

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

☒ Action ☐ Information

MEAD Number:
202124

Resolution:
☒ Yes ☐ No

TITLE:

Bladensburg Bus Garage Approvals

PRESENTATION SUMMARY:

Staff reviewed public feedback on the reconstruction of Bladensburg Bus Garage, and request approval of the Final Public Hearing Staff Report, selection of the preferred alternative, amendment to the Mass Transit Plan and authorization for the General Manager/Chief Executive Officer to acquire property for the project valued over \$1 million.

PURPOSE:

The purpose of this item is to seek Board approval of the Final Public Hearing Staff Report, selection of the preferred alternative, amendment to the Mass Transit Plan, and authorization for the General Manager/Chief Executive Officer to acquire property valued over \$1 million for the project.

DESCRIPTION:

Board approvals necessary to move forward with the project to replace the existing Bladensburg Bus Garage

Key Highlights:

- The existing bus garage opened in the early 1960's is being rebuilt on the existing site consistent with the design approach used for the three new garages opened this decade.
- The Compact requires a public hearing because the redesigned bus garage requires the acquisition of property and will build separate entrances for buses and employee vehicles thereby amending the Mass Transit Plan.
- The public hearing held September 10, 2019. Twelve people testified; 37 comments received during open comment period.

Background and History:

WMATA has overseen the design and construction of three new buses garages during that last decade. The methodology for each of those garages was applied to the design approach for the reconstruction of the Bladensburg Bus

Garage. The concept prepared for rebuilding Bladensburg at its existing location includes rebuilding a garage with slightly larger capacity (increase from 282 buses to 300 buses) and creating the ability to house more articulated buses. Additionally, on-site parking for employees will be built which will replace offsite parking at a leased lot. As the design was developed, it became clear that the current vehicular entrance would need to be relocated.

The final plan includes a dedicated entrance for buses and a separate entrance for employee vehicles, with one of the entrances requiring WMATA to acquire four adjacent properties. The acquisition of adjacent property and the construction of two separate vehicle entrances will result in an amendment to the Mass Transit Plan and, thus, required a Public Hearing. The Board was briefed on the project and approved the public hearing on July 11, 2019.

Discussion:

The Mass Transit Plan must be amended to reflect the acquisition of new property and the proposed expansion and changes to the layout of the facility. The Compact requires public hearing for Mass Transit Plan changes. The proposed changes to the Mass Transit Plan were transmitted to the entities and agencies enumerated in Section 15(a) of the Compact, and to others, as required in Section 15(b) of the Compact. A copy of the proposed changes to the Mass Transit Plan were also made available for public inspection on-line and in the Office of the Board Secretary.

A public hearing was held on September 10, 2019, where twelve people testified. Thirty-seven comments were submitted during the open comment period. The feedback was included in a Public Hearing Staff Report with responses provided and published for comment. There was no additional feedback provided on the Public Hearing Staff Report. The Final Public Hearing Staff Report addresses all comments received and makes a recommendation for the preferred alternative.

The rebuilt bus garage would have two entrances instead of one to separate bus traffic from employee vehicles. Project elements include a building that will house for revenue fleet maintenance, bus operations, bus fueling, space to accommodate the infrastructure to support battery electric buses, and a parking deck. The project is estimated to cost \$200-\$300 million.

One of the new entrances is located on property WMATA does not own. Additionally, four properties would have to be acquired. As a result, staff is seeking authorization for the General Manager/Chief Executive Officer to acquire the properties necessary for the project, which properties may exceed \$1 million in value.

FUNDING IMPACT:

Project Manager:	John D. Thomas
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TIMELINE:

Previous Actions	July 2019 - Board approved holding a Public Hearing September 2019 - Public Hearing was held
Anticipated actions after presentation	Close the environmental evaluation process in January 2020

RECOMMENDATION:

Board approval of the Final Public Hearing Staff Report, selection of the preferred alternative, amendment to the Mass Transit Plan, and authorization for the General Manager/Chief Executive Officer to acquire property valued over \$1 million for the project.

SUBJECT: APPROVAL OF PUBLIC HEARING STAFF REPORT AND AMENDMENT TO THE MASS TRANSIT PLAN TO MODIFY THE BLADENSBURG BUS GARAGE FACILITY AND APPROVAL TO ACQUIRE REAL PROPERTY

2020-03

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Compact Section 15 requires the Board to transmit proposed changes to the Mass Transit Plan to certain enumerated agencies and to conduct a public hearing, and Resolution 2011-30 requires Board approval to acquire real property valued over \$1 million; and

WHEREAS, Resolution 2019-22 authorized staff to conduct a Compact public hearing and perform other actions for the proposed changes to the Bladensburg Bus Garage site (Bladensburg Bus Garage Project); and

WHEREAS, A report on the results of the public outreach and the public hearing regarding the Bladensburg Bus Garage Project entitled *Public Hearing Staff Report, Docket R19-02: Proposed Modifications to Bladensburg Bus Garage Facility* (Staff Report), was presented to the public for review and comment on October 9, 2019, and the public comment period closed on October 18, 2019; and

WHEREAS, The Board has reviewed and considered the attached Staff Report; and

WHEREAS, WMATA intends to acquire four properties for the Bladensburg Bus Garage Project with one or more of the properties valued over \$1 million;

NOW, THEREFORE, be it

RESOLVED, That the Board approves the attached Staff Report; and be it further

RESOLVED, That the Board amends the Mass Transit Plan to include the Bladensburg Bus Garage Project; and be it further

RESOLVED, That the Board authorizes the General Manager and Chief Executive Officer or his designee to acquire the properties necessary for the Bladensburg Bus Garage Project; and be it finally

RESOLVED, That, in order to meet the Bladensburg Bus Garage Project's timeline, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Patricia Y. Lee
General Counsel

WMATA File Structure Nos.:

12.7.2 Master Plans/Mass Transit Plan (including transit zone modifications)

21.1.1 Fee Simple Acquisition

**Public Hearing Staff Report
Docket R19-02:
Proposed Modifications to Bladensburg Bus Garage Facility**

PUBLIC HEARING REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the Public Hearing Staff Report on proposed modifications to the Bladensburg Bus Garage Facility is available for review and comment from October 9, 2019. The document addresses comments on the proposal received at the public hearing held on September 10, 2019, as well as comments received during the public comment period. This comment period on the Public Hearing Staff Report is your opportunity to make sure your comments were accurately characterized in the Staff Report, and send clarification if desired. Comments on the Public Hearing Staff Report will be accepted **until 5 p.m. on October 18, 2019**. The report is available online at wmata.com/plansandprojects and during business hours at the following locations:

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

Woodridge Neighborhood Library
1801 Hamlin Street, NE
Washington, DC 20018
202-541-6226

HOW TO SUBMIT WRITTEN COMMENTS ON THE PUBLIC HEARING REPORT

Written statements and exhibits must be received by **5 p.m. on Thursday, October 18, 2019**, and may be emailed to WMATAHearingReport@wmata.com, or mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Please reference "Bladensburg" in your submission. All comments received become a part of the public record, which may be made available to the public and may be posted, without change, to wmata.com, including any personal information provided.



PUBLIC HEARING STAFF REPORT

STAFF ANALYSIS OF THE PUBLIC HEARING AND STAFF RECOMMENDATIONS

**PROPOSED MODIFICATIONS TO THE
BLADENSBURG BUS GARAGE FACILITY
WASHINGTON, DISTRICT OF COLUMBIA**

Hearing No. 626
Docket No. R19-02
September 10, 2019

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)**

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Appendix A - WMATA Metrorail Public Hearing Notice
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Attachment 3 -- Public Hearing Notice to Public Agencies

Appendix B - Comments
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Appendix C -- Public Hearing Presentation

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
PUBLIC HEARING STAFF REPORT
REVIEW OF PUBLIC HEARING TESTIMONY AND STAFF RECOMMENDATIONS
PROPOSED MODIFICATIONS TO THE BLADENSBURG BUS GARAGE FACILITY
WASHINGTON, DISTRICT OF COLUMBIA
HEARING NO. 626
DOCKET NO. R19-02

This report presents a review of the public hearing held on September 10, 2019, including material submitted for the public hearing record. Included in this report are recommendations from various WMATA staff concerning proposed modifications to the Bladensburg Bus Garage Facility, Washington, District of Columbia.

This report contains the following sections:

- I. Introduction
- II. Communications and Outreach to the Public
- III. Summary of the Public Hearing
- IV. Summary of the Staff Presentation
- V. Supplemental Correspondence Submitted for the Record
- VI. Compact Article VI Section 15 - Other Agency Review and Comments
- VII. Responses to Comments Received for the Record
- VIII. Comments Overview and Staff Recommendations

Appendix A - WMATA Metrorail Public Hearing Notice
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Appendix B - Comments
Attachment 1 -- Public Hearing Transcript
Attachment 2 -- Written Correspondence Comments
Attachment 3 -- Website Comments

Appendix C -- Public Hearing Presentation

I. INTRODUCTION

WMATA proposes to demolish the existing structure and reconstruct a new bus maintenance facility at Bladensburg Bus Garage, Washington, DC. As part of this effort, WMATA would relocate the entrance for the bus garage from its current location to a point further north on Bladensburg Road and create a second entrance for employee vehicles on 25th Place NE. The Bladensburg Bus Garage is located on a 17.59-acre site in northeast Washington, DC, which will increase to 18.61 acres upon completion of the proposed project. The garage is bounded by 25th Place NE, Douglas Street NE, Bladensburg Road NE, and a CSX railroad line. The existing site consists of 246 parking spaces for 40-foot-long buses and 36 parking spaces for articulated buses.

The planned development will create 200 parking spaces for 40-foot-long buses, 100 spaces for articulated buses, and 560 spaces for employee parking (including 62 dedicated spaces for non-revenue vehicles). The current garage facility only provides on-site parking for buses and non-revenue vehicles. The new facility will continue to provide services such as cleaning (interior and exterior), inspections, running repairs, heavy repairs and service, parts storage, crew reporting and dispatching, and employee service and welfare areas.

Property acquisition would be necessary for construction of the bus garage, including three properties located on 28th Street, NE. Additionally, WMATA will apply to close the cul-de-sac on Douglas Street, as shown in the General Plans for the project.

Details of the proposal are shown in the General Plans; this document and the Notice of Public Hearing were available online at:

<http://www.wmata.com/plansandprojects>

Also, these documents were available for inspection during normal business hours at the following locations, commencing August 9, 2019.

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington, DC 20001
202-962-2511

Woodridge Neighborhood Library

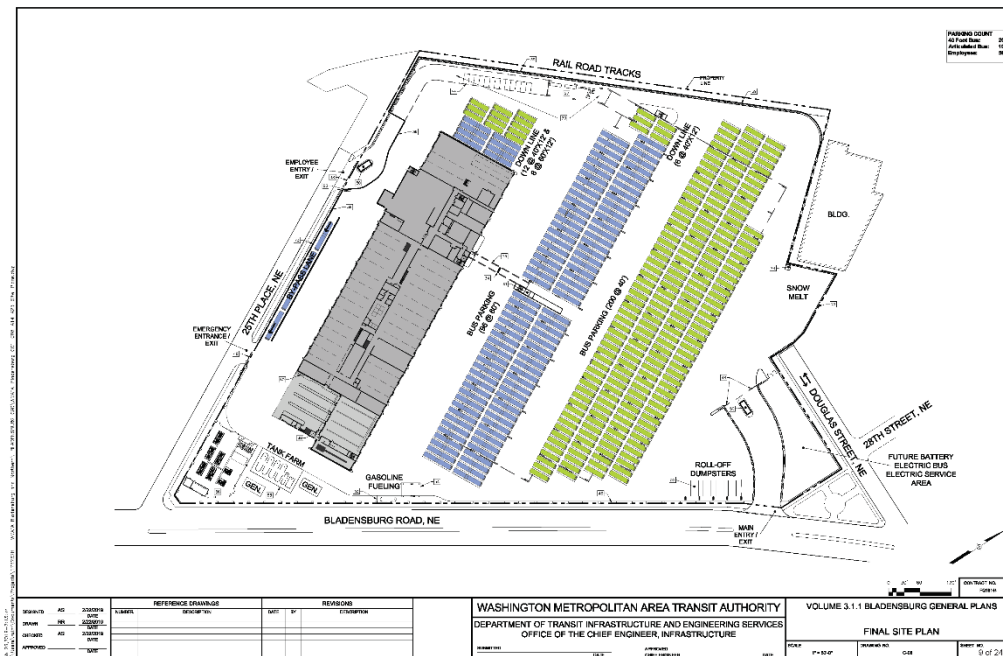
1801 Hamlin Street, NE
Washington, DC 20018
202-541-6226

II. COMMUNICATIONS AND OUTREACH TO THE PUBLIC

Introduction

As one of Metro's oldest bus garages, the Bladensburg Bus Garage located in northeast Washington DC, has served as a bus operations and maintenance facility for nearly 60 years. Metro is proposing to rebuild and modernize this crucial facility, including increasing the size of the site approximately one acre in order to incorporate a state-of-the-art garage that can hold up to 300 buses, separate entrances for buses and employee vehicles, and on-site employee parking. If the proposal is approved by the WMATA Board of Directors, property acquisition along 28th St NE, a closure of a cul-de-sac on Douglas St NE, and a nearby temporary bus and employee parking lot would be necessary for the construction of this facility.

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



Communications & Outreach to the Public

In order to encourage feedback on the proposal, as well as to fulfill Metro's Public Participation Plan, Metro tailored a communications and outreach plan that focused on local residents, community representatives, businesses and property owners near the impacted area.

Below is an overview of all communications and outreach efforts conducted during the comment period from Saturday, August 10 through 5:00 p.m. Friday, September 20, 2019:

- Stakeholder communication & meetings
- Targeted marketing & media
- Open house & public hearing on Tuesday, September 10, 2019

The public had the opportunity to provide feedback on the record through the following sources:

- Online feedback form in English and Spanish
- Verbal and written public testimony at the Public Hearing
- Written comments received by the Board Secretary's Office

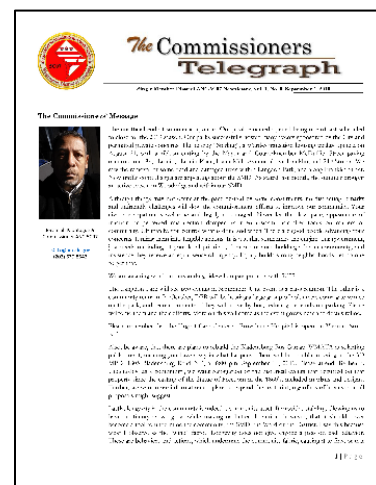
Stakeholder Communication

Local stakeholders helped to spread the word and encourage feedback from their constituents about the proposal.

- The Office of Government Relations (GOVR) provided information about the proposal via in-person visits and email communication to local staff. GOVR met with District Councilmember Kenyan McDuffie and staff and the Chair of the Advisory Neighborhood Commission (ANC) 4C. GOVR also attended the ANC 5C monthly meeting on February 27, 2019, the ANC 5C04 Single Member District meeting on August 13, 2019, and the Arboretum Neighborhood Association Meeting on March 12, 2019. GOVR also emailed the hearing notice and accompanying materials to the following groups: ANCE 5C Commissioners, Woodridge Civic Association, Woodridge South Civic Association, Councilmember McDuffie's staff and Mayor's Ward 5 Community Outreach liaisons.

This information was shared with constituents through the Ward 5 listservs by Councilmember McDuffie's office and *The Commissioners Telegraph*, the ANC 5C-07 Single Member District Newsletter.

- The Office of External Relations notified three local property owners impacted via mail. The mailing included a letter, flyer in English and Spanish, and a copy of the legal notice.
- Metro employees were notified about the proposal through the General Manager's weekly email newsletter "A Message from the GM" on August 2, 2019. A follow-up reminder email was sent to all employees on September 9, 2019 by the Manager of Employee Relations and included in an additional General Manager's weekly email newsletter on September 13, 2019. Fliers about the project were also posted on employee bulletin boards at the current Bladensburg Bus Garage.
- The Office of Equal Employment Opportunity notified thirty local Community Based Organizations about ways for their constituents to provide feedback about the proposal, including information about the open house and public hearing and the English and Spanish flyers, on August 12, 2019 as well as a reminder on September 20, 2019.



ANC 5C-7 Newsletter, September 1, 2019

Metro used targeted marketing and media strategies to increase awareness and encourage feedback on the proposal.

- [illegible]

Proposed Reconstruction of Metro's Bladensburg Bus Garage

Metro is seeking feedback about the proposed reconstruction of the Bladensburg Bus Garage located in northeast Washington, D.C.

As one of Metro's oldest bus garages, the Bladensburg Bus Garage located in northeast Washington, D.C., has served as a bus operation and maintenance facility for nearly 60 years. Metro is preparing to rebuild and modernize this critical facility, including increasing the size of the site approximately one acre in order to incorporate a state-of-the-art garage that can hold up to 300 buses, separate entrances for buses and employee vehicles, and on-site employee parking.

To get more information about this proposed facility, including the environmental report and general public info, visit wmata.com/plansandprojects.

©2010 Project Concept, Proposed Construction, and/or Other Information. All Rights Reserved.

Please provide your feedback by 5:00 p.m. on Friday, September 20, 2010:

Provide your written comments at wmata.com/plansandprojects

Attend the Open House, at 8:00 p.m., and Public Hearing at 6:30 p.m. on Friday, September 10 at MHD, 3000 Sully Station, 1606 Bladensburg Road, N.E., Washington, D.C.

Public feedback will be provided to the WMATA Board of Directors for approval in late 2010. If approved, property acquisition along 29th St. N.E. is a phase of a rail-spoor or Douglas St. N.E., and a new bus temporary storage and service building if needed is necessary for the reconstruction of this facility.

Public feedback will be provided to the WMATA Board of Directors for approval in late 2010. If approved, property acquisition along 29th St. N.E. is a phase of a rail-spoor or Douglas St. N.E., and a new bus temporary storage and service building if needed is necessary for the reconstruction of this facility.

English/Spanish flier

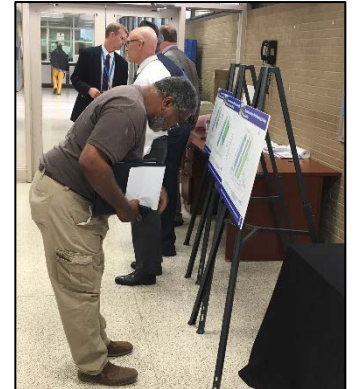
Open House & Public Hearing

Metro hosted an open house and public hearing on Tuesday, September 10, 2019, at the Metropolitan Police Department District 5 Substation, 1805 Bladensburg Road NE, Washington DC. The MPD District 5 Substation is ADA accessible and conveniently located on Metrobus Route B2.

Signage throughout the open house and public hearing was in English and Spanish, and copies of the notice were available in Spanish.

The open house began at 6:00 p.m. and provided the opportunity for attendees to speak with members from WMATA's project staff.

Details of the public hearing are presented in Section III.



III. SUMMARY OF THE PUBLIC HEARING

The public hearing was held on Tuesday, September 10, 2019, at MPD District 5 Substation, 1805 Bladensburg Road, NE, Washington, D.C. The hearing was chaired by WMATA Board of Directors Chair Paul Smedberg, and was convened at approximately 6:30 P.M. Approximately 25 people attended the meeting.

Following an opening statement by Mr. Smedberg, WMATA staff described the proposed facility. The staff presentation is summarized in Section IV of this report.

The background and supporting documentation included the following:

- Copies of the Public Hearing notice,
- The Environmental Report, and
- General Plans.

The following individual testified at the hearing:

- Mr. Jeremiah Montague
- Mr. Carlos Davis
- Mr. Daniel Pronio
- Mr. Steve Hanifi
- Mr. Andrew Moiseff
- Mr. Lee Bellamy
- Mr. Randall Chandler
- Ms. Jacqueline Manning
- Ms. Darlene Oliver
- Ms. Darlene Nelson
- Mr. Jim Fenwick
- Ms. Frances Penn

The public hearing closed at 7:15 P.M.

IV. SUMMARY OF THE STAFF PRESENTATION

Mr. Smedberg opened the hearing and explained that the hearing had been advertised in the *Washington Post*, *El Tiempo Latino*, and the *Washington Hispanic*. He explained the purpose of the public hearing was to receive comments, suggestions and alternatives on the Proposed Modifications to Bladensburg Bus Garage Facility. Mr. Smedberg then explained the hearing procedures and explained that changes to the options presented may be proposed in response to testimony received and subsequent staff analysis.

Mr. James Ashe, WMATA Senior Program Manager, delivered the staff presentation. Mr. Ashe explained that the project was the re-construction of the facility, and he provided an overview of identified environmental impacts.

The transcript and presentation are presented in Appendix B and Appendix C, respectively.

PROPERTY REQUIREMENTS

WMATA proposes to acquire three properties for modifications to the Bladensburg Bus Garage. These properties are located adjacent to the existing facility. Acquisition of these three properties will result in displacement of three tenants. WMATA will conduct the property acquisition process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

V. SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD

The Public Hearing record remained open until September 20, 2019. One written comment was received.

VI. COMPACT ARTICLE VI, SECTION 15 - OTHER AGENCY REVIEW AND COMMENTS

Copies of the Public Hearing notice were sent to federal, state, regional and local agencies.

VII. RESPONSES TO COMMENTS RECEIVED FOR THE RECORD

Comments were separated into 13 categories according to the nature of the comment. All comments are presented below in italicized text, with the commenter name and/or a comment number. Those names and numbers can be cross-referenced to the unedited comments shown in Appendix B. Comments are grouped around an issue; a summary and a response is offered at the end of each issue.

A. Support for Project

- 1 *Bladensburg is an essential bus division for the regional Metrobus system. Since Northern division closed in June, several routes and buses had to be dispersed throughout the system, with many lines and blocks transferring to Bladensburg. Capacity at Bladensburg must be drastically expanded, since local and regional Metrobus service has to be increased to become competitive with other modes of transportation, such as personal vehicles or ride share. If Metrobus is a reliable and affordable option, ridership will increase, as well as revenue. A fundamental principle of transportation is that service drives demand. Therefore, on top of a regional sales tax negotiated with the jurisdictions to fully fund local contributions comparable to other US cities, farebox revenue will increase. With extra bus capacity and ridership, traffic will decrease and our air quality will increase due to less people driving. Also, there will be more economic opportunity for all of DC and the rest of the region with reliable, ubiquitous transit. Expanding the capacity of Bladensburg division drastically, along with increasing buses at other lots around the region, will play into Metro's best financial and economic interests in the long-term. Finally, an expansion of Bladensburg with the existing CNG pumps will enable a further expansion of the alternative-fuel fleet in the near future. Within ten years however, an electrification of the Metrobus fleet is necessary to begin for even less carbon footprint and operating costs.*
- 2 *I think it'll be a good idea since we really need more longer buses for some routes that will be crowded at times. The more longer buses the better. Plus clean electric buses will also be nice.*
- 6 *This is a great project to enhance the bus garage. This will bring the garage and services metro is capable of offering into the future. Hopefully this can support an all electric bus fleet throughout the city soon.*
- 10 *I'm glad that Metro is investing in and modernizing our bus garages! Thank you! The page on this project does not show a much information on the project, for example why this garage was selected over others, aside from it's age, or about any plans to change how the garage will be used. I wish this information was more accessible. Beyond that, I noticed that BEB infrastructure is being included in the rebuild of this site, which is really exciting (I think, if I read the plan right). My hope is that as a CNG/BEB facility the new Bladensburg Garage can be a model the shows a bus garage can have a low-impact on the community it's located in (maybe even a positive one?1); making is easier to put garages in more diverse locations. I hope that Metro keeps that in mind in the design of this project, the flow of buses, maintenance equipment, comfortable places for mechanics and bus operators to work and rest, etc are critically important, but the attractiveness of the site, landscaping opportunities, fencing, curb-cut safety for pedestrians, and building design should matter too because it's important that Metro can keep our urban bus garages and maybe one day increase their numbers. Disclaimer, I was recently hired by WMATA although I have no relationship to this project. I write this as a transportation planner and life-long DC resident and transit user.*
- 11 *I support this project. Employee parking is troublesome now and am happy to see employee parking added to the site.*

- 12 This particular area is very much due for an upgrade. Though I am not a fan of any “depot” style developments in the city, we also have to recognize the positive growth and what this change will contribute to the community.
- 13 It would be great if there was a dedicated office space for the Special Police Division. Maybe a little locker room too.
- 14 I think its a great idea. Modernization will also spur growth/development in and around that area.
- 16 Hello, I believe that the reconstruction of the Bladensburg bus garage is a good idea. I believe that it will add much needed curve appeal to the Gateway and Ft. Lincoln neighborhoods. Also, it will provide parking for a lot of employees so that the congestion on Bladensburg Rd. will be kept to a minimum. When the construction is completed and the employees return, they will have a another level of pride knowing that a location that has served the district for so long has a fresh and new feel. THANKS!!!
- 22 *I like the idea of creating a New State-of-Art Facility, but I have concerns with the Traffic on New York Ave and Bladensburg Road. In the mornings, and the evenings. Metro should be working with DDOT for a comprehensive plan for allow for employees and buses to navigate in and out of the new facility. I know this new facility would vitalized and rejuvenate the area, which is much needed. I look forward to the progress and updates. Thank you.*
- 23 *It's going to be a good idea since the garage is old and if it's rebuilt, it can hold additional longer buses and hold more buses for more service in DC.*
- 25 *As a Bus Operator at the division, Modernization of the Bladensburg bus garage would be very beneficial. On site parking would definitely aid in decreasing the number vehicle thefts, break-ins and accidents.*
- Enhancing the facility to include a gym, and a quiet place to relax and/or nap, just to name a few, would tremendously help with the overall performance of the operators. Between family time, operating the bus, travel time/breaks and keeping schedule, it is quite difficult to find the time to be able to adequately focus on ourselves, but with these amenities located conveniently within the division, it would be a start to focus on our health and well being.*

Summary

Twelve comments expressed support for the project.

