Written Testimony Received for Alternative C:

- Christopher Brown
- Kyung C. Jeon and Jin Jeon (on behalf of the community)
- Eunice Jones
- India Lyles (on behalf of the community)
- Unidentified citizen
- Councilwoman Karen R. Toles, District 7, Prince George's County Government (See "Appendix C: Written Testimony Received for Alternative A" for written testimony)

Metro Proposed Southern Ave Garage Bus replacement. 7/27/2011

Talking Points for Public Meeting Hearing No. 563 Wednesday July 27, 2011

Location: Andrew Jackson Academy 3500 Regency Parkway, Forestville MD 20747

next to current facility since 1985. I have Bachelor's in Mechanical Engineering University of Md, Masters in Technology Innovation and Entrepreneurship form UMUC.

Statement: AFTER REVIEWING THE LATEST VERSION OF THE BUS DEPOT I AM OPPOSED TO ANY CHANGES TO THE CURRENT FACILITY UNLESS CHANGES ARE MADE TO THE LATEST PLANS. As designed the new facility would cause excessive noise, traffic and especially water runoff at the end of Quinn Street, where we had to put in sumps and grade the property to stop flooding of basements after the houses were built nearby. Metro proposes to eliminate the turn around area at the end of the dead end street, eliminate the shrubs and grasses that absorb the water and not replace any vegetation that is removed. I just added a floor to our property and am extremely resistant to looking out of my window and seeing a wall everyday and no plants. 7/27/2011. Traffic lights will be needed at Quinn and Rail street or residents will be unable to exit onto to Southern avenue due to backups. Due to the limited views around corners this will increase accidents in the area.

Overall it could improve safety and appearance, air quality and noise but only if handled correctly. The project must be planned and budgeted to address concerns of the residents. It Could reduce loitering and clean up several areas and houses where trash is dumped or have a history of crime.

- History: Maintenance, Until I started calling Metro to get them to clean up the property,
 people dumped trash on metro property it was a health hazard. Several years ago the brush
 caught fire. head grounds keeper very responsive. regional director
 was very responsive. One manager suggested I clean metro's property. Need responsive people
 neighborhood should be notified who to contact for cleanup, or problems. Local managers
 may require communications training.
 - Fairly noisy now and sometime extremely noisy.
 - b. Runoff is uncontrolled as far as I can tell.
 - Occasional Parking of employees on our street now.
- Initial Construction
 - Dead end Street. Concerned about street Blockage especially in winter after snows.
 Noise control. Parking Control.
- 3. After Construction Concerns:
 - a. Noise excessive all night, vague as to plans for noise control no specifics even though there is a problem now. "optimized to include acoustical treatments to shield the nearby residences from the proposed reconstructed facility." What is the proposed goal for noise (dB level) and how does Metro plan to achieve it? What will they do if it is not achieved? Models used – no reference to ASTM, ANSI or any other standards. Legitimacy of the modeling to predict noise. No specifics on mitigation 3.10.6

- i. Some collected data is not all incorporated into the report. We had a noise
 monitoring device in our front yard on several occasions -no mention in report
 selective data usage may skew conclusions or minimize impact of new facility
 Our house is not mentioned Table 3.19.
- b. Run Off High water Table, Bottom of Valley. History of Flooding after houses built, Installed Sump and Grading at our house. Section 3.11.6. mentioned substantial increase in runoff, also Appendix A part 2. Right now there is a drainage line on Quinn Street right across from my house. This should be run into the sewer system. Need vegetation to take water out of saturated ground.
- c. Emissions What guarantee there will be clean technology and this will not change? Air quality is safe only if green technology, since bus numbers approximately double. Control of gasoline and other hazardous substances how would this be mitigated.
- d. Appearance. New facility should not be an eyesore that decreases property values or encourages crime – through neglect. Well lit. I did not see any descriptions of special plans for Quinn Street side even though John Thomas a director who spoke at the 2010 community meeting mentioned it. Opportunity to add sidewalk on Quinn Street and Trees and vegetation.
- e. Safety some of metros employees were buying drugs nearby on Quinn exacerbating a problem. We don't need more employees involved in destructive behavior. This information was given to me by policeman working the area to reduce drug trade.
- f. Parking Push traffic from Church into neighborhood on Sunday or weeknight. They would eliminate the church mall parking. Plan should require neighborhood parking restrictions of say 2 hrs. and parking passes. Neighborhood COPS officer

 , I believe supports this approach. May need to revisit number of employee spaces to ensure metro parking is not pushed into neighborhood. Mall is an eyesore and falling apart for years.
- g. Traffic. Noticed signal light added at Quinn and Southern (Table 3.4). Very important since traffic now blocks a left turn from southern onto the Quinn on weekends and rush hour
- Overall it could improve safety and appearance, air quality and noise if handled correctly, but the project must be planned and budgeted to address aforementioned concerns of the residents.

