FEDERAL TRANSIT ADMINISTRATION

REGION 3

FINDING OF NO SIGNIFICANT IMPACT

Project: **Southern Avenue Bus Garage Replacement**
Project Sponsor: **Washington Metropolitan Area Transit Authority**
Project Location: **Prince George's County, Maryland**

INTRODUCTION

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. The replacement of the Southern Avenue Bus Garage will enable the continuation and improvement of bus service to communities throughout the District of Columbia and the southern portion of Prince George's County by accommodating Metrobuses and providing for recent and future increases in system capacity. This action would further the vision and existing plans adopted by WMATA, which address anticipated Metrobus ridership growth. The existing bus garage facility is 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.

In 2009, WMATA undertook a planning effort to analyze a potential expansion of the existing Southern Avenue Bus Garage. Before planning was complete, WMATA received an unsolicited proposal from a private developer offering a new location for the Southern Avenue Bus Garage. After receiving this proposal, WMATA posted an open Request for Proposals (RFP) and received an additional proposal, plus a revised proposal from the original developer.

Both of the new sites, as well as a rebuild-in-place option for the existing Southern Avenue Bus Garage were analyzed in the June 2011 Environmental Assessment (June of 2011 EA). The three build alternatives, identified as Alternative A (Rena Road), Alternative B (Westphalia Road), and Alternative C (Rebuild in Place), were located within Prince George's County, Maryland.

Due to revisions to the WMATA bus operations program, such as security measures and capacity requirements, withdrawal from consideration of Alternative B by the proposer, and a revised proposal from the remaining proposer, FTA determined that a Supplemental EA was required to the June of 2011 EA. However, prior to the Supplemental EA being issued, WMATA released an Environmental Evaluation (EE) in November of 2012, independent of the Federal NEPA requirements, but consistent with WMATA Compact process, that documented the potential effects of a replacement bus garage. Because the WMATA Compact is an independent process from the NEPA requirements, FTA was required to issue a Supplemental EA for a 30-day public review and comment period before making its final NEPA determination. On June 24, 2013, and in accordance 23 CFR 771.129, a Supplemental EA was released for public comment. The Supplemental EA documented the following changes to the project that occurred following publication of the June of 2011 EA:

- Changes in the bus operations program and capacity requirements;

- Changes to Alternative A, including reconfiguration of WMATA site footprint, relocated emergency access road, and a change of the primary entrance to the site;
- Withdrawal of Alternative B by the proposer;
- Changes to Alternative C, including the plan to accommodate a minimum of 150 buses, reduced footprint, and relocated emergency access point;
- Comments received during WMATA's EE process.

FTA is the lead federal agency under the NEPA for the project. WMATA is the project sponsor and prepared the EA in compliance with NEPA, 42 U.S.C. Section 4321 *et. seq.*, and with FTA's regulations (23 CFR 771.119).

Based on the June 2011 of EA, the Supplemental EA, all public comments received to-date, and coordination with appropriate agencies, FTA has determined that there is no significant environmental or socioeconomic impact associated with the project. Further, FTA has determined that the preparation of an Environmental Impact Statement (EIS) is not required.

PROJECT DESCRIPTION

The proposed action is to construct and operate a new WMATA bus garage that would replace the existing Southern Avenue Bus Garage on its current site or at another identified site to accommodate more storage capacity and incorporate features to service buses. The proposed bus garage facility would provide the capacity to accommodate a minimum fleet of 150 Metrobuses, with the possibility of expanding the facility up to 250 Metrobuses. In addition to parking and storage facilities for the Metrobuses, other program requirements in the new facility include the following:

- Maintenance and administrative building;
- Service lane facility where fueling, washing, and fare box collections are conducted;
- Perimeter and other landscaping;
- Security fencing or other security measures; and
- Storm water management measures.

ALTERNATIVES

Three build alternatives were originally considered in the June of 2011 EA: Alternative A (Rena Road), Alternative B (Westphalia Road), and Alternative C (Rebuild in Place). These alternatives were compared with a No-Build Alternative. The Supplemental EA analyzed only Alternatives A and C in addition to a No-Build Alternative, and focused on potential environmental effects from any changes to the alternatives since the June of 2011 EA. No additional alternative was evaluated in the Supplemental EA beyond those considered in the June of 2011 EA. Since the changes to the project were of limited scope, the Supplemental EA did not require reconsideration of the entire project.

After consideration of which alternative best met WMATA's program requirements for the replacement of the Southern Avenue Bus Garage, the findings of the environmental documents and public hearing testimony and comments, future planning considerations, the WMATA Board of Directors selected Alternative A (Rena Road) as its Preferred Alternative, and adjusted the system's Adopted Regional System accordingly.

AGENCY AND PUBLIC COORDINATION

WMATA provided multiple opportunities for agency and public coordination. A project email account, info@southernavebusgarage.com, and project website, www.southernavebusgarage.com, were created in 2011 to disseminate project information to the public. WMATA posted materials on the project website as information became available. Comments were solicited from the public and public officials during the public hearings and in writing or through email. The public also had the opportunity to provide comments at the hearings through verbal or written testimony.

The first public hearing was held on July 27, 2011, following release of the June of 2011 EA. A comment period was provided, from June 27, 2011, through August 8, 2011. WMATA received comments on each alternative, which are documented in the 2011 Public Hearing Report. WMATA staff and management, with FTA concurrence reviewed each comment and documented responses to all comments received, which is provided in **Attachment A**.

A second public hearing was held on December 17, 2012, after WMATA released an EE, consistent with the WMATA Compact process. The EE documented the potential impacts of a replacement bus garage at Alternative A (Rena Road) and Alternative C (Rebuild in Place). A public comment period for the EE was also provided, from November 17, 2012, through December 28, 2012. Following the hearing, WMATA prepared and released both a Public Hearing Staff Report and a Supplemental Public Hearing Staff Report, which are provided as **Attachments B** and **C**.

FTA released the Supplemental EA on June 24, 2013. The public comment period extended from June 24, 2013, through July 24, 2013. The release of the EA and public notice of this comment period were advertised in El Tiempo Latino (a weekly Spanish language newspaper) on June 21, 2013, and the Washington Post on June 24, 2013. The Supplemental EA was made available to the public at WMATA's Washington, DC headquarters, as well as at public libraries and recreation centers in the area including the Suitland Community Center, Seat Pleasant Activity Center, Hillcrest Heights Library, Morningside Matthew P. Rosch Municipal Center, Oakcrest Community Center and John E. Howard Community Center.

No comments were received on the Supplemental EA. However, before making its finding, FTA took into consideration all comments received on the June of 2011 EA and WMATA's November of 2012 EE. Summary responses, as appropriate, to comments are provided in the attachments to this FONSI.

DETERMINATIONS AND FINDINGS

FTA has considered the findings presented in the June of 2011 EA, the June of 2013 Supplemental EA, supporting documents, and public and agency comments and responses, and finds under 23 CFR 771.121 that the project will have no significant adverse impacts on socioeconomic or environmental resources, including: transportation, zoning, land acquisitions and displacements, neighborhoods and community resources, environmental justice, cultural resources, air quality, parklands, noise and vibration, water quality, water resources, contaminated materials, and soils and geologic resources. While not significant, as documented in the June of 2011 EA and the June of 2013 Supplemental EA, the project will have the following long-term effects:

- **Transportation Effects:** Permanent effects to traffic in the vicinity of the project site would be moderate and level of service (LOS) delays would be expected. The Preferred Alternative will be accessed via a new industrial access road, constructed as part of a larger industrial development. The industrial access road will be two lanes and will provide a signal controlled intersection with Forestville Road. In addition, an emergency access road will be provided through the parcel adjacent and north of the planned site for the WMATA facility.
- **Water Quality:** The expanded facility will have the potential to cause additional storm water runoff; however, the additional storm water will be managed in accordance with state and federal regulations. The design of the storm water management facilities will be subject to Maryland Department of the Environment (MDE) review and approval.
- **Potential Cumulative Effects:** The Preferred Alternative would be part of a larger industrial development approved by Prince George's County. As a result of the larger approved industrial park development, the project would contribute to the overall cumulative effects associated with the entire development. Several resources have been identified where minor impacts resulting from the Preferred Alternative may have the potential to contribute to cumulative effects on the same resources through the conversion of previously undeveloped land to developed land. These include: forest conservation, displacements, traffic, noise and overall effects on minority and low-income populations.

MITIGATION MEASURES TO MINIMIZE HARM

Based on the findings of the EA, FTA in coordination with WMATA, will ensure that the mitigation measures specified below are utilized to address effects from the project.

Transportation: As project planning progresses, final mitigation for predicted traffic conditions will be coordinated with the appropriate state and local jurisdictions and all requirements for site development would be met. The following mitigation measures will address predicted LOS delays:

- I-495 SB Off Ramp/ Forestville Rd: Signalize the intersection
- Rena Rd/ Forestville Rd: Signalize the intersection

Water Quality: Site-specific storm water management features will be developed as the design process progresses. Management features would be incorporated into a storm water management plan to be reviewed and approved by MDE.

WMATA will also be responsible for the below mitigation during construction:

- **Noise:** WMATA will require the construction contractor to ensure that noise levels caused by hauling and other construction activities will not exceed WMATA construction noise criteria. Additionally, the contractor will comply with Prince George's County noise ordinances relating to construction activities.
- **Air Quality:** Increases in nuisance dust and construction equipment emissions are not expected to impact air quality adversely, either locally or regionally, because WMATA will ensure that control measures are employed. Control measures include the development of dust control procedures including:
  -Minimizing the length of exposure of disturbed lands;
  -Using tarpaulins on loaded trucks.
- **Utilities:** Careful design, routing service onto temporary lines, and installing new utility infrastructure, as appropriate, will minimize and mitigate construction-related impacts.

- **Disposal of Debris:** WMATA contract specifications require the contractor to dispose of construction generated solid waste. The disposal method will be either transport of materials to an approved disposal facility or collection by an approved agent. No waste will be disposed of or incinerated on site.
- **Maintenance of Traffic:** A Worksite Traffic Control Plan will be developed.
- **Construction Site Safety and Security:** The contractor will erect fencing around the construction zone to prevent trespassing.

OTHER FINDINGS

Section 106 Compliance

In accordance with Section 106 of the National Historic Preservation Act, as amended, FTA has determined, with concurrence from the Maryland Historical Trust (MHT), that the Preferred Alternative would have no effect on historic properties within the Area of Potential Effect for the project. FTA finds, in accordance with 36 CFR 800, that the Section 106 coordination and consultation requirements for the project have been fulfilled.

MHT provided a determination for the project in a letter dated July 6, 2011. In the letter, MHT stated, "Based on the results of the current investigations, as well as the findings from our previous reviews in June 2009 and April 2011, the proposed alternatives will have no effect on historic properties, including archeological resources." At that time, MHT requested WMATA to provide additional information to conclude the consultation process. In September 2012, WMATA provided the requested information.

Section 4(f) Evaluation

Section 4(f) of the Department of Transportation Act of 1966 protects properties including publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic sites listed or eligible for listing on the National Register of Historic Places. Section 4(f) of the Act does not allow federally funded projects to use land from these resources unless deemed by the person with authority over the property that there is no feasible and prudent avoidance alternative and that all impacts to the property have been minimized to the extent possible.

No Section 4(f) resource will be impacted by the Preferred Alternative.

Finding

FTA finds, pursuant to 23 CFR 771.121 and other applicable laws, regulations, and executive orders, that there is no significant impact associated with the project.

Brigid Hynes-Cherin
Regional Administrator
Federal Transit Administration

9/20/12
Date

- Attachment A: August 2011 WMATA Public Hearing Draft Staff Report
- Attachment B: January 2013 WMATA Public Hearing Staff Report
- Attachment C: January 2013 WMATA Public Hearing Staff Report Supplement

Attachment A
August 2011 WMATA Public Hearing Draft Staff Report

PUBLIC HEARING
DRAFT STAFF REPORT

STAFF ANALYSIS OF THE PUBLIC HEARING
AND
STAFF RECOMMENDATIONS

PROPOSED SOUTHERN AVENUE BUS GARAGE REPLACEMENT
PRINCE GEORGE'S COUNTY, MARYLAND

Hearing No. 563
Docket No. R11-02
August 2011

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

This Page Intentionally Left Blank

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DRAFT PUBLIC HEARING STAFF REPORT
REVIEW OF PUBLIC HEARING TESTIMONY AND STAFF RECOMMENDATIONS
PROPOSED SOUTHERN AVENUE BUS GARAGE REPLACEMENT
PRINCE GEORGE'S COUNTY, MARYLAND

HEARING NO. 563
DOCKET NO. R11-02

This report presents the staff analysis of the public hearing held on July 27, 2011, including material submitted for the public hearing record. Included in this report are recommendations from various WMATA staff concerning the Southern Avenue Bus Garage Replacement. Included in this report are the following sections:

1. Background
2. Summary of the Public Hearing
3. Summary of the Staff Presentation
4. Supplemental Correspondence Submitted for the Record
5. Compact Article VI Section 15 - Other Agency Review and Comments
6. Responses to Comments Received for the Record
7. Responses to Comments Received on the Public Hearing Draft Staff Report
8. Summary and Staff Recommendations

Appendix A	Notice of Public Hearing
Appendix B	Public Hearing Transcript
Appendix C	Supplemental Correspondence
Appendix D	Presentation Materials
Appendix E	Agency Correspondence for Environmental Assessment

This Page Intentionally Left Blank

1 BACKGROUND

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 location of the existing facility is shown in **Figure 1**. 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 by accommodating modern Metrobuses and providing for future increases in system capacity. This action would further the vision and existing plans adopted by WMATA by supporting Metrobus ridership growth and network expansion.

During a previous planning effort in 2009, WMATA started the process of evaluating potential expansion possibilities for the existing Southern Avenue Bus Garage. Before planning was complete, WMATA received an unsolicited proposal from a private developer offering a new possible location for replacing the Southern Avenue Bus Garage. After receiving this proposal, WMATA issued a Request for Proposals (RFP) and received one additional proposal. Thus, the Environmental Assessment (EA) evaluates the two proposals received in addition to a rebuild-in-place option for the existing facility, for a total of three build alternatives. The EA also documents and evaluates a No Build Alternative for comparison purposes.

The three sites are located within Prince George's County, Maryland, within approximately 5 miles of each other. To meet WMATA's program requirements, the selected site must be able to provide for the following:

- A fleet of up to 250 Metrobuses;
- Maintenance and administrative building;
- Employee parking;
- Service lane facility where fueling, washing, and fare box collections are conducted;
- Compressed natural gas fueling facility;
- Perimeter and other landscaping;
- Security fencing or other security measures; and
- Stormwater management measures.

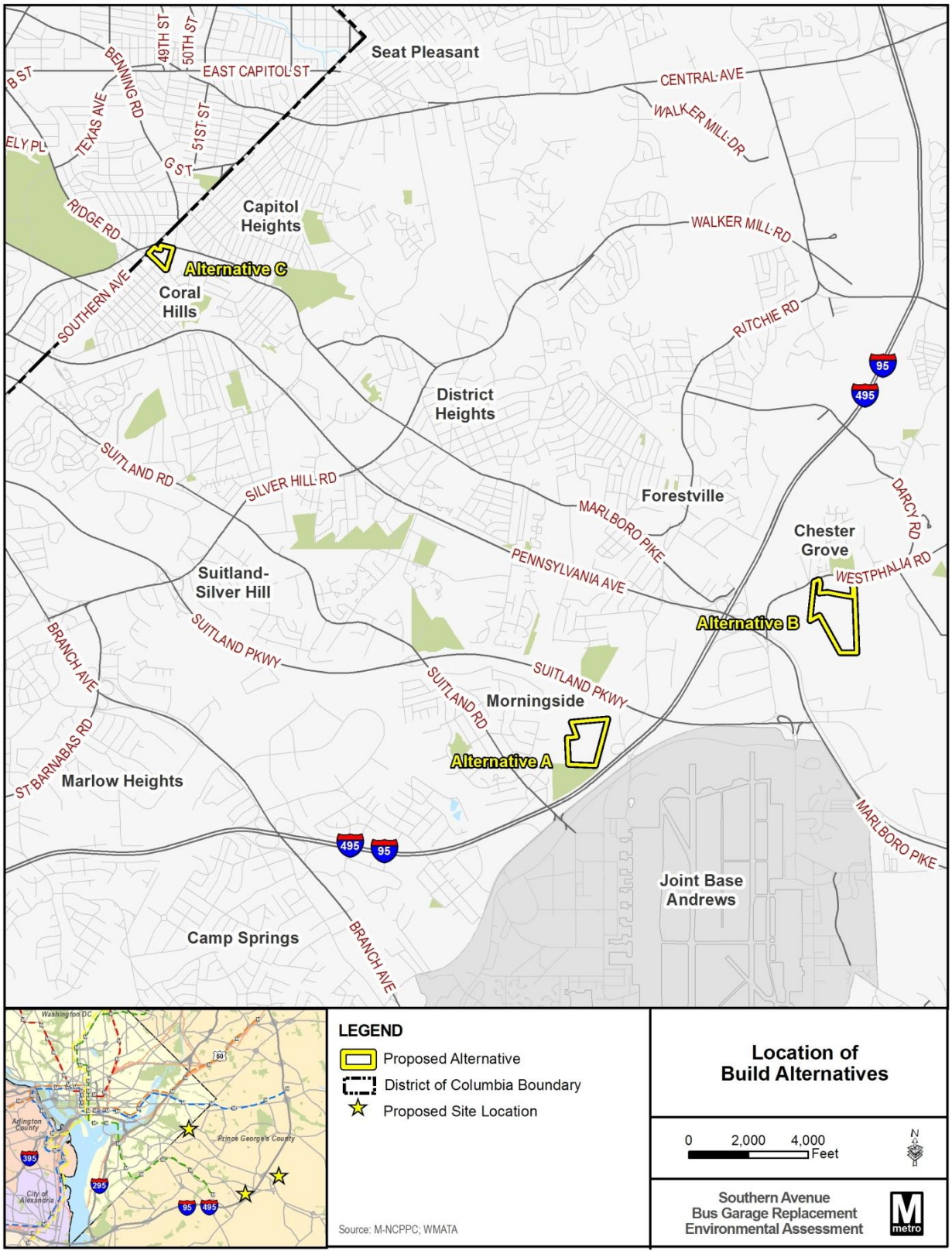
The EA presents the evaluation of each alternative and potential associated impact on the built and natural environment, as appropriate.

1.1 Proposed Action

The proposed action is to construct and operate a new WMATA bus garage that would replace the existing Southern Avenue Bus Garage on its current site or at another identified site to accommodate more storage capacity and incorporate modern features to service modern buses. **Figure 2** shows the three locations under consideration.