Response

Comments noted.

B. Opposition to Project

- 7 MR. DANIEL PRONIO- PRESIDENT-NORTHEAST IRON WORKS, INC., located at 2632 Douglas St.,NE,Washington, DC 20018 This construction as per plans will Greatly Hinder our Business and day to day Operations. As per drawings that the METRO has provided, the cul-de-sac access located at the end of Douglas St.,NE that is used to deliver materials and operate our business will be closed off and we will not have any access to our building to operate. We have been at this location for over 50 years, have our CBE license, payed taxes and have been a successful small business in DC and do not wish to nor can afford to relocate. As a small business owner I am Greatly Opposed to the reconstruction of the Bladensburg Bus Garage as planned.
- 4 [Correspondence addressed to] *Council Member of Ward 5*

Mr. Kenyan R. McDuffie
2632 DOUGLAS STREET, N.E.
WASHINGTON, D.C. 20018
PHONE: (202) 529-9440
FAX: (202) 832-3823
RE: Proposed Reconstruction of Metro's Bladensburg Bus Garage

Sir,
I am writing you as the President of Northeast Iron Works, Inc. located at 2632 Douglas St., NE, Washington, DC 20018. We have been provided with construction plans for the Metro Bus Garage expansion project and are greatly opposed to basically "the closure of the cul-de-sac on Douglas Street as shown in the General Plans for the project". The access to our business (Northeast Iron Works) is located at the beginning of the circle on Douglas St., NE (see attachment) and the closure of the circle would greatly hinder availability for deliveries of materials, walk in customer's, and parking for our business. We have been a well established business at this location for over 50 years, are a CBE and always paid the necessary taxes that are needed for 'Clean Hands Certification' and to maintain our continual Business License. A public hearing is being held on September 10, 2019 (see attachment) and we would appreciate your recommendation of not closing the cul-de-sac located on Douglas Street, NE so that we can maintain our business.
Respectfully,
Daniel Pronio

Summary

Two comments expressed opposition to the project.

Response

Comments noted. Where possible, WMATA will work with local owners to mitigate impacts.

C. History of the Site

Montague: First, as a Commission ANC 5C is not discussed in the matter, as Commission historian, I'm speaking on behalf of my constituents, including residents of greater Woodridge and neighbor communities within Ward 5. We acknowledge the Bladensburg Bus Garage, bus facility and garage and maintenance shops and have had a long coexistence dating back to 1962. This here is a chart where they built the first flagship depot for DC transit.

In this (inaudible) they created new buses, the new look buses in the District of Columbia, not all occurring was a mutual benefit. Community demands of hard fought negotiations caused the noise pollution and maintenance racket to lessen.

Historically, the present facilities sent upon a site which was once Howard's Carpenter Studios. This is where we updated when the statue of Freedom was placed on top of the unit Capitol now, and at the direction of the site. Later people came by trolleys along the piped stream and the mineral streams which fed Hickory Run and then the Anacostia. The standard marine company where (inaudible) originated once called this place home. The Quarry Baking Company invented mass production of bread on this site. The Fleischman distillery company had a distillery that produced the finest gin and medicinal alcohol.

The B&O Railroad Company had rails for its (inaudible) property connected to Congress from 1850's until 1960. For a time, the dairy farm actually produced ice cream transported from that site to settlers of 14th Street and U Streets in Northwest.

Even though the events are little known events, but they were well documented and

vitally important our communities and evolution.

Because your plan proposes to alter substantially and moderately with its presence, we ask that you firmly commit in your proposed design, to acknowledge these fact events both tangibly and historically being a good member of a community we encouraged.

We also ask that you promote the depot's history, good or bad, forthrightly and not as tangentially or moderately insignificant. This will increase knowledge of the impacts and influences of this community and the lives of the people who have worked here as well as resolve community engagement.

A mural, incorporating the full extent of your perimeter fencing, might accomplish this request. The proposed expansion at 28th and Douglas creates a dilemma. It proposes a portion of 28th Street Northeast to accommodate branches and add a new bus entry. If successful, this also extends probably to the northwestern line of Reservation 313E. As stated, this would be insignificant public space, but it's not. Resulting from the extension of the permit system of highways in 1910, and later on Douglas Street Northeast and 28th Street, north of the old Motel One Turnpike, Anacostia first -- America's first Congressionally chartered toll road.

Summary

Commenter requests WMATA commit to acknowledge the history of the site by placing a mural at the site.

Response

WMATA appreciates the recommendation. Working with the Federal Transit Administration and the District of Columbia Historic Preservation Office, WMATA is developing a Programmatic Agreement under Section 106 of the National Historic Preservation Act. This agreement will guide historic preservation efforts.

D. Traffic Impacts

Issue: Traffic on New York Avenue

Penn: I know that we need to do something down there for the bus barn, but we also have to think about the other impacts, problems we're going to have. We have these hotels in this area, that's the main thoroughfare. In the morning if you sat up there between 6 and 9, you can't get across if you walk. So, with this all coming together it's a problem. It's a big problem,

Manning It's going to also impact New York Avenue as well with the flow of traffic coming in.

Summary

Two comments expressed concern about traffic on New York Avenue. The traffic analysis did not identify any change in traffic impact to New York Avenue associated with the re-constructed bus garage. During construction, most bus traffic across New York Avenue will occur before or after the peak traffic hours, so no impact is projected.

Response

Comments acknowledged. Traffic is a major concern in the region.

Issue: Traffic on Bladensburg Road

Montague: *The closing will redirect traffic south to Douglas Street and north of Bladensburg Road, closing off a portion of 28th Street that's still in (inaudible).*

There are other concerns during the project, one of them has to deal with the redirection of the buses, the redirection of the service -- natural gas service lines that come from 24th and Channing under the railroads into the back of the property.

And there is not a great deal that's been said about it. The last major concern is of the number of buses that are planned to operate out of this facility once the new facility is finished, okay.

Nelson: *My name is Darlene Nelson. I live at the [redacted] block. I live in the [redacted] Northeast. One of my concerns is what would you do with the flow of traffic because a lot of traffic comes in from Maryland, making sure it goes is a major way for people coming into our wards.*

It can take you 15 minutes sometimes if you want to get from 28th Street to New York Avenue, and that's only about a couple of blocks. So, when you start construction there, what would happen with the traffic? Do you have any plans for changing the lights or something where traffic would flow more smoothly? Right now, it does not flow at all in the morning, when you start construction work it's going to slow it up.

Oliver *My name is Darlene Oliver. I'm the ANC for 5C-05, which is I guess south of here. We're kind of in the middle and we have -- Brickwood Community, thank you.*

My issue is there is a proposal to put 238 school buses in my area, which is on W Street. We've got 238 school buses, and you're going to have 248 standard buses, this is all going to happen within a mile and a quarter area.

You're going to have to have -- and that could impact New York Avenue. It's going to impact 18th Street, all the streets, there's no way it's not going to. On top of that, you're going to have more than 400 employees, so you're talking about large numbers of people moving at intervals of -- in the morning and then in the afternoon. So, rush hour is going to be an absolute disaster.

So, I just wanted to put out there how many moving vehicles there are going to be in the morning and basically in the afternoon, and the buses will be moving all day. The school buses will start moving if it goes through at 4 a.m. and then they're going to come back at 3 a.m. and buses will be moving at all times.

So, the impact on the area and the residents is going to be incredible. I want you to take that into consideration, thank you.

15 *Any additional development impacting Bladensburg, New York Ave, Montana Ave, Franklin St, and RI Ave NE should be staggered. Residents already experience traffic gridlock due to the large amount of commuter traffic that uses these roads. To add the reconstruction of this facility in tandem with the huge development planned on NY Ave, plans for Brookland Manor at RI and Montana Aves, without doing anything to adjust the traffic patterns is a slap in the face to residents of this corner of Ward 5.*

20 *To Whom it may concern,*

I am a strong proponent of public transit in the DC area, and was excited DC's buses and bus drivers are getting some long-overdue attention. However, my neighborhood is directly north of the Bladensburg Bus Garage; now that I have read and understood the proposed reconstruction plan for it, I am concerned about the traffic impacts of the position of the proposed main entry/exit to be used by the buses. Currently the main entry/exit is positioned midway along a long block between 25th Pl. and 28th St. (V St. and Channing St. on the east side of Bladensburg St). The proposed location is on a short block between Douglas St. and Channing St. on the east side of Bladensburg St. As discussed below, I propose the current bus access point be retained and/or at the very least, the proposed one be re-positioned.

The current entry/exit intersection includes dedicated a bus garage traffic light, giving buses from the south time to make a left turn and a long stretch of road in both directions where through traffic accumulates at red lights. Even so, we occasionally see METRO workers directing traffic to get the buses in and out efficiently. Relocating the main entry/exit point closer to a through-traffic-light intersection will not improve the movement of buses into and out of the facility. In addition, the proposed location is opposite the loading zone of a long-time neighborhood family business, Action AI's Tire shop (AAT). The proposed change will further limit through-traffic flow, and possibly adversely impact AAT's shop by blocking their delivery zone. What provisions are being made with the new access point to allow for the free flow of traffic and access to AAT?

The proposal also includes the sequestration of 28th St. south of Douglas St. This street is used by us and our neighboring residents and businesses located north of the Bladensburg Bus Garage, including: ANT Towing, Northeast Iron Works, DC Central Kitchen, Margret's Soul Food Truck and Catering, C&W Repair and Body Shop, and Capitol Services and Supplies. Additionally, there are three churches in this neighborhood affecting traffic flow outside commercial business hours. Our neighborhood north of the Bladensburg Bus Garage is already limited geographically by train tracks and major thoroughfares*: CSX train tracks to the west, South Dakota Rd. to the north, and Bladensburg Rd. to the east. There is currently no left turn from Bladensburg Rd. onto 30th St. or Evarts St.* Although I see a small WMATA benefit of closing this portion of the street, access into and out of our neighborhood will suffer. The closure of 28th St. will require left turns onto Douglas (one short triangular block from the proposed main entry/exit) which will dramatically affect bus movement any time a vehicle tries to enter the neighborhood.*

I do not see that the current development plan sufficiently addresses this. This change will definitely negatively impact traffic in the neighborhood north of the re-development. While the proposal claims the improvements are "not predicted to affect the Level of Service at the closest intersections beyond acceptable planning standards" and "anticipates preparation of DDOT transportation study which will review traffic loads and signals in the vicinity", this redevelopment will at the very least radically alter our neighborhood's traffic flow, and possible solutions must be addressed prior to redevelopment.

I strongly recommend that the current main entry/exit access point be retained. Other suggestions would include locating the main entry/exit, with dedicated traffic lights, opposite Channing St., or using two lighted intersections (the current one and one opposite Channing St.) for entry and exit.

*Sincerely,
Ewan Plant*

**these notes do not include the businesses located on Bladensburg Rd. south of 30th St. except Action AI's Tire Company. Unlike the businesses located between Channing St. and V St. several of these businesses do not have off-street parking. The access into the neighborhood allows for the flow of traffic, except buses, from South Dakota through 30th St. onto Bladensburg Rd. There is a lighted left turn from Bladensburg to South Dakota Ave which facilitates traffic movement around the neighborhood.*

Summary

Five comments focused on traffic on Bladensburg Road, including suggestions for better traffic management and staggering of traffic loads. One comment suggests maintaining the entrance at its current location as a way to better manage traffic.

Response

Comments acknowledged. WMATA recognizes the challenges of traffic in the region, and strives to minimize those impacts by the nature of its mission. The entrance should be moved to a new location, in order to support more efficient operations.

E. Closure of 28th Street and Douglas Circle

Issue: Closure of Douglas Circle

Pronio

We're located at 2632 Douglas Street Northeast. We've been in business for 64 years, 56 of that we've been at the current location.

The proposed reconstruction of the Bladensburg Metro will have detrimental impacts for business. They state that they will close off the cul-de-sac in our driveway and at the beginning of the circle.

So, if they determine to close it all and put a fence across it, it will greatly hinder availability of delivery of the materials and harm to our customers. We have steel deliveries at least three or four times a week with 20 to 40-foot tractor trailers that drive into the circle, back into our lot where we unload the steel with a forklift.

If the truck does not have access to the circle, the truck will go back down Douglas Street where we can unload the steel from the Street hopefully, and carry it into our establishment, or unload it in our lot across the street at 2532 28th Street, not to mention we have two trucks that leave our lot every morning and come back in the afternoon.

I'm assuming they would have to make a three point turn to get into our place of business.

Next is requiring our company lot to immediately avoid parking and storing of building materials and hopefully a future building to expand our business. We have 13 employees that park in our lot, without this they will have to find street parking, which is difficult, not to mention we will no longer have the extra space for storage.

If they close the circle, we will need this lot to unload our materials. Also, they state the circle will be an entrenching entrance for the next three years. It will cause more concern about traffic on our street.

17

As an employee and minority owner of Northeast Iron Works located at 2632 Douglas St., NE, Washington, DC 20018 (cul-de-sac entrance/exit to our business) I, Kathleen Eubanks, Sect/Treas. of the business am GREATLY concerned about the cul-de-sac closure. Is the closure of the cul-de-sac really necessary? Does it give you that much more space? This closure will impede our business for delivery of materials (a 40'+ tractor trailer full of steel products) and dispatch of our (3) trucks to service our clients in the DC, MD, VA area. Our business has been at this location for over 50 years and it would be very costly for us to relocate in DC, we are very

*proud to be a DC operation and CBE business. We ask you to please keep the cul-de-sac open so we can continue to operate and be an invested business in DC.
Thank you for your consideration,
Best Regards,
Kathleen Eubanks, Sect/Treas
Northeast Iron Works, Inc.
2632 Douglas St.,NE, Washington, DC 20018 (202)529-9440*

21 *Dear WMATA, I am writing in regards to the proposed reconstruction of Metros Bladensburg bus garage. In the proposal the cul-de-sac on Douglas Street SE and temporary bus and employee parking along with the construction will greatly disrupt and potentially put our company, NE Iron Works, out of business. We are a Family owned business that has been in operation for over 64 years, with 56 of those years being located on Douglas Street. Our business operates using Douglas Street as our only way in and out of our shop. We have 40 foot delivery trucks that utilize the cul-de-sac as a turn around point and closing it would severely impact our daily operations. As well as the cul-de-sac, our lot across from us is used for our employee and company vehicle and equipment parking. This lot was also going to be used as a retirement investment down the road. Acquiring the lot would not only leave us without any employee parking, storage, but also, take away our investment for our retirement fund. The construction that will take place during this reconstruction will hamper our customers, deliveries and employees accessing our business and have a detrimental impact on the way we will be able to operate our business. Our business not only represents the perfect example of living the "American Dream", but it also employs over 15 people. Ours and their livelihood depend on NE Ironworks staying in business. These are families with children and homes that will all be negatively impacted. Proceeding with this proposal would destroy our business and we ask that other alternatives be presented so that ALL of our businesses and surrounding neighborhood and community will be able to continue to grow, thrive and survive these proposed changes. Thank you, Danny and Kelly Pronio*

29 *Good evening as you can see by these letters this expansion of the bus lot will greatly hinder our operation of work. We need this cul-de-sac to operate. Taking it away will basically shut down the business, and 15 families depend on this business to provide for themselves. Northeast iron Works has been at this location for 56 years and would like to continue our business in the District. Please work with us so we can move forward.
Thank you
Dan Pronio
President
Northeast Iron Works*

29A *September 20, 2019
WMATA Board of Directors
RE: Closure of the cul-de-sac on Douglas St.,NE
I am Alexander Andrade employee of Northeast Iron Works since 1998. I am writing you to OPPOSE the closure of the cul-de-sac at the end of Douglas St., NE. This would greatly hinder the operations of my employers business. My employer has been at 2632 Douglas St.NE for over 50 years and relies on the property (entrance/exit) located at the beginning of the cul-de-sac for it's operation. Please do not close the cul-de-sac and leave it available (open) for Northeast Iron Works daily operations.
Sincerely,
Alex Adrade
Employee of Northeast Iron Works*

29B *September 19, 2019
WMATA Board of Directors
RE: Property acquisition along 28th St.,NE & closure of the Cul-De-Sac on Douglas St.NE
My name is William Eubanks and my wife Kathleen Eubanks is minority owner and secretary/treasurer of Northeast Iron Works located at 2632 Douglas St.,NE, Washington, DC. She has been employed by the Northeast Iron Works since 1985*

(34 years). The closure of the cul-de-sac at the end of Douglas St.,NE would greatly impede the business as the access to the property is the driveway located at the beginning of the cul-de-sac. Northeast Iron Works needs access to the property to maintain its daily operations. **Please consider keeping the cul-de-sac at the end of Douglas St.,NE open as its closure will greatly effect the livelihood of a DC operated small business.**

Best Regards,

William Eubanks Concerned Citizen

29C

September 20, 2019

WMATA Board Of Directors

RE: Closure of the Cul-de-sac on Douglas St.,NE

I, Erick Zamora, am writing you to oppose the closure of the cul-de-sac located at the end of Douglas St, NE. I am the shop foreman for Northeast Iron Works located at 2632 Douglas St,NE, Washington, DC and have been employed by this company for 27 years. The cul-de-sac needs to remain open for Northeast Iron Works to maintain its operations. Northeast Iron Works driveway (property) is located at the beginning of the cul-de-sac where materials are received and our work trucks enter and exit from.

The closure of the cul-da-sac would cut our access off to Douglas St. which is necessary for Northeast Iron Works to operate. Douglas Street,NE is our only road access. WMATA should not be able to close off our access to our only entrance/exit to the property. Northeast Iron Works has operated from this location for over 60 years. The employee's and myself depend on Northeast Iron Works for our livelihood. Please keep the cul-de-sac open for the use and continued operation of Northeast Iron Works.

Best Regards, Erick Zamora

Northeast Iron Works, Inc.

29D

September 20, 2019 WMATA.com/plansandprojects

RE: Closure of the Cul-de-sac at Douglas St.,NE

My name is Cecilio Penado and I am employed by Northeast Iron Works for approx. 20 years. The planned closure of the cul-de-sac at the end of Douglas St.,NE would not be good for my employer or the employee's of Northeast Iron Works. We receive daily deliveries of materials and the entrance to the driveway is located at the beginning of the cul-de-sac and we need it to remain open for our daily operations. I depend on this job for my livelihood as do the other employee's of the company. The company has been in operation at this location for over 50 years and the closure of the cul-de-sac would greatly effect the business. Please review the reconstruction plans and find an alternative to the closure of the cul-de-sac.

Thank you for your consideration,

Cecilio Penado Northeast Iron Works

Issue: Closure of 28th Street

Davis:

Number one -- closure of 28th Street between Bladensburg Road and Douglas Street is problematic. Left turns into the community from Bladensburg Road will be relegated to an awkward turn at Douglas Street.

As indicated in your traffic study, and known to the community anecdotally, because of poor sight lines, Bladensburg Road at Douglas Street is highly subject to traffic accidents.

Also, left out of the traffic study, it must be noted that 30th Street, which has a light, is designated as no left turn.

Recommendation -- before 28th Street is approved for partial closure, the study needs to be expanded to assess the full impact on the community, with recommended changes such as new stop lights, changes in signage, no parking along the east side of 28th Street between Douglas and Evarts, and/or one way street designations, et cetera.

To recap -- do not cut off the access to 28th Street.

Pronio Finally, they want to close down 28th Street in between Bladensburg Road and Douglas Street. This will limit our access, impact the business to using only Douglas Street or going through the neighborhood which they do not like to do because we respect the housing community.

This will also increase the neighborhood with all the food trucks that come out of Evarts Street.

So, for myself I have to say we need one acre for the business, but there's one acre that will change our situation forever.

Again, I feel deeply that this will have an immediate impact on our business and our productivity in the future. This is our livelihood. We cannot afford to lose it. We have worked hard to have this business and it would be a shame if WMATA is responsible for its decline, thank you for your time.

8 Metro has stated they will/want to acquire acquisition of the property at 28 street and Douglas street. I am one of the homeowners who lives at 28 and Evarts St. and I just want to make sure that we homeowners on Evarts street can be guaranteed that you will not include our street in this acquisition of property if this happens

Also, we hope that if this happens, we aren't closed in our street at the end of 28 street.

Summary

Eight comments opposed the closure of Douglas Circle, and three comments opposed the closure of 28th Street.

Response

WMATA has reviewed its requirements and determined that the closure of the circle is necessary to facilitate construction of a modern, efficient bus garage.

To mitigate the loss of parking spaces, WMATA will construct on-street parking along Douglas Street.

WMATA will close and acquire this street in conformance with the Code of the District of Columbia, Title 9, Chapter 2, *Street and Alley Closing Procedures*.

F. Layout of the New Facility

Davis Number two -- orientation of site support facilities. The fueling station, roll-off dumpsters and tank farm are indicated as being moved to the fence line along Bladensburg Road vice remaining in their general current location towards the rear site, along the railroad tracks. This potentially presents as a negative given that Bladensburg Road is a major corridor into the city. This potential negative can be made into a positive if special consideration is given to the perimeter elevation, especially along Bladensburg Road.

Recommendation -- during the design phase, instead of consideration of a fencing, consider using the combination of brick and wrought iron as a wall in homage to the former Clark Mills Foundry. This will set the tone for the changes to come along what we call the Historic Bladensburg Road Main Street.

And, as a member of the community, uplift your community and reimagine the site elevations of Metro's Historic Bladensburg Road Bus Barn.

Manning As you may becoming neighborly because some of the businesses like the -- I don't want to seem biased, of what's happening on 28th Street over in the Woodridge south, as for Mr. Davis mentioned, the traffic flow with the trash that's there, and where your trash locates, the gas thing, those things need to go to the rear of the lot.

Summary

Two comments asked for re-design of the facility, so that the trash receptacles and other items be placed at the rear of the facility.

Response

These facilities were sited to provide the safest, most efficient travel paths for service vehicles within the property. WMATA has reviewed its requirements and determined that the siting of the facilities is necessary to facilitate construction of a modern, efficient bus garage. Relocating these facilities to the back of the property would cause service vehicles to transit across the property, interfering with facility operations.

G. Business Displacements

Hanafi: I'm happy for you to take your time and listen to me and my concerns with the Metro bus renovation.

I've never lost or had a property taken away from me and I'm scared this time it might become a reality. I have many local food truck operators at my lot currently to help assist me with my mortgage that I currently have on a property.

I also have plans to better the neighborhood by adding more lodging units to the intersection of Bladensburg. A 24-unit hotel is in the works with Design America Engineering Group. This will help with the demand of local space and youth for D.C. which is located currently on the corner of 2510 Bladensburg Road.

These plans will detrimentally affect my business and my future business operations. Please agree on this to help stop this potential renovation.

Also, note that traffic on Evarts and 28th Street Northeast will tremendously increase the Bladensburg Road being cut-off.

I'm keeping it short and simple but thank you for your time.

Bellamy I didn't prepare anything, you're going to see my testimony on the 20th. I'm the owner of the building on 2504 28th Street. I purchased the building on a free and open market in 2015, fully renovated.

We gutted it out, started from scratch. We spent a lot of resources, our own money

to get the building up and we are proud to be able to move our staff in in 2017, so we don't have a lot of history in the location but we have a lot of pride in our business, as small business owners.

B&B Solutions, me and my partner have worked hard to establish what we have established here in D.C. at the CT firm. We have worked on WMATA projects to the row. Actually, we still owe money to Turner, who you all -- the legal battle you all went through, so that's neither here nor there.

But today I'm just saying I don't know how much this is going to matter. I don't know how much I really care, but you know, it had meant a lot to me to you know, to be able to purchase a building here in D.C. as a business owner. It was difficult to do so because we geared the certain part of the building that was in the price range that we could afford.