WMATA Office of the Secretary 600 Fifth Street, NW, Room 2D-207 Washington, DC 20001

RE: Docket R11 - 02 (Hearing No. 563)
Proposed Southern Avenue Bus Garage Replacement

To WMATA,

We are writing to express our concern about the possible expansion of the Southern Avenue Bus Garage (Alternative C). Of the three potential locations for the replacement bus garage, the expansion of the existing Southern Avenue site is the only one that would result in the devastating displacement of residents, community agencies and businesses from their current locations.

According to the July 27, 2011 Public Hearing held by the Washington Metropolitan Area Transit Authority (WMATA), both Alternative A (Forestville Road) and Alternative B (Westphalia Road) would allow for development of a bus garage in what are currently 36 acres and 52 acres of unused land. Neither development would result in displacements of any kind and neither would create divisions or isolation of neighborhoods. On the contrary, Alternative C (expansion of the existing Southern Avenue bus garage) will have a very devastating impact on the lives of the many residents of the Southern Avenue location. As shown in the Environmental Assessment performed by the WMATA, only Alternative C will require the displacement of residents, community-based agencies and businesses, resulting in the loss of homes, community-based social service agencies and businesses that have been vital to the community for many years.

We are very concerned about the potential expansion of the existing Southern Avenue bus garage. We have invested and worked in the community for over 20 years. As such, our business is considered a landmark in the community. We did all of this with the express purpose of continuing to be a vital part of this community. Alternative C puts into jeopardy everything we have worked towards. All of the business owners agree. We have all continued to build our businesses in an effort to build a better community. But Alternative C will punish those of us who have worked so hard.

Expansion of this current bus garage would require the demolition of our workplace and that of many others, a Place of Worship, and community-based social service agencies that are all vital to the well-being of the Southern Avenue residents and that have all contributed immensely to the ongoing development and livelihood of the community. While it appears that WMATA will develop an Acquisition and Relocation Plan for those being displaced, should Alternative C be chosen, please be aware that displacement results in people being uprooted from their homes and communities, which have been integral to their lives for years and decades. Such displacement

will also result in undue financial hardships for us and the many other people who work in these businesses that will be acquired through Alternative C. We work very hard on a day-to-day basis to support our families. It is extremely difficult to understand why this project would need to result in displacement of even a single person or workplace, when two other very suitable alternatives are available that would not have such an adverse impact.

Attached please find signatures from persons who live and work in the Southern Avenue area, requesting that Alternative C not be selected for the proposed replacement Bus Garage.

Free Young lah

We sincerely thank you for your consideration of our comments.

Sincerely,

Kyung C. Jeon Jin Jeon

Hae Young Park

Enclosure

cc: Karen R. Toles, Council Member, Prince George's County Council District 7

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PROPOSED SOUTHERN AVENUE BUS GARAGE REPLACEMENT Docket R11-02 Hearing No. 563

Please take Alternative C (Southern Avenue) "off" the proposed alternative choices. I am a resident of 20 years near the Southern Ave bus garage.

The bus garage is a massive, dingy "eye sore." Nestled on the grounds is a huge, towering, gawky crane. Less not forget the work vibrations which rattle the contents inside the home.

The buses motors are noisy idling, especially in the winter when the buses engines are warming up. The air quality is tainted or compromised. The stench of diesel smells permeates the air which seeps inside the home. The body's respiratory system is inhaling and exhaling diesel smells. Unhealthy! Diesel vapors stinks and settles into the home's fabrics.

The other Alternatives offer <u>more acres</u> of land, easier access with no displacements of homes, small businesses or church. The other sites offer richer amenities; planned industrial park, more space for future expansions (no construction across the street from homes) and existing modern warehouse with office spaces and ample parking with traffic flexibilities.

The Southern Ave bus garage is already located in a busy pedestrian/vehicle/bus traffic area.

Per the public hearings 7/27/2011, no speakers were eager to welcome the project to their jurisdictions, neither am I.

It's time to pass the WMATA baton to another community!