Figure 1: Existing Location of Southern Avenue Bus Garage

Figure 2: Location of Build Alternatives



Alternative A (Rena Road)

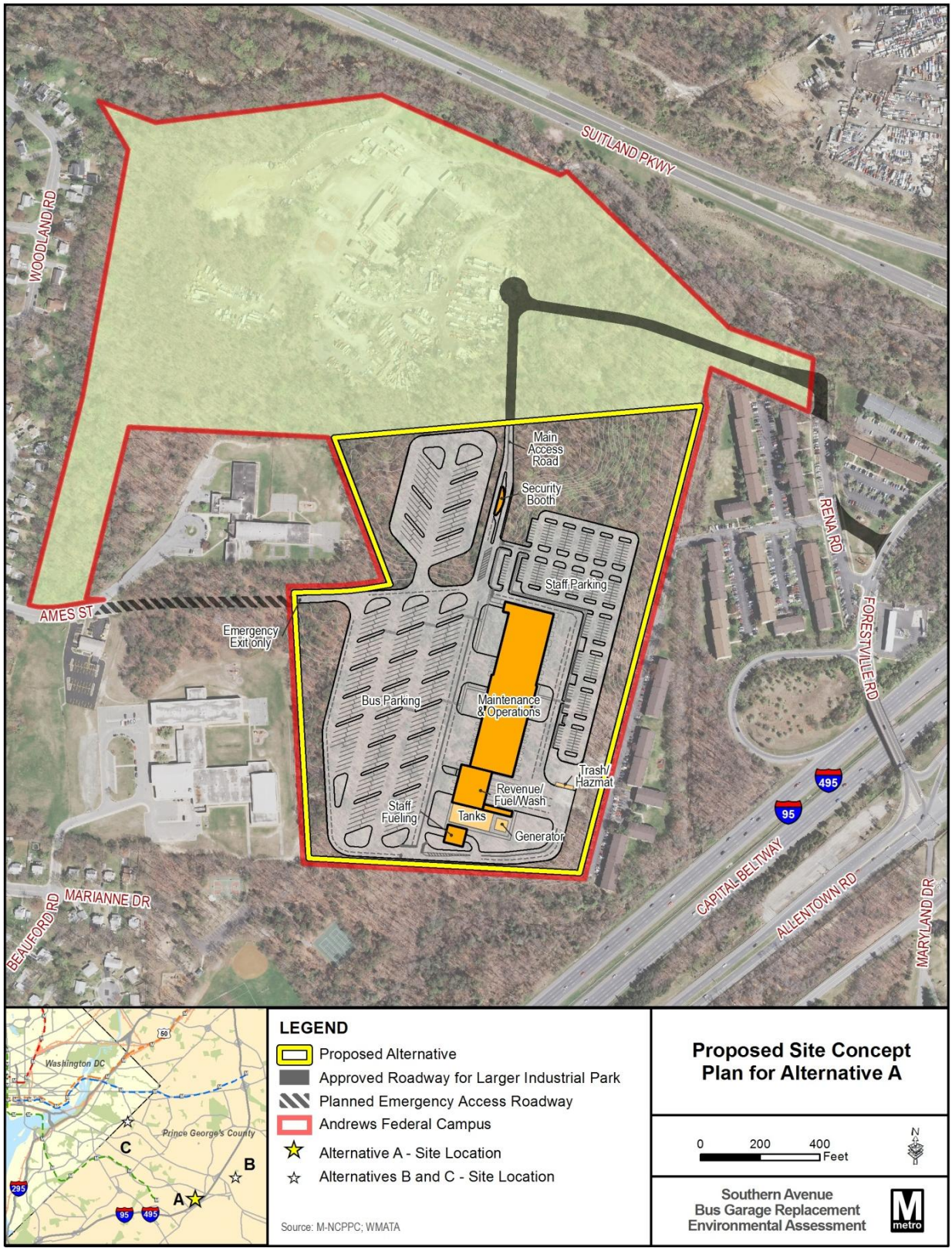
Build Alternative A is located in Prince George's County, Maryland, northwest of the Joint Base Andrews Naval Air Facility (Joint Base Andrews) and southwest of the intersection of Suitland Parkway and the Capital Beltway (I-95/I- 495). The closest intersection is Rena Road and Forestville Road. The proposed 36-acre development is part of a larger 83-acre industrial development complex known as Andrews Federal Campus. Vacant land, which is proposed as part of the larger industrial development, exists to the north of the site; the Forest Village Apartment complex is located adjacent to and east of the site; a wooded area exists south of the site; and municipal facilities exist to the west of the site (Morningside Elementary School, which is vacant, and Benjamin D. Foulois Creative and Performing Arts Academy).

The site proposed for Build Alternative A is located within an approved industrial park, known as Andrews Federal Campus. The overall development of the Andrews Federal Campus is not covered under the EA. Only the portion of the industrial park that would be developed for the purposes of a WMATA facility is assessed in the document. Construction has begun on the overall industrial park; however, the site proposed for the WMATA facility is currently undeveloped and heavily wooded. As part of the development of the Andrews Federal Campus, Rena Road would be extended by the developer to provide the primary access to the industrial park. This county-approved roadway extension would provide the primary access for the WMATA facility located within the industrial park. Therefore the extension of Rena Road is not considered as a project-related impact. However, traffic generated by the WMATA site is considered as a project-related impact and is documented in the EA.

Emergency access would be provided via a planned utility easement (water main) for the industrial park. The utility easement is also within a county-platted extension of Ames Street. As part of the industrial park development, the water main would be extended to provide water to the entire site. This extension requires the developer to clear the easement/roadway alignment. The developer would not pave this easement unless the site is selected for the WMATA facility. Therefore, WMATA considers the paving of this utility/roadway easement for unrestricted emergency access a project-related impact, and it is documented in the EA.

Build Alternative A includes a combined maintenance and administration building that contains approximately 103,300 square feet of total space on the first floor and approximately 17,000 square feet on the second floor. The building would provide for fare collection, fueling (standard and CNG buses), wash facilities, maintenance bays, and parts storage. The site could accommodate up to 276 bus parking spaces and 320 employee parking spaces. Additional parking for 10 support vehicles would be adjacent to the employee parking on the eastern side of the site. Stormwater management would be provided via a shared on-site facility as part of the larger 83-acre development. A guard booth and security fencing along the perimeter of the site would be provided. **Figure 3** provides the proposed site concept plan for Build Alternative A.

Figure 3: Proposed Site Concept Plan for Alternative A

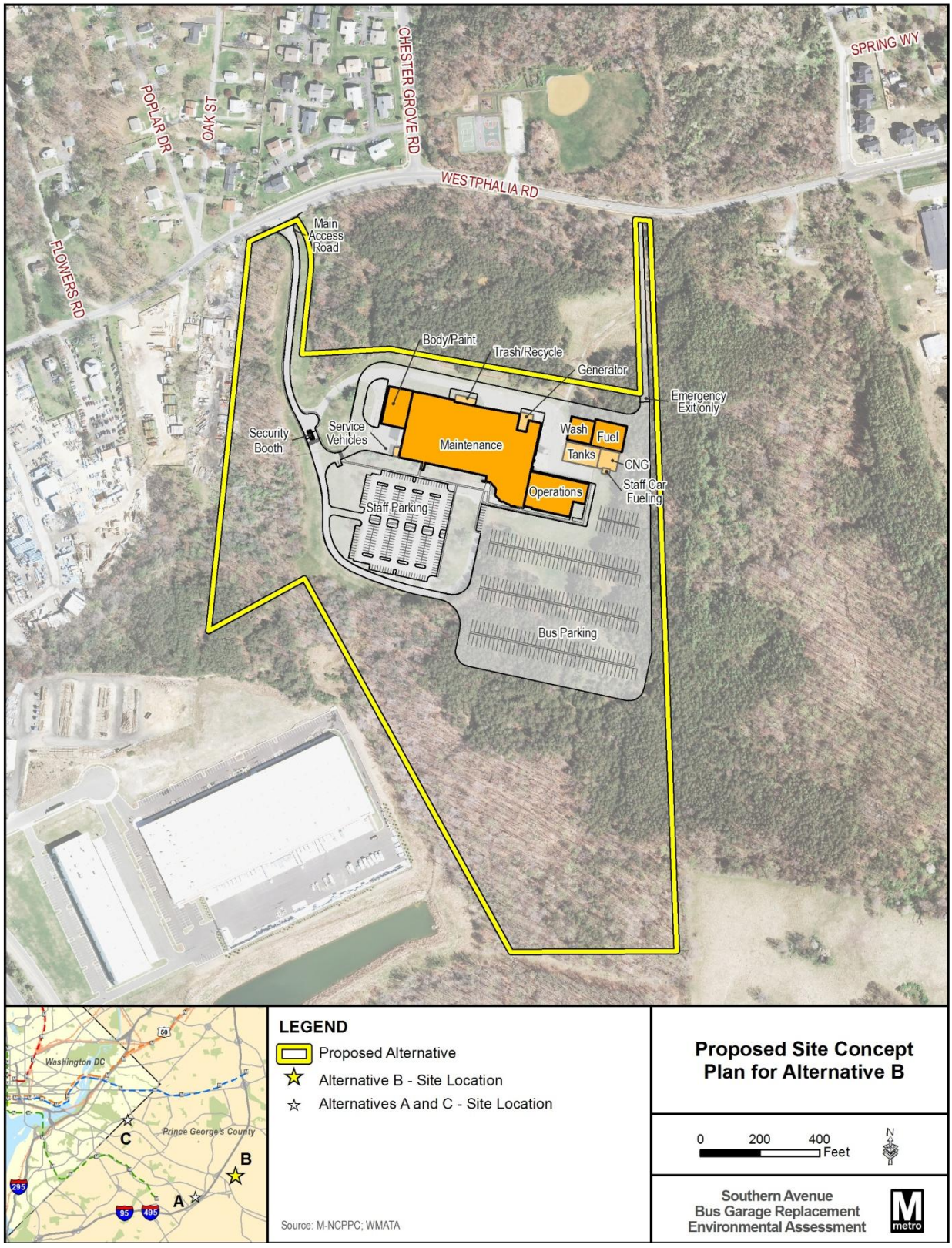


Alternative B (Westphalia Road)

Build Alternative B is located in Prince George's County, Maryland, generally northeast of the intersection of the Capital Beltway (I-95/I-495) and Pennsylvania Avenue. This site is located within the Penn-East Business Park at 8711 Westphalia Road. The site consists of approximately 52.5 acres of partially developed land with a large, two-story industrial/ administrative office building, 295 parking spaces, and supporting infrastructure, such as electric, water, sewer, gas and storm water management facilities. The site also contains heavily wooded areas. North of the site are Westphalia Road and a residential development (Chester Grove); east and south of the site is heavily wooded, undeveloped land; and west of the site is an industrial area.

As proposed, Build Alternative B would use and rehabilitate the existing facilities and infrastructure on the site. The existing surface parking area would be reconfigured for 275 spaces for employee use. New surface parking for 250 standard Metrobuses would be added east of the employee parking. The existing shop and warehouse space would be converted and expanded upon to accommodate for operations and bus maintenance. A new building would be constructed to accommodate Metrobus fueling and washing. The existing building would be expanded to accommodate body repairs and paint. The first floor of the existing building would be renovated for administration, training, and other uses. Most of the existing buffer of trees along the western edge of the property and more than half of the existing buffer of trees in the southern portion of the site would remain. New fencing and guard booths would be built for facility security. An emergency access would be provided within the proposed site, parallel to the eastern property boundary. The emergency access road would connect to Westphalia Road, east of the main entrance. **Figure 4** provides the site concept plan for Build Alternative B.

Figure 4: Proposed Site Concept Plan for Alternative B

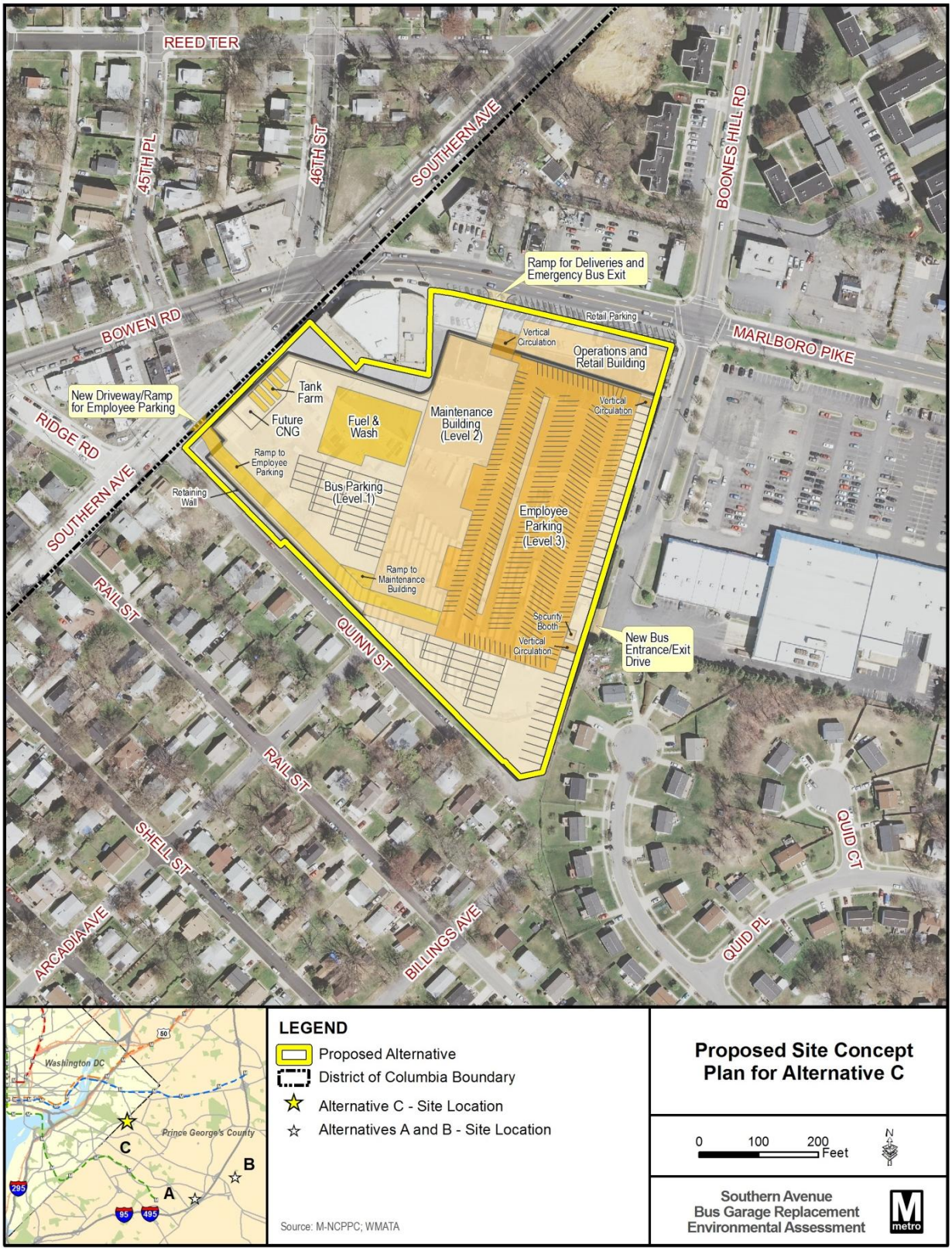


Alternative C (Southern Avenue)

Build Alternative C is at the same location as described for the No Build Alternative. Under this build alternative, the existing bus garage would be demolished and rebuilt on an expanded site of approximately 8.2 acres. Expansion of the site would require property acquisition of ten adjacent parcels of land and a small road currently used for WMATA emergency access. During construction, all functions of this facility would be temporarily relocated to the Shepherds Parkway Bus Garage until completion.

Build Alternative C proposes a new three-story structure to house operations, maintenance, administration, bus and employee parking, and first floor commercial space fronting Marlboro Pike. A separate building would be provided for fueling and washing. The site accommodates parking for 250 standard buses, 376 employee spaces, and 27 commercial parking spaces to serve the proposed ground-floor commercial spaces along Marlboro Pike. (The proposal includes ground-level commercial space to be consistent with the Marlboro Pike Master Plan.) Access for buses would be provided via Boones Hill Road. A separate employee entrance is proposed from Southern Avenue, just north of Quinn Street. Emergency access would be provided at a point along Marlboro Pike and west of Boones Hill Road. **Figure 5** provides the concept plan for Build Alternative C.

Figure 5: Proposed Site Concept Plan for Alternative C



1.2 Environmental Assessment and General Plans

WMATA's Compact requires that the Board, in amending the mass transit plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes the Prince George's County/Southeast District of Columbia area around the site and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses, preservation of the beauty and dignity of the DC Metro Area, factors affecting environmental amenities and aesthetics, and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location, and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed" all as more particularly set forth in WMATA's Compact.

As part of its project approval process, WMATA prepared an Environmental Assessment to provide the public, local governments, and environmental agencies with a description of the potential effects of the proposed Southern Avenue Bus Garage Replacement upon the human and natural environment. The Environmental Assessment was prepared to provide the environmental documentation required under the WMATA Compact, as well as by the National Environmental Policy Act (NEPA). A public notice was sent to local newspapers (*Washington Post* and *Washington Hispanic*) and individuals to make known the availability of the Environmental Assessment and details of the Public Hearing and comment period, and was also available on WMATA's website (see **Appendix A** for the Notice of Public Hearing). The Environmental Assessment and General Plans are available online at www.wmata.com/hearings and www.southernavebusgarage.com. The document was available for inspection during normal business hours at the following locations:

WMATA
Office of the Secretary
600 Fifth Street, NW, Room 2D-207
Washington, DC 20001
202-962-2511
(Please call in advance to coordinate)

Suitland Community Center
5600 Regency Lane
Forestville, MD 20747
301-736-3518

Fairmount Heights Library
5904 Kolb Street
Fairmount Heights, MD 20743
301-883-2650

Hillcrest Heights Library
2398 Iverson Street
Temple Hills, MD 20748
301-630-4900

Morningside Matthew P. Rosch Municipal Center
6901 Ames Street
Suitland, MD 20746
301-736-2300

Oakcrest Community Center
1300 Capitol Heights Blvd
Capitol Heights, MD 20743
301-736-5355

John E. Howard Community Center
4400 Shell Street
Capitol Heights, MD 20743
301-735-3340

2 SUMMARY OF THE PUBLIC HEARING

The Public Hearing was held on Wednesday, July 27, 2011, at the Andrew Jackson Academy, 3500 Regency Parkway, Forestville, Maryland 20747. Prior to the hearing an informal open house was held for members of the public from 6:30 p.m. to 7:00 p.m. The hearing was chaired by WMATA Assistant General Manager of Bus Services Jack Requa, and was convened at 7:00 p.m. (See **Appendix B** for the Public Hearing transcript.) Accompanying Mr. Requa for the presentation were John Thomas and Jim Ashe (WMATA) and Dan Koenig (Federal Transit Administration).

Mr. Requa made the opening statement, explaining that the hearing was convened to solicit comments from the public on the Southern Avenue Bus Garage Replacement Environmental Assessment (EA). He explained that the hearing would begin with a staff statement, followed by statements from public officials (5 minutes each) and others who had signed up to speak (3 minutes each). He indicated that written testimony could be submitted to WMATA via the following methods:

- E-mail to writtentestimony@wmata.com
- Fax to 202-962-1133
- Mail to Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington DC 20001

Following this introduction, the WMATA staff presentation was given by Mr. Thomas. The staff presentation is summarized in Section 3 of this report.

The background and supporting documentation available at the hearing included the following:

- Copies of the Notice of Public Hearing
- Copies of the Environmental Assessment
- Summary of identified potential effects for each alternative
- Copies of the General Plans for each alternative
- Presentation boards illustrating the location of build alternatives, site concept plans, and site renderings

The following individuals testified at the hearing:

- Mayor Karen Rooker, Town of Morningside
- Councilman Kevin D. Kline, Town of Morningside
- Christopher J. Brown
- Sandy Washington, Executive Director, Community Outreach and Development, Inc.
- Arthur J. Horne, Jr., Esq.
- Bill Orleans
- Eunice Jones
- India Lyles

Mr. Requa concluded the public hearing at 7:33 p.m.

3 SUMMARY OF THE STAFF PRESENTATION

Mr. Thomas began the presentation by stating that WMATA is proposing to replace the 89-year old WMATA Southern Avenue bus garage located in Prince George's County either on its current site or on another identified site. He described the program requirements for the new facility. He described the characteristics of the existing bus garage, and indicated that three alternatives are being considered for its replacement:

- Alternative A would relocate the bus garage to a new site southwest of the intersection of Suitland Parkway and the Capital Beltway.
- Alternative B would relocate the bus garage to a new site east of the intersection of Pennsylvania Avenue and the Capital Beltway.
- Alternative C would rebuild and expand the existing site.