And once we were able to afford it, we jumped on it, we made it in the field market. I don't know you know, why WMATA didn't go after the building when it was a free and open market back in '15. We've been in it two years and now you all come along and say I want to take my building, so.

I may sound like I'm a little angry because I am angry, really, because I don't see no justification pretty much from where I stand or where I would go if you take this building and I have to pretty much start all over again, so I'm going to kind of end right there.

Summary

Two comments opposed legal condemnation of properties and displacements of businesses, elements that are proposed as part of this project.

Response

WMATA recognizes the impact associated with property acquisition. WMATA will acquire real property through the provisions of the *Uniform Relocation Assistance and Real Property Acquisition Act of 1970*, as amended, and through negotiations with property owners based on property appraisals.

H. Green Infrastructure and Practices

Issue: Green Infrastructure

Moiseff What I wanted to bring up to table is about the makeup of the future bus fleet. I am a volunteer with the Sierra Club, D.C. Chapter, and we're trying to push as hard as possible to electrify the fleet.

D.C. passed the Clean Energy Act last year which transitioned to 100% renewable energy therefore it makes additional sense to electrify the fleet. So, the two requests would be -- number one, WMATA develop and present a plan for electrification.

My understanding is that that's in the works. There's analysis currently going on but it's unclear at what stage it's at, so you know, as it relates to this development, but also future developments like the Northern Bus Barn and the wider WMATA fleet, it would be nice to see the analysis and a long-term plan.

26

Propose the solar panels on top of Bladensburg Bus Garage.

27

According to an EPA report released this past June 2019 looking at 2017 data, the transportation sector now accounts for the largest portion (29%) of U.S. greenhouse gas (GhG) emissions. Not energy. Not industry. Not agriculture.

Thanks to civil society groups, residents, businesses, and the DC government, the DC Council passed and the Mayor signed the CleanEnergy Omnibus Amendment Act of 2018, committing the district to source 100% renewable energy by 2032.

This makes electrifying district transportation, in this case buses, both a logical and imperative next step. The DC Department of Transportation (DDoT) has taken the initiative has already procured electric buses from the manufacturer Proterra that are in operation, while our northern neighbor New York is heavily investing in electric transportation. WMATA operates a much larger fleet than does DDoT that crosses jurisdictional lines, and it must join the district in move decisively to transition its fleet to electricity as a power source.

The first request here then is to provide the public with a commitment and plan for transitioning to electric, or zero emission buses. In response questions around this matter, WMATA informed us that analysis is ongoing, however, the initial phase was supposed to have concluded in July.

Specifically concerning reconstruction of the Bladensburg Bus Garage, it is critical that electrification infrastructure and future operating needs be incorporated into the design. According to the existing designs, it appears that this has been considered to a degree, but it is unclear if the designs would accommodate a fully electric fleet in the future. The second request then is to ensure that this happens; that the Bladensburg Bus Garage will be able to service a fully electric fleet in the near future.

The benefits of zero emissions buses over conventional diesel or CNG/LNG buses are straightforward when it comes to human health and the environment - an electric bus fleet would significantly minimize noise in an already highly trafficked area, reduce particulate pollution levels that are already elevated in the district, and eliminate GhG emissions from operating the buses.

Please consider these requests, not only they relate to this bus garage but also to renovations of the Northern Bus Barn and other service centers throughout the DMV area.

We look forward to your response.

28

Thank you

Casey Trees is a Washington, D.C.-based nonprofit with a mission "to restore, enhance, and protect the tree canopy of the nation's capital." To fulfill this mission, we plant trees; monitor the city's tree canopy; and work with decision makers, developers, and residents to encourage tree planting and protection. We are dedicated to helping the District reach its 40 percent tree canopy goal by 2032. As a city, we can achieve this goal with sustainable development projects that protect existing trees and achieve a net gain in tree canopy. Roughly half of the Ivy City neighborhood in Northeast is industrial or previously industrial, with a significant land coverage dedicated to concrete, asphalt and other impervious surfaces. While the City's public transit is one of the most valued amenities that District residents have, the transportation and storage of buses in Ivy City results in worsened air quality which leads to a wide array of respiratory health issues for nearby residents (Fig. 1). This past June was the Earth's hottest on record, with urban cities experiencing the brunt of these heat effects (Fig. 2). It is our responsibility to the City's residents to plan spaces that mitigate the urban heat island effect, manage stormwater to prevent flooding and provide shade to residents to have places of respite from the summer sun. We are glad to see WMATA reconstructing the Bladensburg Bus Garage to streamline its operations, however, it is critical that we consider the site's contribution to The District's sustainability and resiliency goals. The future 18.61-acre lot has the potential to increase tree canopy, showcase the best sustainability practices and significantly benefit the surrounding community. This project is a critical opportunity to incorporate

green infrastructure in an industrial zone and ensure that Ivy City can thrive in the face of climate change. We are glad that WMATA is seeking feedback on the proposed construction of the Bladensburg Bus Garage and there a few recommendations that we would like to present. • Create soil conditions for trees Ivy City is characterized by its industrial character and coverage of impervious surface. The bus garage and surface parking lot limits available at-grade space to support the growth of trees. Designing the site to include raised curbs and green space will help restore the tree canopy of Ward 5 and manage the poor air quality of Ivy City. • Incorporate green infrastructure To maximize canopy benefits, street trees need to grow quickly and have long, healthy lives. We recommend permeable pavement and advanced soil growth systems, like suspended sidewalks, to provide urban trees the opportunity to access more water and soil to grow strong roots. Green roofs manage stormwater runoff, and with a deeper soil medium, can even support trees on roofs. These green roofs reflect sunlight, making the buildings cooler and radiating less heat back into the surrounding area. Providing ample soil space to support large canopy trees will ensure cooler temperatures throughout the site and effectively meet the goals of the Climate Ready DC plan, while beautifying the site and providing mental and physical health benefits to surrounding residents. We are appreciative of WMATA's openness to feedback and we look forward to working with the development team on these suggestions. We believe that adopting these commitments will help to make Ivy City more resilient in the face of worsening climate effects and make this project a shining example of innovative green design.

30

The following comments do not address whether the above project should proceed as proposed, or whether a bus garage should continue to be located at the Bladensburg location. Those are matters that must be decided in a way that respects the comments, interests, and concerns of impacted community members. Rather, these comments address a significant inconsistency between the garage reconstruction plans and WMATA's plans to continue its reliance a fossil-fuel powered bus fleet.

The plans for the Bladensburg Bus Garage reconstruction include charging stations and space for 288 electric buses. Planning for addition of infrastructure for the shift to electric buses is commendable. What is missing is a commitment to the actual purchase and operation of electric buses. WMATA's bus fleet remains heavily comprised of fossil-fueled buses, and under WMATA's 2017 fleet management plan, all planned future purchases are for compressed natural gas (CNG), and diesel hybrid buses.

Such plans conflict with protection of public health and the region's environment. Instead of depending on fossil fuels, our transportation system should pivot towards zero emissions options, including electric vehicles.

Continued reliance on natural gas has economic consequences. Two recently published reports from the Rocky Mountain Institute call into question the wisdom of continuing to invest in CNG infrastructure, now that clean energy portfolios (CEPs)—combinations of renewables, storage, and demand-side management strategies—"can cost-effectively provide the same reliability services as traditional gas-fired power plants." Since CEPs are now the more cost-effective option, gas power plants will see their utilization fall dramatically, and the costs of delivered gas will increase by 30 to 140 percent, "imposing significant costs on customers and investors."

Additionally, reliance on buses that run on fossil fuels rather than renewable, electric power threatens public health and the environment. As summed up in a California Air Resources Board draft technology assessment document, "[battery electric vehicle] tailpipe emissions are 100 percent lower than tailpipe emissions from today's conventionally fueled vehicles. Even in the future, when diesel or natural gas vehicles may be much cleaner than today's vehicles...BEVs will provide significant tailpipe emission benefits, which can be crucial for attaining ambient air quality standards." And expanding the use of natural gas vehicles rather than moving toward zero emission vehicles will undermine efforts to remedy the global climate crisis.

Lastly, it is unclear whether adequate notice concerning the September 10, 2019 public hearing was provided to the affected members of the community, so that they have

sufficient opportunity to comment. "Information with respect [to a proposed mass transit plan, amendment or revision] shall be released to the public. After thirty days' notice published once a week for two successive weeks in one or more newspapers of general circulation within the zone, a public hearing shall be held... The thirty days' notice shall begin to run on the first day the notice appears in any such newspaper." WMATA Compact 15(b). To the extent that the required notice, as detailed in WMATA Compact 15(b), for the September 10, 2019 public hearing wasn't provided, WMATA must re-notice the proposed reconstruction plan and provide additional hearing opportunity.

Respectfully,

David Baron
Earthjustice

Summary

Five comments encouraged WMATA to use 'Green' infrastructure and solar power to support less reliance on fossil fuels.

Response

Comments noted. WMATA will build the facility with solar panels and provide the electric cable infrastructure to support re-charging of buses, when the fleet is converted.

Issue: Movement toward Electrification

Moiseff *The second related to this bus terminal is I had a chance to speak with Jim Ashe before, just briefly, and it sounds like there in the design accounts for future electric buses, which is encouraging.*

The request would be though to make sure that is amenable to as many electric buses as possible and that the fleet is -- electric buses are pretty current in the fleet as fast as possible. I think we'll hear later that this area, there's elevated particulate matters in this area, and those it said in the environmental analysis, there's no impact on air quality and noise, I think it's without dispute having electric buses would further lower air emissions from however many buses are going to be here in addition to noise.

So, the two requests being a report and then electrify as fast as possible.

Summary

One comment asked for electrification of the bus fleet as soon as possible.

Response

Comment noted. The project will provide the infrastructure to support an electrified bus fleet.

I. Temporary Bus Storage Lot Impacts

Penn *We have to be concerned with New York Avenue, that's the main thoroughfare into D.C. When they park these buses over here, it's going to be a major problem bringing these buses in down here and getting them back out, back out to*

Bladensburg Road and going where they're supposed to go. That is a problem. And MPD should have been here. Commander Fitzgerald is right upstairs, to talk about the impact of MPD. The traffic -- the problems that we have here are unreal.

Fenwick Have you considered the parking facilities at RFK that faces Lancaster Golf Course, there's plenty of parking facilities there. I mean, you know, this would alleviate this whole mess. If you negotiate with whoever, the District, and use that parking facility where the military and Lancaster, it would alleviate all of this, that's all I wanted to say. I hope you look at that.

Manning: I believe it was said you all are looking to use up the five years, but I think this project can happen in two and a half or three years because it's just moving buses. Your employees are going to be here parking temporarily, and also the safety of your employees as well as the community, how are we going to sync all that.

Because then you're going to put an impact on 5th district police station. As it relates down here, you still need to address the issue of the parking and the trash that's along Bladensburg Road and New York Avenue.

And on Bladensburg Road where your staff is not parking on the lot, so if you move 28th Street, that becomes another problem, and also I know you're buying a couple of places, but I don't think eminent Domain goes into all of those places that you're trying to purchase.

Chandler I'm just speaking concerning your nearby temporary bus employee parking lot, which you want to locate across the street.

You all have met with us in the past and our concerns have been an environmental impact study. You increased parking that may result on, in our community, and activity and maybe even noise.

There has been no follow-up from Douglas Development so far as the impacts study that you said at one time was coming and we need to have been counseled with them, but we have not received it yet.

Summary

Three comments opposed the site of the temporary bus storage facility, located south of New York Avenue. One comment supported use of the parking lots at RFK Stadium.

Response

WMATA believes that it has identified the most efficient site available, given the need to provide parking close to the bus garage and to provide parking for bus operators. Staff evaluated multiple properties within proximity to the Bladensburg Bus Facility, including Metro's own parking facilities, to accommodate 108 buses. There are no viable alternatives to accommodate temporary bus parking, not only because there is not enough acreage of available land for a reasonable price, but also because the location of the temporary site needs to be in proximity to the Bladensburg Bus Facility to avoid paying operators and other personnel for time to travel between the assigned work location at Bladensburg and a distant bus parking location. While alternative options were considered, due to inefficiencies, disruption to operations and cost, the Montana Avenue Lot is the best option.

K. Public Outreach

Penn Good evening, my name is Frances Penn, and I am the Chairperson for the 5th District Metropolitan Police Department. Why isn't someone here from the MPD? Have they been properly notified of this meeting today? Because I want to tell you, this is going to impact the MPD in a way that nobody else is impacted. . . .

. . . and MPD should have been here tonight if nobody else is here. And I want to know were they officially notified?

Did you all officially invite them here because the rest of us didn't have the right type of notification of the meeting in the first place. So, now somebody that's that important to this area should have been one of the ones, even if you had to do it verbally, to let them know what was happening here tonight. Did you contact Peter Newsham?

Chandler Secondly, the other issue is I wish in the future that you would check with the community, the city, that we are meeting, because we met pretty much on Tuesdays for about 60 years, and this is the second Tuesday is usually our meeting so I cancelled so I could come to this meeting, so as to help on good community relations I think it would behoove you to reach out and see when we are available or how you might impact us when you're planning a meeting.

And for the first reason right now in particular to the impact study, our community at this point hasn't really – does not support the relocation over there and we are waiting to have more engagement and with you all in regards to that to see if we could you know, bridge whatever gap it is. I don't know how entrenched they are.

Manning So, a couple of things I'm concerned with. The notifications that we've talked about didn't go out, that's a major concern. This room should have been extremely packed. The timeframe for people to give their comments, their written comments, I understand that.

Summary

Three comments expressed concern and doubts about the public out reach process for the hearing.

Response

WMATA met with the staff of Council Members, neighborhood associations, and community leaders to discuss the project beginning in February 2019, and followed a robust communications and outreach plan that can be reviewed in Section II of this staff report. As required by the WMATA Compact, notices of the public hearing were placed in the *Washington Post* and *El Tiempo Latino* and the *Washington Hispanic*. Additionally, copies of the Public Hearing notice were sent to federal, state, regional and local agencies.

A detailed overview of outreach activities is presented in Section II of this staff report.

L. Other

Issue: Zoning

- Chandler* *Lastly, it is -- I've mentioned this before.*
- When you're zoning changed color, we would like it to have a sunset that within when your project is completed. We do not want that to be remain as an industrial zoning site because they had changed it from that. We don't want it to go back.*
- So, please consider sunset. Thank you very much..*
- Manning* *Going back to the sunset, which is very important on what's happens here on potentially the city, that's going to -- because that project is supposed to happen where in the fifth phase of the five years to -- something like that.*
- So, the goal is for us to have residential, every (inaudible) on that lot, so as we come together as a community, yes, because Metro has been there for a long time and probably was before some --Commissioner Montague you have stated, the historian for his community.*
- It's so important that we recognize what's happening here. We're going to constantly change, but we also have the fast train that's coming as well to our community. So that means we're becoming a transportation depot, correct?*
- But the reality is working with the city, that needs to happen, and we're very concerned about the zoning because you cannot let that continue to stay industrial because of the mixed use lot. We're very concerned about what's happening there, even though they're moving dirt from one side to the other and other things were around the city, we still have to have keep with the timeframe.*

Summary

Two comments supported 'sunset' zoning, so that the property would revert to other uses at the end of the useful life of the garage.

Response

Zoning is under the purview of the District of Columbia government.

Issue: Environmental Impacts and Report

- Manning* *We do not have the construction, the zoning, information, air quality and the timeframe that this project is supposed to begin in. As it relates to closing off 28th Street and eminent domain, we definitely have to talk about that and how's that's going to impact the traffic going in and out and coming around.*
- Manning* *And -- it's just a lot in a short period of time that we have no other. You haven't responded to any of our questions that the community would like to hear. And I think again, like I did request for some signs to go up for the public information to be up around the community and a mail dropper, and that didn't happen because at the end this is impacting a lot of people in the traffic*
- Manning* *The environmental studies, definitely the air quality did not come back. I was hoping it would come back before this public hearing so everyone would have an opportunity as Mr. Randall had expressed his concerns.*

What will happen to two major communities?

We do understand the importance of renovating a bus barn, the history of Bladensburg Road, and all of the amenities that you are offering, but at the same time before something like this takes place, we need to have everything so we can at least come to a common ground on what appears to happen.

Summary

Three comments requested information about the environmental impacts of the project.

Response

This information is presented in the environmental report, which was available for review at WMATA, at the Woodridge Regional Library and on WMATA's website.

Issue: Other

5 *As a resident of Woodridge, I am concerned that the current plans are not forward thinking. The area is undergoing a full redevelopment, and will only continue to do so. A plan to simply modernize the facilities without any thought to the future use and practicality seems short sighted. I urge Metro and the commission to 'think outside the box' --- why not modernize and harmonize with the community. The opportunity to expand this beyond the scope and to take into account the future of transportation is not represented in the current plans. Further, I think Metro should be looking at a multi-use facility for this type of project. Why are we not doing that? The extra acre of land to simply build a garage in times when DC waters charges an incredible rate for the clean rivers fee seems illogical -- why not consider a greener/ more sustainable approach. A garage with retail or in collaboration with community partners. We can't afford to not think about the future when the projects come with high price tags.*

9 *METRO NEEDS TO REBUILT DC TRANSIT BUSES,WMA TRANSIT BUSES,ALEXANDRIA BARCROFT AND WASHINGTON TRANSIT BUSES,AND WVM TRANSIT VIIRGINIA LINES BUSES CREATED METROBUS AGAIN PUT A NEW MOTOR IN IT AND PUT NEW MALFUNCTION SMARTRIP FAREBOX ON CLASSIC METROBUSES.AND REBUILT AM GENERAL METROBUSES AND REBUILT GMC RTS METROBUSES PUT A NEW MOTOR IN IT AND PUT A NEW MALFUNCTION SMARTRIP FAREBOX ON CLASSIC METROBUSES THEY BE READY TO GO TO THE NEW ANDREWS CAMPUS METROBUS DIVISION.COMING SOON BRIGHTSEAT METROBUS DIVISION IN 2021 AND COMING SOON EAST CAPITOL STREET METROBUS DIVISION IN 2022.*

20 *Chairman, Board Members, and Assembled;
Thank you for the opportunity to speak before you to express opinions, concerns, desires, and opportunities sought by our community. First, as the full commission ANC-5C has not discussed this matter, as commissioner and historian, I am speaking on behalf of my constituents, including residents of greater Woodridge, and neighboring communities within Ward 5.*

We acknowledge the Bladensburg Bus Facility, Garage and Maintenance Shops, as having a long co-existence, dating back to 1962. It is here that O. Roy Chalk built his flagship Depot, for D.C. Transit. It is where he introduced his fleet of new-look buses to the District of Columbia. Not all occurring was of mutual benefit. Community demands and hard fought negotiations caused the noise, pollution, and maintenance racket to lessen.

Historically, the present facility buildings sit upon a site, which once housed the Clark Mills Studios. This is where the casting of the Statue of Freedom atop the US Capitol under direction of a slave occurred. Later, people came by trolley along the pike to bathe in the mineral springs, which fed Hickey Run and the Anacostia to the south. The Standard Butterine Company, where Oleomargarine originated, called it its home. The Corby Baking Company invented the mass production of bread upon this Square and Lots. The Fleishman Company operated a distillery producing the finest Gin and medicinal alcohol. The B&O Rail Road Company had rail spurs into the property connecting it to commerce from the 1850's until the 1960's. For a time, the dairy farm produced ice cream transported to and sold along 7th, 14th, & U Streets in the northwest of the City.

These are events little known. However, they are well documented, and vitally important to this community's evolution. Because your plan proposes to alter substantially WMATA's existing presence, we ask that you firmly commit in your proposed designs to acknowledge these facts and events, both tangibly, and responsibly, being the good member of the community we encourage. We also ask that you promote this Depot's history, good or bad, forthrightly, and not as tangentially or marginally significant. This will increase knowledge of its impacts and influences upon this community, and the lives of the people who have worked there, as well as, the resolve of community engagement. A mural incorporating the full extent of your perimeter fencing might accomplish this nicely.

Your proposed expansion to the property at 28th and Douglass Street creates a dilemma. It proposes the closing of a portion of 28th Street NE to accommodate the expansion and adding your new bus entrance. If successful, this also extends the expanded property to the northwestern line of Reservation 313e, a small seemingly insignificant public space. It is not, resulting from the extension of the Permanent System of Highways in 1910, and the laying of Douglas Street NE, and 28th Street north of the Old Baltimore-Washington Turnpike Road, America's first, congressionally chartered toll road. The closing will redirect traffic south on Douglas Street onto Bladensburg Road. Closing that portion of 28th Street is ill advised.

There are other concerns about service during the project. Today, some route-runs from the garage have been already been diverted to operate from other garages. As one example, there is the 83, 83x, and 86, now operate out of Landover. One wonders, is this strategic planning, or just occurring redistributing to fill underutilized garages? Regardless, we have an opportunity here. The plan to have a multi-phase construction project, allowing concurrent operation and construction appears practical. It mitigates some staging and construction issues. Its influence upon daily bus operations remains less certain. We are adamant, that service levels must not decrease because of this project.

Another key component of the plan requires temporarily storing some vehicles elsewhere. You offer that Gateway, the yet to be developed parcel at New York and Montana Avenues and Bladensburg Road is ideal but pricey. Perhaps; nevertheless, the community is weary that any agreement with the property owner for your use will further delay the development of Gateway. Along with that comes the diverting of amenities elsewhere or more disappointingly never realized. Maybe, you could heavily encourage the property owner to move forward with the projects development, concurrently, given the hefty annual rent you will pay.

It is unclear if the proposed final design, allows for growth in response as the population and demand increases in Ward 5. Uncomfortably, there is suspicion, more probably; it will be a growth-constrained plant, used to justify building additional garages elsewhere.

There is little mention of the treatment of the natural gas service lines for the CNG buses. These cross under the railroad tracks from 24th and Channing Street, extending southward into the bus property. How will the phased development avert compromises to public safety? This must have been a design consideration. We are hearing little about it.

A last concern is the draw down indicated in the number of buses planned to operate out of the new facility once completed. One hopes it is not a product of the ill-informed concept of "right sizing". The community wonders if this foretells a reduction in service in the up and coming Ward 5. Since few articulated buses operate in the surrounding

community, the proposed increase in them at Bladensburg does not appear to benefit the immediate community.

Perhaps, thinking bigger picture, it may benefit riders elsewhere. Nevertheless, the B2 could certainly use them. The H6 could use better reliability. The B8/B9 could benefit from improved frequency, adjusting the type of vehicles to service demand and time of day.

In closing, our community desperately needs better bus service, because the trains do not come here by design. Perhaps this re-imagined facility is a step in improving that situation. We encourage you to use this opportunity to be a better community citizen. We no longer accept proposals as done deals. Never doubt our tenacity. We are prepared, rightfully and assertively, to grow our community smarter and with greater local benefit.

Thank you for your consideration. We look forward to further engagement.

*Jeremiah Montague, Jr.
Commissioner ANC-5C07
2914 25th Street NE
Washington, DC 2008-2510
(202) 670-8543
5C07@anc.dc.gov*

Summary

Three comments address a variety of issues.

Response

Comments noted. WMATA appreciates the feedback.

Issue: Construction Timing

Nelson *And also, I'd like to know the time you're going to start construction and when you're going to stop the construction because in my neighborhood, we want to know everything that's going on, thank you.*

7 *I wish to be kept updated as to the status and substance of Metro's Bladensburg Bus Garage reconstruction plans.*

Summary

Two comments asked about the timing of construction.

Response

Pending Board approval, construction is projected to begin in Fall 2020, and be complete by 2024.

Issue: Employee Parking

Manning *How would that lessen your employee parking in public space, and not receiving*

tickets like everybody else does? So, that's a major problem and the time because I mean we will have to start getting residential parking spaces.

There's RPP for most of the residents, who currently incur a charge for the residents, while that construction is going on.

24

Think of the employee's and their parking needs and safety needs when designing the new garage.

Summary

Two comments expressed concern about employee parking.

Response

The re-constructed facility will provide onsite parking for WMATA employees and contractors.

Issue: Number of Buses

Montague: There is the -- we're hoping that this is not a matter of right sizing, but more of what the expected use of it -- the facility is big. We have a question about the number articulated buses that are going to be put there because in the local, the area, very few of our lines are served by articulated buses.

That means that somebody else is going to benefit as a result of having that equipment there.

I'm not objecting to the equipment simply saying there's no direct benefit to the community.

Summary

A comment questions the mix of buses that would be stationed at the garage.

Response

As a regional facility, the mix of buses is designed to support the needs of the area.

VIII. COMMENTS OVERVIEW AND STAFF RECOMMENDATIONS

A. Summary

Metro collected public input through an online and paper feedback form, letters sent to the Board Secretary's Office, and oral testimony at the public hearing during the public comment period. Metro received 49 responses to the proposal.

Public Input Sources	
Online and paper feedback forms	36
Letters sent to the Board Secretary Office	1
Oral testimony	12
Total	49

More than 73 percent of the input received came in using the online feedback form. Written comments and attachments received from the feedback form can be found in *Appendix B*.