Eunice Jones

Sent: Sunday, August 07, 2011 5:43 PM

To: writtentestimony

Subject: Notice of Public Hearing Washington Metropolitan Area Transit Authority Proposed Southern

Avenue Bus Garage Replacement Prince George County, MD Docket R11-02

I'm India Lyles writing to attest exspantion of Metro in the area where my business Colour's of Nails Barbershop & Full Service Salon

I am a local business owner of 8 years in this location, and have invested a lot of time, monies, have aquired a lot of clientele in this particular Regional area of Prince George County. I'm concerned that the my business location and other surrounding properties will offer tremendously due to economical transfer of Metro's financial agenda. I am a voice and speak for the Community that I have interest in. Please respond to this petition and make the decision that will impact the past and future Business owner's at these locations.

Sincerely,

India Lyles

Sent from my HTC on the Now Network from Sprint!

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Sent: Sunday, July 31, 2011 11:46 AM **To:** Ashe, James A.

Subject: Southern C

What will happen on Quinn Street when employees want to leave or enter and traffic backs up on Southern Avenue and blocks Quinn Street?

Written Testimony Received Miscellaneous:

• Bill Orleans

DIFFICE OF THE SELFETTERY WAMATA 600 HATH St., N.W., WASHINGTON, DC 20001

8.8-11 HAND DECIVERED

REF: Docker RIF-02

ON 7-27-11, I ATTENDED & SPOKE AT THE PUBLIC HEARING RE: SO. AUE BUS GRACE REPLACEMENT, I ASKED FOR THE IDENTITY OF THE PRIMER DIVELOPOR(S) MAKING THE CONSOCIETED PROPOSED OFFICENCE A NEW POSSIBLE LOCATION FOR REPLECIAL THE KNISTING FACILITY, ALD ALSO THE POLITITY OF THE DEU-ELOPARE) RESPONDING TO THE OPIN RAP, AND HOW THE TWO DEVELOPMENT TRAMS CITICIZED THE BONAD APPLEVAD \$500 K EARLY TO FALLETHOR A LUMBE SECRETION.

ALSO I INDICATED THAT THE EA SERVED TO ME TO SUGGEST FULTHER CONSESSION DEVEL MY FEDERAL AND/OR STATE ARENCINI WAS NECESSARY AND INDUINED AS TO NOW COMPLETE WAS THE COMMUN. I CHETTON ON THE P.G. COWARY EXECUTIVE AND UP THE DEPORTMENTS OF PUBLIC WORKS & TRANSPORTATION, of Environmental Resources, And by THE PS COUNCIL.

ON 7-27-11, I HAD NOT AS ON THE PUBLIC HERRIN NEAD TABLE 4-2 pace 4-3; I NOW foru, wan PARTICIPATION IN THE MEETINGS & PRESENTATIONS OF 2-7-11, 2-8-11, 3-21.11, AND 3-23-11.

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I LOOK FORMED TO THE PERCOLD OF THE PUBLIC HEARING AND TO A SCIENCE RESPONSE TO MY PARP REBURST.





June 28, 2011

Name Street Address City, State, Zip Code

Re: Southern Avenue Bus Garage Replacement Project

Dear Sir or Madam:

The Washington Metropolitan Area Transit Authority (WMATA), in coordination with the Federal Transit Administration (FTA), is considering the replacement of the existing Southern Avenue Bus Garage, located at the intersection of Southern Avenue and Marlboro Pike, in the area of Prince George's County, Maryland, that borders the District of Columbia.

The replacement of the Southern Avenue Bus Garage would enable the continuation and improvement of bus service to communities throughout the District of Columbia and the southern portion of Prince George's County, Maryland. The new bus garage will accommodate modern Metrobuses and provide for increases in system capacity.

WMATA is considering three alternative locations in Prince George's County for the construction of the bus garage. Alternative A is located off of Forestville Road, near its intersection with Suitland Parkway. Alternative B is located off of Westphalia Road, near its intersection with Pennsylvania Avenue. Alternative C is located on an expanded site at the current Southern Avenue Bus Garage. These locations are illustrated in Figure 1.

WMATA has completed an Environmental Assessment for the bus garage replacement project which can be reviewed at www.southernavebusgarage.com and <a href="www.southernavebusgarage.

Construction of the project would result in property acquisitions and may require the relocation of displaced persons and/or businesses depending on which alternative location is selected for the bus garage. Property acquisitions that would be required to expand the existing facility (Alternative C) are illustrated in Figure 2.