The presentation continued with a description of the purpose of the Environmental Assessment and the public hearing. Mr. Thomas then presented the concept plans, plan renderings, and potential environmental effects for each alternative. He indicated that the environmental effects were summarized in a table available as a handout. Potential environmental effects for Alternative A include traffic delays resulting from an increase in vehicular traffic (buses and employees), water quality resulting from an increase in impervious surface, forest and habitat resulting from forest clearing, temporary construction-related effects, and cumulative effects from the larger industrial park development. Potential environmental effects for Alternative B include traffic delays resulting from an increase in vehicular traffic (buses and employees), water resources resulting from proximity to Waters of the U.S. and their buffers, water quality resulting from an increase in impervious surface, forest and habitat resulting from forest clearing, identified recognized environmental conditions on site, and temporary construction-related effects. Potential environmental effects for Alternative C include traffic delays resulting from an increase in vehicular traffic (buses and employees), requires a Special Exception, acquisition of 11 parcels abutting the existing facility's parcel owned by WMATA, displacement of six businesses, one church, and the occupants of one residence, potential for noise impacts, mitigation of recognized environmental conditions, and temporary construction-related effects.

The presentation ended with a description of the process for submitting written testimony.

A copy of the presentation and handout are provided in **Appendix D**.

4 SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD

The Public Hearing record remained open until August 8, 2011 at 5:00pm. Correspondence was received from the following individuals:

- Colonel David W. Koontz, U.S. Air Force
- Colonel Ken Rizer, U.S. Air Force
- Mayor Karen Rooker, Vice Mayor James Ealey, Councilman Terry Foster, Councilman Kevin D. Kline, and Councilwoman Sheila V. Scott; Town of Morningside
- Councilman Kevin D. Kline, Town of Morningside
- Chief Eugene C. Mills, Jr., Morningside Police Department

- Councilwoman Karen R. Toles, District 7, Prince George's County Government
- Christopher Brown
- Marva Jo Camp (on behalf of the Owners and Developers of the Smith Home Farm)
- Redell Duke, Chairman, Westphalia Sector Development Review Advisory Council
- Melvin Henderson (representing the Little Washington Civic Association)
- Kyung C. Jeon and Jin Jeon (on behalf of the community)
- Eunice Jones
- Orloff Knarr, President, Board of Directors of Westphalia Woods Condo I
- India Lyles (on behalf of the community)
- Bill Orleans
- Alexander D. Williams, Jr., Secretary, Little Washington Civic Association (on behalf of the Little Washington Civic Association and the residents of the Little Washington community)
- Alexander D. Williams, Jr.
- Ardania Williams
- Unidentified citizen

Appendix C provides the supplemental correspondence received.

5 COMPACT ARTICLE VI, SECTION 15 – OTHER AGENCY REVIEW AND COMMENTS

In advance of the Public Hearing, WMATA contacted relevant local, state and federal agencies to solicit input on the proposed bus operations and maintenance facility in Prince George's County, MD. Federal and State agencies were contacted to identify any potential areas of concern under their jurisdiction. Agencies contacted in the development of the EA are listed in **Table 1**. Agency correspondence is included in **Appendix E**.

Table 1: Agency Correspondence

Resource Area Coordination	Agency	Date Contacted	Agency Response	Determination	Correspondence Letter
Cultural Resources	Maryland Historic Trust	04/14/2011	04/26/2011; 07/06/2011	No effect on historic properties, including archeological resources	Appendix E
Coastal Zone	Maryland Department of the Environment	04/05/2011	No response	Presumed Consistent	Appendix E
Endangered Species	U.S. Fish and Wildlife Service	12/28/2010	02/01/2011	No endangered or threatened species identified	Appendix E

In addition to soliciting the input of government agencies, valuable feedback was sought from members of the public and organizations that have an interest in the project. **Table 2** lists the public meetings and presentations made to community organizations in regards to the build alternatives. As shown in the table, a supplemental mailing was also sent to the residents of the Forest Village Apartment Complex to ensure that they were given the opportunity to comment on the proposed project.

WMATA sent a mailed notice of the public hearing to the WMATA-required notification list as well as identified property owners. When deciding who gets the separate or specialized notice of a public hearing, WMATA looks at the immediate surrounding area. If someone is going to be abutting the proposed facility, they would receive the notice. If they are in an area which is close to the proposed facility, and could suffer some impact not shared by the area generally, they would receive the special notice. People who are only in the general area and would not have any specialized impact are not included. In this case, WMATA examined the surrounding area and provided notice to property owners immediately adjacent to the facilities, as well as the houses immediately on the street which would pick up the traffic from the proposed facility. In addition to required mailings, WMATA also physically posted notice of the public hearing on properties adjacent to each of the proposed alternatives. **Table 3** provides a list of the property owners at the Alternative C site that were recipients of a mailed notice of the public hearing. A copy of the mailed notice of the public hearing is included in **Appendix C**.

Table 2: List of Public Meetings and Presentations on Build Alternatives

Alternative Presented	Organization	Outreach Venue	Type of Meeting	Date
Alternative A	Prince George's County Council	Prince George's County Municipal Center	Presentation	02/07/2011
	Prince George's County Executive's Staff Meeting	Prince George's County Municipal Center	Presentation	02/08/2011
	Town of Morningside Town Council	Morningside Matthew P. Rosch Municipal Center 6901 Ames Street Suitland, MD 20746	Town Meeting	02/15/2011
	Skyline Civic Association	Skyline Elementary School 6311 Randolph Road Suitland, MD 20746-3700	Board Meeting	03/15/2011
	The Honorable Mel Franklin, District 9 County Council Member	Skyline Elementary School 6311 Randolph Road Suitland, MD 20746-3700	Presentation	03/21/2011
	Residents of Forest Village Apartments		Mailing	04/25/11
Alternative B	Prince George's County Council	Prince George's County Municipal Center	Presentation	02/07/2011
	Prince George's County Executive's Staff Meeting	Prince George's County Municipal Center	Presentation	02/08/2011
	The Honorable Ingrid Turner, Prince George's County Council Chair	Prince George's County Municipal Center	Presentation	03/23/2011
	Westphalia Civic Association	Ridgely Church – God in Christ 9235 Darcy Road Upper Marlboro, MD 20774	Presentation	06/11/2011
Alternative C	Prince George's County Council	Prince George's County Municipal Center	Presentation	02/07/2011
	Bradbury / Boulevard Heights Civic Association Meeting	John E. Howard Community Center 4400 Shell Street Capitol Heights, MD 20743	Meeting	06/06/2011

Table 3: Additional Recipients of the WMATA Mailing (Alternative C)

Parcel	Address	City	State	Zip
1	4703 Marlboro Pike	Capitol Heights	MD	20743-5213
2	4703 Marlboro Pike	Capitol Heights	MD	20743-5213
3	12409 Foyette Ln	Upper Marlboro	MD	20772-9334
4	7700 Old Georgetown Rd	Bethesda	MD	20814
5	3036 Averley Rd	Ijamsville	MD	21754-9048
6	8505 Summershade Dr	Odenton	MD	21113-2281
7	8605 Cameron St	Silver Spring	MD	20910
8	9176 Stonegarden Dr	Lorton	VA	22079-4731
9	7700 Old Georgetown Rd, Ste 540	Bethesda	MD	20814

6 RESPONSES TO COMMENTS RECEIVED FOR THE RECORD

The following eight people spoke at the hearing:

- Karen Rooker, Mayor of the Town of Morningside
- Councilman Kevin D. Kline, Town of Morningside
- Christopher J Brown
- Sandy Washington, Executive Director, Community Outreach and Development, Inc.
- Arthur J. Horne, Jr., Esq.
- Bill Orleans
- Eunice Jones
- India Lyles

In addition, several of the parties who spoke at the public hearing also submitted written comments for consideration by WMATA. Both oral and written comments by these commenters are reflected here.

Following the public hearing, additional parties submitted written comments to WMATA via mail, hand delivery or email. These additional parties include:

- Colonel David W. Koontz, U.S. Air Force
- Colonel Ken Rizer, U.S. Air Force
- Mayor Karen Rooker, Vice Mayor James Ealey, Councilman Terry Foster, Councilman Kevin D. Kline, and Councilwoman Sheila V. Scott; Town of Morningside
- Councilman Kevin D. Kline, Town of Morningside
- Chief Eugene C. Mills, Jr., Morningside Police Department
- Councilwoman Karen R. Toles, District 7, Prince George's County Government
- Christopher Brown
- Marva Jo Camp (on behalf of the Owners and Developers of the Smith Home Farm)
- Redell Duke, Chairman, Westphalia Sector Development Review Advisory Council
- Melvin Henderson (representing the Little Washington Civic Association)
- Kyung C. Jeon and Jin Jeon (on behalf of the community)
- Eunice Jones
- Orloff Knarr, President, Board of Directors of Westphalia Woods Condo I
- India Lyles (on behalf of the community)

- Bill Orleans
- Alexander D. Williams, Jr., Secretary, Little Washington Civic Association (on behalf of the Little Washington Civic Association and the residents of the Little Washington community)
- Alexander D. Williams, Jr.
- Ardania Williams
- Unidentified citizen

The issues noted at the meeting and sent via written testimony to WMATA are grouped by alternative, then by topic and are addressed in this section.

A. Alternative A

1. Issue: Oppose Alternative A

K. Rooker [After hearing our constituents we would hope that Alternative A would be taken off the board.]

[…it just seems that there are other areas that you are offering that would be better suited to the purpose of this.]

K. Rooker et al. [After reviewing all the facts regarding this issue, the Mayor and Council of the Town of Morningside are unanimous in their decision to strongly oppose the relocation of the WMATA bus facility to the Andrews Federal Campus location.]

[We as a council … have taken into consideration the testimony from our constituents… Having considered all the evidence, we cannot support the relocation of WMATA into Alternative "A".]

K. Kline [And I was very pleased to have presented to me this morning several of our citizens pounded the streets over the last few days and got over 150 signatures against or opposed to having WMATA come.]

[I am writing this letter to strongly oppose the proposed alternative "A" (Rena Road WMATA Southern Avenue Bus Garage Replacement into the Andrews Federal Campus Development.]

[The Mayor and Council of the Town of Morningside are unanimous in their decision to strongly oppose this facility into this location.]

E. Mills [I strongly oppose the relocation of the WAMTA bus facility to the Andrews Federal Campus location.]

K. Toles [I am also strongly opposed to the construction of Alternate Site A (Suitland Road and Suitland parkway/Morningside location).]

Summary
Several commenters representing the Town of Morningside, residents of Forest Village Apartments, and District 7 of Prince George's County spoke in opposition of Alternative A.

Response
WMATA appreciates the concerns expressed by the surrounding communities to Alternative A. WMATA staff are reviewing all three alternatives in terms of their potential environmental effects and benefits. The concerns expressed will be considered by the WMATA Board in selecting a preferred alternative.

2. Issue: Traffic Congestion and Other Roadway Issues

D. Koontz [The first area of concern is the impact on traffic to Joint Base Andrews…]

K. Rooker [It would create undue burden of traffic on Forestville Road, which is already congested, it does flood]

K. Kline [Forestville Road ends at the Maryland gate of Andrews Air Force Base. And that is after 9/11 used on a consistent basis for the President, Vice President, congressional dignitaries, and foreign dignitaries, what they use through a motorcade. At any one time, we're used to it at Morningside. It will shut down the road completely. It could be anywhere from 5 to 10 minutes, anywhere from 25 to 30 minutes. They will completely shut down the road as they wait for the President to come through. That could seriously impact whether or not your buses could get out of your facility on time considering there is only one exit.]

[However, after a great deal of research and investigating on my part, several discussions with our Chief of Police regarding traffic and police concerns … all the evidence clearly shows that Alternative "A" does not demonstrate smart development for this particular WMATA facility…]

[My findings have shown that this relocation proposal will… compromise pedestrian and traffic safety, will severely disrupt the flow of traffic on Forestville Road and the surrounding streets and roads…]

[It is my understanding that the proposed access road was taken out of the zoning hearing. I noticed that you mentioned it. I want to check into that to see whether or not that access road is still in the plans. I know the Town of Morningside does not want these buses coming through our town directly.]

Summary

Three commenters representing the Town of Morningside and residents of Forest Village Apartments commented on potential traffic issues along Forestville Road. One commenter noted that the selection of Alternative A would compromise pedestrian and traffic safety and severely disrupt traffic flow on the surrounding road network. One commenter expressed concern on the potential impact on traffic to Joint Base Andrews. Another commenter noted that Metrobus operations on Forestville Road could be impacted by the periodic closures of the road, as the presidential and congressional motorcades use the road to access the adjacent Joint Base Andrews. One of the commenters also expressed concern over the proposed emergency access roadway for Alternative A and that it was not presented during the zoning hearing by the developer.

Response

As part of the Environmental Assessment (EA), WMATA evaluated the potential effects of the bus facility on nearby roadways, including Forestville Road. The analysis conducted also took into consideration the projected traffic associated with the planned Andrews Federal Campus. In order to determine the potential effects on traffic, the analysis looked at the existing operational characteristics of nearby intersections with Forestville Road as well as the future No Build condition projected for 2015 (The No Build condition represents the projected regional growth without any changes to the current roadway configuration). What the analysis showed is that there would be a decrease in the operational efficiency at the following intersections:

- Rena Road/Forestville Road,
- Suitland Parkway Eastbound/Forestville Road, and
- Suitland Parkway Westbound/Forestville Road.

However, WMATA is proposing mitigation measures to address the predicted delays associated with Alternative A. By introducing the following enhancements, traffic conditions around the surrounding road network would improve:

- Westbound Suitland Parkway at Forestville Road approach: changing the curb lane from a right-turn-only lane to a shared through/right lane. To accommodate the additional through movement, a receiving lane on westbound Suitland Parkway should be provided.
- Northbound Forestville Road at westbound Suitland Parkway approach: changing the left lane to a shared through/left lane; providing an additional receiving lane on northbound Forestville Road.
- Northbound Forestville Road approaching eastbound Suitland Parkway: changing the northbound Forestville Road right lane to a shared through/right lane. providing an additional receiving lane on northbound Forestville Road.
- Southbound Forestville Road approaching eastbound Suitland Parkway: changing the left lane to a shared through/left lane; providing an additional receiving lane on southbound Forestville Road.
- Suitland Parkway and Forestville Road intersection (both legs): changing the cycle length to 120 seconds at the AM and PM peak hour.
- Suitland Parkway and Forestville Road: changing the traffic signal sequence at Suitland Parkway and Forestville Road to the following:
    - 1st Phase - East and Westbound Suitland Parkway

  - 2nd Phase – Northbound Forestville Road
  - 3rd phase – Southbound Forestville Road
- Signalizing the Forestville Road at I-95 southbound Off-Ramp and Forestville Road at Rena Road intersections.

As planning for the project progresses, final mitigation for potentially adverse traffic conditions would be coordinated with the appropriate state and local jurisdictions and all requirements for site development would be met if Alternative A is selected as the preferred alternative.

WMATA recognizes that the inclusion of the bus facility at Alternative A would contribute to changes in travel patterns and increase vehicle trips, thereby increasing the risk of vehicle/pedestrian conflicts. If Alternative A is selected as the preferred alternative, WMATA would take appropriate measures, such as providing signage, public education, and employee training to ensure public safety for pedestrians.

The WMATA Board will take into consideration the potential effects of unannounced motorcades accessing Joint Base Andrews via Forestville when making its decision on the preferred alternative.

In regards to the proposed emergency access road, WMATA requires each of their bus storage and maintenance facilities to have an emergency access point in the event that the primary access is blocked. This is required to maintain reliable operations of the WMATA bus fleet. If Alternative A is **not** selected as the preferred alternative, it is WMATA's understanding that Jackson-Shaw would not be required to include this access road, via an extension of Ames Street, for their industrial park development.

3. Issue: Neighborhoods and Community Resources

K. Rooker [After hearing our constituents we would hope that Alternative A would be taken off the board considering the fact that it is in between several highly densely populated areas, two elementary schools, and a highly used park.]

K. Rooker et al. [… we strongly feel this proposal will have detrimental affects to the quality of life and the security and safety of our entire community, the surrounding schools and parks and the already established residential communities that this proposed relocation will directly impact.]

K. Kline [A quick history of the project. It was proposed to the Town of Morningside as a low-impact, low-density, high tech industrial park mainly used for government facilities and for defense contractors in regards to Andrews Air Force Base, which is our neighbor. Over the course of the past year, the idea of proposal of relocating the Metro maintenance bus facility has recently been just thrusted

upon us.]

[To the north, where WMATA is proposed to be but this development is, is approximately 35 to 40 homes backed up directly to this project. Next to that and below it is Morningside Elementary School. Now it is a new proposed charter school, which will open up in September, starting first through third grade. So we have a field and playgrounds right backed up to this development and to this proposed WMATA. Followed by that is our Town Hall.]

[Next to that is the Benjamin Foulois Academy School, which is, again, I believe, six through -- K through 8. And it's a full school, active playgrounds, fields. All the kids are right up against that as well. Next to Benjamin Foulois coming around the circle is Patterson Park. It is a park that has been there for many years. The citizens use it on a very consistent basis. It has baseball fields, football fields, tennis courts, basketball courts. It is highly used by the citizens. And to the top is our friends, which is not incorporated into the Town of Morningside, is the Forest Village Apartments, which the proposed entrance to this will cut right through a neighborhood. The buses and the employees obviously will be driving basically right through the community, past all of these homes or apartment complexes as well as past the parks.]

[However, after… listening to and considering constituent testimony… all the evidence clearly shows that Alternative "A" does not demonstrate smart development for this particular WMATA facility…]

[My findings have shown that this relocation proposal will burden already established residential communities, will compromise pedestrian and traffic safety… could pose a real safety risk with the proposed compressed natural gas refueling facility just a few hundred feet from two schools, a large park and our Town Municipal Center.]

[The cons clearly out weigh the pros and this will be a wrong fit for the community and its citizens. I have already been bombarded with complaints from the community concerning this proposal. The Mayor and Council of the Town of Morningside are unanimous in their decision to strongly oppose this facility into this location. The citizens and surrounding community are clearly against this proposal as well, and have clearly defined the future problems that this facility may cause.]

E. Mills [With this occurrence, this will increase the work load of the Town of Morningside Police Department. At the present time, we are currently a small 7 man police force and at times we may only

have one officer on duty. Responding to traffic accidents is part of our responsibility, but when an officer is handling an accident, this means that the rest of our residents are without service until the accident scene is cleared.]

Summary
Several commenters representing the Town of Morningside and residents of Forest Village Apartments raised concerns regarding the impact of a Metrobus facility on nearby community resources and neighborhoods, including two schools (a K-3rd grade school and a K-8th grade school), a well-used community park, the Town of Morningside Municipal Center, both single family and apartment home neighborhoods all located directly next to the proposed Alternative A site, and police department resources.

Response
As proposed, the provision of a bus facility at Alternative A is allowable under the current zoning. Prince George's County regulates what zoning categories and uses are allowable within certain areas of the county. Development of Alternative A would not require any amendments to any adopted local applicable plans, such as the *Prince George's County Approved General Plan* (October 2002).

WMATA has reviewed and evaluated the effects on the surrounding community as part of the Environmental Assessment. Implementation of Alternative A would not result in creating barriers that would divide or isolate portions of the identified neighborhoods of Morningside or the Forest Village Apartments. Furthermore, no direct impact or elimination of access to any identified community resources would occur.

No specific health or safety risk to children was identified for Alternative A for the children that use the school or persons using Patterson Park. The site would provide for appropriate safety and security measures to prohibit trespassing and appropriate barriers between bus facility activities and adjacent properties. WMATA recognizes that the inclusion of the bus facility at Alternative A would contribute to changes in travel patterns and increased vehicle trips through the Forest Village Apartment complex. If Alternative A were selected, WMATA would take appropriate measures, such as providing signage, public education, and employee training, to ensure the public safety of all residents of the Forest Village complex.