To categorize the feedback collected, respondents were asked to describe their connection to the Bladensburg Bus Garage (business owner/tenant, resident, or other). The breakdown of feedback collected was as follows:

Participants	Responses	%
Business owner/Tenant	5	(14%)
Resident	20	(56%)
Other	11	(31%)
Total	36	100%

Table 1: Feedback Form Responses

Note: The sample size of respondents is small so that the percentages are shown for ease of comparison only and are not statistically meaningful.

The respondents who chose "other" described themselves in the following ways:

- Commuter
- Older Buses
- Employee
- ANC Commissioner
- Spouse of Business owner
- Traveling through the area / stakeholder
- Metro employee
- WMATA Employee
- Civil Society Organization
- Nonprofit

Feedback Collection

Through the online form respondents were able to provide a written comment, upload a document, or upload a document and submit a comment. 25 respondents submitted a comment through the tool, five uploaded a document, and three uploaded a document and submitted an online comment. Additionally, two respondents only submitted an email address without submitting a comment. One respondent did not leave a comment or an email address but did complete the demographics information. It is possible this respondent was looking for more information related to the project.

Demographics	Responses	%
Latino or Hispanic Origin		
Yes	1	(3%)
No	31	(86%)
No response	4	(11%)
Race		
African American or Black	11	(31%)
American Indian or Alaska Native	0	(0%)
Asian	2	(6%)
Native Hawaiian or other Pacific Islander	0	(0%)
White	16	(44%)
Other	0	(0%)
No response	7	(19%)

Table 2: Demographic Information

Note: The sample size of respondents is small so that the percentages are shown for ease of comparison only and are not statistically meaningful.

The table below provides an analysis of commenters' concerns about the project.

Overview of Comments

Issue	No. of comments	Overview
Support for Project	14	12 comments supported the project, and 2 comments opposed the project.
History of the Site	1	Comment focused on memorializing the history of the site
Traffic Impacts	7	Comments focused on impact to New York Avenue and Bladensburg Road
Closure of 28 th Street and Douglas Circle	11	Comments expressed opposition to the closure of these two roads

Issue	No. of comments	Overview
Layout of the New Facility	2	Requested changes to the proposed configuration
Business Displacements	2	Concern and uncertainty about business displacements
Green Infrastructure and Practices	6	Encourage green infrastructure and electrification of the bus fleet
Temporary Bus Storage Lot Impacts	3	Concern about the impact of the temporary storage lot
Public Outreach	12	Concern about adequacy of notification of the public regarding the project and public hearing
Other Comments	5	Zoning, Environmental Impacts and Report, Other, Construction Timing, Employee Parking, Number of buses,

B. Staff Recommendation

Staff recommends approval of the re-construction the Bladensburg Bus Garage in Washington, DC.

Appendix A - WMATA Metrorail Public Hearing Notice

Attachment 1 - Public Hearing Notices in *Washington Post*

Attachment 2 - Advertisement in *El Tiempo Latino* and *Washington Hispanic*

Attachment 3 - Public Hearing Notice to Public Agencies

Attachment 1 - Public Hearing Notices in *Washington Post*

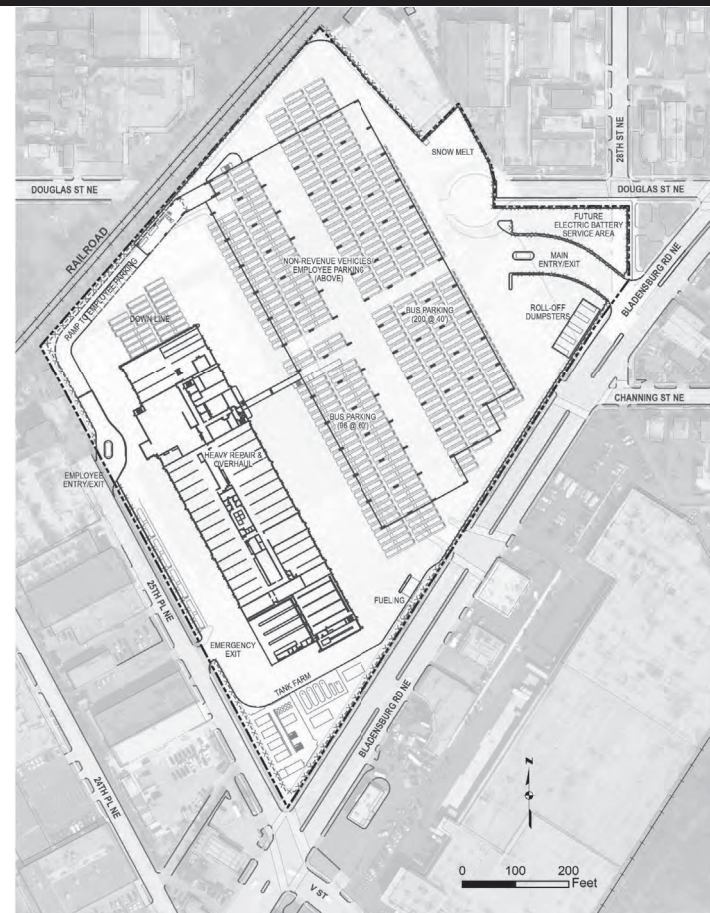
Attachment 2 - Advertisement in *El Tiempo Latino* and *Washington Hispanic*



Propuesta de reconstrucción del garaje de autobuses Bladensburg del Metro

El Metro está buscando comentarios sobre la propuesta de reconstrucción del garaje de autobuses de Bladensburg, ubicado en el noreste de Washington, DC.

Como uno de los garajes de autobuses más antiguos del Metro, el garaje de autobuses Bladensburg, ubicado en el noreste de Washington, DC, ha servido como una instalación (infraestructura) de operaciones y mantenimiento de autobuses durante casi 60 años. El Metro propone reconstruir y modernizar esta instalación (infraestructura) de gran importancia, incluyendo un aumento en el tamaño del sitio de aproximadamente un acre, para incorporar un garaje de última generación que pueda albergar hasta 300 autobuses, entradas separadas para autobuses y vehículos de empleados, y estacionamiento para empleados. Para obtener más información sobre la instalación (infraestructura) propuesta, incluido el informe ambiental y los planes generales, visite wmata.com/plansandprojects



Propuesta de reconstrucción del garaje de autobuses Bladensburg del Metro informe ambiental.

Por favor envíe sus comentarios antes de las 5:00 p.m. del viernes, 20 de septiembre 2019:



Proporcione sus comentarios escritos en wmata.com/plansandprojects.

Asista a la reunión abierta al público a las 6:00 p.m. y a la audiencia pública a las 6:30 p.m., el martes 10 de septiembre, en MPD District 5 Substation, 1805 Bladensburg Road NE, Washington, DC.

Los comentarios públicos se harán llegar a la Junta Directiva de WMATA a finales de 2019 para su aprobación. Si se aprueba la propuesta, sería necesario para la construcción de esta instalación (infraestructura) la adquisición de propiedad a lo largo de 28th St NE, el cierre de una calle sin salida en Douglas St NE, y un estacionamiento temporal cercano para autobuses y empleados.

Se solicita la participación pública independientemente de la raza, color, nacionalidad, edad, género, religión, discapacidad o estatus familiar. Si necesita adaptaciones especiales en virtud de la Ley sobre Estadounidenses con Discapacidades o servicios de traducción (de forma gratuita), debe ponerse en contacto con el equipo del proyecto en el 202-962-2511 (TTY: 202-962-2033) al menos 48 horas antes de la fecha de la audiencia pública.



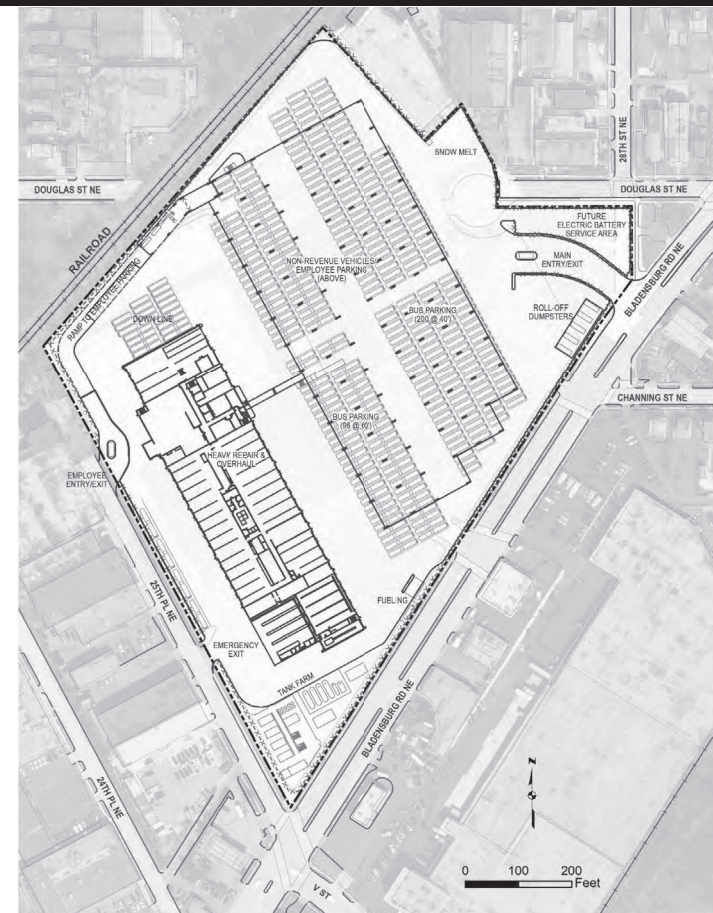


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Attachment 3 - Public Hearing Notice to Public Agencies

Notice of Public Hearing
Washington Metropolitan Area Transit Authority
Proposed Modifications to Bladensburg Bus Garage Facility
Docket R19-02

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on proposed modifications to the Bladensburg Bus Garage Facility as follows:

Hearing No. 626
Tuesday, September 10, 2019
MPD District 5 Substation
1805 Bladensburg Road NE
Washington, DC
(Metrobus Route B2)

Public Hearing scheduled to begin at 6:30 p.m.
Open house at 6 p.m.

Please note that this date is subject to the facility's cancellation policy.

The locations of all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearings, or who requires these materials in an alternate format, should contact John Pasek at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-1082 at least 48 hours prior to the public hearing date.

For more information please visit
wmata.com/plansandprojects

PURPOSE OF THE PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding the environmental report and general plans for reconstruction of the Bladensburg Bus Garage located in Washington, DC. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed design concepts may change as a result of this hearing.

HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. Public officials will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

In order to establish a witness list, individuals and representatives of organizations who wish to be heard at the public hearing are requested to furnish in writing their name and organization affiliation, if any, via email to speak@wmata.com. Please submit only one speaker's name per request. Lists of individual speakers will not be accepted. The request may also be made by calling the Office of the Secretary at 202-962-2511.

HOW TO SUBMIT WRITTEN STATEMENTS

Testimony may be submitted online about this proposal at wmata.com/plansandprojects. Online submission will be available by 9 a.m. on Saturday, August 10, 2019 and will close on Friday, September 20, 2019 at 5 p.m. This is in addition to your ability to speak at a public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 5 p.m. on Friday, September 20, 2019 to be included in the public record.

The comments received by the Office of the Secretary, along with the online submissions and public hearing comments, will be presented to the WMATA Board of Directors and will be part of the official public hearing record. Please note all statements are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

WHAT IS PROPOSED

WMATA proposes to demolish the existing structure and re-construct of a new bus maintenance facility at Bladensburg Bus Garage, Washington, DC. As part of this effort, WMATA would relocate the entrance for the bus garage from its current location to a point further north on Bladensburg Road. The Bladensburg Bus Garage is located on a 17.59-acre site in northeast Washington, DC, which will increase to 18.61 acres upon completion of the proposed project. The garage is bounded by 25th Place NE, Douglas

Street NE, Bladensburg Road NE, and a CSX railroad line. The existing site consists of 246 parking spaces for 40-foot-long buses and 36 parking spaces for articulated buses.

The planned development will create 200 parking spaces for 40-foot-long buses, 100 spaces for articulated buses, and 560 spaces for employee parking (including 62 dedicated spaces for non-revenue vehicles). The current garage facility only provides on-site parking for buses and non-revenue vehicles. The new facility will continue to provide service such as cleaning (interior and exterior), inspections, running repairs, heavy repairs and service, parts storage, crew reporting and dispatching, and employee service and welfare areas.

Property acquisition would be necessary for construction of the bus garage, including three properties located on 28th Street. Additionally, WMATA will apply to close the cul-de-sac on Douglas Street, as shown in the General Plans for the project.

REFERENCE MATERIAL AVAILABLE FOR INSPECTION

The docket consists of this Notice of Public Hearing, an environmental report and general plans for the reconstructed Bladensburg Bus Garage. These documents are available online at wmata.com/plansandprojects and may be inspected during normal business hours at the following locations:

WMATA, Office of the Secretary
600 Fifth Street, NW
Washington, DC 20001
202-962-2511

(Please call in advance to coordinate)

Woodridge Neighborhood Library
1801 Hamlin Street NE
Washington, DC 20018
202-541-6226

WMATA COMPACT REQUIREMENTS

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 District of Columbia 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.

WMATA will submit the environmental report to the Federal Transit Administration (FTA) to support a Categorical Exclusion determination in accordance with the National Environmental Policy Act (NEPA). The environmental report and general plans for the project are available for public review at the locations identified in the reference materials section above.

The work and changes depicted in this information package constitute the proposed amendment to the mass transit plan for purposes of the WMATA Compact.

Appendix B - Comments

Attachment 1 – Public Hearing Transcript

Attachment 2 – Written Correspondence

Attachment 3 – Website Comments

Attachment 1 – Public Hearing Transcript

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Proposed Modifications to	Docket No.
Bladensburg Bus Garage	R19-02
Facility	

PUBLIC HEARING

DATE: Tuesday, September 10, 2019

TIME: 6:30 p.m.

LOCATION: MPD District 5 Substation

1805 Bladensburg Road, NE

Washington, D.C.

(Metrobus Route B2)

Reported by: Nathanael Riveness

JOB No.: 3512459

1 P R O C E E D I N G S

2 MR. SMEDBERG: Good evening. I want to call
3 this meeting to order. My name is Paul Smedberg. I'm
4 Chairman of the WMATA Board of Directors, and I
5 represent the Commonwealth of Virginia.

6 Before we go any further, I want to recognize
7 a few officials who are with us here this evening.
8 First, I'd like to recognize ANC Commissioner Jeremiah
9 Montague, ANC Commissioner Lauren Rogers -- Miss
10 Rogers, the President of the Woodridge South Civic
11 Association Carlos Davis, Mr. Davis, welcome, and the
12 President of the Arboretum Neighborhood Association,
13 Randall Chandler, Mr. Chandler welcome, thank you.

14 Also, joining me tonight is Jennifer Ellison,
15 Metro's Board Corporate Secretary. We have Nathan
16 Riveness taking notes for us, John Thomas, Metro's
17 Chief Engineer, and Jim Ashe, the Senior Program
18 Manager. And Mr. Ashe will be making the presentation
19 tonight, a little later on.

20 This hearing is convened by the Metro Board
21 of Directors to gather public comments on Docket R19-
22 02, proposed modifications to the Bladensburg Bus

1 Garage Facility.

2 The agenda for tonight's meeting is shown on
3 the screen. Notice of this hearing was made by
4 publication in the Washington Post, and ads were
5 placed in the Washington Hispanic, and El Tiempo
6 Latino.

7 The General Plans and Environmental Report
8 for this project are available for inspection with Ms.
9 Peña. Miss Peña, would you raise your hand? Miss
10 Peña's in the back there. And the Notice of Public
11 Hearing, the environmental report, the General Plans
12 were sent to the Woodridge Neighborhood Library for
13 viewing and were posted at wmata.com.

14 The purpose of tonight's hearing is to gather
15 comments on the proposed replacement of the
16 Bladensburg Bus Garage.

17 Briefly, I will cover the procedures we will
18 follow during the hearing. In this room, we will hear
19 from those who have had an opportunity to sign-up and
20 would like to give testimony. If you haven't done so
21 already, please do so in the back of the room.

22 Please see the staff at the registration

1 table if you wish to speak. I know some of you may
2 not have had that opportunity. Elected officials will
3 be allowed five minutes, and everyone else will be
4 allowed three minutes each. Extra time will be given
5 for translation, if needed.

6 If you have copies of your testimony to
7 distribute, please hand them to Ms. Ellison, and we
8 will make sure that they are distributed to the
9 appropriate parties.

10 If you have signed-up to speak, you can start
11 making your way toward the podium once your name is
12 called. However, if you need a microphone brought to
13 you, please waive your hand when your name is called,
14 so we can see you and we will bring one to you.

15 There is a timer here that will count down
16 how much time you have left to speak. It will give
17 you a warning beep when you have 20 seconds left and
18 will beep continuously when your time is up.

19 I want to take a moment to recognize that
20 this is where we listen to you. This is your
21 opportunity to comment on the proposals and we are
22 here to listen. We will not be able to answer any

1 questions during the testimony.

2 If you have questions, there's staff in the
3 back of the room who are more than happy to help you.
4 Before you begin your remarks, please state your name
5 and the organization you represent, if any.

6 Please note that all statements, including
7 any personal information such as name, email
8 addresses, address, or phone numbers you provide in
9 the statement are releasable to the public upon
10 request and may be posted on WMATA's website without
11 change, including any personal information provided.

12 Further testimony may be submitted and will
13 be -- and must be received by 5 p.m. on Friday,
14 September 20th, so in about ten days. This testimony
15 must be submitted online at wmata.com/plansandprojects
16 -- that's all one.

17 Again, wmata.com/plansandprojects, or mailed
18 to the Office of Secretary, WMATA 600 Fifth Street,
19 Northwest, Washington, D.C. 20001. Again, Office of
20 the Secretary, WMATA, 600 Fifth Street Northwest,
21 Washington, D.C. 20001.

22 If you have any questions about the different

1 ways to provide testimony, please see Metro staff at
2 the registration table.

3 Your comments will become part of the public
4 record that will be reviewed by the WMATA Board of
5 Directors. Changes to the options presented here
6 tonight may be proposed in response to testimony
7 received and subsequent staff analysis.

8 Again, the public comment period will close
9 September 20th, in about ten days. If you have not
10 already done so, please silence all your mobile
11 devices.

12 Now, I will call on Mr. Ashe for the staff
13 presentation, Mr. Ashe?

14 MR. ASHE: Thank you, Mr. Smedberg. WMATA
15 proposes to reconstruct the existing Bladensburg Bus
16 Garage located on Bladensburg Road in Washington, D.C.
17 The purpose of the effort is to replace an old and
18 obsolete bus garage with a modern facility.

19 The new facility would provide an operating
20 area conducive to maneuvering and parking of modern
21 buses and a desirable working environment for
22 employees and contractors.

1 As shown here, the facility would have
2 separate entrances for employees and Metro buses. The
3 rebuilt facility would have a maintenance garage and
4 parking for buses on the main level and a parking deck
5 for employees.

6 Bus heavy repair and non-revenue vehicle
7 repair would be relocated from this garage to another
8 facility. The bus entrance would be relocated to a
9 point further north on Bladensburg Road. The new
10 entrance location may vary from what is shown in the
11 general plans today.

12 WMATA has prepared an environmental report
13 for the project. The analysis indicates there will be
14 moderate changes to traffic patterns associated with
15 the relocation of the entrance on Bladensburg Road, as
16 well as some minor construction impacts including the
17 remediation of hazardous materials presently at the
18 site.

19 Three additional properties would be required
20 for his effort. Although it's not certain at this
21 time, it is possible that remnants of the Clark Mills
22 Foundry may be present at the site.

1 The statute of Freedom that sits atop the
2 National Capitol dome was cast at this foundry. WMATA
3 anticipates executing a National Historic Preservation
4 Act Programmatic Agreement with the Federal Transit
5 Administration and the District of Columbia Historic
6 Preservation office. This agreement would govern
7 investigation and management of the potential
8 resource.

9 As shown here, no impact has been identified
10 in most resource areas. The Federal Transit
11 Administration has identified the probable class of
12 action determination under the National Environmental
13 Policy Act, or NEPA, for short, as a documented
14 categorical exclusion. WMATA has submitted this
15 documentation to FTA. This concludes the staff
16 presentation.

17 MR. SMEDBERG: Thank you, Mr. Ashe. And now
18 it's time to call on our first witness. Mr. Robert
19 Brannum, Commissioner ANC 5E-08. Yes, okay, he's not
20 here, okay.

21 Next we'll go to Mr. Jeremiah Montague, ANC
22 Commissioner 5C, right there, welcome Mr. Montague.

1 MR. MONTAGUE: Thank you.

2 MR. SMEDBERG: And you have five minutes.

3 UNIDENTIFIED SPEAKER: One second, turn that
4 microphone on please.

5 MR. SMEDBERG: And you have five minutes Mr.
6 Montague.

7 MR. MONTAGUE: Mr. Chairman, Board Members,
8 and the assemblance, thank you for the opportunity to
9 speak before you and express our opinions, concerns
10 and desires and opportunities from our community.

11 First, as a Commission ANC 5C is not
12 discussed in the matter, as Commission historian, I'm
13 speaking on behalf of my constituents, including
14 residents of greater Woodridge and neighbor
15 communities within Ward 5.

16 We acknowledge the Bladensburg Bus Garage,
17 bus facility and garage and maintenance shops and have
18 had a long coexistence dating back to 1962. This here
19 is a chart where they built the first flagship depot
20 for DC transit.

21 In this (inaudible) they created new buses,
22 the new look buses in the District of Columbia, not

1 all occurring was a mutual benefit. Community demands
2 of hard fought negotiations caused the noise pollution
3 and maintenance racket to lesson.

4 Historically, the present facilities sent
5 upon a site which was once Howard's Carpenter Studios.
6 This is where we updated when the statue of Freedom
7 was placed on top of the unit Capitol now, and at the
8 direction of the site.

9 Later people came by trolleys along the piped
10 stream and the mineral streams which fed Hickory Run
11 and then the Anacostia. The standard marine company
12 where (inaudible) originated once called this place
13 home. The Quarry Baking Company invented mass
14 production of bread on this site. The Fleischman
15 distillery company had a distillery that produced the
16 finest gin and medicinal alcohol.

17 The B&O Railroad Company had rails for its
18 (inaudible) property connected to Congress from 1850's
19 until 1960. For a time, the dairy farm actually
20 produced ice cream transported from that site to
21 settlers of 14th Street and U Streets in Northwest.
22 Even though the events are little known events, but

1 they were well documented and vitally important to our
2 communities and evolution.

3 Because your plan proposes to alter
4 substantially and moderately with its presence, we ask
5 that you firmly commit in your proposed design, to
6 acknowledge these fact events both tangibly and
7 historically being a good member of a community we
8 encouraged.

9 We also ask that you promote the depot's
10 history, good or bad, forthrightly and not as
11 tangentially or moderately insignificant. This will
12 increase knowledge of the impacts and influences of
13 this community and the lives of the people who have
14 worked here as well as resolve community engagement.

15 A mural, incorporating the full extent of
16 your perimeter fencing, might accomplish this request.
17 The proposed expansion at 28th and Douglas creates a
18 dilemma. It proposes a portion of 28th Street
19 Northeast to accommodate branches and add a new bus
20 entry.

21 If successful, this also extends probably to
22 the northwestern line of Reservation 313E. As stated,

1 this would be insignificant public space, but it's
2 not. Resulting from the extension of the permit
3 system of highways in 1910, and later on Douglas
4 Street Northeast and 28th Street, north of the old
5 Motel One Turnpike, Anacostia first -- America's first
6 Congressionally chartered toll road.

7 The closing will redirect traffic south to
8 Douglas Street and north of Bladensburg Road, closing
9 off a portion of 28th Street that's still in
10 (inaudible).

11 There are other concerns during the project,
12 one of them has to deal with the redirection of the
13 buses, the redirection of the service -- natural gas
14 service lines that come from 24th and Channing under
15 the railroads into the back of the property.

16 And there is not a great deal that's been
17 said about it. The last major concern is of the
18 number of buses that are planned to operate out of
19 this facility once the new facility is finished, okay.

20 There is the -- we're hoping that this is not
21 a matter of right sizing, but more of what the
22 expected use of it -- the facility is big. We have a

1 question about the number articulated buses that are
2 going to be put there because in the local, the area,
3 very few of our lines are served by articulated buses.
4 That means that somebody else is going to benefit as a
5 result of having that equipment there.

6 I'm not objecting to the equipment simply
7 saying there's no direct benefit to the community.
8 And that's it. Thank you.

9 MR. SMEDBERG: Thank you Mr. Montague. Next,
10 Mr. Carlos Davis, President of the Woodridge South
11 Community Association.