Depending on which alternative is selected, your property or rental unit may be acquired for the project.

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW Washington, D.C. 20001 202/962-1234 Property acquisition and the relocation of displaced persons caused by federally funded projects are regulated by The *Uniform Relocation and Real Property Acquisition Policies Act of 1970* as amended (Uniform Act. As summarized below, the Uniform Act provides you with a fair and uniform set of legal rights and compensation should your property be acquired or you are displaced:

- WMATA will provide a description of the relocation payment(s) for which you are eligible, the basic conditions of eligibility, and the procedures for obtaining the payment(s);
- (2) WMATA will make every reasonable effort to expeditiously acquire real property through negotiation with property owners. The fair market value of the real property will be determined through an appraisal process in which the owner can participate. WMATA will make an offer for the purchase of the property based on the appraisal before negotiations for the purchase of the property begin;
- (3) You will be given reasonable relocation advisory services, including referrals to replacement properties, help in filing payment claims, and other necessary assistance;
- (4) You will not be required to move without at least ninety (90) days advance written notice, nor can any person(s) be displaced from a dwelling unless at least one comparable replacement dwelling has been made available;
- (5) Any person who is an alien not lawfully present in the United States is ineligible for relocation advisory services and relocation payments, unless such ineligibility would result in exceptional and extremely unusual hardship to a qualifying spouse, parent, or child;
- (6) WMATA will provide language translation or other services necessary to assist in the review and understanding of legal documents, analyses or regulations relevant to the project if it is determined your property will be acquired or if persons are displaced because of the project; and
- (7) You have a right to appeal WMATA's relocation eligibility determination.

As the project progresses, WMATA will develop a more detailed *Acquisition and Relocation Plan* that is specific to the location where the bus garage will be constructed. As this project is in the initial planning phase, you can expect additional contact by WMATA if your property is affected.

If you have any questions about this project, please contact the Project Manager, Mr. John D. Thomas at (202) 962-2493 or email jthomas@wmata.com. Questions regarding the property acquisition and relocation process may be directed to Mr. Mark K. Meister at (202) 962-1589 or email mmeister@wmata.com.

Sincerely,

James A. Ashe, PE, CPG Manager, Environmental Planning and Compliance Track, Structures, and Facilities Office of Chief Engineer, Infrastructure

Enclosures

Figure 1: Alternative Bus Garage Sites
 Figure 2: Alternative C Parcel Map

Figure 1: Alternative Bus Garage Sites (Location of Build Alternatives)

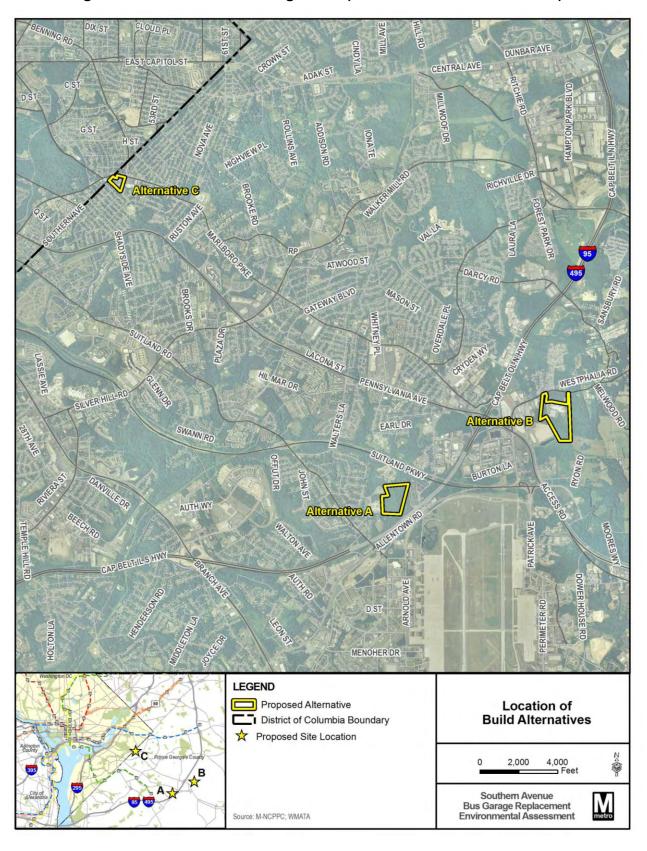


Figure 2: Alternative C Parcel Map (Acquistions)