4. Issue: Force Protection and National Security

D. Koontz [During a meeting this afternoon with the United States Secret Service, we identified a number of antiterrorism/force protection concerns regarding the proposed Metro Bus Garage Maintenance Facility to be constructed near Joint Base Andrews. These concerns fall into two primary categories.

The first area of concern is … specifically National Special Security movements/events. Currently, Joint Base Andrews

conducts 2,200 Distinguished Visitor escorts annually through the Maryland Gate on Forestville Road. A number of these escorts include Presidential and International Heads of State motorcades. Increased bus traffic will create delays and more importantly potential chokepoints during these national level security events. Additionally, increased traffic will also create delays for emergency response vehicles supporting both the local community as well as Joint Base Andrews. A secondary impact of these delays could negatively impact Metro Bus arrival and departure timeliness.

A second area of concern is the close proximity of three 20,000 gallon tanks of diesel fuel and a 10,000 gallon tank of gasoline projected as part of this project. The fire, explosive, and toxic material release potential create a hazard which could impact the installation.]

K. Rizer [Upon first blush, I have significant concerns over having this type of facility so close to the Maryland Gate of Joint Base Andrews. As you know, the Maryland Gate is where our senior national and international leaders enter/exit the base, and having a fleet of 250 buses parked and transiting close to that gate could present an antiterrorism/force protection concern.]

K. Rooker et al. [We… have been recently informed by the commander of Joint Base Andrews of their serious national security concerns with bus traffic on Forestville Road and its close proximity to the dignitary Maryland Gate of Joint Base Andrews.]

K. Kline [According to initial reports, this might also pose a national security risk to our senior leadership and neighbors at Joint Base Andrews with regards to the close proximity of the dignitary Maryland Gate Entrance.]

E. Mills [As you know, the Maryland Gate of Andrews Air Force Base is where our national and international dignitaries enter and exit the base. One of the most important leaders to travel this route is President Barack Obama. I am extremely concerned that having a fleet of 250 buses transiting in this area will present many force protection concerns both for my department and the United States Secret Service.]

Summary

Several commenters raised concerns regarding police force protection and national security as a result of the proximity of Alternative A to the Maryland Gate of Joint Base Andrews, located on Forestville Road. The Maryland Gate is used to escort Distinguished Visitors, including Presidential and International Heads of State.

Response
The WMATA Board will take into consideration the potential effects of unannounced motorcades accessing Joint Base Andrews via Forestville Road as well as potential security concerns regarding the site's proximity to the Maryland Gate Entrance when making its decision on the preferred alternative. If Alternative A is selected as the preferred alternative, WMATA would coordinate with Joint Base Andrews and the United States Secret Service, as appropriate.

B. Alternative B

1. Issue: Support Alternative B

B. Orleans [I don't have any specific comments per A, B, or C. Between A and B as alternative to C, I am inclined initially to think B was better because it would be less trees cut down. And I'm always in favor of cutting less trees down. So for the moment I am siding with Alternative B.]

Summary
One commenter noted that he was in favor of Alternative B as it would require less clearing of trees to construct than the other alternatives.

Response
The WMATA Board will take this into consideration when selecting a preferred alternative.

2. Issue: Oppose Alternative B

M. Camp […the Owners and Developers of the Smith Home Residential Development are opposed to the proposed relocation of the Southern Avenue Bus Garage to the Westphalia Sector.]

[In addition, based on conversations with homeowners in and around the Westphalia Sector, other developers of projects in the Westphalia Sector, and comments articulated during the June 11, 2011 Westphalia Sector meeting with public and private sector stakeholders, there is strong opposition to the proposed relocation to the Westphalia Sector.]

R. Duke [The communities within the 6000 acrea Westphalia Sector is strongly oppose to any type of Bus Depot in this corridor. We urge Wmata to seriously consider another location rather than 8711 Westphalia Road. We will continue to voive our strongest objection to wmata locating here in Westphalia.]

M. Henderson [The Little Washington Civic Assoc opposes's the location of a WMATA bus maintenance and storage lot on the PEPCO/Mirant property in the Westphalia, Little Washington sector.]

A. Williams et al. [Please be informed that the Little Washington Civic Association and the residents of the Little Washington community of Upper Marlboro, Maryland, are vehemently opposed to WMATA locating and occupying the old PEPCO site or any area in or near the Westphalia/Little Washington communities.]

A. Williams [As a member of the Little Washington Civic Association and property owner of Upper Marlboro, Maryland, I am opposed to WMATA locating in our community at the old PEPCO site.]

Ard. Williams [I am a resident of Little Washington community, serve on the Board of Directors as Trustee with the Civic Association, we are oppose to the proposal of WMATA coming into the neighborhood.]

Summary
Six commenters spoke in opposition of Alternative B.

Response
WMATA appreciates the concerns expressed by the commenters. WMATA staff are reviewing all three alternatives in terms of their potential environmental effects and benefits. The concerns expressed will be considered by the WMATA Board in selecting a preferred alternative.

3. Issue: Land Use and Consistency with Local Plans

M. Camp [The M-X-T Zone requires that any uses in the zone be specifically delineated in the Table of Uses as a permitted use or a use that may be allowed by special exception. The proposed bus garage is not specifically enumerated as a permitted use in the Table of Uses nor have the current owners requested a special exception to allow the proposed use.]

[The Site Plan for the proposed bus garage shows a relocation of a Master Plan road from its approved location on the western portion of the proposed bus garage site to a location along the boundary between the proposed bus garage site and the Smith Home Farm residential development site. The proposed new location was selected by the current owners of the proposed bus garage site without input from the affected adjacent property owners and developers or other key stakeholders in the Sector. Moreover, the proposed new location has not received any of the approvals required for the relocation of a Master Plan road. If approved, the proposed change would place the full burden of any negative impacts of the proposed use on the neighboring

residential development. In addition, the Right of Way (ROW) for the proposed relocation of the Master Plan road shown on property that is not owned by the current owners of the proposed bus garage. The Owners of the affected property have not given authorization to take a portion of their land for this purpose. As a result, the road cannot be built as proposed.]

[The location of the proposed bus garage is directly adjacent to an approved residential development. There is no buffer indicated between the proposed bus garage and the residential development. In fact, the proposed plan indicates that the fuel storage and portions of the actual parking lot for the buses will be located in what would have been the buffer between the two properties. As a result, the proposed buffer would be between twenty and forty feet as opposed to the original buffer of approximately three hundred feet. The absence of a larger buffer is inconsistent with the development of industrial uses, particularly heavy industrial uses as is being proposed. The lack of an adequate buffer also reflects a total disregard for the approved adjacent residential development and will have a severe economic impact on the adjacent property that will amount to a condemnation of the property]

A. Horne

[I am with the law firm of Shipley and Horne in Largo, Maryland. I am here to speak on behalf of several property owners in the Westphalia sector plan, which Alternative B is the Alternative we're speaking on today. I am and my firm are the attorney of record for several properties in Westphalia.]

[Westphalia is 6,000 acres where the Prince George's County just finished a seven-year rezoning of the entire Westphalia area. I represent Darcy North and South, which is 56 acres and 72 acres, respectively; Rock Creek Baptist Church property, which is 80 acres; the Rolhe and Dorothy Washington property, which is 80 acres; the Thomas Bean property, which is 66 acres; Woodside Village, which is 4 farms totaling 370 acres; Armstrong Lane, which is 4 and a half acres; the PB&J and Beale properties, which were 25 acres; and the Cabin Branch property, which is 23 acres.]

[All those properties were rezoned during the sector plan to achieve what the sector plan wanted, which is more upscale residential development creating a city. The subject property, where condition 2 is located, Alternative, Alternative B, is property that was rezoned as well.]

[If you read the Westphalia plan, the plan talks about mitigating and eliminating activities that will adversely impact the neighborhood and lower the residential property values by rezoning and redeveloping incompatible land uses.]

[And it is our opinion and the opinion of the property owners that if, in fact, WMATA locates there and goes back to what it was before, that, all of a sudden, it's the beginning of the unraveling of the Westphalia plan. So alternative A or C or any other alternatives, but the Westphalia sector plan dictates that a use like this does not fit in that area anymore.]

O. Knarr [As I'm sure you are aware, Alternative B is located within the 2007 Approved Westphalia Sector Plan, and is subject to the community vision for the development of the Westphalia Sector as it is set forth in the plan. Having been very intimate with the development and implementation of the plan, I can assure you that a Bus Garage is not compatible with that vision. We don't even have a Bus stop within the sector, why are you even considering asking if you can put your garage here?]

[Given the existing land use in the area, the residential components of this area already carry more than their fair share of industrial contamination. Your proposed re-development of this property would not only exacerbate the intolerable injustice of past and present land uses along the Westphalia Road corridor …]

A. Williams et al. [For years the Little Washington and Westphalia communities has been burdened with obnoxious abuse of land uses and commercial uses such as your proposed relocation. So much so that the County Council has finally changed the zoning so we would not have to suffer any more.

Thus, in addition to the aforementioned, our opposition is based on the fact that the property was rezoned to MXT to prevent this type of use.]

Summary

Four commenters raised concerns regarding the consistency of the proposed use with the Westphalia Sector Plan and the compatibility of the proposed use with current zoning and adjacent approved development. Commenters noted that the Alternative B site was recently re-zoned as a mixed use, and therefore industrial uses such as a WMATA bus garage are no longer appropriate on the site and are in conflict with the Westphalia Sector Plan. One commenter also noted that the proposed bus garage is directly adjacent to an approved residential development, and that a minimal buffer between the two uses would have a severe economic impact on the property. She also noted that the Alternative B site plan shows a relocation of a Master Plan road from its approved location on the western portion of the Alternative B site to a location along the eastern boundary of the site (between the Alternative B site and the Smith Home Farm residential development site).

Response

Alternative B is allowable under the current and proposed zoning and no rezoning, variance, or special exception would be required. Alternative B is proposed on a

currently developed property zoned as M-X-T (Mixed Use Transportation-Oriented), with grandfathered I-1 zoning (Industrial). Under the M-X-T zoning, retail; businesses; office/research/industrial; and dwellings/hotel/motel uses are allowable. The I-1 zoning allows for a "parking lot or garage, or loading area."

The WMATA Board will take into consideration the consistency of the proposed use with the Westphalia Sector Plan and adjacent approved development when making its decision on the preferred alternative.

The Alternative B site plan does not relocate a Master Plan road from its approved location on the western portion of the Alternative B site. The only proposed additional access to the Alternative B site includes an emergency access road along the eastern boundary of the Westphalia Bus Transit Partners, LLC property. This road provides access only to the Alternative B site and is not a through road.

4. Issue: Traffic and Vehicular Trips

O. Knarr […let's assume that there will be 250 buses. It's your requirement. Simple math says, 250 buses out + 250 buses in + 750 equilivent for the upsize (Oh yeah buses are 2.5 x bigger and maneuver considerably slower than a car) + 250 drivers in +250 drivers out + 300 staff in + 300 staff out + let's say another 100 in & out for deliveries, and assuming that each bus stays out until close of business for the day and has the same driver for this 18 to 20hr shift that's the equilivent of 2450 trips a day / 102 per hr / 1.7 per min. But we know that all the buses don't stay out all day but rather they will come and go all day and a driver can't do 18 to 20 hr shifts. So a more realistic number of trips added to a road network that is already at critical failure, is more like 5,000 trips per day / 208 per hr / 3.5 per min. and that's if it's evenly distributed. Given the current cycling of intersections, without major improvements to MD RT 4, I don't know how you're going to get your buses on route.]

Ard. Williams [The additional traffic to the area would be horrific, the streets are very narrow and 24 hours of traffic we are totally against.]

Summary
Two commenters expressed concerns regarding the potential traffic impacts of Alternative B.

Response
The traffic impact assessment within the Environmental Assessment projected minor permanent impacts to traffic in the vicinity of the project. Only the Pennsylvania Avenue at Westphalia Road intersection would experience a delay increase and a change in level of service during the AM peak period. As part of the EA, signal timing optimization at this intersection was proposed to mitigate the delay. By introducing this enhancement, traffic conditions around the surrounding road network

would improve and mitigate this potential impact. However, if Alternative B is selected, final mitigation for potentially adverse traffic conditions would be coordinated with the appropriate state and local jurisdictions and all requirements for site development would be met.

5. Issue: Air Quality and Noise

O. Knarr [We've all witnessed the 24/7/365 operation of your Bus garages. They're noisy, smelly, and generally very unsightly. I've yet to witness a fleet maintenance facility that is compatible with anything even remotely akin to a reasonable quality of life. On visits to your current facility at mid-night, on more than one occasion, I witnessed dozens of busses sitting in the lot idling, the smell of diesel fuel and exhaust was evident for several blocks.

A. Williams [The quality of life is being compromised and our properties greatly impacted because of hazardous air quality and noise.]

Summary
Two commenters expressed concern over air quality and noise. One commenter raised concern about the use of diesel and its potential effects on air quality. One commenter noted that air quality and noise issues are impacting their quality life and properties.

Response
WMATA commits to converting 100 percent of the bus fleet that would be stored at the facility to green technologies. Green technologies include the use of Diesel Particulate Filters (PDFs) and Diesel Oxidations Catalysts (DOCs). These technologies reduce the particulate emissions of each bus by 90 percent. Newer buses idle for shorter periods of time than as is done with older buses, further reducing particulates. With this new technology, a vehicle fleet twice the size stored at an expanded facility will result in lower particulate emissions than the current smaller fleet at the existing garage.

The noise impact assessment, prepared in accordance with the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (March2006), projected no moderate or severe noise impacts in the vicinity of a bus facility at Alternative B under the FTA criteria. Alternative B is predicted to exceed the WMATA noise impact criteria for bus pass-bys at Receptor B1. WMATA commits to designing a facility that will not exceed established WMATA noise impact criteria. If the WMATA Board selects Alternative B as the preferred alternative, more detailed design for noise mitigation will be developed beyond the general design concept presented at this initial phase of the project to address noise impacts.

6. Issue: Aesthetics

O. Knarr [We've all witnessed the 24/7/365 operation of your Bus garages. They're noisy, smelly, and generally very unsightly.

Summary
One commenter noted that the appearance of WMATA bus facilities is unsightly.

Response
If Alternative B is selected as the preferred alternative, a more detailed landscaping plan will be developed by the architectural design team (which will include landscape architects). Some conceptual representations of landscaping for the facility were provided in the general plans. WMATA has a history of and an expectation for architectural design excellence for the design of the bus garage which is considered a non-public facility. WMATA's aesthetics goals are to create an attractive, innovative, as well as functional and durable facility. WMATA desires that the facility impart a sense of pride within the local community, and provide a stimulating and attractive environment for the people who will see, work in, and use the buildings on a daily basis.

7. Issue: Communication and Process

M. Camp [It appears that no studies or analysis have been done by the current owners of the proposed bus garage property to determine the impact that the proposed use will have on neighboring properties. Such analysis has been required for other property owners within the Westphalia Sector. Accordingly, studies would need to be completed for the noise that would be caused by the buses and the relocation of a Master Plan road. In addition, an analysis would be required to review the impact of moving buses early in the morning and late in the evening. An analysis would also have to be made regarding the overall impact of the traffic that would generate by the buses the impact of locating a fuel station so close to residential units..]

[Moreover, the process by which the site plan was developed is inconsistent with the cooperative and collaborative process that has been a hallmark of the Westphalia Sector deliberations.]

O. Knarr [I would first like to question the posting of your "Notice of Public Hearing" for Hearing NO. 563 as it pertains to the Westphalia neighborhood. To be quit frank, I cannot identify anyone in the immediate Westphalia Rd / Chester Grove Rd community, (Westphalia Woods Condo I, Westphalia Woods Condo II, Chester Grove Community, and Crispin Woods, which collectively is a community representing approximately 500 homes in the immediate area your Option B (Westhpalia Rd)), who were aware of this Hearing, or for that matter had any Idea of your

consideration for the use of this property. Furthermore, when I finally obtained a copy of your notice, the description of the location of the property was not referred to by its address (8711 Westphalia Rd) but rather as a vague location that is 1.2 miles away as the crow flies, driving mileage is more like 1.9 miles.]

Summary

Two commenters expressed concern regarding communication and the process undertaken as part of this project. One commenter noted that it appears that no studies or analysis have been done to determine the impact that the proposed use will have on neighboring properties and stated that the process by which the site plan was developed was inconsistent with a cooperative and collaborative process. One commenter expressed concern about not receiving appropriate notification of the Public Hearing.

Response

The Environmental Assessment presents the evaluation of each of the three build alternatives and potential associated impacts of each alternative on the built and natural environment, as appropriate. As planning for the project progresses and a preferred alternative is selected, final mitigation for potentially adverse effects, including those on traffic, would be coordinated with the appropriate state and local jurisdictions and all requirements for site development would be met if Alternative A is selected as the preferred alternative.

Further, as part of the Environmental Assessment and site development planning process, there has been outreach to applicable federal, state, and local agencies. In addition, WMATA and both developers have met with the Prince George's County council members. The public meetings and outreach that have occurred are shown in **Table 2** in Section 5 of this report.

As stated in Section 5 of this document, WMATA sent a mailed notice of the public hearing to the WMATA-required notification list as well as identified property owners. When deciding who gets the separate or specialized notice of a public hearing, WMATA looks at the immediate surrounding area. If someone is going to be abutting the proposed facility, they would receive the notice. If they are in an area which is close to the proposed facility, and could suffer some impact not shared by the area generally, they would receive the special notice. People who are only in the general area and would not have any specialized impact are not included. In this case, WMATA examined the surrounding area and provided notice to property owners immediately adjacent to the facilities, as well as the houses immediately on the street which would pick up the traffic from the proposed facility. In addition to required mailings, WMATA also physically posted notice of the public hearing on properties adjacent to each of the proposed alternatives.

C. Alternative C

1. Issue: Oppose Alternative C

K. Toles [At this time, I am in stalwart opposition to the Southern Avenue Bus Garage Project. I am asking that you not move forward with the plans to redevelop the existing site at Alternate Site C (Southern Ave and Coral Hills location).]

S. Washington [I am here representing Community Outreach and Development.]

[Our organization's goal is to provide community services to the Capitol and District Heights communities]

[We have been awarded funding from the U.S. Department of Health and Human Services to provide a Labor of Love Learning Center for 120 infants, toddlers, and children through before and after-school programs. As a part of the Learning Center that will open in September of 2012, this project will create careers for at least 20 persons and bring quality education services to our community. In addition, we assist over 20 to 25 families per day at our Human Services Center, providing emergency food, clothing, financial assistance, and summer meals for children. We are excited about the progress the organization has made in the past three years, building a sense of community. While we know for years that our property served as a blight for the community, we are working hard to address this issue.]

[We hope that you will be willing to seek an alternative plan.]

I. Lyles [And I am owner of Colors of Nails Barbershop and Beauty Salon. I am also the notary for Marlboro Pike … I am also speaking for the liquor store, Super Liquors… And for the church hall. But the bus barn that's behind me, it causes a lot of problems. I've been here for eight years. And in the eight years I've been there, the accidents that I have seen with the buses turning that corner, I do ask you all, please, to put the bus depot somewhere else.]

K. & J. Jeon [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.]

E. Jones [I am going to take C off the project, alternative list. We are already experiencing the terminal already over the garage that is over on Southern Avenue. It's menacing.]

[Please take Alternative C (Southern Avenue) "***off***" the proposed alternative choices….The other Alternatives offer **more** acres 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 acress the street from homes) and existing modern warehouse with office spaces and ample parking with traffic flexibilities.]

Summary
Several commenters expressed their opposition to Alternative C.

Response
WMATA appreciates the concerns expressed by the community surrounding the existing Southern Avenue bus garage. WMATA staff are reviewing all three alternatives in terms of their potential environmental effects and benefits. The concerns expressed will be considered by the WMATA Board in selecting a preferred alternative.