12 MR. DAVIS: Good evening, thank you for this
13 opportunity to provide comments on the proposed
14 Bladensburg Garage renovation. My name is Carlos
15 Davis, I'm President of Woodridge South Community
16 Association.

17 Woodridge South is the community in which the
18 Bladensburg Garage resides. As the community
19 association President, an architect and engineer and
20 more importantly, a 40 year resident living within one
21 hundred yards of the Bladensburg Bus Garage, I have
22 two observations and associated recommendations.

1 Number one -- closure of 28th Street between
2 Bladensburg Road and Douglas Street is problematic.
3 Left turns into the community from Bladensburg Road
4 will be relegated to an awkward turn at Douglas
5 Street.

6 As indicated in your traffic study, and known
7 to the community anecdotally, because of poor sight
8 lines, Bladensburg Road at Douglas Street is highly
9 subject to traffic accidents.

10 Also, left out of the traffic study, it must
11 be noted that 30th Street, which has a light, is
12 designated as no left turn.

13 Recommendation -- before 28th Street is
14 approved for partial closure, the study needs to be
15 expanded to assess the full impact on the community,
16 with recommended changes such as new stop lights,
17 changes in signage, no parking along the east side of
18 28th Street between Douglas and Evarts, and/or one way
19 street designations, et cetera.

20 Number two -- orientation of site support
21 facilities. The fueling station, roll-off dumpsters
22 and tank farm are indicated as being moved to the

1 fence line along Bladensburg Road vice remaining in
2 their general current location towards the rear site,
3 along the railroad tracks.

4 This potentially presents as a negative given
5 that Bladensburg Road is a major corridor into the
6 city. This potential negative can be made into a
7 positive if special consideration is given to the
8 perimeter elevation, especially along Bladensburg
9 Road.

10 Recommendation -- during the design phase,
11 instead of consideration of a fencing, consider using
12 the combination of brick and wrought iron as a wall in
13 homage to the former Clark Mills Foundry. This will
14 set the tone for the changes to come along what we
15 call the Historic Bladensburg Road Main Street.

16 To recap -- do not cut off the access to 28th
17 Street. And, as a member of the community, uplift
18 your community and reimagine the site elevations of
19 Metro's Historic Bladensburg Road Bus Barn.

20 I look forward to the opportunity to provide
21 further comments as this project develops, thank you.

22 MR. SMEDBERG: Thank you Mr. Davis. Next,

1 Mr. Daniel Pronio.

2 MR. PRONIO: Daniel Pronio, owner of
3 Northeast Iron Works. We're located at 2632 Douglas
4 Street Northeast. We've been in business for 64
5 years, 56 of that we've been at the current location.

6 The proposed reconstruction of the
7 Bladensburg Metro will have detrimental impacts for
8 business. They state that they will close off the
9 cul-de-sac in our driveway and at the beginning of the
10 circle.

11 So, if they determine to close it all and put
12 a fence across it, it will greatly hinder availability
13 of delivery of the materials and harm to our
14 customers. We have steel deliveries at least three or
15 four times a week with 20 to 40-foot tractor trailers
16 that drive into the circle, back into our lot where we
17 unload the steel with a forklift.

18 If the truck does not have access to the
19 circle, the truck will go back down Douglas Street
20 where we can unload the steel from the Street
21 hopefully, and carry it into our establishment, or
22 unload it in our lot across the street at 2532 28th

1 Street, not to mention we have two trucks that leave
2 our lot every morning and come back in the afternoon.
3 I'm assuming they would have to make a three point
4 turn to get into our place of business.

5 Next is requiring our company lot to
6 immediately avoid parking and storing of building
7 materials and hopefully a future building to expand
8 our business. We have 13 employees that park in our
9 lot, without this they will have to find street
10 parking, which is difficult, not to mention we will no
11 longer have the extra space for storage.

12 If they close the circle, we will need this
13 lot to unload our materials. Also, they state the
14 circle will be an entrenching entrance for the next
15 three years. It will cause more concern about traffic
16 on our street.

17 Finally, they want to close down 28th Street
18 in between Bladensburg Road and Douglas Street. This
19 will limit our access, impact the business to using
20 only Douglas Street or going through the neighborhood
21 which they do not like to do because we respect the
22 housing community.

1 This will also increase the neighborhood with
2 all the food trucks that come out of Evarts Street.
3 So, for myself I have to say we need one acre for the
4 business, but there's one acre that will change our
5 situation forever.

6 Again, I feel deeply that this will have an
7 immediate impact on our business and our productivity
8 in the future. This is our livelihood. We cannot
9 afford to lose it. We have worked hard to have this
10 business and it would be a shame if WMATA is
11 responsible for its decline, thank you for your time.

12 MR. SMEDBERG: Thank you Mr. Pronio. Next,
13 Mr. Steve Hanifi.

14 MR. HANIFI: Hi everybody, my name is Steve
15 Hanifi. I am the President of Real Equity DC and the
16 President of 2510 Bladensburg Road, LLC. I'm happy
17 for you to take your time and listen to me and my
18 concerns with the Metro bus renovation.

19 I've never lost or had a property taken away
20 from me and I'm scared this time it might become a
21 reality. I have many local food truck operators at my
22 lot currently to help assist me with my mortgage that

1 I currently have on a property.

2 I also have plans to better the neighborhood
3 by adding more lodging units to the intersection of
4 Bladensburg. A 24-unit hotel is in the works with
5 Design America Engineering Group. This will help with
6 the demand of local space and youth for D.C. which is
7 located currently on the corner of 2510 Bladensburg
8 Road.

9 These plans will detrimentally affect my
10 business and my future business operations. Please
11 agree on this to help stop this potential renovation.
12 Also, note that traffic on Evarts and 28th Street
13 Northeast will tremendously increase the Bladensburg
14 Road being cut-off.

15 I'm keeping it short and simple but thank you
16 for your time.

17 MR. SMEDBERG: Thank you. I would like to
18 announce that we're joined this evening by ANC
19 Commissioner Jacqueline Manning, Chairperson of ANC
20 5C?

21 MS. MANNING: Yes.

22 MR. SMEDBERG: Okay.

1 MS. MANNING: There's 8 people ahead of me.

2 MR. SMEDBERG: Yeah, I know, no, no, no,
3 we're just acknowledging you.

4 MS. MANNING: Okay, alright, thank you.

5 MR. SMEDBERG: Alright next, Mr. Andrew
6 Moiseff of the Sierra Club?

7 MR. MOISEFF: Hello, good evening, thank you
8 for providing the opportunity. What I wanted to bring
9 up to table is about the makeup of the future bus
10 fleet. I am a volunteer with the Sierra Club, D.C.
11 Chapter, and we're trying to push as hard as possible
12 to electrify the fleet.

13 D.C. passed the Clean Energy Act last year
14 which transitioned to 100% renewable energy therefore
15 it makes additional sense to electrify the fleet. So,
16 the two requests would be -- number one, WMATA develop
17 and present a plan for electrification.

18 My understanding is that that's in the works.
19 There's analysis currently going on but it's unclear
20 at what stage it's at, so you know, as it relates to
21 this development, but also future developments like
22 the Northern Bus Barn and the wider WMATA fleet, it

1 would be nice to see the analysis and a long-term
2 plan.

3 The second related to this bus terminal is I
4 had a chance to speak with Jim Ashe before, just
5 briefly, and it sounds like there in the design
6 accounts for future electric buses, which is
7 encouraging.

8 The request would be though to make sure that
9 is amenable to as many electric buses as possible and
10 that the fleet is -- electric buses are pretty current
11 in the fleet as fast as possible. I think we'll hear
12 later that this area, there's elevated particulate
13 matters in this area, and those it said in the
14 environmental analysis, there's no impact on air
15 quality and noise, I think it's without dispute having
16 electric buses would further lower air emissions from
17 however many buses are going to be here in addition to
18 noise.

19 So, the two requests being a report and then
20 electrify as fast as possible. So, I'll end it there.
21 Thank you.

22 MR. SMEDBERG: Thank you. Next, Lee Bellamy.

1 MR. BELLAMY: Good afternoon, good afternoon
2 everyone. I don't know how much this is going to -- I
3 didn't prepare anything, you're going to see my
4 testimony on the 20th. I'm the owner of the building
5 on 2504 28th Street. I purchased the building on a
6 free and open market in 2015, fully renovated.

7 We gutted it out, started from scratch. We
8 spent a lot of resources, our own money to get the
9 building up and we are proud to be able to move our
10 staff in in 2017, so we don't have a lot of history in
11 the location but we have a lot of pride in our
12 business, as small business owners.

13 B&B Solutions, me and my partner have worked
14 hard to establish what we have established here in
15 D.C. at the CT firm. We have worked on WMATA projects
16 to the row. Actually, we still owe money to Turner,
17 who you all -- the legal battle you all went through,
18 so that's neither here nor there.

19 But today I'm just saying I don't know how
20 much this is going to matter. I don't know how much I
21 really care, but you know, it had meant a lot to me to
22 you know, to be able to purchase a building here in

1 D.C. as a business owner. It was difficult to do so
2 because we geared the certain part of the building
3 that was in the price range that we could afford.

4 And once we were able to afford it, we jumped
5 on it, we made it in the field market. I don't know
6 you know, why WMATA didn't go after the building when
7 it was a free and open market back in '15. We've been
8 in it two years and now you all come along and say I
9 want to take my building, so.

10 I may sound like I'm a little angry because I
11 am angry, really, because I don't see no justification
12 pretty much from where I stand or where I would go if
13 you take this building and I have to pretty much start
14 all over again, so I'm going to kind of end right
15 there.

16 MR. SMEDBERG: Thank you Mr. Bellamy. Corey
17 Bellamy? You don't wish to speak? Alright. Next,
18 Mr. Randall Chandler.

19 MR. CHANDLER: Like the gentleman before me,
20 I'm Randall Chandler, the President of the Arboretum
21 Neighborhood Association. Gentlemen, I really don't
22 have a prepared statement. I'm just speaking

1 concerning your nearby temporary bus employee parking
2 lot, which you want to locate across the street.

3 You all have met with us in the past and our
4 concerns have been an environmental impact study. You
5 increased parking that may result on, in our
6 community, and activity and maybe even noise.

7 There has been no follow-up from Douglas
8 Development so far as the impacts study that you said
9 at one time was coming and we need to have been
10 counseled with them, but we have not received it yet.

11 Secondly, the other issue is I wish in the
12 future that you would check with the community, the
13 city, that we are meeting, because we met pretty much
14 on Tuesdays for about 60 years, and this is the second
15 Tuesday is usually our meeting so I cancelled so I
16 could come to this meeting, so as to help on good
17 community relations I think it would behoove you to
18 reach out and see when we are available or how you
19 might impact us when you're planning a meeting.

20 And for the first reason right now in
21 particular to the impact study, our community at this
22 point hasn't really - does not support the relocation

1 over there and we are waiting to have more engagement
2 and with you all in regards to that to see if we could
3 you know, bridge whatever gap it is. I don't know how
4 entrenched they are.

5 Lastly, it is -- I've mentioned this before.
6 When you're zoning changed color, we would like it to
7 have a sunset that within when your project is
8 completed. We do not want that to be remain as an
9 industrial zoning site because they had changed it
10 from that. We don't want it to go back.

11 So, please consider sunset. Thank you very
12 much.

13 MR. SMEDBERG: Thank you Mr. Chandler. Next,
14 Jacqueline Manning, Chairperson ANC in 5C-04, Miss
15 Manning, you have five minutes.

16 MS. MANNING: Five is a lot of words. Good
17 evening everyone. My name is Jacqueline Manning
18 representative for ANC 5C-04. That neighborhood
19 consists of Arboretum Gateway and a little bit of
20 (inaudible) along with Commissioner Rogers
21 (inaudible).

22 So, a couple of things I'm concerned with.

1 The notifications that we've talked about didn't go
2 out, that's a major concern. This room should have
3 been extremely packed. The timeframe for people to
4 give their comments, their written comments, I
5 understand that.

6 We do not have the construction, the zoning,
7 information, air quality and the timeframe that this
8 project is supposed to begin in. As it relates to
9 closing off 28th Street and eminent domain, we
10 definitely have to talk about that and how's that's
11 going to impact the traffic going in and out and
12 coming around.

13 How would that lessen your employee parking
14 in public space, and not receiving tickets like
15 everybody else does? So, that's a major problem and
16 the time because I mean we will have to start getting
17 residential parking spaces.

18 There's RPP for most of the residents, who
19 currently incur a charge for the residents, while that
20 construction is going on. The environmental studies,
21 definitely the air quality did not come back. I was
22 hoping it would come back before this public hearing

1 so everyone would have an opportunity as Mr. Randall
2 had expressed his concerns.

3 What will happen to two major communities?
4 We do understand the importance of renovating a bus
5 barn, the history of Bladensburg Road, and all of the
6 amenities that you are offering, but at the same time
7 before something like this takes place, we need to
8 have everything so we can at least come to a common
9 ground on what appears to happen.

10 As you may becoming neighborly because some
11 of the businesses like the -- I don't want to seem
12 biased, of what's happening on 28th Street over in the
13 Woodridge south, as for Mr. Davis mentioned, the
14 traffic flow with the trash that's there, and where
15 your trash locates, the gas thing, those things need
16 to go to the rear of the lot.

17 And -- it's just a lot in a short period of
18 time that we have no other. You haven't responded to
19 any of our questions that the community would like to
20 hear. And I think again, like I did request for some
21 signs to go up for the public information to be up
22 around the community and a mail dropper, and that

1 didn't happen because at the end this is impacting a
2 lot of people in the traffic.

3 It's going to also impact New York Avenue as
4 well with the flow of traffic coming in. I've got
5 okay, 2:12 good enough. Going back to the sunsetting,
6 which is very important on what's happens here on
7 potentially the city, that's going to -- because that
8 project is supposed to happen where in the fifth phase
9 of the five years to -- something like that.

10 So, the goal is for us to have residential,
11 every (inaudible) on that lot, so as we come together
12 as a community, yes, because Metro has been there for
13 a long time and probably was before some --
14 Commissioner Montague you have stated, the historian
15 for his community.

16 It's so important that we recognize what's
17 happening here. We're going to constantly change, but
18 we also have the fast train that's coming as well to
19 our community. So that means we're becoming a
20 transportation depot, correct?

21 But the reality is working with the city,
22 that needs to happen, and we're very concerned about

1 the zoning because you cannot let that continue to
2 stay industrial because of the mixed use lot. We're
3 very concerned about what's happening there, even
4 though they're moving dirt from one side to the other
5 and other things were around the city, we still have
6 to have keep with the timeframe.

7 I believe it was said you all are looking to
8 use up the five years, but I think this project can
9 happen in two and a half or three years because it's
10 just moving buses. Your employees are going to be
11 here parking temporarily, and also the safety of your
12 employees as well as the community, how are we going
13 to sync all that.

14 Because then you're going to put an impact on
15 5th district police station. As it relates down here,
16 you still need to address the issue of the parking and
17 the trash that's along Bladensburg Road and New York
18 Avenue.

19 And on Bladensburg Road where your staff is
20 not parking on the lot, so if you move 28th Street,
21 that becomes anoth problem, and also I know you're
22 buying a couple of places, but I don't think eminent

1 domain goes into all of those places that you're
2 trying to purchase.

3 And so, with that I look forward to working
4 with you all. Thank you WMATA, thank you again for
5 the opportunity.

6 MR. SMEDBERG: Thank you Miss Manning. Is
7 there anyone else who joined the meeting and is
8 present who would like to speak? At the end, we'll
9 make sure that the staff captures your name, but if
10 you could state your name for the record please.

11 MS. OLIVER: My name is Darlene Oliver. I'm
12 the ANC for 5C-05, which is I guess south of here.
13 We're kind of in the middle and we have -- Brickwood
14 Community, thank you.

15 My issue is there is a proposal to put 238
16 school buses in my area, which is on W Street. We've
17 got 238 school buses, and you're going to have 248
18 standard buses, this is all going to happen within a
19 mile and a quarter area.

20 You're going to have to have -- and that
21 could impact New York Avenue. It's going to impact
22 18th Street, all the streets, there's no way it's not

1 going to. On top of that, you're going to have more
2 than 400 employees, so you're talking about large
3 numbers of people moving at intervals of -- in the
4 morning and then in the afternoon. So, rush hour is
5 going to be an absolute disaster.

6 So, I just wanted to put out there how many
7 moving vehicles there are going to be in the morning
8 and basically in the afternoon, and the buses will be
9 moving all day. The school buses will start moving if
10 it goes through at 4 a.m. and then they're going to
11 come back at 3 a.m. and buses will be moving at all
12 times.

13 So, the impact on the area and the residents
14 is going to be incredible. I want you to take that
15 into consideration, thank you.

16 MR. SMEDBERG: Thank you very much.

17 MS. NELSON: My name is Darlene Nelson. I
18 live at the [REDACTED]. I live in the [REDACTED]
19 [REDACTED] Northeast. One of my concerns is what would
20 you do with the flow of traffic because a lot of
21 traffic comes in from Maryland, making sure it goes is
22 a major way for people coming into our wards.

1 It can take you 15 minutes sometimes if you
2 want to get from 28th Street to New York Avenue, and
3 that's only about a couple of blocks. So, when you
4 start construction there, what would happen with the
5 traffic? Do you have any plans for changing the
6 lights or something where traffic would flow more
7 smoothly? Right now, it does not flow at all in the
8 morning, when you start construction work it's going
9 to slow it up.

10 And also, I'd like to know the time you're
11 going to start construction and when you're going to
12 stop the construction because in my neighborhood, we
13 want to know everything that's going on, thank you.

14 MR. SMEDBERG: Thank you, make sure you see
15 the -- yes, sir? Come to the mic. You have to come
16 to the mic and please state your name.

17 MR. FENWICK: Have you considered the parking
18 facilities at RFK that faces Lancaster Golf Course,
19 there's plenty of parking facilities there. I mean,
20 you know, this would alleviate this whole mess. If
21 you negotiate with whoever, the District, and use that
22 parking facility where the military and Lancaster, it

1 would alleviate all of this, that's all I wanted to
2 say. I hope you look at that.

3 MR. SMEDBERG: Could you state your name for
4 the record?

5 MR. FENWICK: Jim Fenwick.

6 MR. SMEDBERG: Thank you, Mr. Fenwick.

7 MR. FENWICK: Okay, but please look at that
8 because that may alleviate all of this, there's plenty
9 of parking that goes unused all the time, with the
10 exception of occasional market.

11 MR. SMEDBERG: Is there anyone else? Yes,
12 ma'am?

13 MS. PENN: Good evening, my name is Frances
14 Penn, and I am the Chairperson for the 5th District
15 Metropolitan Police Department. Why isn't someone
16 here from the MPD? Have they been properly notified
17 of this meeting today? Because I want to tell you,
18 this is going to impact the MPD in a way that nobody
19 else is impacted.

20 We have to be concerned with New York Avenue,
21 that's the main thoroughfare into D.C. When they park
22 these buses over here, it's going to be a major

1 problem bringing these buses in down here and getting
2 them back out, back out to Bladensburg Road and going
3 where they're supposed to go. That is a problem. And
4 MPD should have been here. Commander Fitzgerald is
5 right upstairs, to talk about the impact of MPD.

6 The traffic -- the problems that we have here
7 are unreal.

8 UNIDENTIFIED SPEAKER: Yes.

9 MS. PENN: I know that we need to do
10 something down there for the bus barn, but we also
11 have to think about the other impacts, problems we're
12 going to have. We have these hotels in this area,
13 that's the main thoroughfare.

14 In the morning if you sat up there between 6
15 and 9, you can't get across if you walk. So, with
16 this all coming together it's a problem. It's a big
17 problem, and MPD should have been here tonight if
18 nobody else is here. And I want to know were they
19 officially notified?

20 Did you all officially invite them here
21 because the rest of us didn't have the right type of
22 notification of the meeting in the first place. So,

1 now somebody that's that important to this area should
2 have been one of the ones, even if you had to do it
3 verbally, to let them know what was happening here
4 tonight. Did you contact Peter Newsham?

5 MR. SMEDBERG: Just, there's going to be
6 staff available to answer that question.

7 MS. PENN: Thank you.

8 MR. SMEDBERG: Thank you. Is there anyone
9 else? Seeing no hands, this meeting is now adjourned.
10 Thank you so much for coming.

11 (Whereupon, the meeting adjourned at 7:15
12 p.m.)

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1 CERTIFICATE OF NOTARY PUBLIC

2 I, NATHANAEL RIVENESS, the officer before
3 whom the foregoing proceedings were taken, do hereby
4 certify that any witness(es) in the foregoing
5 proceedings, prior to testifying, were duly sworn;
6 that the proceedings were recorded by me and
7 thereafter reduced to typewriting by a qualified
8 transcriptionist; that said digital audio recording of
9 said proceedings are a true and accurate record to the
10 best of my knowledge, skills, and ability; that I am
11 neither counsel for, related to, nor employed by any
12 of the parties to the action in which this was taken;
13 and, further, that I am not a relative or employee of
14 any counsel or attorney employed by the parties
15 hereto, nor financially or otherwise interested in the
16 outcome of this action.

17 

18 NATHANAEL RIVENESS

19 Notary Public in and for the

20 District of Columbia
21
22

1 CERTIFICATE OF TRANSCRIBER

2 I, HELEN VENTURINI, do hereby certify that
3 this transcript was prepared from the digital audio
4 recording of the foregoing proceeding, that said
5 transcript is a true and accurate record of the
6 proceedings to the best of my knowledge, skills, and
7 ability; that I am neither counsel for, related to,
8 nor employed by any of the parties to the action in
9 which this was taken; and, further, that I am not a
10 relative or employee of any counsel or attorney
11 employed by the parties hereto, nor financially or
12 otherwise interested in the outcome of this action.

13
14 

15 HELEN VENTURINI
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22

Attachment 2 – Written Correspondence



Advisory Neighborhood Commission
Single Member District 5C07

Public Hearing Testimony
WMATA Bladensburg Bus Garage Replacement Proposal

September 10, 2019

Fifth District, Metropolitan Police Department
1805 Bladensburg Road NE
Washington, DC 20018

Chairman, Board Members, and Assembled;

Thank you for the opportunity to speak before you to express opinions, concerns, desires, and opportunities sought by our community. First, as the full commission ANC-5C has not discussed this matter, as commissioner and historian, I am speaking on behalf of my constituents, including residents of greater Woodridge, and neighboring communities within Ward 5.

We acknowledge the Bladensburg Bus Facility, Garage and Maintenance Shops, as having a long co-existence, dating back to 1962. It is here that O. Roy Chalk built his flagship Depot, for D.C. Transit. It is where he introduced his fleet of new-look buses to the District of Columbia. Not all occurring was of mutual benefit. Community demands and hard fought negotiations caused the noise, pollution, and maintenance racket to lessen.

Historically, the present facility buildings sit upon a site, which once housed the Clark Mills Studios. This is where the casting of the Statue of Freedom atop the US Capitol under direction of a slave occurred. Later, people came by trolley along the pike to bathe in the mineral springs, which fed Hickey Run and the Anacostia to the south. The Standard Butterine Company, where Oleomargarine originated, called it its home. The Corby Baking Company invented the mass production of bread upon this Square and Lots. The Fleishman Company operated a distillery producing the finest Gin and medicinal alcohol. The B&O Rail Road Company had rail spurs into the property connecting it to commerce from the 1850's until the 1960's. For a time, the dairy farm produced ice cream transported to and sold along 7th, 14th, & U Streets in the northwest of the City.

These are events little known. However, they are well documented, and vitally important to this community's evolution. Because your plan proposes to alter substantially WMATA's existing presence, we ask that you firmly commit in your proposed designs to acknowledge these facts and events, both tangibly, and responsibly, being the good member of the community we encourage. We also ask that you promote this Depot's history, good or bad, forthrightly, and not as tangentially or marginally significant. This will

increase knowledge of its impacts and influences upon this community, and the lives of the people who have worked there, as well as, the resolve of community engagement. A mural incorporating the full extent of your perimeter fencing might accomplish this nicely.

Your proposed expansion to the property at 28th and Douglass Street creates a dilemma. It proposes the closing of a portion of 28th Street NE to accommodate the expansion and adding your new bus entrance. If successful, this also extends the expanded property to the northwestern line of Reservation 313e, a small seemingly insignificant public space. It is not, resulting from the extension of the Permanent System of Highways in 1910, and the laying of Douglas Street NE, and 28th Street north of the Old Baltimore-Washington Turnpike Road, America's first, congressionally chartered toll road. The closing will redirect traffic south on Douglas Street onto Bladensburg Road. Closing that portion of 28th Street is ill advised.

There are other concerns about service during the project. Today, some route-runs from the garage have been already been diverted to operate from other garages. As one example, there is the 83, 83x, and 86, now operate out of Landover. One wonders, is this strategic planning, or just occurring redistributing to fill underutilized garages? Regardless, we have an opportunity here. The plan to have a multi-phase construction project, allowing concurrent operation and construction appears practical. It mitigates some staging and construction issues. Its influence upon daily bus operations remains less certain. We are adamant, that service levels must not decrease because of this project.

