazardous Materials</li> <li>• Bicycle Network</li> <li>• Public Transit Capacity</li> <li>• Parking</li> <li>• Truck Access</li> <li>• Noise</li> <li>• Water Supply</li> <li>• Wastewater Collection &amp; Treatment</li> </ul> <p>* Indicates that there is insufficient information to assess impacts.</p>	<ul style="list-style-type: none"> <li>• Floodplains</li> <li>• Vegetation</li> <li>• Terrestrial Species</li> <li>• Special Status Species</li> <li>• Land Use</li> <li>• Traffic - Intersections</li> <li>• Global Climate Change &amp; Greenhouse Gases</li> <li>• Air Quality</li> </ul>	<ul style="list-style-type: none"> <li>• Visual Resources</li> <li>• Traffic - Corridors</li> <li>• Bus Operations</li> </ul>

## Greenbelt No-action Alternative Impacts

Under the No-action Alternative, FBI HQ staff and operations would remain dispersed at JEH and other leased facilities without consolidation at a new permanent location. The analysis in the Draft EIS assumes that the entirety of the Greenbelt Metro Station would instead be redeveloped as a mixed-use community, including 800 residential units, 1.4 million GSF of retail space, 1.86 million GSF of office space, and two hotels totaling 550 rooms.

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SHORT-TERM IMPACTS	<ul style="list-style-type: none"> <li>• Employment &amp; Income</li> </ul>	<ul style="list-style-type: none"> <li>• Surface Water</li> <li>• Groundwater</li> <li>• Floodplains</li> <li>• Vegetation</li> <li>• Aquatic Species</li> <li>• Zoning</li> <li>• Archaeological</li> <li>• Historic Resources</li> <li>• Population and Housing*</li> <li>• Schools &amp; Community Services</li> <li>• Recreation &amp; Other Community Facilities *</li> <li>• Environmental Justice</li> <li>• Protection of Children</li> <li>• Hazardous Materials</li> </ul>	<ul style="list-style-type: none"> <li>• Topography</li> <li>• Soils</li> <li>• Hydrology</li> <li>• Wetlands</li> <li>• Terrestrial Species</li> <li>• Special Status Species</li> <li>• Public Health &amp; Safety</li> <li>• Air Quality</li> <li>• Water Supply</li> <li>• Wastewater Collection &amp; Treatment</li> <li>• Electric Power</li> <li>• Natural Gas</li> <li>• Telecommunications</li> </ul>	
LONG-TERM IMPACTS	<ul style="list-style-type: none"> <li>• Land Use</li> <li>• Employment &amp; Income</li> <li>• Taxes</li> <li>• Pedestrian Network</li> <li>• Bicycle Network</li> <li>• Parking</li> <li>• Water Supply</li> <li>• Stormwater Management</li> </ul>	<ul style="list-style-type: none"> <li>• Public Transit Capacity</li> <li>• Truck Access</li> <li>• Noise</li> </ul> <p>* Indicates that there is insufficient information to assess impacts.</p>	<ul style="list-style-type: none"> <li>• Geology</li> <li>• Land Use</li> <li>• Visual Resources</li> <li>• Traffic - Intersections</li> <li>• Global Climate Change/ Greenhouse Gases</li> <li>• Air Quality</li> </ul>	<ul style="list-style-type: none"> <li>• Bus Operations</li> <li>• Traffic - Corridors</li> </ul>