2. Issue: Acquisitions and Displacements/Financial Hardships Associated with Displacements

K.Toles [There is a major concern of businesses being displaced…]

S. Washington [One of the proposed plans is to acquire our property as part of the renovation of the bus garage. We are not in agreement with this plan and hope that you will consider an alternative solution to renovating your property.]

K. & J. Jeon [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.]

[While it appears that WMATA will develop am 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 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.]

I. Lyles [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.]

E. Jones [I think it's a shame that you have to replace a church or homes because no alternatives thus far, no one in any home or church or facility had to be misplaced.]

Summary
Several commenters, including residents and business owners near Alternative C, expressed concerns over potential displacements and acquisitions associated with this alternative. Commenters also raised concerns over the potential financial hardships of business owners that would be affected by Alternative C.

Response
The expansion of the existing Southern Avenue Bus Garage associated with Alternative C would result in displacements and acquisitions. Each land acquisition would be conducted with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This act ensures that property owners, residents and businesses affected by the acquisition or demolition of real property during the construction of federally-funded projects are treated fairly, consistently and equitably and that they do not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole. Relocation assistance would follow the guidelines set forth in Title 49, Part 24 of the Code of Federal Regulations (49 CFR Part 24). Relocation resources would be made available to all displaced residents, businesses and nonprofit organizations without discrimination. WMATA would prepare a detailed acquisition and relocation plan before initiating any land acquisition or relocation activity.

3. Issue: Air Quality

C. Brown [You are going to double the number of buses, but you are going to go green technology. So you are going to reduce the particulates. And you also are going to reduce the CO and all of that. But what guarantees do we have that you won't go back and to diesel and then to double the number of buses?]

E. Jones [The buses when they warm up in the mornings or in the evenings or at night or in the wintertime, you can always smell the diesel fumes.]

[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.]

Summary
Two commenters expressed concern over the use of diesel and its potential effects on air quality.

Response
WMATA commits to converting 100 percent of the bus fleet that would be stored at the facility to green technologies. Green technologies include the use of Diesel Particulate Filters (PDFs) and Diesel Oxidations Catalysts (DOCs). These technologies reduce the particulate emissions of each bus by 90 percent. Newer buses also idle for shorter periods of time than as is done with older buses, further reducing particulates. With this new technology, a vehicle fleet twice the size stored at an expanded facility will result in lower particulate emissions than the current smaller fleet at the existing garage.

4. Issue: Noise and Vibration

C. Brown [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.]

[So that has to be taken care of: noise control and parking while the initial construction will be going on. After that, then noise will be a problem. I noticed there was a vague statement that says you were going to optimize the facility to include acoustical treatments to shield nearby residents, but it doesn't mention any proposed goals for noise decibel reduction. It doesn't really have any details of any kind of planned materials, how you would mitigate it. And we already have problems with noise. What are you going to do if it is not achieved? Also, the models that were used, there is no reference to ASTM, ANSI standards in any of the appendices. I do modeling. So how do you even know they're valid? So it's nice that it's in there, but there's nothing to say they're valid models to me. Also, some of the data that was collected on noise is not necessarily in the report because I have a sound sensor in my yard. And on your table, 3.19, it's not there. I didn't see anything.]

[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?]

E. Jones [The existing bus terminal is noisy all the time.]

[The buses motors are noisy idling, especially in the winter when the buses engines are warming up.]

[Less not forget the work vibrations which rattle the contents inside the home.]

Summary
Two commenters raised issues related to noise and vibration. Issues raised include noise at the existing bus facility, temporary noise related to construction of the expanded facility, long-term noise associated with the expanded facility, and the standards which the noise models where calibrated against.

Response
A valid noise and vibration impact assessment was prepared in accordance with the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (March2006). The FTA Noise Impact Assessment methodology, developed by an agency of the US Department of Transportation, is a standard methodology used throughout the United States for assessing transit project noise impacts and mitigation. The equipment used to measure noise levels in the field is calibrated using American National Standards Institute (ANSI) standards for Type I accuracy and quality. Noise measurements were conducted in accordance with ANSI Standard S1.13-2005, *Measurement of Sound Pressure Levels in Air.*

For vibration, an initial screening assessment was conducted to determine if sensitive receptors, such as residential properties, were located within the FTA established vibration screening distance of 50 feet from a bus facility. No sensitive receptors were identified within this screening distance. Therefore, no additional vibration analysis beyond the initial screening assessment was conducted.

Both FTA and WMATA have developed noise level threshold criteria to determine impacts. Exceedences of designated thresholds are considered impacts that WMATA is required to mitigate. Using the FTA noise impact criteria thresholds, a moderate impact occurs once noise levels reach 55 dBA and a severe impact occurs once noise levels reach 61 dBA within residential areas.

Baseline (existing) noise level conditions for the residential areas surrounding the Alternative C site were measured in the field in February 2011. Noise level measurements locations were selected using the methodology in accordance with the FTA *Noise and Vibration Impact Assessment Manual*. The intent of the noise measurement activities was not to document the background noise level at every resident (receptor), but to strategically select monitoring sites that are representative of the project facility's adjacent land uses and closest to the proposed facility. Existing noise levels observed at the monitoring sites are adjusted to estimate existing noise levels at sites farther away from the proposed facility, based on distance.

The existing, or ambient, noise conditions in the vicinity of the current Southern Avenue Bus Garage are influenced primarily by roadway traffic, idling buses and bus pass-bys. Ambient measurements taken indicate that the current levels meet the moderate impact criterion described above. A projected noise impact in the vicinity of an expanded facility is expected to exceed the FTA moderate impact criteria due to bus idling.

WMATA commits to designing a facility that will not exceed established FTA and WMATA noise impact criteria. If the WMATA Board selects Alternative C as the preferred alternative, more detailed design for noise mitigation will be developed beyond the general design concept presented at this initial phase of the project to address both temporary noise impacts during construction and potential long-term effects.

5. Issue: Construction Impacts

C. Brown [The additional construction, it's a dead end street. And basically it's at the bottom of a valley. We can't turn off on the side street. So if you block it off when you're doing initial construction, we're going to be trapped.]

Summary
A commenter raised concern over potential construction impacts on nearby side streets.

Response
Thank you for your comment which calls attention to a potential (temporary) impact to the residents of Quinn Street during construction. As discussed in the Environmental Assessment, WMATA will proactively work to avoid, minimize, or mitigate temporary construction impacts through the contract award process. If Alternative C were selected as the preferred alternative, it is not expected to require the closing of any street or create a major interference in the traffic flow of the surrounding roadways. In the event that roadway traffic flow is affected, a Worksite Traffic Control Plan will be developed.

6. Issue: Traffic Congestion

C. Brown [Noticed signal light added at Quinn and Southern (Table 3.4). Very important since traffic now blocks a left turn from Southern onto Quinn on weekends and rush hour.]

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

Summary
Two commenters raised concerns about the potential traffic effects on Quinn Street associated with Alternative C.

Response
No traffic impact on Quinn Street was forecasted in the traffic analysis. Accordingly, a traffic signal is not required at the intersection of Quinn Street and Southern Avenue as a result of the project.

During the traffic analysis conducted as part of the Environmental Assessment, the operational efficiency of the new employee entrance was evaluated. The analysis showed that this new entrance will operate within acceptable levels. However, if Alternative C is selected, a more detailed evaluation of the effects on Quinn Street resulting from the proposed access point will occur to ascertain the appropriate mitigation measures. Coordination with the appropriate state and local jurisdictions along Southern Avenue will occur to make sure all requirements for site development are met.

7. Issue: Water Quality and Quantity

C. Brown [There's also the runoff. You mentioned because there is an impervious surface, there will be substantial runoff. Right now it's uncontrolled runoff. We had some flooding when they built the houses next door. So the design removes the shrubbery at the bottom so you can get saturation down there. So it can be a lot of flooding. We were able to mitigate it with some personal work to our property, but we have a lot of concern about that because you are going to make more of an impervious surface and you are going to remove the shrubbery down there.]

Summary
A commenter expressed concern over current runoff related to the existing facility and the potential for increased runoff with an expanded facility.

Response
Any additional stormwater runoff that would be caused by the expanded facility would be managed in accordance with state and federal regulations. The design of the stormwater management facilities would be subject to Maryland Department of the Environment (MDE) review and approval. The facility would not generate uncontrolled runoff, nor is the facility expected to impact uncontrolled stormwater overflow or cause flooding to surrounding residences.

8. Issue: Parking

C. Brown [Then you're taking over also the parking lot that the church has. That's going to force parking back onto the streets. So I noticed in the plan you did have a stop sign. You might need one at Rail Street also, in addition to Quinn, and also parking passes for the neighborhood.]

[Occasional Parking of employees on our street now. 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 Joseph Angle ... I believe

supports this approach. May need to revisit number of employee spaces to ensure metro parking is not pushed into neighborhood.]

Summary
A commenter expressed concern regarding a loss of on-street parking within the neighborhood as a result of the loss of the church parking lot and increase in employees at the expanded facility.

Response
WMATA does not expect that the expanded facility would exacerbate the demand for public parking nor substantially "push" new parking demand onto public streets at the Alternative C location. The demand for public on-street parking would be reduced by the expanded facility as WMATA employee parking would be provided by a parking structure interior to the expanded facility. WMATA plans to provide 376 employee parking spaces inside the facility, and to construct 15 retail parking spots, 12 on-street parking spaces, and three ADA compliant spaces on the Marlboro Pike side of the facility.

9. Issue: Safety

C. Brown [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.]

[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…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.]

I. Lyles [But the bus barn that's behind me, it causes a lot of problems. I've been here for eight years. And in the eight years I've been there, the accidents that I have seen with the buses turning that corner.]

Summary
Two commenters expressed concern over existing and potential safety issues at the existing/expanded facility location.

Response
If Alternative C is selected as the preferred alternative, the proposed bus garage facility would not be open to the public and would be access controlled to ensure the safety and security of the public, transit vehicles, and WMATA employees. Any observation of illegal activities within or adjacent to the bus garage facility should be immediately reported to the Metro Transit Police Department (MTPD), Prince George's County Police Department or District of Columbia Police as appropriate.

Since access to the facility would be restricted, the potential for illegal dumping would be limited.

WMATA is committed to the safety of the residents surrounding their facilities, as well as the safety of their transit operators and staff. As proposed, Alternative C would provide for better operational efficiency of the buses entering and exiting the facility. It is expected that this will result in improving the occurrences of vehicle conflicts in the vicinity of the facility.

10. Issue: Aesthetics

C. Brown [Then we've got more of a problem. The appearance. We were hoping that you could do something with the shrubbery down there. Like we were saying before, not only does it mitigate the flooding, but it would look a little nicer, maybe a sidewalk up there.]

[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. Jones [And the bus terminal, it's an eyesore.]

[The bus garage is a massive, dingy “eye sore.” Nestled on the grounds is a huge, towering, gawky crane.]

Summary
Two commenters noted that the appearance of the existing facility is unsightly and that if Alternative C is selected, it should be designed such that it would not detract from the neighborhood or decrease property values.

Response
If Alternative C is selected as the preferred alternative, a more detailed landscaping plan will be developed by architectural design team (which will include landscape architects). The landscaping plan will develop landscaping for each side of the facility, including Quinn Street. Some conceptual representations of landscaping for the facility were provided in the general plans.

WMATA has a history of and an expectation for architectural design excellence for the design of the bus garage which is considered a non-public facility. WMATA would select an experienced architectural design staff with proven aesthetic design experience to develop aesthetically attractive buildings which include landscaping. Consideration is given to creative uses of materials, massing, scale, form, texture, and detailing. WMATA’s aesthetics goals are to create an attractive, innovative, as well as functional and durable facility. WMATA desires that the facility impart a sense

of pride within the local community, and provide a stimulating and attractive environment for the people who will see, work in, and use the buildings on a daily basis.

D. Miscellaneous

1. Issue: Process

B. Orleans [In WMATA's outreach, has it spoken with anybody in the Planning Department, National Park and Planning Commission in Prince George's County? I understand that some conversations have occurred with DPWT in Prince George's County. It is unclear to me what the range of those discussions was. Has anybody spoken with the Department of Environmental Resources in Prince George's County? I don't know. I'd be interested in knowing who in the county among the executive departments WMATA has spoken to. It is my understanding that there has been limited discussion with the county council. I don't know if it's been collectively with all nine members or maybe some of the members sitting on a committee, presumably Transportation, Housing, and the Environment, or if maybe there were individual conversations, which I understand may have taken place. I would like to know who in the County Executive's office; executive departments; the County Council, whether individual members or all of them together. I would like to know how much outreach has been engaged in and with whom.]

[The Board approved to each of two development teams $500,000 each to facilitate the selection of a site to replace Southern Avenue Bus Garage. I have frequently asked many people the nature of that $500,000 disbursement appropriation to each of two development teams. I would like to know what was done with that money.]

[I asked for the identity of the private developer(s) making the unsolicited proposal offering a new possible location for replacing the existing facility, and also the identity of the developer(s) responding to the open RFP…]

Summary

One commenter raised concerns about the coordination between WMATA and the Prince George's County government and local officials, as well the Maryland-National Capital Park and Planning Commission, throughout the preparation of the EA. This commenter also requested clarification as to how the two development teams used the $500,000 disbursed to them to prepare their site proposals. In addition, the commenter also requested the identity of the developers responding to the RFP.

Response
As part of the Environmental Assessment and site development planning process, there has been outreach to applicable federal, state, and local agencies. In addition, WMATA and both developers have met with the Prince George's County council members. The public meetings and outreach that have occurred are shown in **Table 2** in Section 5 of this report.

Portions of the $500,000 stipend were distributed to each developer as they met the milestone deliverables required in their contract. The deliverables consisted of site plans, floor plans, building elevations, and equipment layouts (general plans). Completion of the general plans was phased over the three milestone deliverables. Additionally, each development team (developer, contractor, and designers) was required to attend bi-weekly coordination meetings with WMATA.

The two developers that submitted proposals for the replacement of the Southern Avenue Bus Garage are Jackson – Shaw/WM Schlosser Company Incorporated for Alternative A (Rena Road) and Westphalia Bus Transit Partners, LLC, Edgemoor Real Estate Services/Clark Construction/Cambridge Place at Westphalia for Alternative B (Westphalia Road).

2. Issue: Potential Employment

K. Toles [Lastly, it has not been stated how the community will benefit from the development of these sites, for example, how many Prince Georgians will be considered for jobs on the construction of these sites and/or development of the two aforementioned sites.]

Summary
One commenter wanted to know how these facilities would benefit the community, particularly in the way of potential employment opportunities for residents of Prince George's County, MD.

Response
WMATA is an equal opportunity employer. Anyone seeking employment with WMATA has the right to submit an application to the WMATA employment office for consideration of any open position within the organization. For construction projects such as the replacement of the Southern Avenue Bus Garage, WMATA encourages contractors to hire personnel and contractors locally when possible.

3. Issue: Public Involvement

B. Orleans [On 7-27-11, I had not as of the public hearing read Table 4-2 Page 4-3; I ask now, who participated in the meeting and presentations of 2-7-11, 2-8-11, 3-21-11, and 3-23-11. I ask this also w/ reference to WAMATA's Public Access Records Policy.]

Summary
A commenter asked about the attendance at several outreach meetings that occurred during the development of the EA.

Response
Throughout the process of developing each site and the EA, WMATA staff and the developers, as requested, met with available members of the Prince George's County Council to solicit input on each of the proposed sites, including the rebuild-in-place option.

4. Issue: Other Potential Location(s)

B. Orleans [On 7-27-11 I was not able to ask if any consideration was given expanding the existing facility owned by PG County's DPWT on Darcy Rd. in Forestville, used primarily as a yard for "The Bus" maintenance and storage, as a shared WAMATA - The Bus Facility.]

Summary
A commenter asked if other sites were considered for the proposed facility.

Response
A potential location on Darcy road in Forestville, MD was not considered as a potential location for the replacement of the Southern Avenue Bus Garage. As stated in Section 1 of this report, during a previous planning effort in 2009, WMATA started the process of evaluating potential expansion possibilities for the existing Southern Avenue Bus Garage. Before planning was complete, WMATA received an unsolicited proposal from a private developer offering a new possible location for replacing the facility. After receiving this proposal, WMATA issued a Request for Proposals and received one additional proposal. Since WMATA did not look for additional sites to study, the Environmental Assessment (EA) evaluates the two proposals received in addition to a rebuild-in-place option for the existing facility, for a total of three build alternatives. The EA also documents and evaluates a No Build Alternative for comparison purposes.

Table 4: Summary of Comments Received

Section	Issue	Number of Commenters	Names
6A1	Alt A: Oppose Alternative A	5	K. Rooker K. Rooker et al. K. Kline E. Mills K. Toles
6A2	Alt. A : Traffic Congestion and Other Roadway Issues	3	D. Koontz K. Rooker K. Kline
6A3	Alt. A: Neighborhoods and Community Resources	4	K. Rooker K. Rooker et al. K. Kline E. Mills
6A4	Alt. A: Force Protection and National Security	5	D. Koontz K. Rizer K. Rooker et al. K. Kline E. Mills
6B1	Alt. B: Support Alternative B	1	B. Orleans
6B2	Alt. B: Oppose Alternative B	6	M. Camp R. Duke M. Henderson A. Williams et al. A. Williams Ard. Williams
6B3	Alt. B: Land Use and Consistency with Local Plans	4	M. Camp A. Horne O. Knarr A. Williams et al.
6B4	Alt B: Traffic and Vehicular Trips	2	O. Knarr Ard. Williams
6B5	Alt B: Air Quality and Noise	2	O. Knarr A. Williams
6B6	Alt B: Aesthetics	2	O. Knarr
6B7	Alt B: Communication and Process	2	M. Camp O. Knarr
6C1	Alt. C: Oppose Alternative C	5	K. Toles S. Washington I. Lyles K. & J. Jeon E. Jones
6C2	Alt. C: Acquisitions and Displacements/Financial Hardships Associated with Displacements	5	K. Toles S. Washington K. & J. Jeon I. Lyles E. Jones
6C3	Alt. C: Air Quality	2	C. Brown E. Jones
6C4	Alt. C: Noise and Vibration	2	C. Brown E. Jones
6C5	Alt. C: Construction Impacts	1	C. Brown
6C6	Alt. C: Traffic Congestion	2	C. Brown Anonymous

Table 4: Summary of Comments Received (continued)

Section	Issue	Number of Commenters	Names
6C7	Alt. C: Water Quality and Quantity	1	C. Brown
6C8	Alt. C: Parking	1	C. Brown
6C9	Alt. C: Safety	2	C. Brown I. Lyles
6C10	Alt. C: Aesthetics	2	C. Brown E. Jones
6D1	Misc.: Process	1	B. Orleans
6D2	Misc.: Potential Employment	1	K. Toles
6D3	Misc.: Public Involvement	1	B. Orleans
6D4	Misc.: Other Potential Location(s)	1	B. Orleans

7 RESPONSES TO COMMENTS RECEIVED ON THE PUBLIC HEARING DRAFT STAFF REPORT

This section will be completed once comments on the Public Hearing Draft Staff Report are received.

8 SUMMARY AND STAFF RECOMMENDATIONS

8.1 Alternatives Comparison

This section presents the potential strengths and weaknesses of each alternative described in Section 1.1 of this document.

Alternative A (Rena Road)
Alternative A meets all program requirements described in Section 1 of this document. This alternative is allowable under the existing zoning and would not require any amendments to locally adopted plans. Surrounding land uses include community facilities (schools, municipal center, multi-family and single-family housing). The site is currently wooded and would result in clearing of forested land and impacts to habitat for Forest Interior Dwelling Species (FIDS). The proposed access to Alternative A through the Forest Village Apartment complex would contribute to new travel patterns and increase vehicle trips through the neighborhood. This would pose a moderate safety risk to this neighborhood, particularly to children residing within the neighborhood. Additionally, traffic analysis conducted at the site identified that the bus facility would increase delays at all studied intersections. During the public hearing process, the adjacent communities of Morningside and the Forest Village Apartments signed and presented a petition (provided in **Appendix C**) of 150 signatures in opposition to Alternative A. In addition, during the public hearing process, representatives from Joint Base Andrews voiced antiterrorism/force protection concerns associated with the proximity of diesel fuel and gasoline tanks and potential traffic impacts to Joint Base Andrews.