Another key component of the plan requires temporarily storing some vehicles elsewhere. You offer that Gateway, the yet to be developed parcel at New York and Montana Avenues and Bladensburg Road is ideal but pricey. Perhaps; nevertheless, the community is weary that any agreement with the property owner for your use will further delay the development of Gateway. Along with that comes the diverting of amenities elsewhere or more disappointingly never realized. Maybe, you could heavily encourage the property owner to move forward with the projects development, concurrently, given the hefty annual rent you will pay.

It is unclear if the proposed final design, allows for growth in response as the population and demand increases in Ward 5. Uncomfortably, there is suspicion, more probably; it will be a growth-constrained plant, used to justify building additional garages elsewhere.

There is little mention of the treatment of the natural gas service lines for the CNG buses. These cross under the railroad tracks from 24th and Channing Street, extending southward into the bus property. How will the phased development avert compromises to public safety? This must have been a design consideration. We are hearing little about it.

A last concern is the draw down indicated in the number of buses planned to operate out of the new facility once completed. One hopes it is not a product of the ill-informed concept of "right sizing". The community wonders if this foretells a reduction in service in the up and coming Ward 5. Since few articulated buses operate in the surrounding community, the proposed increase in them at Bladensburg does not appear to benefit the immediate community.

Perhaps, thinking bigger picture, it may benefit riders elsewhere. Nevertheless, the B2 could certainly use them. The H6 could use better reliability. The B8/B9 could benefit from improved frequency, adjusting the type of vehicles to service demand and time of day.

In closing, our community desperately needs better bus service, because the trains do not come here by design. Perhaps this re-imagined facility is a step in improving that situation. We encourage you to use this opportunity to be a better community citizen. We no longer accept proposals as done deals. Never doubt our tenacity. We are prepared, rightfully and assertively, to grow our community smarter and with greater local benefit.

Thank you for your consideration. We look forward to further engagement.

Jeremiah Montague, Jr.
Commissioner ANC-5C07
2914 25th Street NE
Washington, DC 2008-2510
(202) 670-8543
5C07@anc.dc.gov

Attachment 3 – Website Comments

Feedback Form Written Comments

Bladensburg is an essential bus division for the regional Metrobus system. Since Northern division closed in June, several routes and buses had to be dispersed throughout the system, with many lines and blocks transferring to Bladensburg. Capacity at Bladensburg must be drastically expanded, since local and regional Metrobus service has to be increased to become competitive with other modes of transportation, such as personal vehicles or ride share. If Metrobus is a reliable and affordable option, ridership will increase, as well as revenue. A fundamental principle of transportation is that service drives demand. Therefore, on top of a regional sales tax negotiated with the jurisdictions to fully fund local contributions comparable to other US cities, farebox revenue will increase. With extra bus capacity and ridership, traffic will decrease and our air quality will increase due to less people driving. Also, there will be more economic opportunity for all of DC and the rest of the region with reliable, ubiquitous transit. Expanding the capacity of Bladensburg division drastically, along with increasing buses at other lots around the region, will play into Metro's best financial and economic interests in the long-term. Finally, an expansion of Bladensburg with the existing CNG pumps will enable a further expansion of the alternative-fuel fleet in the near future. Within ten years however, an electrification of the Metrobus fleet is necessary to begin for even less carbon footprint and operating costs.

Any additional development impacting Bladensburg, New York Ave, Montana Ave, Franklin St, and RI Ave NE should be staggered. Residents already experience traffic gridlock due to the large amount of commuter traffic that uses these roads. To add the reconstruction of this facility in tandem with the huge development planned on NY Ave, plans for Brookland Manor at RI and Montana Aves, without doing anything to adjust the traffic patterns is a slap in the face to residents of this corner of Ward 5.

As a resident of Woodridge, I am concerned that the current plans are not forward thinking. The area is undergoing a full redevelopment, and will only continue to do so. A plan to simply modernize the facilities without any thought to the future use and practicality seems short sighted. I urge Metro and the commission to 'think outside the box' --- why not modernize and harmonize with the community. The opportunity to expand this beyond the scope and to take into account the future of transportation is not represented in the current plans. Further, I think Metro should be looking at a multi-use facility for this type of project. Why are we not doing that? The extra acre of land to simply build a garage in times when DC waters charges an incredible rate for the clean rivers fee seems illogical -- why not consider a greener/ more sustainable approach. A garage with retail or in collaboration with community partners. We can't afford to not think about the future when the projects come with high price tags.

As an employee and minority owner of Northeast Iron Works located at 2632 Douglas St.,NE,Washington, DC 20018 (cul-de-sac entrance/exit to our business) I, Kathleen Eubanks,Sect/Treas. of the business am GREATLY concerned about the cul-de-sac closure. Is the closure of the cul-de-sac really necessary ? Does it give you that much more space ? This closure will impede our business for delivery of materials (a 40'+ tractor trailer full of steel products) and dispatch of our (3) trucks to service our clients in the DC,MD,VA area. Our business has been at this location for over 50 years and it would be very costly for us to relocate in DC, we are very proud to be a DC operation and CBE business. We ask you to please keep the cul-de-sac open so we can continue to operate and be an invested business in DC. Thank you for your consideration,
Best Regards,
Kathleen Eubanks, Sect/Treas
Northeast Iron Works, Inc.
2632 Douglas St.,NE, Washington, DC 20018 (202)529-9440

Hello,

I believe that the reconstruction of the Bladensburg bus garage is a good idea. I believe that it will add much needed curve appeal to the Gateway and Ft. Lincoln neighborhoods. Also, it will provide parking for a lot of employees so that the congestion on Bladensburg Rd. will be kept to a minimum. When the construction is completed and the employees return, they will have a another level of pride knowing that a location that has served the district for so long has a fresh and new feel.

THANKS!!!

I support this project. Employee parking is troublesome now and am happy to see employee parking added to the site.

Feedback Form Written Comments

I think it'll be a good idea since we really need more longer buses for some routes that will be crowded at times. The more longer buses the better. Plus clean electric buses will also be nice.

I think its a great idea. Modernization will also spur growth/development in and around that area.

I wish to be kept updated as to the status and substance of Metro's Bladensburg Bus Garage reconstruction plans.

I'm glad that Metro is investing in and modernizing our bus garages! Thank you! The page on this project does not show a much information on the project, for example why this garage was selected over others, aside from it's age, or about any plans to change how the garage will be used. I wish this information was more accessible. Beyond that, I noticed that BEB infrastructure is being included in the rebuild of this site, which is really exciting (I think, if I read the plan right). My hope is that as a CNG/BEB facility the new Bladensburg Garage can be a model the shows a bus garage can have a low-impact on the community it's located in (maybe even a positive one?1); making is easier to put garages in more diverse locations. I hope that Metro keeps that in mind in the design of this project, the flow of buses, maintenance equipment, comfortable places for mechanics and bus operators to work and rest, etc are critically important, but the attractiveness of the site, landscaping opportunities, fencing, curb-cut safety for pedestrians, and building design should matter too because it's important that Metro can keep our urban bus garages and maybe one day increase their numbers. Disclaimer, I was recently hired by WMATA although I have no relationship to this project. I write this as a transportation planner and life-long DC resident and transit user.

It would be great if there was a dedicated office space for the Special Police Division. Maybe a little locker room too.

Metro has stated they will/want to acquire acquisition of the property at 28 street and Douglas street. I am one of the homeowners who lives at 28 and Evarts St. and I just want to make sure that we homeowners on Evarts street can be guaranteed that you will not include our street in this acquisition of property if this happens

Also, we hope that if this happens, we aren't closed in our street at the end of 28 street.

METRO NEEDS TO REBUILT DC TRANSIT BUSES,WMA TRANSIT BUSES,ALEXANDRIA BARCROFT AND WASHINGTON TRANSIT BUSES,AND WVM TRANSIT VIIRGINIA LINES BUSES CREATED METROBUS AGAIN PUT A NEW MOTOR IN IT AND PUT NEW MALFUNCTION SMARTRIP FAREBOX ON CLASSIC METROBUSES.AND REBUILT AM GENERAL METROBUSES AND REBUILT GMC RTS METROBUSES PUT A NEW MOTOR IN IT AND PUT A NEW MALFUNCTION SMARTRIP FAREBOX ON CLASSIC METROBUSES THEY BE READY TO GO TO THE NEW ANDREWS CAMPUS METROBUS DIVISION.COMING SOON BRIGHTSEAT METROBUS DIVISION IN 2021 AND COMING SOON EAST CAPITOL STREET METROBUS DIVISION IN 2022.

MR. DANIEL PRONIO- PRESIDENT-NORTHEAST IRON WORKS, INC., located at 2632 Douglas St.,NE,Washington, DC 20018

This construction as per plans will Greatly Hinder our Business and day to day Operations. As per drawings that the METRO has provided, the cul-de-sac access located at the end of Douglas St.,NE that is used to deliver materials and operate our business will be closed off and we will not have any access to our building to operate. We have been at this location for over 50 years, have our CBE license, payed taxes and have been a successful small business in DC and do not wish to nor can afford to relocate. As a small business owner , I am Greatly Opposed to the reconstruction of the Bladensburg Bus Garage as planned.

My biggest concern as a bus rider is that our buses clean & well-maintained.
There's been a big shortage of buses all over this summer
Some haven't been the cleanest ,
Perhaps because of VA shuttles, but no excuse for LACK OF CLEANLINESS!!

Feedback Form Written Comments
My concern is the traffic during rush hour it is the bottle-neck as it already You are well aware of this problem How will it be addressed We were not notified in advance of this meeting . My concern is the traffic during rush hour it is a bottle-neck as it is already . You are well aware of this problem how will it be addressed we were not notified in advance of this meeting. This is a great project to enhance the bus garage. This will bring the garage and services metro is capable of offering into the future. Hopefully this can support an all electric bus fleet throughout the city soon. This particular area is very much due for an upgrade. Though I am not a fan of any “depot” style developments in the city, we also have to recognize the positive growth and what this change will contribute to the community.

Feedback Form Written Comments

To Whom it may concern,

I am a strong proponent of public transit in the DC area, and was excited DC's buses and bus drivers are getting some long-overdue attention. However, my neighborhood is directly north of the Bladensburg Bus Garage; now that I have read and understood the proposed reconstruction plan for it, I am concerned about the traffic impacts of the position of the proposed main entry/exit to be used by the buses. Currently the main entry/exit is positioned midway along a long block between 25th Pl. and 28th St. (V St. and Channing St. on the east side of Bladensburg St). The proposed location is on a short block between Douglas St. and Channing St. on the east side of Bladensburg St. As discussed below, I propose the current bus access point be retained and/or at the very least, the proposed one be re-positioned.

The current entry/exit intersection includes dedicated a bus garage traffic light, giving buses from the south time to make a left turn and a long stretch of road in both directions where through traffic accumulates at red lights. Even so, we occasionally see METRO workers directing traffic to get the buses in and out efficiently. Relocating the main entry/exit point closer to a through-traffic-light intersection will not improve the movement of buses into and out of the facility. In addition, the proposed location is opposite the loading zone of a long-time neighborhood family business, Action AI's Tire shop (AAT). The proposed change will further limit through-traffic flow, and possibly adversely impact AAT's shop by blocking their delivery zone. What provisions are being made with the new access point to allow for the free flow of traffic and access to AAT?

The proposal also includes the sequestration of 28th St. south of Douglas St. This street is used by us and our neighboring residents and businesses located north of the Bladensburg Bus Garage, including: ANT Towing, Northeast Iron Works, DC Central Kitchen, Margret's Soul Food Truck and Catering, C&W Repair and Body Shop, and Capitol Services and Supplies*. Additionally, there are three churches in this neighborhood affecting traffic flow outside commercial business hours. Our neighborhood north of the Bladensburg Bus Garage is already limited geographically by train tracks and major thoroughfares*: CSX train tracks to the west, South Dakota Rd. to the north, and Bladensburg Rd. to the east. There is currently no left turn from Bladensburg Rd. onto 30th St. or Evarts St.* Although I see a small WMATA benefit of closing this portion of the street, access into and out of our neighborhood will suffer. The closure of 28th St. will require left turns onto Douglas (one short triangular block from the proposed main entry/exit) which will dramatically affect bus movement any time a vehicle tries to enter the neighborhood.

I do not see that the current development plan sufficiently addresses this. This change will definitely negatively impact traffic in the neighborhood north of the re-development. While the proposal claims the improvements are "not predicted to affect the Level of Service at the closest intersections beyond acceptable planning standards" and "anticipates preparation of DDOT transportation study which will review traffic loads and signals in the vicinity", this redevelopment will at the very least radically alter our neighborhood's traffic flow, and possible solutions must be addressed prior to redevelopment.

I strongly recommend that the current main entry/exit access point be retained. Other suggestions would include locating the main entry/exit, with dedicated traffic lights, opposite Channing St., or using two lighted intersections (the current one and one opposite Channing St.) for entry and exit.

Sincerely,
Ewan Plant

*these notes do not include the businesses located on Bladensburg Rd. south of 30th St. except Action AI's Tire Company. Unlike the businesses located between Channing St. and V St. several of these businesses do not have off-street parking.

The access into the neighborhood allows for the flow of traffic, except buses, from South Dakota through 30th St. onto Bladensburg Rd. There is a lighted left turn from Bladensburg to South Dakota Ave which facilitates traffic movement around the neighborhood.



Advisory Neighborhood Commission
Single Member District 5C07

Public Hearing Testimony
WMATA Bladensburg Bus Garage Replacement Proposal

September 10, 2019

Fifth District, Metropolitan Police Department
1805 Bladensburg Road NE
Washington, DC 20018

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It is unclear if the proposed final design, allows for growth in response as the population and demand increases in Ward 5. Uncomfortably, there is suspicion, more probably; it will be a growth-constrained plant, used to justify building additional garages elsewhere.

There is little mention of the treatment of the natural gas service lines for the CNG buses. These cross under the railroad tracks from 24th and Channing Street, extending southward into the bus property. How will the phased development avert compromises to public safety? This must have been a design consideration. We are hearing little about it.

A last concern is the draw down indicated in the number of buses planned to operate out of the new facility once completed. One hopes it is not a product of the ill-informed concept of "right sizing". The community wonders if this foretells a reduction in service in the up and coming Ward 5. Since few articulated buses operate in the surrounding community, the proposed increase in them at Bladensburg does not appear to benefit the immediate community.

Perhaps, thinking bigger picture, it may benefit riders elsewhere. Nevertheless, the B2 could certainly use them. The H6 could use better reliability. The B8/B9 could benefit from improved frequency, adjusting the type of vehicles to service demand and time of day.

In closing, our community desperately needs better bus service, because the trains do not come here by design. Perhaps this re-imagined facility is a step in improving that situation. We encourage you to use this opportunity to be a better community citizen. We no longer accept proposals as done deals. Never doubt our tenacity. We are prepared, rightfully and assertively, to grow our community smarter and with greater local benefit.

Thank you for your consideration. We look forward to further engagement.

Jeremiah Montague, Jr.
Commissioner ANC-5C07
2914 25th Street NE
Washington, DC 2008-2510
(202) 670-8543
5C07@anc.dc.gov



Northeast Iron Works, Inc.

2632 DOUGLAS STREET, N.E.
WASHINGTON, D.C. 20018

PHONE: (202) 529-9440
FAX: (202) 832-3823

August 28, 2019

Council Member of Ward 5
Mr. Kenyan R. McDuffie

RE: Proposed Reconstruction of Metro's Bladensburg Bus Garage

Sir,

I am writing you as the President of Northeast Iron Works, Inc. located at 2632 Douglas St., NE, Washington, DC 20018. We have been provided with construction plans for the Metro Bus Garage expansion project and are greatly opposed to basically "the closure of the cul-de-sac on Douglas Street as shown in the General Plans for the project". The access to our business (Northeast Iron Works) is located at the beginning of the circle on Douglas St., NE (see attachment) and the closure of the circle would greatly hinder availability for deliveries of materials, walk in customer's, and parking for our business. We have been a well established business at this location for over 50 years, are a CBE and always paid the necessary taxes that are needed for 'Clean Hands Certification' and to maintain our continual Business License. A public hearing is being held on September 10, 2019 (see attachment) and we would appreciate your recommendation of not closing the cul-de-sac located on Douglas Street, NE so that we can maintain our business.

Respectfully,

Daniel Pronio
President
Northeast Iron Works, Inc.

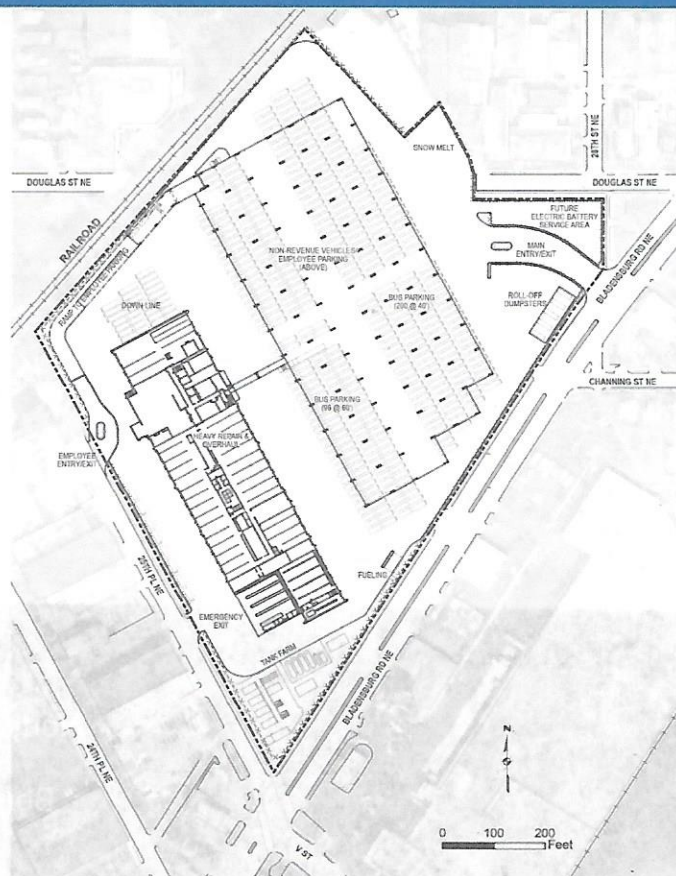


Proposed Reconstruction of Metro's Bladensburg Bus Garage

Metro is seeking feedback about the proposed reconstruction of the Bladensburg Bus Garage located in northeast Washington, D.C.

As one of Metro's oldest bus garages, the Bladensburg Bus Garage located in northeast Washington, D.C., has served as a bus operations and maintenance facility for nearly 60 years. Metro is proposing to rebuild and modernize this crucial facility, including increasing the size of the site approximately one acre in order to incorporate a state-of-the-art garage that can hold up to 300 buses, separate entrances for buses and employee vehicles, and on-site employee parking.

To get more information about this proposed facility, including the environmental report and general plans, visit wmata.com/plansandprojects.



*Detailed Project Concept (Proposed Conditions),
Bladensburg Bus Garage Environmental Report*

Please provide your feedback by 5:00 p.m. on Friday, September 20, 2019:



Provide your written comments at wmata.com/plansandprojects

Attend the Open House at 6:00 p.m. and Public Hearing at 6:30 p.m. on Tuesday, September 10 at MPD District 5 Substation, 1805 Bladensburg Road NE, Washington, D.C.

Public feedback will be provided to the WMATA Board of Directors for approval in late 2019. If approved, property acquisition along 28th St NE, a closure of a cul-de-sac on Douglas St NE, and a nearby temporary bus and employee parking lot would be necessary for the construction of this facility.

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability or family status. If you require special accommodations under the Americans with Disabilities Act or translation services (free of charge), contact the project team at 202-962-2511 (TTY: 202-962-2033) at least 48 hours prior to the public hearing date.



2632 Douglas St NE



2D

Darin A. Wilkerson

Address

Phone number

email

Work Experience

03/1987 – 05/2016

U.S. General Services Administration
Washington, DC 20407
40 hrs per week

Administrative Assistant, GS-0305-04

Maintains a suspense file on items that have a time limitation (e.g. letters of reprimand). Receives request for OPF, determines if requester is authorized to obtain file, and removes all restricted material before transmitting or releasing files in accordance to the Privacy Act. Answers inquiries from other government agencies, security investigators, credit organizations, etc. regarding GSA employees received either by telephone or in writing. Determines whether requester is authorized to receive the information and insures that only authorized information is provided.

Searches OPF's and related files to provide information requested by personnel specialist and other authorized officials. Pulls OPF's of employees who have resigned, transferred, or retired; screens files to remove designation material in accordance with appropriate regulations; and forwards OPF's to Federal Record Center or other federal agencies.

Coordinates and schedules security appointments. Fingerprints current and prospective GSA employees. Responsible for requisitioning personnel and other forms used by the Personnel Office. Orders forms based on a request from a personnel branch or as a result of an inventory of the forms supply room.

Responsible for the disposition of merit promotion case files card index, and chronological files following disposition instructions provided in appropriate GSA directives. Maintains reference files used by the Information and Records Staff such as FPM, GSA Orders, Manuals, Handbooks, etc. Performs other related duties as assigned.