Clearing of forested areas is subject to the provisions of the Maryland Forest Conservation Act (FCA) and would require a Forest Conservation Plan (FCP) to be developed. The FCP would define the applicable requirement for reforestation, either on-site or off-site, to mitigate the

impact for clearing. For the potential impact related to traffic associated with Alternative A, mitigation is proposed. Suggested mitigation includes lane reconfiguration, alterations to traffic signal timing and sequencing, and the addition of signals at two nearby intersections (Forestville Road/I-495 off ramp and Forestville Road/Rena Road).

Alternative B (Westphalia Road)
Alternative B meets all program requirements described in Section 1 of this document. This alternative is allowable under the current and proposed zoning for this location and would not require any amendments to locally adopted plans. Alternative B would result in clearing of forested land and impacts to habitat for Forest Interior Dwelling Species (FIDS). This alternative could have an impact on existing wetlands (approximately 127 linear feet of Waters of the United States or their buffers). Additionally, traffic analysis conducted at the site identified that the bus facility would increase delays at the Pennsylvania Avenue and Westphalia Road intersection.

Clearing of forested areas is subject to the provisions of the FCA and would require a FCP to be developed. The FCP would define the applicable requirement for reforestation, either on-site or off-site, to mitigate the impact for clearing. If, during final design, impacts to wetlands cannot be avoided, then they would need to be mitigated through compliance with Sections 404 and 401 of the Clean Water Act. Unavoidable impacts would require filing a Joint Federal/State Application to be approved by the Maryland Department of the Environment. For the potential impact related to traffic associated with Alternative B, mitigation is proposed. Suggested mitigation includes signal timing optimization at this intersection.

Alternative C (Rebuild-in-Place)
Alternative C would meet all program requirements described in Section 1 of this document. Rebuilding and expanding the existing facility would require a Special Exception from Prince George's County. However it would not require any amendments to locally adopted plans. Expanding the existing facility would require property acquisition of ten parcels and one road that would result in the displacement of some businesses, residents, and a church. Noise analysis conducted shows that at one sensitive receptor future conditions would exceed the moderate impact threshold established by the Federal Transit Administration (FTA). Additionally, traffic analysis conducted at the site identified that the bus facility would increase delays at three nearby intersections. During the public hearing process, the surrounding community signed and presented two petitions (provided in **Appendix C**), providing a total of 564 signatures in opposition to Alternative C.

Alternative C would require a Special Exception. That process may take between 8 months and a year to be completed. For proposed land acquisitions and displacements, WMATA would be required to prepare a detailed acquisition and relocation plan, before initiating any land acquisition or relocation activity, in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act*. Signal timing optimization at Southern Avenue/Marlboro Pike and Southern Avenue/Benning Road would mitigate the projected impact on traffic.

A staff recommendation will be provided after the closure of the Public Hearing Draft Staff Report. WMATA will take into consideration all comments received, results of the Environmental Assessment, General Plans and cost proposals for each alternative before making a recommendation on the preferred alternative.

Attachment B
January 2013 WMATA Public Hearing Staff Report

PUBLIC HEARING
STAFF REPORT

STAFF ANALYSIS OF THE PUBLIC HEARING
AND
STAFF RECOMMENDATIONS

PROPOSED SOUTHERN AVENUE BUS GARAGE REPLACEMENT
PRINCE GEORGE'S COUNTY, MARYLAND

Hearing No. 581
Docket No. R12-02
January 2013

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

This Page Intentionally Left Blank

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DRAFT PUBLIC HEARING STAFF REPORT
REVIEW OF PUBLIC HEARING TESTIMONY AND STAFF RECOMMENDATIONS
PROPOSED SOUTHERN AVENUE BUS GARAGE REPLACEMENT
PRINCE GEORGE'S COUNTY, MARYLAND

HEARING NO. 581
DOCKET NO. R12-02

This report presents the staff analysis of the public hearing held on December 17, 2012, including material submitted for the public hearing record. Included in this report are recommendations from various WMATA staff concerning the Southern Avenue Bus Garage Replacement. Included in this report are the following sections:

1. Background
2. Summary of the Public Hearing
3. Summary of the Staff Presentation
4. Supplemental Correspondence Submitted for the Record
5. Compact Article VI Section 15 - Other Agency Review and Comments
6. Responses to Comments Received for the Record
7. Responses to Comments Received on the Public Hearing Draft Staff Report
8. Comments Received After the Close of the Public Comment Period
9. Other Information for the Public Record
10. Summary and Alternatives Comparison

Appendix A	Notice of Public Hearing
Appendix B	Public Hearing Transcript
Appendix C	Supplemental Correspondence
Appendix D	Presentation Materials
Appendix E	Agency Correspondence for Environmental Evaluation

This Page Intentionally Left Blank

1 BACKGROUND

The Washington Metropolitan Area Transit Authority (WMATA) 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 location of the existing facility is shown in **Figure 1**. 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 by accommodating modern Metrobuses and providing for future increases in system capacity. This action would further the vision and existing plans adopted by WMATA by supporting Metrobus ridership growth and network expansion.

In 2009, WMATA started the process of evaluating potential expansion possibilities for the existing Southern Avenue Bus Garage. Before planning was complete, WMATA received an unsolicited proposal from a private developer offering a new possible location for replacing the Southern Avenue Bus Garage. After receiving this proposal, WMATA issued a Request for Proposals (RFP) and received one additional proposal.

During 2011, WMATA worked with the two proposers to develop and evaluate two alternative sites to the existing Southern Avenue Bus Garage. Both sites and a rebuild-in-place option for the existing Southern Avenue Bus Garage were evaluated in an Environmental Assessment (EA). The EA was released to the public for comment in June 2011 and a public hearing was held in July 2011 (Docket R11-02, Public Hearing No. 563). Numerous comments on each alternative were received. WMATA has continued to work with the proposers to further refine the proposed sites and program requirements. Due to changes during 2012, WMATA prepared an Environmental Evaluation (EE) to document the impacts of the revised alternatives.

In addition to the changes proposed for each alternative, one proposer during 2012 withdrew its proposal. In previous documentation, this site was referred to as Site B, Westphalia Road. That site is no longer being considered by WMATA for the replacement of the Southern Avenue Bus Garage.

As such, the 2012 EE documents the following changes that have occurred since the publication of the June 2011 EA:

- Changes in the program requirements;
- Changes in Site A (Rena Road);
- Changes to Site C (Rebuild-in-place); and
- Site B is no longer being considered.

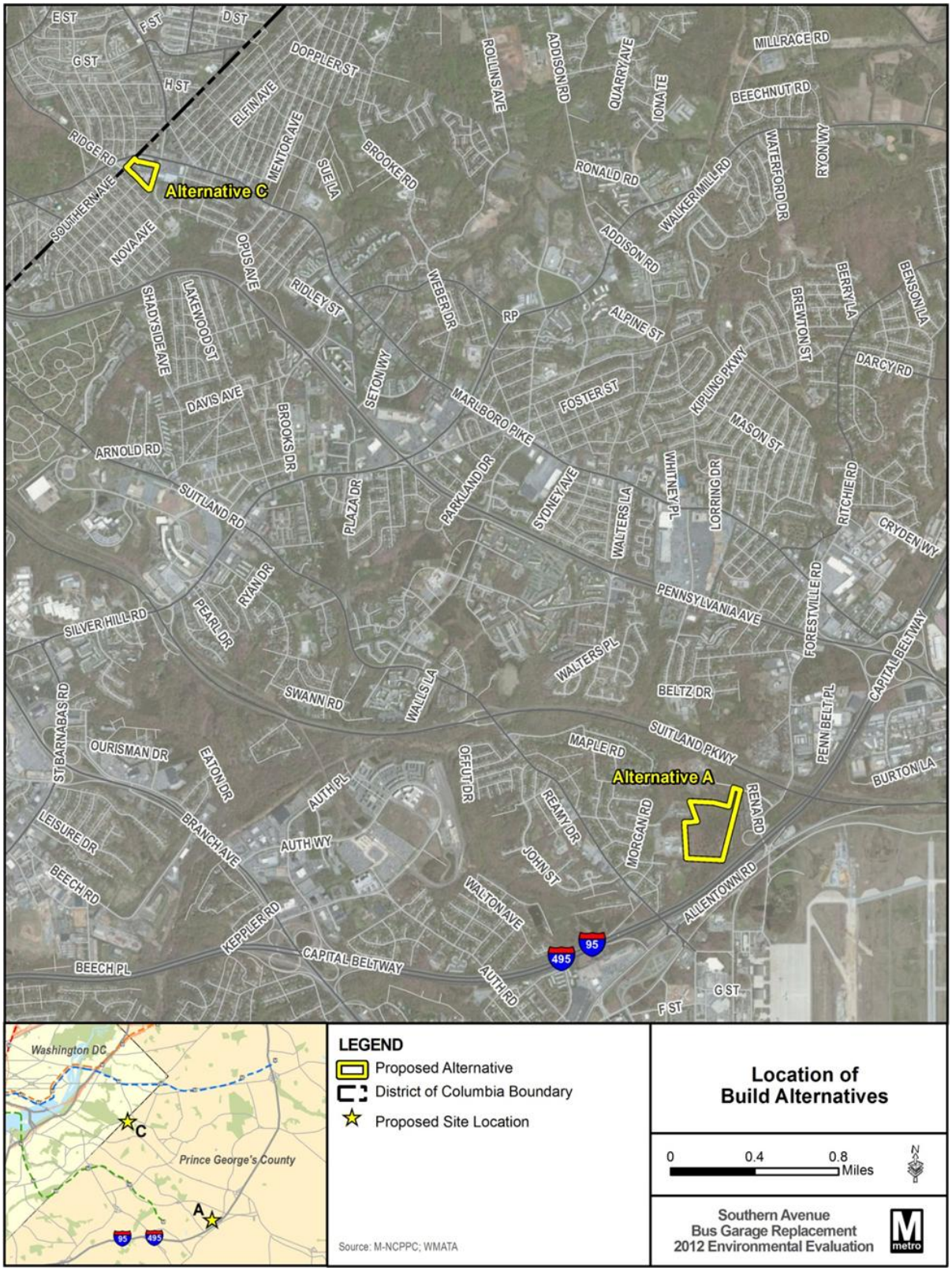
To comply with the WMATA Compact, a new hearing process was initiated and new docket number (Docket R12-02) and public hearing number (Public Hearing No. 581) were assigned.

1.1 Proposed Action

The proposed action is to construct and operate a new WMATA bus garage that would replace the existing Southern Avenue Bus Garage on its current site or at another identified site to accommodate more storage capacity and incorporate modern features to service modern buses. **Figure 2** shows the locations under consideration.

Figure 1: Existing Location of Southern Avenue Bus Garage

Figure 2: Location of Build Alternatives



Alternative A (Rena Road)

Build Alternative A is located in Prince George's County, Maryland, northwest of the Joint Base Andrews Naval Air Facility and southwest of the intersection of Suitland Parkway and the Capital Beltway (I-95/I-495). The closest intersection is Rena Road and Forestville Road. The proposed 35-acre proposed site is part of a larger 83-acre industrial development complex known as Andrews Federal Campus. Vacant land, which is proposed as part of the larger industrial development, exists to the north of the site; the Forest Village Apartment complex is located adjacent to and east of the site; a wooded area exists south of the site; and municipal facilities exist to the west of the site (Imagine Foundation II @ Morningside (public charter school) and Benjamin D. Foulois Creative and Performing Arts Academy). Figure 3 shows the location of Build Alternative A.

The site proposed for Build Alternative A is located within an approved industrial park, known as Andrews Federal Campus (AFC). The overall development of the AFC was not evaluated in the previous EA or the 2012 EE. Only the portion of the industrial park that would be developed for the purpose of a WMATA facility was assessed. Since the publication of the 2011 EA, construction has begun on the overall industrial park.

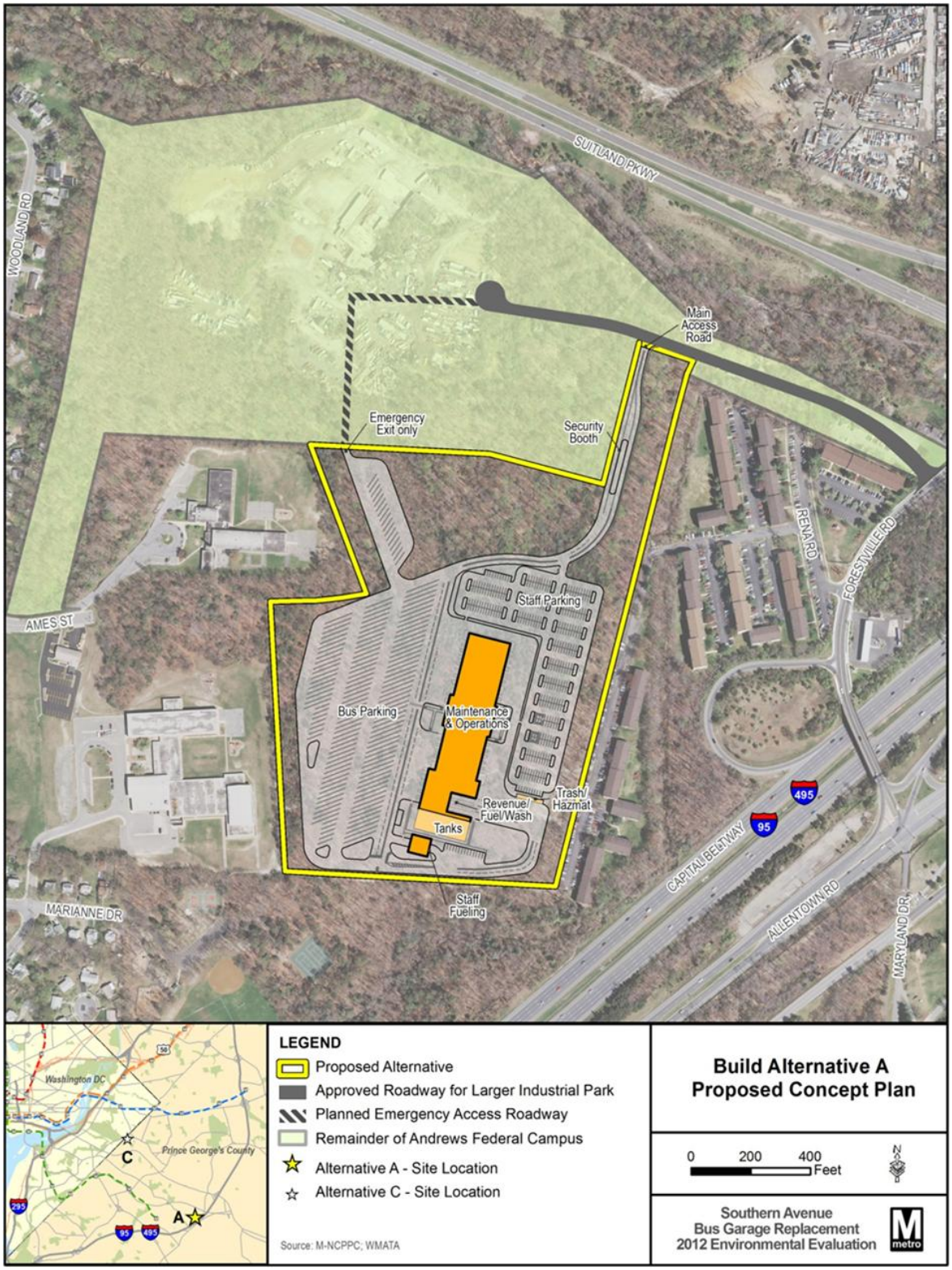
The proposal for Build Alternative A documented in the 2012 EE differs from that what was analyzed in the 2011 EA in the following ways:

- Proposed site was previously documented as wooded and undeveloped and now the site has been cleared, grubbed and graded;
- AFC industrial park was undergoing the local planning approval process during the 2011 EA and has now been approved;
- Relocation of the primary access road from Rena Road to a new industrial access road directly off of Forestville Road;
- Relocation of the emergency access road from a proposed extension of Ames Street to an emergency access road through an adjacent parcel located within the AFC industrial park; and
- Revised footprint to accommodate reduced fleet.

As noted above, the proposer for Build Alternative A relocated the primary access road to the overall AFC. Instead of accessing the development from Rena Road, as previously proposed, the proposer is providing a new industrial access road off of Forestville Road. In addition, Rena Road would be extended by the developer to the industrial access road to provide a stop-controlled outlet for the residents of Forest Village Apartments. The industrial access road would provide the primary access for the WMATA facility located within the industrial park. The WMATA facility would not use Rena Road for any of its operations. The construction of the industrial access road is not considered a WMATA project impact. However, traffic generated by the WMATA site is considered as a project-related impact and is documented in the 2012 EE. While the plan proposed accommodates the minimum 150 bus requirement, this site has the potential to expand up to 250 buses. As such, the 2012 EE documents a footprint and a 250 bus operation to account for the possibility of future expansion. Figure 4 shows the concept plan for Alternative A.

Figure 3: Location of Build Alternative A

Figure 4: Alternative A Proposed Concept Plan



Emergency access to the bus garage site would be provided via the northwest portion of the WMATA property and into the larger Andrews Federal Campus, connecting to the primary Andrews Federal Campus industrial access road and out to Forestville Road. Currently, the developer has not identified a tenant for the land north of the proposed WMATA site; however, when a tenant is identified, the developer will ensure an unrestricted easement through this parcel be provided for the WMATA site. The Site A proposal no longer considers the extension of Ames Street through the Town of Morningside for emergency access.

Build Alternative A includes a combined maintenance and administration building. The building would provide for fare collection, standard fueling, wash facilities, maintenance bays, and parts storage. The site initially could accommodate 192 bus parking spaces and 214 employee parking spaces. Additional parking for 15 support vehicles would be provided adjacent to the employee parking on the eastern side of the site. Stormwater management would be provided via a shared on-site facility as part of the larger 83-acre development. A guard booth and security fencing along the perimeter of the site would be provided.

The site provides for expansion of the maintenance building to accommodate future repair bays and up to 58 additional bus parking spaces and 116 employee parking spaces, for a total capacity of 250 buses and 392 employee parking spaces.