Training

IT Security Awareness
Privacy Act Policy
Records Management

Professional References

Mike Williams, General Services Administration, Supervisory HR Specialist,
202-501-1436, michael.j.williams@gsa.gov

Darrin Burton, Department of Commerce, Senior HR Specialist,
703-624-6127



63

TAKOMA STATION



8658

5471

metrobus

metrobus

IF YOU SEE SOMETHING,
SAY SOMETHING.
Report suspicious activity
or prohibited items on Metro.
CALL 800-960-9122

10970

Appendix C – Public Hearing Presentation

Compact Public Hearing Docket R19-02 Bladensburg Bus Garage Replacement

September 10, 2019

MPD District 5 Substation

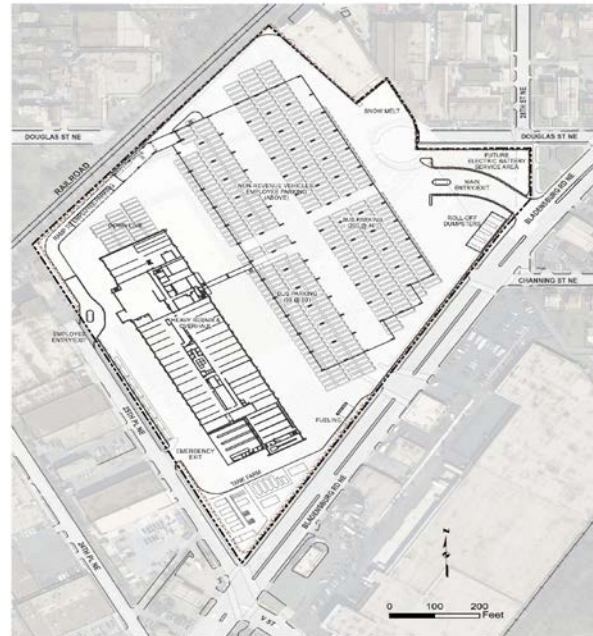


Agenda

- Purpose of Public Hearing
- Overview of Project
- Impacts
- Public Comment

Where to Find Additional Information

- **wmata.com/plansandprojects**
- **Washington Metropolitan Area Transit Authority**
600 Fifth Street N.W.
Washington, DC 20001
(202) 962-2511
(please call in advance to coordinate)
- **Woodridge Neighborhood Library**
1801 Hamlin Street NE
Washington, DC 20018
(202) 541-6226



Comments due by 5:00 pm, Friday, Sept. 20, 2019

- **By on-line comment form:**

- wmata.com/plansandprojects
- You can comment anonymously or give your name

- **By mail:**

Office of the Secretary

Washington Metropolitan Area Transit Authority

600 Fifth Street N.W.

Washington, DC 20001

Please reference “Bladensburg” in the “subject” line

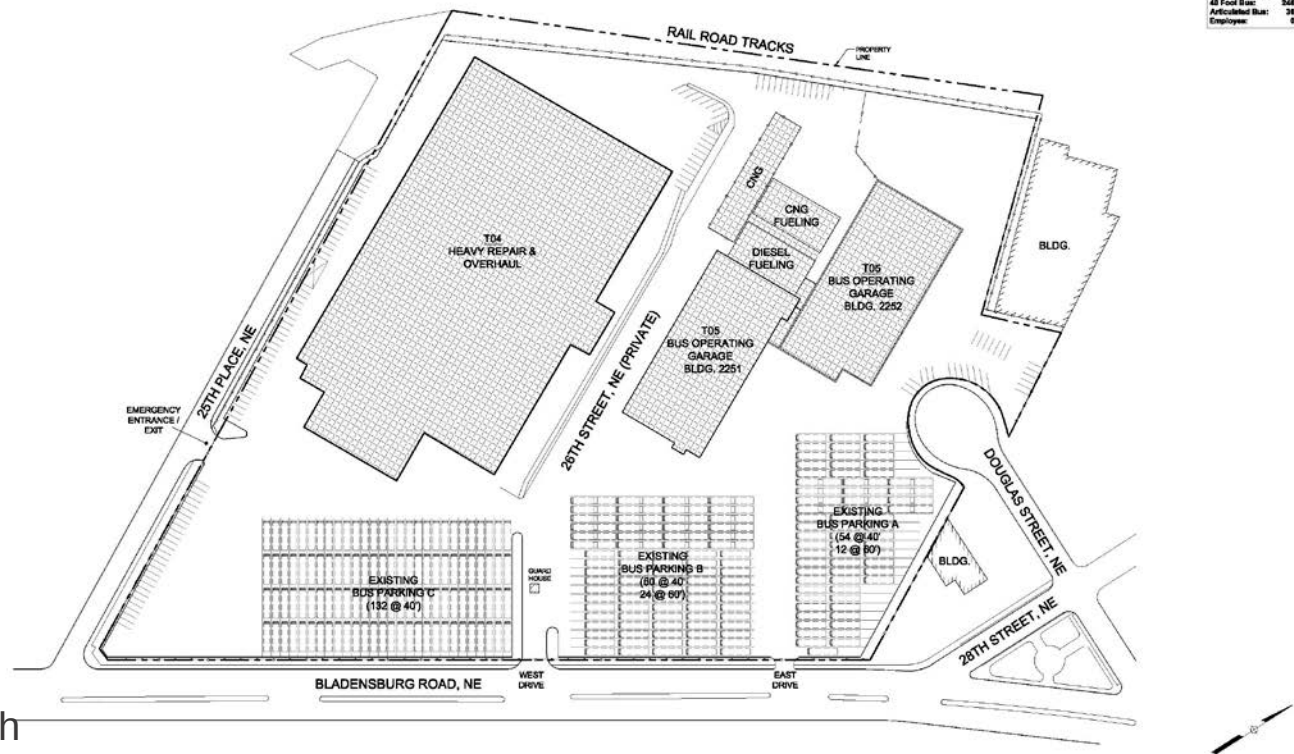
Public Hearing Comment Period & Approvals

Month (2019)	Milestone
September 20	Close of Public Comment Period
Early October	Staff Report posted on Metro's website for public comment
Late October	Close of Staff Report Public Comment Period
November 7	Staff Report and Supplement presented to Metro's Board of Directors Finance and Capital Committee for approval
November 21	Staff Report and Supplement presented at Metro's Board of Directors for approval

Current Configuration

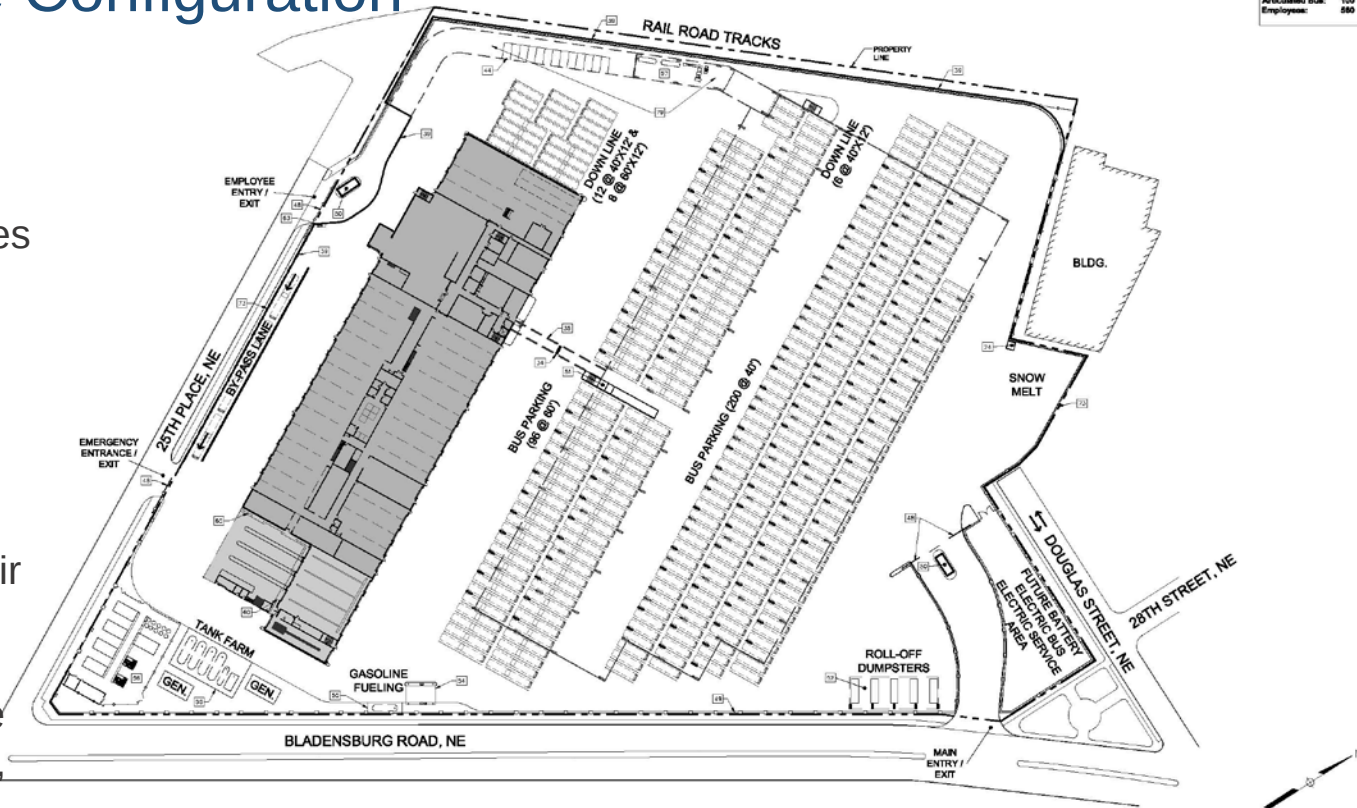
Site includes:

- Bus Operating Division
 - 248 standard buses
 - 36 articulated buses
- Heavy Overhaul Facility
- Non-Revenue Repair Facility
- One entrance to site for both employee vehicles and Metrobuses, off Bladensburg Road NE



Proposed Future Configuration

- Bus Operating Division only
 - 200 standard buses
 - 100 articulated buses
- No Heavy Overhaul
- No Non-Revenue Repair Facility
- Separation of employee and Metrobus entrance, resulting in two new entrances to site



Impacts

- Moderate changes in local traffic
- Property acquisitions
 - 3 parcels on 28th Street
 - Close Douglas Street cul-de-sac
- Construction Impacts
- Remediation of Hazardous Materials
- (Potential) Cultural Resource—Clark Mills foundry

Areas of No Impact

- Zoning
- Parks
- Wetlands
- Floodplain
- Community Disruption
- Biologic Resources
- Water Quality
- Air Quality
- Visual Resources
- Coastal Zone Resources
- Noise and Vibration
- Safety and Security

PUBLIC COMMENT

Metro will receive comments tonight:

- +Public Officials: 5 Minutes
- +Private Citizens: 3 Minutes
- +No relinquishing of time

**THANK YOU
FOR
YOUR PARTICIPATION!**

PUBLIC HEARING STAFF REPORT SUPPLEMENT

SUPPLEMENT AND STAFF RECOMMENDATIONS

**PROPOSED MODIFICATIONS TO THE
BLADENSBURG BUS GARAGE FACILITY
WASHINGTON, DISTRICT OF COLUMBIA**

Hearing No. 626
Docket No. R19-02

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)

1.0 INTRODUCTION

This Public Hearing Report Supplement was prepared to document the review of the Public Hearing Staff Report for Proposed Modifications to the Bladensburg Bus Garage Facility, located in Washington, District of Columbia.

The Washington Metropolitan Area Transit Authority (WMATA) issued the Public Hearing Staff Report for comment on October 8, 2019. The Public Hearing Staff Report was placed on line, and in the Woodridge Library, located in Washington, DC, for review. (See Appendix A for the announcement.)

The comment period ended at 5:00 pm on October 18, 2019. WMATA received 4 comments (See Appendix B).

2.0 COMMENTS

WMATA received comments from the following individuals and organizations:

- The Honorable Kenyan R. McDuffie, Council Member, Ward 5
- Jeremiah Montague, Jr., Commissioner ANC-5C07
- Mr. David Pronio, President, Northeast Iron Works
- David Baron & Robyn Winz, Earthjustice

3.0 STAFF ANALYSIS

Staff analysis is presented below.

3.1 The Honorable Kenyan R. McDuffie

Summary

Councilmember McDuffie's letter is presented in whole in Appendix B. The reader is encouraged to review the letter.

Response

WMATA's response is presented in Appendix C. Specific responses are presented below.

3.2 Jeremiah Montague, Jr.

Mr. Montague is Commissioner of ANC-5C07. His points are presented below; responses follow.

Point: “The attendance might have suggested an “indifference” by the communities, civic associations, ANC’s and the like, toward WMATA, and the project’s objectives. Testimony offered demonstrated that nothing could be farther from the truth.

“The attendance level observed is problematic, and reflective of the outreach program conducted by WMATA to raise public awareness of this project. A first glance, outreach followed formulated path, which did not necessarily reach or cause to engage those directly affected. What it did was to provide simply a “check mark” of a milestone completed along the path toward project approval. Someone should have realized that the effort fell well below even reasonable community engagement and tried to improve. Did it matter that, not everyone is connected to the “wire” (i.e., the internet)? Many seniors live in the nearby neighborhoods. Many of those have been there from the days of D. C. Transit Systems, Inc. Many were left, disengaged. As proof, the single document place in the Woodridge Library received no inquiries to examine it. In fact, on the first day of availability, this commissioner had to have library staff find the copy, and then place it in a controlled publically assessable place given there was a single copy provided. There were not advertisements in the library regarding its presence. There was no bus campaign alerting riders on the local buses, E2, G9, HG, B8/B9, T14, T18, 83, or 86. Thus, it appears WMATA favored online engagement, rather than direct local contact. Given the size and importance of the project the “targeted outreach” that was woefully inadequate.”

Response: A robust communications effort was conducted consisting of outreach to stakeholders, the media and marketing to reach residents. The text below is excerpted from the staff report:

Stakeholder Communications

Information was provided to a number of key stakeholders to help spread the word and encourage feedback from their constituents.

- WMATA’s Office of Government Relations provided information about the proposal via in-person visits and email communication to the Council, staff, ANCs, and civic associations.
- Notifications were sent to the impacted local property owners via mail. The mailing included a letter, a flyer in English and Spanish, and a copy of the legal notice of the public hearing.
- WMATA’s Office of Equal Employment Opportunity notified 30 local Community Based Organizations about ways for their constituents to provide feedback about the proposal.

Marketing and Media

Metro used target marketing and media strategies that included:

- A webpage on wmata.com/plansandprojects to inform stakeholders about the proposal and solicit feedback.
- Legal notices were published in the *Washington Post*.
- Advertisements were placed in Spanish language publications (*El Tiempo Latino* and *Washington Hispanic*).
- A news release was issued - <https://www.wmata.com/about/news/Bladensburg-Bus-GarageProposal.cfm#main-content>.
- Information was provided to various media outlets and blogs (Television station *WTTG-FOX5* and *DC Line*).

- Project information was provided for public review at MPD District 5 station and Woodridge Library.
- There were also a number of social media (31,783 impressions and 315 engagements) and Facebook posts.

In addition to the outreach described above and to fulfill federally-mandated Public Participation Plan (PPP) requirements, Metro tailored our communications to reach residents, community representatives, businesses, and property owners in proximity to the Bladensburg facility. The plan identified opportunities to provide feedback on the proposal beyond the public hearing process requirements, such as an online feedback form in English and Spanish and encouraged submission of written comments for the record.

Point: “Regarding, the recording and transcription services clearly did not work well. It is unclear why this commissioner's testimony resulted in numerous inaudible. However, in reviewing oral testimony in the staff report, this commissioner's testimony had no less than seventeen inaccuracies. Thankfully, a staff member did solicit written testimony, but appended to the report as "other". The problem is that the transcription causes a great and unappreciated loss of message, in this very public record. There were also inaccuracies in the testimony recorded of others, but to the degree discovered within my presentation. This sets an opportunity for board members dismiss it in whole, conveying it little weight in the discussion.”

Response: A court reporter transcribed the hearing. Staff is unaware of any inaccuracy.

Point: “I appreciate the acknowledgement of the historic nature of the property, (see written submission), but it offered no suggestion of the possibilities. It only, superfluously notes working with DC-HPO, FTA, and using NHPA section 106 in this regard. Where is the substance?”

Response: Once the exact nature of any archaeological resource is known, staff can develop appropriate methods to mitigate any adverse effect. These actions will be completed in consultation with the Federal Transit Administration and the DC Historic Preservation Office. WMATA is finalizing a programmatic agreement with the Federal Transit Administration and the DC Historic Preservation Office that governs the investigation of the archaeological resource.

Point: “Regarding, the potential loss of the three properties along Bladensburg Road, NE, to provide a new entrance and a one-acre expansion of the facility footprint, displayed indifference to the plight of the business owners. There is a clear inclination displayed, that WMATA relies reliance upon the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, is the only solution, period. While the act is a method for relief, employing it conveys the message that WMATA's needs far outweigh all other concerns. This is no less concerting than when O. Roy Chalk brought the garage to this location in 1962. Further, WMATA has experience with developing urban solutions for upgrading its bus facilities, most notably, the Northern Facility on 14th Street NW. Getting that done was no easy feat. Regarding impacts on traffic and the closing of 28th Street NE. First, no one should mistake that the traffic near the bus garage is horrendous. Many of the

community expressed concerns existing at the project site. This is to say nothing of substantial adverse impacts of closing 28th Street, and the cul-de-sac on Douglas Street NE. It is abundantly clear that you view your interests superseding any the issues of those immediately affected.”

Response: WMATA will continue to work closely with property owners in the area. Staff acknowledges traffic challenges in the area. WMATA has recognizes the challenges faced by the businesses, and is working to minimize the impact when possible. WMATA has adjusted the project, so that 28th Street will remain open. A turning lane has been established for vehicles entering the Northeast Iron Works facility.

Point: “The substantial detriment to local business appears addressed dismissively; clearly articulated is a concept that for this project; we need, we will take, and you will relocate. How is that being a good stewardship of community partnership?”

Response: Relocation and displacement of businesses will be completed in accordance with appropriate Federal laws. WMATA has recognizes the challenges faced by the businesses, and is working to minimize the impact when possible.

Point: “Further, there are community concerns related to the proposed temporary storage of buses near 1805 Bladensburg Road NE. The commissioner understands the need for a cost effective staging and storage of vehicles away from the project site. However, there will be a clear, undeniable impact on planned development in that location. Here, WMATA suggests minimal impact. Not true at all.”

Response: Staff believes that any impact will be limited. WMATA has coordinated use of the temporary parking area so that it should not interfere with planned development.

Point: “In addition, there are concerns regarding the use of 25th Place to access the proposed employee parking. The off street-parking component of the garage project is a welcome addition. This should eliminate the need for satellite parking, as well. However, the intersection of Bladensburg Road NE and V Street will surely experience the brunt of the new employee only entrance. There appears no Traffic Management plan offered. We will work with dDOT is an insufficient response to the dilemma. It is almost as if the staff believe that DC-dDOT will resolve the issue for WMATA, and there ends the issue. There needs to be a better articulation for the TMP; and at least minimal proposals to address this should have been part of the staff report.”

Response: WMATA has completed a traffic study, and has initiated a supplemental traffic study. WMATA has not identified substantial impact, and believes that traffic will improve as a result of relocating employee vehicles on site.

Point: “The staging of the fueling relocated along Bladensburg Road remains difficult to accept. The staff report offers that the current location makes the management of the fleet travel within the property inefficient. The same argument occurs to justify relocating the main entrance for transit and non-revenue vehicles. There is an assertion that this plan,

as offered, is the only workable solution. Any other suggestion is dismissed as "inefficient". "

Response: Staff has designed the facility to operate in an efficient manner. As detailed elsewhere in this staff report supplement, WMATA has adopted suggestions to improve the project.

Point: "I will note that unless you have the full size drawings and spend 20 or more hours going over them, do you appreciate the short and longer-term objectives. Discussions of the longer-term goal of electrifying the fleet and particularly this garage were lost upon many. This particularly evidenced by comments offered by various non-WMATA participants. Is relocating the electric support building near 28th Street and the proposed new entrance necessary because high-voltage 2 trunk lines are there? The need is obvious, but the arguments and staff analysis are weak on this point."

Response: The electric feeders for recharging will likely originate from the public space associated with Bladensburg Road. As a result the best location for the electrical substation is adjacent to Bladensburg Road.

Point: "No one is saying this project should not happen. No one is saying that it is not necessary. Nevertheless, everyone wants it done right and respectfully. Please understand, the community is no longer, as it was. It is stronger, more aware, and now asserts itself, as did those during the Northern Garage upgrade years ago. Please listen because everyone is saying that the plan as presented does not full appreciate community and business concerns. The staff report does articulate a very general "yada, yada, yada" lukewarm attitude of major issues toward moving forward. Lastly, the staff report makes clear the objectives and intentions of WMATA. It does fall short of clear articulation, and compelling arguments for the project. Disappointingly, the responses to community input were underwhelming. Sadly, it appears that WMATA's staff just did not invest beyond the obvious. The drought of creatively about addressing the community, and logistical challenges, to make this a workable solution that everyone can embrace is lacking. So, let us sharpen the pencils, and dig a little deeper, rather than operating by wrote. We want a facility representative of the best WMATA can offer, embracing the community from where it operates."

Response: Staff has worked to incorporate suggestions from the community, where possible. Examples include provision of parking for local business, adjustment of the project to keep 28th Street open, relocation of the Bladensburg Road entrance, and provision of a turning lane on Douglas Street.

WMATA deeply appreciates the feedback.

3.3 Mr. David Pronio

Mr. Pronio is president of the Northeast Iron Works, Inc., located on Douglas Street, NE. Mr. Pronio's points are presented below; responses follow.

Point: His business would be negatively impacted by the closure of the cul-de-sac, because the closing would “render [the] property unfit for its legally zoned use as industrial/commercial property.”

Response: Mr. Pronio has not presented any evidence why the property would be unfit for its current zoning classification as a result of this project, and staff has not identified any rationale supporting this point.

Point: The closure of the Douglas Street cul-de-sac and 28th Street would negatively impact surrounding communities because it would force traffic onto local residential streets.

Response: WMATA has modified its plan, so that closure of 28th Street is not necessary. The closure of the Douglas Street cul-de-sac will not force additional traffic onto local residential streets.

Point: The WMATA Plan and the WMATA Staff Report on the Public Hearing record does not address, nor include, results of any WMATA traffic studies or transportation management reports that considered and solved these adverse traffic impacts. In addition, the WMATA Plan has provided no Environmental Impact Study that assesses and evaluates these changes upon existing businesses and the residential community.

Response: A traffic study was included in the environmental report. A second study will assess any impact caused by the project, including the closure of the Douglas Street cul-de-sac.

Point: No Alternative Option Plans have been made and considered.

Response: Although not presented in the environmental report, numerous plans were developed and reviewed. Included in this assessment was a no-action alternative, which did not meet the project’s stated purpose.

Point: The WMATA Proposed Action Plan is completely defective and legally deficient for consideration and adoption by the Authority at this time. The Staff Report on the hearing results avoids any detail discussions or solutions for the valid opposition presented by affected businesses and citizens in opposition to the proposal as developed without any prior input from the residents or business owners. The WMATA staff report on the public hearing comments received does not responded with any specific comments directed to those areas of concerns regarding: (1) the loss of the easement access for commercial traffic circulation; (2) loss of street parking off 28th Street; (3) loss of N.E. Ironworks' employee parking by the proposed condemnation of its parking lot; (4) construction traffic impacts; and (5) overall neighborhood traffic congestion after the reopening of the bus garage.

Response: Staff recognizes community concerns about the project, and will continue with outreach efforts. Staff believes that it has responded to all community concerns, either in the original staff report or this supplement.

Point: As the property owner, we are opposed to the street closures and takings because we need to maintain our right to this continued easement by necessity in order to use our property and perform our work. This vital use of such public street access has existed for over fifty (50+) plus years of continuous access without any interruption. The cut-off of these valuable property rights will act as an illegal reverse condemnation without just compensation under the law. This legal easement arises out of the public street designation and does not have to be recorded further. This necessary use has become vested by the past fifty years and should now exist by proscription, as well as by necessity, under these circumstances as an absolutely necessary to provide public access. Notwithstanding any proposed closing, the right to cross someone's land for a legitimate purpose of maintaining the right to the commercial and industrial zoning granted by the city will be sought and pursued by all means appropriate. The law grants people a right of access to their business properties or homes. This implied easement of necessity is for purposes of preservation of the building's functional use as an on-going commercial business as well as to foster the public health, safety and welfare. The law recognizes an easement allowing a crossing or access over another's land as an "easement by necessity." When land is subject to such an easement, accordingly, we will assert and seek legal action to prevent WMATA, as the adjacent landowner, from interfering with its neighbor's legal right of access.

Response: Douglas Street is public space. Staff has not identified any "easement by necessity" as the Northeast Iron Works property is not 'landlocked' by other privately owned parcels.

Point: The proposed taking of property owned by N.E. Iron Works for its employee parking to be used for Metro employee parking does not cure the problem of employee parking but only shifts the burden upon our company. We have acted for years to take responsibility for our employee parking to minimize the adverse impacts to the residential neighbors while Metro has only acted to continue this problem without a true solution to it.

Response: WMATA recognizes the impact caused by the loss of parking and has developed a solution that makes on street parking available. (See Appendix D)

Point: The WMATA proposal to move the entrance closer to 28th during the construction period will cause the construction-related traffic to wrongfully interfere with our on-going daily business operations. The staging of construction vehicles and their traffic will block our driveway entrance and interfere with deliveries. This activity will occur nearer to the surrounding homes and eliminate the street parking on Douglas Street. The residential neighbors will be negatively impacted with this construction traffic. The construction entrance should be moved to Bladensburg Road or the area to the other side of the garaged which is entirely industrial. The traffic pattern elements will cause the rerouting of

truck and vehicle traffic onto residential street and subject such property to be more susceptible to destructive and unsafe adverse conditions that will pose a public safety and potential health hazard.

Response: Staff has not identified any impact by construction vehicles to the local residential community or any wrongful interference with business operations.

3.4 David Baron & Robyn Winz

Summary

Mr. Baron and Ms. Winz state that neither WMATA nor the public can evaluate the environmental impact of the project without knowing the time of the conversion of the bus fleet to electric buses and the timing of the conversion of the garage to an electric bus fleet.

Response

While WMATA anticipates an electric fleet, conversion of buses and bus maintenance facilities will be determined by technology availability and commercial availability. These buses are not available currently, and WMATA cannot predict their availability.

4.0 STAFF RECOMMENDATIONS

Staff recommends that the project be adopted as presented at the public hearing with four changes, which are listed below. A graphic showing the revised project is shown in Appendix D.

- Relocation of the bus entrance further north on Bladensburg Road to align with Channing Street, NE. Details of the exact nature of the entrance will be determined during final design.
- Reduction in size of the project footprint along 28th Street, NE, so that 28th Street will remain open to traffic.
- Creation of an indentation in the fence line to allow a turnaround lane for heavy equipment to back in to the Northeast Iron Works Property,
- Creation of on-street parking on Douglas Street.

Property acquisition will be necessary for re-construction of the Bladensburg Bus Garage, as shown in the General Plans and Appendix D, and described in the environmental report.

APPENDIX A – Announcement

**Public Hearing Staff Report
Docket R19-02:
Proposed Modifications to Bladensburg Bus Garage Facility**

PUBLIC HEARING REPORT AVAILABLE FOR INSPECTION

Notice is hereby given that the Public Hearing Staff Report on proposed modifications to the Bladensburg Bus Garage Facility is available for review and comment from October 9, 2019. The document addresses comments on the proposal received at the public hearing held on September 10, 2019, as well as comments received during the public comment period. This comment period on the Public Hearing Staff Report is your opportunity to make sure your comments were accurately characterized in the Staff Report, and send clarification if desired. Comments on the Public Hearing Staff Report will be accepted **until 5 p.m. on October 18, 2019**. The report is available online at wmata.com/plansandprojects and during business hours at the following locations:

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

Woodridge Neighborhood Library
1801 Hamlin Street, NE
Washington, DC 20018
202-541-6226

HOW TO SUBMIT WRITTEN COMMENTS ON THE PUBLIC HEARING REPORT

Written statements and exhibits must be received by **5 p.m. on Thursday, October 18, 2019**, and may be emailed to WMATAHearingReport@wmata.com, or mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001. Please reference "Bladensburg" in your submission. All comments received become a part of the public record, which may be made available to the public and may be posted, without change, to wmata.com, including any personal information provided.



APPENDIX B – Comments



COUNCIL OF THE DISTRICT OF COLUMBIA

THE JOHN A. WILSON BUILDING
1350 PENNSYLVANIA AVENUE, NW
WASHINGTON, D.C. 20004

KENYAN R. McDUFFIE
Councilmember, Ward 5
Chair Pro Tempore
Chair, Committee on Business and
Economic Development

Committee Member
Labor and Workforce Development
Transportation and the Environment
Recreation and Youth Affairs

October 18, 2019

Paul J. Wiedefeld
General Manager and Chief Executive Officer
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Re: Proposed Reconstruction of the Bladensburg Bus Garage

Dear Mr. Wiedefeld:

First, as always thank you for your leadership as the Washington Metropolitan Area Transit Authority (WMATA) continues its efforts to improve safety, increase reliability, create financial stability, and restore public confidence in its operations. I have reviewed WMATA's proposed reconstruction of the Bladensburg bus garage ("Proposal"). As the Councilmember for Ward 5 and the current chair of the Committee on Business and Economic Development, I have serious concerns about the potential impact the plan, as presented on September 10, 2019 and on WMATA's website¹, will have on neighbors of the Bladensburg Bus garage including nearby residents as well as displaced businesses.

While I am pleased that the Proposal will expand, rebuild and modernize "one of [WMATA]'s oldest bus garage's [which] has served as a bus operations and maintenance facility for nearly 60 years"... I am not pleased with the manner by which your plan was presented. At best, this plan offered residents a limited opportunity to comment. Several members of the public attended a meeting you convened on September 10, 2019, and it appeared perfunctory, at best. Concerns that have been brought to my attention include your proposed street closure, closure of the cul-de-sac, condemnation of privately-owned property and its effect to local businesses and the temporary relocation plan.

I am concerned about the impact street and cul-de-sac closures will have to overall traffic flow, ability of residents to access their neighborhood and the resulting impact on three Ward 5 businesses. Further, I have not been made aware of any traffic studies or environmental impact studies that have been undertaken in anticipation of these closures.

More urgent is the predicament of the small business your plan would displace. As you are aware your plan would take, by eminent domain, the property and therefore three businesses: B&B Flooring, Northeast Ironworks and the Hanafi owned parking lot. Although eminent domain can be a useful tool for

¹ <https://www.wmata.com/initiatives/plans/bladensburg-garage-reconstruction.cfm>

government agencies to accomplish important government functions, this authority should be used sparingly. As I understand it, your plan to compensate the displaced businesses may not include full calculation of a business's value (revenue/income appraisal approach) above and beyond a simple market price based upon comparable land sales. Additionally, it may not consider the difficulty the businesses will encounter identifying alternate property in the District to continue their business. My understanding is that one of these businesses is a stronghold for the community for over 50 years and two of the three businesses are Certified Business Entities (CBEs). Each creates employment opportunities for DC residents. The displacement of these businesses will have a substantial impact on the businesses, their owners and employees; it could very well force these businesses to move outside of the District of Columbia, a trend all too common in our city where the costs of doing business continue to escalate.

While I understand that the public comment period remains until October 18, 2019, it is unclear to me and to many of my constituents what additional opportunities exist to engage in discussions regarding these concerns.

Moreover, I was disheartened to hear that my staff sent several messages on September 24, 2019 and October 2, 2019 that have remained unanswered. This is after my staff and I initiated outreach to your staff and hosted meetings in my office on two occasions. These initial meetings resulted in promised follow-up with respect to potential alternative project designs that would not require street closure, closure of the cul-de-sac or the taking of private property. This approach to redevelopment erodes the trust and newly established goodwill your office has recently attained with the community.

Again, I am deeply concerned about this proposal and request that WMATA reconsider it. I would further urge that any proposal to modify the proposed reconstruction of the Bladensburg Bus Garage have the support of the affected community.

I look forward to your response and support in addressing these concerns. Should you have any questions, please contact Chief of Staff, Marisa Flowers at MFlowers@dccouncil.us or (202) 724-8028.

Sincerely,

A handwritten signature in blue ink, appearing to read "K.R. McDuffie".

Kenyan R. McDuffie

cc: Councilmember Robert White, At-large
WMATA Chair Paul C. Smedberg
Ann Chisholm WMATA District of Columbia Government Relations Officer



Advisory Neighborhood Commission

Government of the District of Columbia

Single Member District 5C07

2914 25th Street NE

Washington, DC 20018-2510

October 18, 2019

To: WMATA

Office of the Secretary

600 Fifth Street NW

Washington, DC 20001

Re: Public Hearing Staff Report, Docket R19-02

Proposed Modifications to Bladensburg Bus Garage Facility

Thank you for providing the opportunity to offer feedback on the Public Hearing Staff Report relating to the Proposed Modifications to the Bladensburg Bus Garage Facility. While attendance was sparse at the September 10, 2019 hearing, it did provide a moment to capture the concerns, and recommendations of those most affected by the project under consideration. The attendance might have suggested an “indifference” by the communities, civic associations, ANC’s and the like, toward WMATA, and the project’s objectives. Testimony offered demonstrated that nothing could be farther from the truth.

The attendance level observed is problematic, and reflective of the outreach program conducted by WMATA to raise public awareness of this project. A first glance, outreach followed formulated path, which did not necessarily reach or cause to engage those directly affected. What it did was to provide simply a “check mark” of a milestone completed along the path toward project approval. Someone should have realized that the effort fell well below even reasonable community engagement and tried to improve. Did it matter that, not everyone is connected to the “wire” (i.e., the internet)? Many seniors live in the nearby neighborhoods. Many of those have been there from the days of D. C. Transit Systems, Inc. Many were left, disengaged. As proof,

the single document placed in the Woodridge Library received no inquiries to examine it. In fact, on the first day of availability, this commissioner had to have library staff find the copy, and then place it in a controlled publically assessable place given there was a single copy provided. There were not advertisements in the library regarding its presence. There was no bus campaign alerting riders on the local buses, E2, G9, H6, B8/B9, T14, T18, 83, or 86. Thus, it appears WMATA favored online engagement, rather than direct local contact. Given the size and importance of the project the “targeted outreach” that was woefully inadequate.

Regarding, the recording and transcription services clearly did not work well. It is unclear why this commissioner’s testimony resulted in numerous inaudible. However, in reviewing oral testimony in the staff report, this commissioner’s testimony had no less than seventeen inaccuracies. Thankfully, a staff member did solicit written testimony, but appended to the report as “other”. The problem is that the transcription causes a great and unappreciated loss of message, in this very public record. There were also inaccuracies in the testimony recorded of others, but to the degree discovered within my presentation. This sets an opportunity for board members dismiss it in whole, conveying it little weight in the discussion.

I appreciate the acknowledgement of the historic nature of the property, (see written submission), but it offered no suggestion of the possibilities. It only, superfluously notes working with DC-HPO, FTA, and using NHPA section 106 in this regard. Where is the substance?

Regarding, the potential loss of the three properties along Bladensburg Road NE, to provide a new entrance and a one-acre expansion of the facility footprint, displayed indifference to the plight of the business owners. There is a clear inclination displayed, that WMATA relies reliance upon the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, is the only solution, period. While the act is a method for relief, employing it conveys the message that WMATA’s needs far outweigh all other concerns. This is no less concerting than when O. Roy Chalk brought the garage to this location in 1962. Further, WMATA has experience with developing urban solutions for upgrading its bus facilities, most notably, the Northern Facility on 14th Street NW. Getting that done was no easy feat.

Regarding impacts on traffic and the closing of 28th Street NE. First, no one should mistake that the traffic near the bus garage is horrendous. Many of the community expressed concerns

existing at the project site. This is to say nothing of substantial adverse impacts of closing 28th Street, and the cul-de-sac on Douglas Street NE. It is abundantly clear that you view your interests superseding any the issues of those immediately affected.

The substantial detriment to local business appears addressed dismissively; clearly articulated is a concept that for this project; we need, we will take, and you will relocate. How is that being a good stewardship of community partnership?

Further, there are community concerns related to the proposed temporary storage of buses near 1805 Bladensburg Road NE. The commissioner understands the need for a cost effective staging and storage of vehicles away from the project site. However, there will be a clear, undeniable impact on planned development in that location. Here, WMATA suggests minimal impact. Not true at all.

In addition, there are concerns regarding the use of 25th Place to access the proposed employee parking. The off street-parking component of the garage project is a welcome addition. This should eliminate the need for satellite parking, as well. However, the intersection of Bladensburg Road NE and V Street will surely experience the brunt of the new employee only entrance. There appears no Traffic Management plan offered. We will work with dDOT is an insufficient response to the dilemma. It is almost as if the staff believe that DC-dDOT will resolve the issue for WMATA, and there ends the issue. There needs to be a better articulation for the TMP; and at least minimal proposals to address this should have been part of the staff report.

The staging of the fueling relocated along Bladensburg Road remains difficult to accept. The staff report offers that the current location makes the management of the fleet travel within the property inefficient. The same argument occurs to justify relocating the main entrance for transit and non-revenue vehicles. There is an assertion that this plan, as offered, is the only workable solution. Any other suggesting is dismissed as "inefficient".

I will note that unless you have the full size drawings and spend 20 or more hours going over them, do you appreciate the short and longer-term objectives. Discussions of the longer-term goal of electrifying the fleet and particularly this garage were lost upon many. This particularly evidenced by comments offered by various non-WMATA participants. Is relocating the electric support building near 28th Street and the proposed new entrance necessary because high-voltage

trunk lines are there? The need is obvious, but the arguments and staff analysis are weak on this point.

No one is saying this project should not happen. No one is saying that it is not necessary. Nevertheless, everyone wants it done right and respectfully. Please understand, the community is no longer, as it was. It is stronger, more aware, and now asserts itself, as did those during the Norther Garage upgrade years ago.

Please listen because everyone is saying that the plan as presented does not full appreciate community and business concerns. The staff report does articulate a very general “yada, yada, yada” lukewarm attitude of major issues toward moving forward.

Lastly, the staff report makes clear the objectives and intentions of WMATA. It does fall short of clear articulation, and compelling arguments for the project. Disappointingly, the responses to community input were underwhelming. Sadly, it appears that WMATA’s staff just did not invest beyond the obvious. The drought of creatively about addressing the community, and logistical challenges, to make this a workable solution that everyone can embrace is lacking.

So, let us sharpen the pencils, and dig a little deeper, rather than operating by wrote. We want a facility representative of the best WMATA can offer, embracing the community from where it operates.

Thank you.

Respectfully,



Jeremiah Montague, Jr

Commissioner ANC-5C07

Woodridge resident



Northeast Iron Works, Inc.

2632 DOUGLAS STREET, N.E.
WASHINGTON, D.C. 20018

PHONE: (202) 529-9440
FAX: (202) 832-3823

October 18, 2019

Washington Metropolitan Area Transit Authority
Office of the Secretary
600 Fifth Street, N.W.
Washington, D.C. 20001
wmatahearingreport@wmata.com

Re: Public Comments for the Record on the
Proposed Modifications to the Bladensburg Garage

Dear WMATA Officials:

This submission supplements our comments and concerns raised in opposition to the proposed modifications to the WMATA Bladensburg Garage Facility entered on the public hearing record. Nothing in the Staff Report on that Hearing adequately addresses or negates our prior testimony. As the owner of Northeast Ironworks, Inc., with property interests at 2632 Douglas Street, N.E., Washington, D.C., we are directly impacted adversely by the proposal changes and street closures. The continued use of the cul-de-sac at the end of Douglas Street, N.E. is required for our commercial truck delivery vehicles. We require the use of large 20'-40' foot tractor trailers, and other heavy load vehicles, and their turning radius requires the use of the cul-de-sac. This truck equipment is, and has been for over fifty-six (56) years, critical to service our business operations at our property that has been zoned for industrial and commercial use. The denial of such circular access by the closing of this cul-de-sac will render our property unfit for its legally zoned use as industrial/commercial property. We need this continued use to properly carry on our business operations and activities which support other small business contractors and homeowners in the District of Columbia. This dead-end portion of Douglas Street has been dedicated and use for this purpose for over fifty plus years. We will not be able to make the truck turns into our property with the closing at our property line. This public street dead-end turn-around benefits many

other small local businesses along Douglas Street and 28th Street, Northeast. Our business supports many small District builders and homeowners by providing the needed iron materials for cost-effective construction. We have supplied materials for the Washington Nationals Baseball Stadium and the D.C. United Soccer Stadium which projects have stimulated other positive developments in the city.

Also this area keeps truck traffic off and out of the surrounding residential neighborhood. With the closure of both the Douglas Street cul-de-sac and 28th, there will be increased vehicular traffic which will be forced into the local residential streets. This will also create traffic back-ups and delays on Bladensburg Road, N.E. causing greater traffic congestion, noise and pollution in the area. In addition, the loss of a portion of 28th Street eliminates street parking that will be forced to be relocated in the local neighborhood nearby streets.

The WMATA Plan and the WMATA Staff Report on the Public Hearing record does not address, nor include, results of any WMATA traffic studies or transportation management reports that considered and solved these adverse traffic impacts. In addition, the WMATA Plan has provided no Environmental Impact Study that assesses and evaluates these changes upon existing businesses and the residential community. Our opposition will continue until the WMATA Plan is revised to resolve and eliminate these detrimental impacts on our business as proposed by flawed designs without any consideration of alternative assessments to resolve these problems. No Alternative Option Plans have been made and considered. The WMATA Proposed Action Plan is completely defective and legally deficient for consideration and adoption by the Authority at this time. The Staff Report on the hearing results avoids any detail discussions or solutions for the valid opposition presented by affected businesses and citizens in opposition to the proposal as developed without any prior input from the residents or business owners. The WMATA staff report on the public hearing comments received does not responded with any specific comments directed to those areas of concerns regarding: (1) the loss of the easement access for commercial traffic circulation; (2) loss of street parking off 28th Street; (3) loss of N.E. Ironworks' employee parking by the proposed condemnation of its parking lot; (4) construction traffic impacts; and (5) overall neighborhood traffic congestion after the reopening of the bus garage.

As the property owner, we are opposed to the street closures and takings because we need to maintain our right to this continued easement by necessity in order to use our property and perform our work. This vital use of such public street access has existed for over fifty (50+) plus years of continuous access without any interruption. The cut-off of these valuable property rights will act as an illegal reverse condemnation without just compensation under the law. This legal easement arises out of the public street designation and does not have to be recorded further. This necessary use has become vested by the past fifty years and should now exist by proscription, as well as by necessity, under these circumstances as an absolutely necessary to provide public access.

Notwithstanding any proposed closing, the right to cross someone's land for a legitimate purpose of maintaining the right to the commercial and industrial zoning granted by the city will be sought and pursued by all means appropriate. The law grants people a right of access to their business properties or homes. This implied easement of necessity is for purposes of preservation of the building's functional use as an on-going commercial business as well as to foster the public health, safety and welfare. The law recognizes an easement allowing a crossing or access over another's land as an "easement by necessity." When land is subject to such an easement, accordingly, we will assert and seek legal action to prevent WMATA, as the adjacent landowner, from interfering with its neighbor's legal right of access.

The proposed taking of property owned by N.E. Iron Works for its employee parking to be used for Metro employee parking does not cure the problem of employee parking but only shifts the burden upon our company. We have acted for years to take responsibility for our employee parking to minimize the adverse impacts to the residential neighbors while Metro has only acted to continue this problem without a true solution to it.

The WMATA proposal to move the entrance closer to 28th during the construction period will cause the construction related traffic to wrongfully interfere with our on-going daily business operations. The staging of construction vehicles and their traffic will block our driveway entrance and interfere with deliveries. This activity will occur nearer to the surrounding homes and eliminate the street parking on Douglas Street. The residential neighbors will be negatively impacted with this construction traffic. The construction entrance should be moved to Bladensburg Road or the area to the other side of the garaged which is entirely industrial. The traffic pattern elements will cause the rerouting of truck

and vehicle traffic onto residential street and subject such property to be more susceptible to destructive and unsafe adverse conditions that will pose a public safety and potential health hazard.

Sincerely,

A handwritten signature in dark ink, appearing to read "Daniel Pronio". The signature is fluid and cursive, with the first name "Daniel" being more prominent than the last name "Pronio".

Daniel Pronio
President, N.E. Iron Works, Inc.

Copies to:

The Honorable Muriel Bowser, Mayor of the District of Columbia
Councilmember Phil Mendelson, Chair, Committee of the Whole
Councilmember Kenyan R. McDuffie, Ward 5, Chair Pro-Tem
Councilmember Mary M. Cheh, Chair Committee of Transportation
Councilmember Anita Bonds, At-Large
Councilmember David Grasso, At-Large
Councilmember Elissa Silverman, At-Large
Councilmember Robert C. White, Jr., At-Large
Mr. Jeff Marootian, Director of D.C. Department of Transportation

From: [WMATAHearingReport](#)
To: [Ashe, James A.](#)
Subject: FW: <External>Comment on Bladensburg Bus Garage Public Hearing Report, R19-02
Date: Friday, October 18, 2019 4:02:17 PM

From: Robyn Winz <rwinz@earthjustice.org>
Sent: Friday, October 18, 2019 3:19 PM
To: WMATAHearingReport <WMATAHearingReport@wmata.com>
Cc: dbaron@earthjustice.org
Subject: <External>Comment on Bladensburg Bus Garage Public Hearing Report, R19-02

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and have verified the authenticity of the message.

Please see below comment concerning the Public Hearing Staff Report, Docket R19-02: Proposed Modifications to Bladensburg Bus Garage Facility:

The Public Hearing Staff Report in regards to the Bladensburg Bus Garage Facility Proposed Modifications does not address the substance of several comments submitted, including ours, that request clarity and further information on the plans surrounding conversion of the WMATA bus fleet to battery-powered electric buses. See Written Comments 27, 30; Testimony of Mr. Moiseff.

WMATA's response that the proposed garage redesign will support bus re-charging "when the fleet is converted" offers no information as to the timeline of such conversion plans, or even indicates such plans' existence.

Neither WMATA nor the public can adequately assess the environmental impact of the propose garage project until WMATA discloses whether it is in fact committed to converting all or part of its fleet to electric buses, the timing of such conversion, and the schedule for siting electric buses in the Bladensburg garage.

Respectfully,

David Baron & Robyn Winz, Earthjustice

Robyn Winz
Litigation Assistant
Earthjustice
1625 Massachusetts Avenue, N.W., Suite 702

Washington, DC 20036-2243

T: 202.797.5256 or 202.667.4500 Ext. 5256

F: 202.667.2356

earthjustice.org



APPENDIX C – WMATA Correspondence



October 31, 2019

The Honorable Kenyan R. McDuffie
Councilmember, Ward 5
1350 Pennsylvania Avenue NW, Suite 506
Washington, DC 20005

Dear Councilmember McDuffie:

Thank you for your October 18 letter regarding the Bladensburg Bus Garage Facility. We appreciate your continued support of WMATA. The Bladensburg Garage is a major garage and maintenance facility for WMATA that serves an average monthly ridership of 1.7 million riders, primarily Ward 5 residents.

Our team has been working to ensure inclusion of public feedback and comments for the proposed reconstruction of the Bladensburg Bus Garage. Prior to the public hearing, staff met with the ANC 5C in February, and attended a Single Member District (SMD) meeting on August 13th to discuss the proposed project and to solicit feedback. We also met with the Arboretum Neighborhood Association in March. At the request of ANC Chair Jacqueline Manning, we met with her in advance of the public hearing to discuss the project. In preparation for the public hearing, WMATA staff also met with District Department of Transportation (DDOT) staff on July 29th.

In addition to these meetings, a robust communications effort was conducted consisting of outreach to stakeholders, the media and marketing to reach residents.

Stakeholder Communications

Information was provided to a number of key stakeholders to help spread the word and encourage feedback from their constituents.

- WMATA's Office of Government Relations provided information about the proposal via in-person visits and email communication to the Council, staff, ANCs, and civic associations.
- Notifications were sent to the impacted local property owners via mail. The mailing included a letter, a flyer in English and Spanish, and a copy of the legal notice of the public hearing.
- WMATA's Office of Equal Employment Opportunity notified 30 local Community Based Organizations about ways for their constituents to provide feedback about the proposal.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

wmata.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

Marketing and Media

Metro used target marketing and media strategies that included:

- A webpage on *wmata.com/plansandprojects* to inform stakeholders about the proposal and solicit feedback.
- Legal notices were published in the *Washington Post*.
- Advertisements were placed in Spanish language publications (*El Tiempo Latino* and *Washington Hispanic*).
- A news release was issued - <https://www.wmata.com/about/news/Bladensburg-Bus-Garage-Proposal.cfm#main-content>.
- Information was provided to various media outlets and blogs (Television station *WTTG-FOX5* and *DC Line*).
- Project information was provided for public review at MPD District 5 station and Woodridge Library.
- There were also a number of social media (31,783 impressions and 315 engagements) and Facebook posts.

In addition to the outreach described above and to fulfill federally-mandated Public Participation Plan (PPP) requirements, Metro tailored our communications to reach residents, community representatives, businesses, and property owners in proximity to the Bladensburg facility. The plan identified opportunities to provide feedback on the proposal beyond the public hearing process requirements, such as an online feedback form in English and Spanish and encouraged submission of written comments for the record.

After the comment period for the public hearing closed, staff prepared a report documenting the comments received and provided responses to those comments. The staff report was distributed to the ANCs and several community organizations for comment. As a result, we received comments from several individuals and organizations, which are currently being reviewed by staff.

In Spring 2020 and during the duration of the project, community outreach will continue and will include meetings with you and your staff, ANC 5C and civic organizations.

As part of the public hearing process, WMATA released General Plans and an Environmental Report for the project. The report documented impacts caused by

the reconstruction of the bus garage and proposed mitigations. Included in the report was a traffic study that analyzed the impacts associated with the relocated entrances. At the July meeting with DDOT, WMATA was encouraged to modify slightly the planned new entrance for the garage and was told that the traffic study must be updated (and reviewed in accordance with the DDOT's Comprehensive Transportation Review requirements).

With regards to the closing of the Douglas Street cul-de-sac, WMATA plans to include this change in a traffic study to assess the impacts in the coming months. This study will be posted on the project web site and shared with your office and the stakeholders.

As you know, the proposed plan includes the acquisition of some properties for construction of the bus garage; these parcels are required to afford adequate space for buses to circulate on the parcel. Our plan is to offer fair market value for the properties, as required by Federal regulations. We agree that eminent domain should be used sparingly, and we will continue good-faith negotiations with the businesses.

WMATA staff has been in touch with your staff throughout the process and explained that any conversations about changes to the proposed plans could not occur until after the closing date to receive comments on the staff report (October 18). After that conversation, the staff report was emailed to your office with a suggestion that you submit comments.

In response to your request that WMATA study options which would not include the purchase of the three effected properties, WMATA developed a modified design that we would be pleased to share with you in a meeting. However, the modified design will significantly impact critical aspects of the project. We will reach out to your staff to set up a meeting as soon as your schedule permits.

We look forward to continuing to work with your office and Ward 5 stakeholders to advance this important project.

Sincerely,

A handwritten signature in black ink, reading "Paul J. Wiedefeld". The signature is fluid and cursive, with a large, sweeping initial "P" and a long, horizontal flourish at the end.

Paul J. Wiedefeld
General Manager and
Chief Executive Officer

APPENDIX D – Site Plan

Oct 24, 2019-9:45am R:\PROJECTS\173237H - WMATA Bladensburg & Northern\CAD\BLADENSBURG\WMATA-Bladensburg C01-C08_A14_A23-Site-Plans - 20191024.dwg



PARKING COUNT	
40 Foot Bus:	200
Articulated Bus:	100
Employees:	560

DESIGNED	ASI	4/2/2019
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CHECKED	RR	4/2/2019
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APPROVED	ASI	4/2/2019
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REFERENCE DRAWINGS	
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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE

SUBMITTED	DATE	APPROVED	DATE
		CHIEF ENGINEER	

VOLUME 3.1.1 BLADENSBURG GENERAL PLANS

REVISED FINAL SITE PLAN A

SCALE	DRAWING NO.	SHEET NO.
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PARKING COUNT	
40 Foot Bus:	200
Articulated Bus:	100
Employees:	560

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES

OFFICE OF THE CHIEF ENGINEER, INFRASTRUCTURE

SUBMITTED

DATE

APPROVED

CHIEF ENGINEER

DATE

VOLUME 3.1.1 BLADENSBURG GENERAL PLANS

REVISED FINAL SITE PLAN A

SCALE

1" = 60'-0"

DRAWING NO.

C-08

SHEET NO.

10 OF 57