Alternative C (Rebuild in place – Southern Avenue)

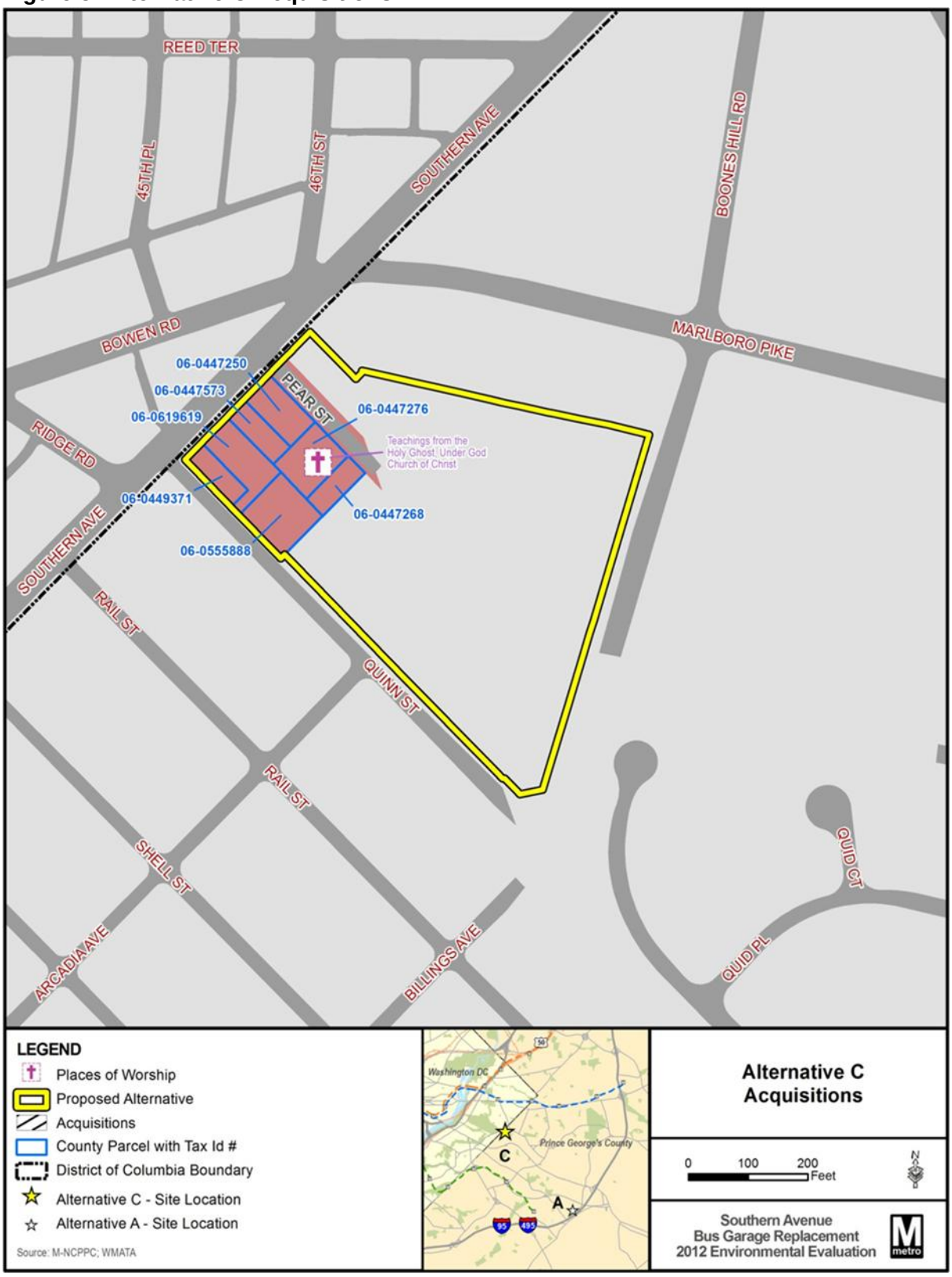
Build Alternative C is at the same location as the existing Southern Avenue Bus Garage (See Figure 1). Under this build alternative, the existing bus garage would be demolished and rebuilt on an expanded site of approximately 7 acres. Expansion of the site would require property acquisition of seven adjacent parcels of land and a small road (Pear Street) currently used for WMATA emergency access as shown in Figure 5. During construction, all functions of this facility would be temporarily relocated to the Shepherd Parkway Bus Garage until completion.

The design program for Build Alternative C being analyzed in the 2012 EE differs from the alternative analyzed in 2011 in the following ways:

- Reduction in the bus facility capacity from 250 standard buses to 153
- Reduction in non-revenue parking spaces from 376 to 230
- Removal of 27 commercial parking spaces along Marlboro Pike
- Removal of retail space along Marlboro Pike proposed in the 2011 EA
- Removal of CNG facilities
- Relocation of the emergency access road from Marlboro Pike to Quinn Street

Build Alternative C includes a rebuilt bus garage that would accommodate 153 buses and 230 non-bus parking spaces (employee and non-revenue vehicles). As proposed, three separate structures would be built: an administrative and operations building that includes a two-story parking structure for 138 buses on the lower level and 215 employee parking spaces on the upper level; a one-story maintenance building; and a one story fuel and wash building. Space for an additional fifteen buses is provided in the maintenance bays and additional at-grade parking for twelve non-revenue vehicles and three visitor spaces is provided onsite. Access for buses would be provided via Boones Hill Road. A separate employee entrance is proposed from Southern Avenue, at the current location of Pear Street. Emergency access would be provided along the southeastern WMATA property boundary, entering from Quinn Street.

Figure 5: Alternative C Acquisitions



Site security will be provided by a guard house at the Boones Hill Road entrance and perimeter fencing. Figure 6 provides the concept plan for Build Alternative C.

1.2 Environmental Evaluation and General Plans

WMATA's Compact requires that the Board, in amending the mass transit plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes the Prince George's County/Southeast District of Columbia area around the site and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses, preservation of the beauty and dignity of the DC Metro Area, factors affecting environmental amenities and aesthetics, and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location, and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed" all as more particularly set forth in WMATA's Compact.

As part of its project approval process, WMATA prepared an Environmental Evaluation to provide the public, local governments, and environmental agencies with a description of the potential effects of the proposed Southern Avenue Bus Garage Replacement upon the human and natural environment. The Environmental Evaluation was prepared to provide the environmental documentation required under the WMATA Compact. Public notices were placed in the *Washington Post* on November 16 and November 23, 2012, to make known the availability of the Environmental Evaluation and details of the Public Hearing and comment period, and was also available on WMATA's website (see **Appendix A** for the Notice of Public Hearing). The Environmental Evaluation and General Plans are available online at www.wmata.com/hearings and www.southernavebusgarage.com. The document was available for inspection during normal business hours at the following locations as of Friday, November 16, 2012:

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

Suitland Community Center
5600 Regency Lane
Forestville, MD 20747

Fairmount Heights Library
5904 Kolb Street
Fairmount Heights, MD 20743
301-883-2650

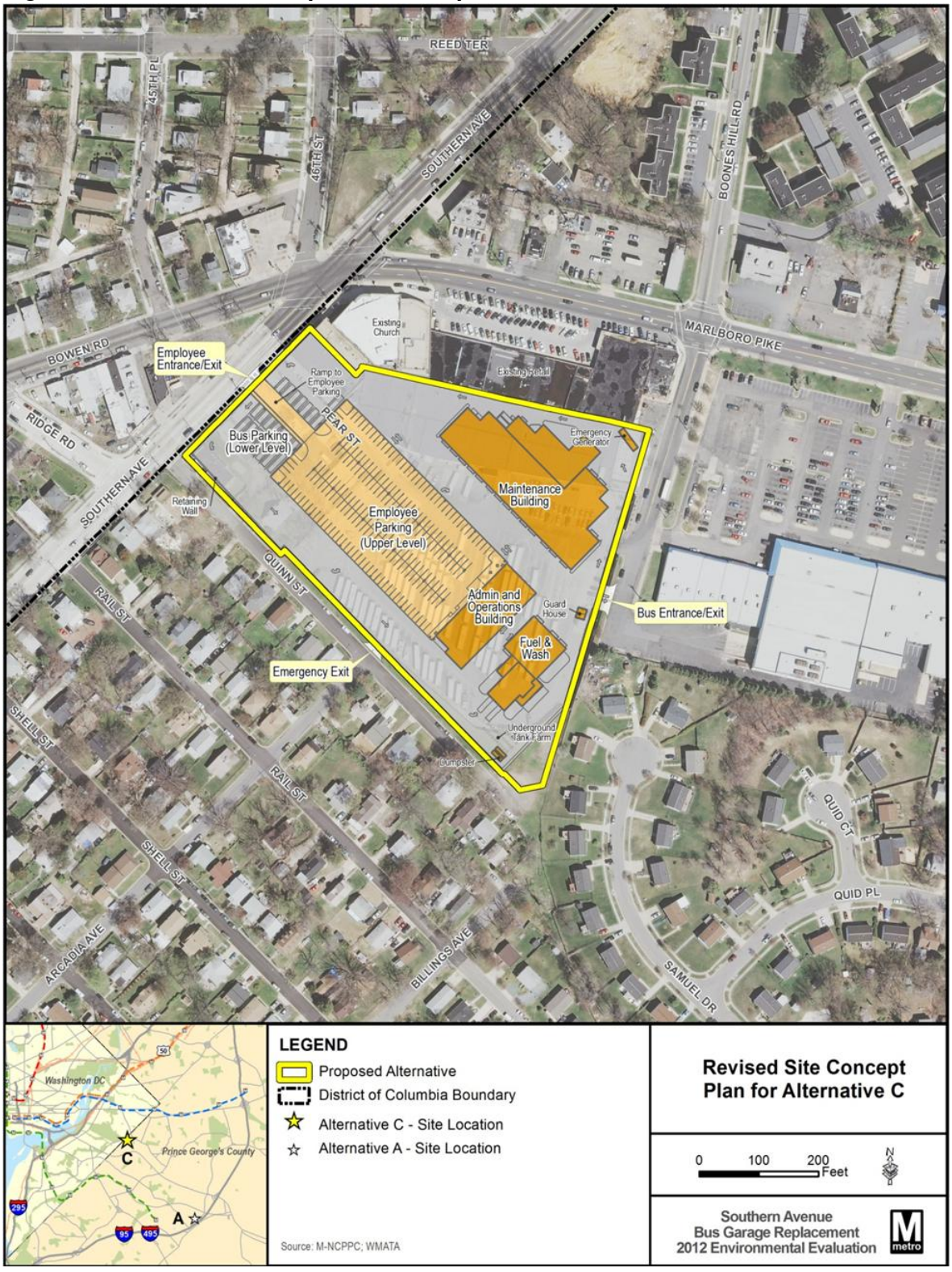
Morningside Matthew P. Rosch Municipal Center
6901 Ames Street
Suitland, MD 20746

Oakcrest Community Center
1300 Capitol Heights Blvd
Capitol Heights, MD 20743

John E. Howard Community Center
4400 Shell Street
Capitol Heights, MD 20743

Hillcrest Heights Library
2398 Iverson Street
Temple Hills, MD 20748

Figure 6: Alternative C Proposed Concept Plan



2 SUMMARY OF THE PUBLIC HEARING

The Public Hearing was held on Monday, December 17, 2012, at the Andrew Jackson Academy, 3500 Regency Parkway, Forestville, Maryland. Before the hearing an informal open house was held for members of the public from 6:30 p.m. to 7:00 p.m. The hearing was chaired by WMATA Assistant General Manager of Bus Services Jack Requa, and was convened at 7:00 p.m. (See **Appendix B** for the Public Hearing transcript.) Accompanying Mr. Requa for the presentation were John Thomas and Jim Ashe (WMATA).

Mr. Requa made the opening statement, explaining that the hearing was convened to solicit comments from the public on the Southern Avenue Bus Garage Replacement Environmental Evaluation. He explained that the hearing would begin with a staff statement, followed by statements from public officials (5 minutes each) and others who had signed up to speak (3 minutes each). He indicated that written testimony could be submitted to WMATA via the following methods:

- E-mail to writtentestimony@wmata.com
- Fax to 202-962-1133
- Mail to Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington DC 20001

Following this introduction, the WMATA staff presentation was given by Mr. Thomas. The staff presentation is summarized in Section 3 of this report.

The background and supporting documentation available at the hearing included the following:

- Copies of the Notice of Public Hearing
- Copies of the Environmental Evaluation
- Copies of the General Plans for each alternative
- Presentation boards illustrating the location of build alternatives, site concept plans, and site renderings

The following individuals testified at the hearing:

- Mayor Karen Rooker, Town of Morningside
- Kyung Jeon, resident
- Gwen Bowman, President of Bradbury Heights Boulevard Civic Association
- Dandria Green, resident
- Clifton Brown, resident

Mr. Requa concluded the public hearing at 7:23 p.m.

3 SUMMARY OF THE STAFF PRESENTATION

Mr. Thomas began the presentation by stating that WMATA is proposing to replace the 89-year old WMATA Southern Avenue bus garage located in Prince George's County either on its current site or on another identified site. He provided a brief background on the project history, changes to the proposed bus garage replacement program requirements and that the proposer for Alternative B had withdrawn its proposal and that location is no longer under consideration. Mr. Thomas stated that two alternatives are currently under consideration for the replacement:

- Alternative A would relocate the bus garage to a new site southwest of the intersection of Suitland Parkway and the Capital Beltway.
- Alternative C would rebuild and expand the existing site.

The presentation continued with a description of the purpose of the Environmental Evaluation and the public hearing. Mr. Thomas then presented the concept plans, plan renderings, and potential environmental effects for each alternative. He explained the modifications for each of the alternatives shown. Alternative A has changed the primary entrance to be directly off of Forestville Road, instead of Rena Road as previously proposed. Alternative A's emergency access road has been relocated to be within the Andrews Federal Campus and not use an extension of Ames Street through Morningside. Potential environmental effects for Alternative A include minor traffic delays resulting from an increase in vehicular traffic (buses and employees), changes in the visual environment, temporary construction-related effects, cumulative effects combined with other development within the Andrews Federal Campus resulting in traffic, noise, residential displacements and loss of forested area.

Mr. Thomas explained the modifications to Alternative C to include a reduced footprint and change in the emergency access to be on Quinn Street. Potential environmental effects for Alternative C include minor traffic delays resulting from an increase in vehicular traffic (buses and employees), requires a Special Exception, acquisition of seven parcels abutting the existing facility's parcel owned by WMATA, displacement of five businesses, one church, and the occupants of one residence, potential for noise impacts, mitigation of recognized environmental conditions, and temporary construction-related effects.

The presentation ended with a description of the process for submitting written testimony.

A copy of the presentation is provided in **Appendix D**.

4 SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD

The Public Hearing record remained open until December, 28, 2012, at 5:00 pm. Correspondence was received from the following individuals:

- Kyung C. Jeon and Jin Jeon
- Steve Strauss, Deputy Associate Director, District of Columbia Department of Transportation

Appendix C provides the supplemental correspondence received.

5 COMPACT ARTICLE VI, SECTION 15 – OTHER AGENCY REVIEW AND COMMENTS

As part of the previous documentation and necessary updates to the documentation, WMATA contacted relevant local, state and federal agencies to solicit input on the proposed bus operations and maintenance facility in Prince George's County, Maryland. Federal and State agencies were contacted to identify any potential areas of concern under their jurisdiction. Agencies contacted in the development of the previous 2011 EA and 2012 E are listed in **Table 1**. Agency correspondence is included in **Appendix E**.

Table 1: Agency Correspondence

Resource Area Coordination	Agency	Date Contacted	Agency Response	Determination	Correspondence Letter
Cultural Resources	Maryland Historic Trust	04/14/2011	04/26/2011; 07/06/2011	No effect on historic properties, including archeological resources	Appendix E
Coastal Zone	Maryland Department of the Environment	04/05/2011	No response	Presumed Consistent	Appendix E
Endangered Species	U.S. Fish and Wildlife Service	12/28/2010	02/01/2011	No endangered or threatened species identified	Appendix E

In addition to soliciting the input of government agencies, valuable feedback was sought from members of the public and organizations that have an interest in the project. **Table 2** lists the public meetings and presentations made to community organizations in regards to the build alternatives. As shown in the table, a supplemental mailing was also sent to the residents of the Forest Village Apartment Complex to ensure that they were aware of the proposed project.

WMATA sent a mailed notice of the public hearing to the WMATA-required notification list. In addition to required mailings, WMATA also physically posted notice of the public hearing on properties adjacent to each of the proposed alternatives. A copy of the notice of the public hearing is included in **Appendix A**.

Table 2: List of Public Meetings and Presentations on Build Alternatives

Alternative Presented	Organization	Outreach Venue	Type of Meeting	Date (mm/dd/yyyy)
Alternative A	Prince George's County Council	Prince George's County Municipal Center	Presentation	02/07/2011
	Prince George's County Executive's Staff Meeting	Prince George's County Municipal Center	Presentation	02/08/2011
	Town of Morningside Town Council	Morningside Matthew P. Rosch Municipal Center 6901 Ames Street Suitland, MD 20746	Town Meeting	02/15/2011
	Skyline Civic Association	Skyline Elementary School 6311 Randolph Road Suitland, MD 20746-3700	Board Meeting	03/15/2011
	The Honorable Mel Franklin, District 9 County Council Member	Skyline Elementary School 6311 Randolph Road Suitland, MD 20746-3700	Presentation	03/21/2011
	Residents of Forest Village Apartments	Mailing	Mailing	04/25/2011
Alternative C	Prince George's County Council	Prince George's County Municipal Center	Presentation	02/07/2011
	Bradbury / Boulevard Heights Civic Association Meeting	John E. Howard Community Center 4400 Shell Street Capitol Heights, MD 20743	Meeting	06/06/2011

6 RESPONSES TO COMMENTS RECEIVED FOR THE RECORD

The following five people spoke at the hearing:

- Karen Rooker, Mayor of the Town of Morningside
- Kyung Jeon, resident
- Gwen Bowman, president of Bradbury Heights Boulevard Civic Association
- Dandria Green, resident
- Clifton Brown, resident

In addition, one of the parties who spoke at the public hearing also submitted written comments for consideration by WMATA. Both oral and written comments by these commenters are reflected here.

Following the public hearing, additional parties submitted written comments to WMATA via mail, hand delivery or email. These additional parties include:

- Kyung C. Jeon and Jin Jeon
- Steve Strauss, Deputy Associate Director, District of Columbia Department of Transportation

Generally, the issues noted at the meeting and sent via written testimony to WMATA are grouped by alternative, then by commenter and are addressed in this section. Comments from the District Department of Transportation are presented at the end of this section.

A. Alternative A

K. Rooker, Mayor Town of Morningside

[Again as in the first meeting that you had, we are in opposition of moving the bus depot to Alternative A, which is the Rena Road area.]

[.....And with the garage being there, with the large gas tanks and all of the other things it takes to run that stuff, we're going to get again with the noise and the air pollution…]

[…Not only that, the location is still very close to two very used public elementary schools, and also backs up to a very used park in the area.]

[Although we are very happy that the plans have been changed to have the emergency route no longer go through Ames Street which would cut through the Town of Morningside and put extra wear and tear on those streets that are paid for by our constituents, I just have to let you guys know that we're still vehemently opposed to this being placed near the Rena Road area.]

Summary
Ms. Rooker, on behalf of the Town of Morningside, expressed that the Town is still opposed to WMATA choosing Alternative A to replace the existing Southern Avenue Bus Garage. She reiterated the proximity of the proposed facility to several public uses, including schools and a park. She also raised concerns the community has over increased noise and air pollution as a result of the bus garage being placed within the Andrews Federal Campus.

Response
WMATA appreciates the concerns expressed by the Mayor of the community adjacent to Alternative A. WMATA staff is reviewing each alternative in terms of their potential effects and benefits on each community and environment. The concerns expressed will be considered by the WMATA Board of Directors in selecting a preferred alternative.

D. Green

[I'm more impressed with the proposal for the site in the Andrews Campus area because it appears that they have done a really good job in identifying ways not to adversely impact the existing community.]

Summary
Ms. Green believes Alternative A is a better fit for the surrounding community.

Response
Thank you for the input. The Board of Directors will consider the comment when it makes its decision.

B. Alternative C

K. Jeon, resident

[Alternative C for expansion of the bus garage will result in the demolition and loss of our workplace and our home. Our hope is to continue to be a vital part of this community, but Alternative C puts into jeopardy everything we have worked so hard towards.]

[…I also wanted to mention that the revised Alternative C reduces its imprint as the presentation from Mr. Thomas shows, but it still wipes us off the map, our business as well as our residence, and few other businesses and homes, as well. So I, I don't know if you all have plans in place for us, but what does it that mean for us?]

[…so it's a plea really at this point to WMATA to please take this into consideration, and to please take Alternative C off the list of locations being considered for this bus garage replacement project. And please consider another suitable location so that we can continue to work and live our lives.]

[. . .on the contrary, Alternative C will have a very devastating impact on those who work and live in the Southern Avenue area to be overtaken. Although this revised Alternative C is expected to have a reduced imprint on those impacted, the plan continues to jeopardize our work and home. Being one of several that may be displaced if Alternative C is selected, we want you to know how distressing and upset we are.]

[Alternative C will result in the demolition and loss of our workplace and our home. our hope is to continue to be a vital part of this community. But Alternative C puts into jeopardy everything we have worked so hard towards.]

[And we are very frightened of what the future holds for us, if you take away our place of work and our investments. Even if WMATA will develop an Acquisition and Relocation plan for those being displaced, should Alternative c be chosen, this does little to ease our concern and worry about the future, as displacement will result in us being uprooted from our community and workplace, which has been integral to our lives for decades.]

[It is extremely difficult to understand why this project would need to result in displacement of even a single person or workplace, when another suitable location is available that would not have such an adverse impact.]

[Attached please find the signatures of persons who live and work in the Southern Avenue area, requesting that Alternative C not be selected for the proposed replacement bus garage.]

G. Bowman, President of Bradbury Heights Boulevard Civic Association

[…89 years, that's an awful long time for one neighborhood to have dealt with the buses and the traffic, and the fumes, and houses being very close to them.]

[So, on behalf of the Civic Association, I would speak vehemently against it continuing to be there. And the alternative site in Morningside looks very pleasing to the eye, and I can understand the Mayor's objection to it because that's where she lives. But then if she understands that this close proximity where it is now and the residents of the Capitol Heights, in

the Capitol Heights area, and for it to have been there 89 years, then it's time for it to leave. So, we would like for you to take the other site.]

D. Green, resident

[The area that I live in is residential. We don't need that kind of activity in our area because of the kind of activity in our area because of the kind of problems we have with the overflow of parking. I don't know whether they have – I understand that they are supposed to have an employee parking space, but the employees opt to park behind the residential property which also is the back parking lot for the shopping center, Coral Hills.]

C. Brown, resident

[…I'm interested in more or less to set up the things that you have now, only two things that I kind of – about the traffic on Southern Avenue and coming down on Marlboro Pike, but I think that could be corrected good.]

[…So, if some of the things that you have is corrected, that would be really nice for me to let you use that area, what I have…..And for my jurisdiction and control of it, I'd be like for you to use what you have in there.]

Summary
Several residents in the vicinity of Alternative C came out to speak on the proposal for the rebuild-in-place option. Most were opposed to Alternative C, stating that their community has dealt with the bus garage and its effects on the community for a long time, and that they felt it was time for the bus garage to be elsewhere. One gentleman, however, stated his support for the revised proposal for Alternative C, indicating that as shown it the problems with the current facility could be corrected with the new revised proposal.

Response
WMATA appreciates the concerns expressed by the surrounding residents to Alternative C. WMATA also appreciates the support of the revised proposal. The concerns expressed will be considered by the WMATA Board of Directors in selecting a preferred alternative.

The design for Alternative C includes a garage to accommodate all parking needs such that employees will not need to park in the surrounding neighborhoods.

Federal law requires the organization responsible for project-required relocation of businesses and residents pay the costs of the relocation. In this case, those costs would be borne by WMATA if Alternative C is selected.

C. District of Columbia Comments

S. Strauss, Deputy Associate Director

[The District Department of Transportation strongly supports the replacement of the Southern Avenue bus garage in order to provide bus riders in the District and Prince George's County with better maintained and more reliable bus service. Additionally we support the garage replacement in order to provide a modern, more efficient facility for WMATA employees and one that will operate using fewer resources.]

Response
WMATA appreciates the support.

S. Strauss, Deputy Associate Director

[DDOT requests that the final analysis of the two replacement garage sites, Alternate A (Rena Road) and Alternate C (Southern Avenue) provide analysis of the following four issues in order that the WMATA Board of Directors may make a fully informed decision on siting.

First, an analysis of the projected annual increase in deadheading miles, if any, from the selection of the Rena Road site. Second, a comparison of the anticipated annual operating costs of the two different facilities, assuming 150 bus capacity at each location. Third, an assessment of the accessibility of the two locations by public transportation for current and potential employees, and fourth, a discussion of the ancillary economic development impact or potential from a new garage at each site.]

Summary
Commenter requests information about four issues.
- Deadheading miles associated with the change in location,
- Comparison of annual operating costs for the two alternatives,
- Assessment of accessibility by public transportation for employees, and
- Discussion of ancillary economic development impact or potential.

Response
Responses are provided below, by topic.

Deadheading miles
Each time a bus garage is re-located, WMATA revises the associated assignment of buses so that the garage will serve bus routes proximate to the new location. The most recent example of this was seen with the opening of the Shepherd Parkway Bus Garage as the replacement for the former Southeastern Bus Garage. A preliminary estimate is that the deadheading costs would be approximately $1 million per year, if Alternative A were selected. If Alternative C were selected, no difference in deadheading costs is anticipated.

Operating costs
No difference in the operating costs for the two alternatives has been identified for either of the alternatives under consideration. However, it is anticipated that a new LEED-Silver facility would cost less to operate than the existing 89-year old aging facility.

Accessibility
No difference in access to public transportation between the two alternatives was documented in the EE.

The Alternative A area is served by the K12 bus line and nearby J12 and J13 lines, while the Alternative C area is served by the J11, J12, and J13 lines, as well as several running along Southern Avenue.

Finally, most bus garage employees have shifts that start before, or end after, time periods when transit service is available.

Ancillary Economic Development

Economic development associated with a new bus garage, beyond a few local retail establishments, is not anticipated under either alternative. See Sections 3.18.4 and 3.18.5 for additional discussion.

7 RESPONSES TO COMMENTS RECEIVED ON THE PUBLIC HEARING STAFF REPORT

Placeholder

8 COMMENTS RECEIVED AFTER THE CLOSE OF THE PUBLIC COMMENT PERIOD

No additional comment was received.

9 OTHER INFORMATION FOR THE PUBLIC RECORD

No other information has been provided.

10 SUMMARY AND STAFF RECOMMENDATION

WMATA is proposing to replace the existing Southern Avenue Bus Garage due to the age of the facility as well as its inability to accommodate modern equipment. Two options are being considered: Alternative A (Rena Road) which would build a new bus garage at a new location in Prince George's County Maryland in an approved industrial park; and Alternative C (rebuild-in-place), which provides for an expanded facility on the current location.

Alternative A is proposed off of Forestville Road in Prince George's County Maryland. It is within five miles of the existing facility. The site proposed for Alternative A is within an approved industrial park, known as the Andrews Federal Campus. Primary access to the site would be from Forestville Road via an industrial park access road. Emergency access to the site would be provided within the larger Andrews Federal Campus and out to Forestville Road. As proposed, the site could accommodate a total capacity of up to 250 buses and 392 employee parking spaces. Potential environmental effects identified for Alternative A include:

- Minor increases in traffic delays due to an increase in bus and employee traffic;
- Changes in the visual environment;
- Temporary construction-related effects; and
- Potential to contribute to cumulative effects when combined with the effects of the larger Andrews Federal Campus development including traffic, noise, residential displacements, and loss of forested area.

Alternative C is proposed at the same location as the current facility. However, the facility would be expanded and would require acquisition of seven properties. As proposed, Alternative C could accommodate approximately 150 buses and 230 non-bus parking spaces (employee and non-revenue vehicles). Primary bus access to the site would be along Boones Hill Road, while employee access would be directly off of Southern Avenue, just past Quinn Street. Emergency access would be provided via Quinn Street. Potential environmental effects identified for Alternative C include:

- Minor increases in traffic delays due to an increase in bus and employee traffic;
- Property acquisitions: five businesses, one residence, one church and a small roadway (Pear Street);
- Potential for noise impacts;
- Mitigation of recognized environmental conditions; and
- Construction-related effects.

10.1 Staff Recommendation

A staff recommendation will be provided after the closure of the comment period for the Public Hearing Staff Report. WMATA will take into consideration all comments received, results of the Environmental Evaluation, General Plans and cost proposals for each alternative before making a recommendation on the preferred alternative.

Attachment C
January 2013 WMATA Public Hearing Staff Report Supplement

Public Hearing Report Supplement and Staff Recommendations

for the

Proposed Southern Avenue Bus Garage Replacement Environmental Evaluation

(WMATA Hearing No. 581, Docket R12-02)

1.0 INTRODUCTION

This Public Hearing Report Supplement was prepared to document and provide responses to comments received on the **Public Hearing Report** for the **Proposed Southern Avenue Bus Garage Replacement Environmental Evaluation**.

The Washington Metropolitan Area Transit Authority (WMATA) issued the **Public Hearing Report** for comment on January 14, 2013. The **Public Hearing Report** was placed on line, and in the same libraries where the Environmental Assessment (EA) had been placed previously. (See Appendix C for the announcement.)

The comment period ended at 5:00 pm on January 26, 2012. WMATA received comments from 1 individual; the original comments are presented in Appendix A.

PURPOSE AND ORGANIZATION

This report presents responses to comments on the Public Hearing Report. Section 1 provides an introduction to the report. Section 2 presents comment summaries, the original comments, and staff responses. Section 3 provides staff analysis, while Section 4 provides staff recommendations.

2.0 COMMENTS AND RESPONSES

Section 2 presents comments on the **Public Hearing Report** received during the comment period.

2.1 AESTHETICS

Summary: One commentor expressed concern about the aesthetics of the wall along Quinn Street [Alternative C], and offered specific suggestions to address the concern.

> *C. Brown*
> Aesthetics are of concern since vegetation will be removed, and the area currently used for cars to turn around at the end of Quinn Street will be eliminated. I propose that sufficient vegetation be planted to maintain a pleasing appearance at the boundary of the new facility and to discourage anyone from putting graffiti on the new wall. Further, it would be an element of "green" construction and good for the environment. It was discussed that the wall would be painted by local artists at the Community meeting with Metro representatives in 2011. I strongly encourage Metro to engage the community in a plan to discourage graffiti and vandalism of the proposed new wall/site.

Response**:** WMATA will work to ensure the facility "fits" into the neighborhood and that anti-graffiti surfaces are used.

2.2 LIGHTING

Summary: One commentor requested lighting around the property, presumably Alternative C.

> *C. Brown*
> Additionally lighting around the boundary or the property would help to discourage loitering at night around the property, and vandalism.

Response**:** Both Alternative A and Alternative C will be designed to meet WMATA standards for lighting.

2.3 RUNOFF

Summary: One commentor expressed concern about stormwater runoff [Alternative C].

> *C. Brown*
> Runoff from the property must be controlled such that residents on Quinn Street are not negatively affected by the construction or the facility after construction. Currently the water table under the properties at the end of Quinn Street rises quickly during intense storming. This leads to basements flooding. Thus it is very important that Metro not externalize the costs of water management on the residents and local government.

Response**:** Stormwater management plan for construction and operation will be designed and constructed to meet the requirements of Maryland law, and will be reviewed by the Maryland Department of the Environment.

2.4 PROPERTY MAINTENANCE

Summary: One commentor expressed concern about property maintenance of Alternative C.

> *C. Brown*
> Finally, continued maintenance of the new property is of concern. The head groundskeeper has been extremely responsive to community needs to clean and maintain WMATA property on Southern Ave. This has not always been the case. Some managers at the current Southern Ave. facility have been rude at times when residence request WMATA to care for their property; clean it up and cut the grass.

Response**:** WMATA strives to ensure that its properties are maintained in a state of Good Repair.

2.5 EMPLOYEE CONDUCT

Summary: One member of the public reported that WMATA employees at the existing garage engage in inappropriate behavior.

> *C. Brown*
> At times Metro employees have come on loiter on Quinn Street to gamble and purchase drugs. Metro must ensure that their increased presence does not negatively affect the local community.

Response**:** WMATA expects its employees to comply with the law at all times. A similar report was received during the 2011 public hearing process for this project. That report was transmitted to MTPD, WMATA's police department.

Likewise, this report has been forwarded to MTPD for its investigation. Other information can be reported to the Metro's police department at (202) 962-2121.

2.6 ECONOMIC IMPLICATIONS

Summary: One individual commented about the economic implications of the proposed replacement at Alternative C.

> *C. Brown*
> Several businesses are eliminated on the proposed plan. Some of these businesses and the church, I believe employ residents of the community (I may be mistaken). Certainly the church enhances the spiritual and moral foundation of the community and provides humanitarian services. Metro has no plans to mitigate the effect of these losses. There is no replacement of humanitarian services for residents not to have to travel and find new partners. There is no proposed local hiring. Further, no plans have been presented (maybe I just did not locate them) addressing the use of the emergency employee exit and its impact and mitigation on local residence.
>
> Currently, the glut of foreclosed properties in Capital Heights is suppressing local property values. Metro's proposed construction and new facility may increase the problem by discouraging local purchase of houses due to increased traffic, noise,

reduced parking with no additional benefits to the local community. New amenities that currently not present in the area could mitigate the problems. In Gaithersburg, the gyms are clean; there is yoga, and a variety of good restaurants. Metro could encourage economic growth to meet the needs of their employees; this might mitigate any effects of delayed recovery attributable to expansion.

Response**:** As discussed in Section 3.3 of the 2012 Environmental Evaluation, owners of any property condemned for the Alternative C expansion will be compensated according to the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* as amended, which ensures that property owners, residents and businesses affected by the acquisition or demolition of real property during the construction of federally-funded projects are treated fairly, consistently and equitably and that they do not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole. Both federal and state laws require that property owners be paid fair market value for their land and improvements, and that property owners be assisted in finding replacement business sites or dwellings.

If negotiations with any affected property owners are unsuccessful pursuant to the Uniform Relocation and Real Property Acquisition Policies Act, WMATA has the authority to acquire real property by condemnation. WMATA would only use its condemnation authority if it were unable to come to an agreement with an unwilling property owner.

While some businesses would be displaced, it is possible that local businesses could grow and new ones started as a result of an increased WMATA workforce.

2.7 "GREEN" CONSTRUCTION

Summary: One commentor asked about Green construction.

C. Brown
Finally, is there any Green component to the site? Certain surfaces will increase ground temperatures. In Chicago green roofing is used to reduce fuel costs and is better for the environment. There are a number of green components that can be used especially ground cover. Where is this component of the plan?

Response**:** The WMATA Board of Directors has adopted a policy that all new construction projects be designed with a goal of achieving a LEED® Silver rating. This project will comply with that policy.

3.0 STAFF ANALYSIS

During the comment period, 1 set of comments was submitted.

The primary purpose of this Public Hearing Report Supplement is to document commentors responses to staff's analysis of comments on the Environmental Evaluation. No comment about about staff's analysis of comments was received.

The comment set addressed a number of continuing concerns about Alternative C, including aesthetics, lighting, runoff, property maintenance, employee conduct, economic impacts, and Green construction.

No comment was received about at Alternative A.

4.0 STAFF RECOMMENDATIONS

Staff recommends selection of Alternative A.

APPENDIX A

ORIGINAL COMMENTS

From: Chris Brown (poweredliving) [mailto:poweredliving@gmail.com]
Sent: Monday, January 21, 2013 10:23 PM
To: writtentestimony
Subject: Docket Number R12-02, COMMENTS ON LATEST PLANS 01/21/2013

Christopher J. Brown, MT, P.E. (Resident Quinn Street- bordering proposed construction site)
4311 Quinn Street
Capitol Heights, MD 20743
Comments from review of latest plans: 01/2013

Docket R12-02
Concerns: Aesthetics, Runoff, Maintenance, Safety, and replacement of Jobs and humanitarian services, Green construction and facilities; sustainability.
Aesthetics are of concern since vegetation will be removed, and the area currently used for cars to turn around at the end of Quinn Street will be eliminated. I propose that sufficient vegetation be planted to maintain a pleasing appearance at the boundary of the new facility and to discourage anyone from putting graffiti on the new wall. Further, it would be an element of "green" construction and good for the environment. It was discussed that the wall would be painted by local artists at the Community meeting with Metro representatives in 2011. I strongly encourage Metro to engage the community in a plan to discourage graffiti and vandalism of the proposed new wall/site.

Additionally lighting around the boundary or the property would help to discourage loitering at night around the property, and vandalism.

Runoff from the property must be controlled such that residents on Quinn Street are not negatively affected by the construction or the facility after construction. Currently the water table under the properties at the end of Quinn Street rises quickly during intense storming. This leads to basements flooding. Thus it is very important that Metro not externalize the costs of water management on the residents and local government.

Finally, continued maintenance of the new property is of concern. The head groundskeeper has been extremely responsive to community needs to clean and maintain WMATA property on Southern Ave. This has not always been the case. Some managers at the current Southern Ave. facility have been rude at times when residence request WMATA to care for their property; clean it up and cut the grass.

At times Metro employees have come on loiter on Quinn Street to gamble and purchase drugs. Metro must ensure that their increased presence does not negatively affect the local community.

Several businesses are eliminated on the proposed plan. Some of these businesses and the church, I believe employ residents of the community (I may be mistaken). Certainly the church enhances the spiritual and moral foundation of the community and provides humanitarian services. Metro has no plans to mitigate the effect of these losses. There is no replacement of humanitarian services for residents not to have to travel and find new partners. There is no proposed local hiring. Further, no plans have been presented (maybe I just did not locate them) addressing the use of the emergency employee exit and its impact and mitigation on local residence.

Currently, the glut of foreclosed properties in Capital Heights is suppressing local property values. Metro's proposed construction and new facility may increase the problem by discouraging local purchase of houses due to increased traffic, noise, reduced parking with no additional benefits to the local community. New amenities that currently not present in the area could mitigate the problems. In Gaithersburg, the gyms are clean; there is yoga, and a variety of good restaurants. Metro could encourage economic growth to meet the needs of their employees; this might mitigate any effects of delayed recovery attributable to expansion.

Finally, is there any Green component to the site? Certain surfaces will increase ground temperatures. In Chicago green roofing is used to reduce fuel costs and is better for the environment. There are a number of green components that can be used especially ground cover. Where is this component of the plan?

Metro has been a reasonably good neighbor, I wish for this relationship to continue to be a mutually beneficial one.

APPENDIX B

NOTICE OF AVAILABILITY OF PUBLIC HEARING REPORT

Washington Metropolitan Area Transit Authority
Proposed Southern Avenue Bus Garage Replacement
Prince George's County, MD
Docket R12-02

DRAFT PUBLIC HEARING STAFF REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the draft staff report for a proposed replacement of the existing Southern Avenue Bus Garage in Prince George's County, MD is available for review and comment from January 15-25, 2013. The document addresses comments on the Environmental Assessment and plans for the proposed replacement of the bus garage received at the public hearing held on December 17, 2012, as well as written comments received during the public comment period. Comments on the draft staff report will be accepted until 5 p.m. on Friday, January 25, 2013. The report is available on-line at www.wmata.com/hearings and during business hours at the following locations:

WMATA
Office of the Secretary
600 Fifth Street, NW, Room 2D-207
Washington, DC 20001
202-962-2511
(Please call in advance to coordinate)

Suitland Community Center
5600 Regency Lane
Forestville, MD 20747
301-736-3518

Fairmount Heights Library
5904 Kolb Street
Fairmount Heights, MD 20743
301-883-2650

Hillcrest Heights Library
2398 Iverson Street
Temple Hills, MD 20748
301-630-4900

Morningside Matthew P. Rosch Municipal Center
6901 Ames Street
Suitland, MD 20746
301-736-2300

Oakcrest Community Center
1300 Capitol Heights Blvd
Capitol Heights, MD 20743
301-736-5355

John E. Howard Community Center
4400 Shell Street
Capitol Heights, MD 20743
301-735-3340

HOW TO SUBMIT WRITTEN COMMENTS

Written statements and exhibits must be received by 5 p.m. on Friday, January 25, 2012 and may be emailed to writtentestimony@wmata.com, or mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Alternatively, you may send a fax to 202-962-1133. Please reference the Docket Number R12-02 in your submission. All comments received may be posted, without change, to www.wmata.com/hearings, including any personal information provided.

metro