

Appendix B: Public Hearing Transcript

WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY

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PUBLIC HEARING:
PROPOSED SOUTHERN AVENUE
BUS GARAGE REPLACEMENT,
PRINCE GEORGE'S COUNTY, MARYLAND
DOCKET R11-02

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WEDNESDAY

JULY 27, 2011

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The Public Hearing came to order
in the media center of Andrew Jackson Academy,
3500 Regentry Parkway, Forestville, Maryland
at 7:00 p.m., JACK REQUA, Assistant General
Manager for Bus Services, Washington Area
Transit Authority, presiding.

PRESENT:

JACK REQUA, Assistant General Manager
for Bus Services, WMATA

DAN KOENIG, Federal Transit
Administration

JOHN THOMAS, Project Manager

JIM ASHE, Manager, Environmental
Planning

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

(7:01 p.m.)

MODERATOR REQUA: Good evening. I will call this meeting to order. My name is Jack Requa. I am the Assistant General Manager for Bus Services for the Washington Metropolitan Area Transit Authority, WMATA or Metro.

With me up front is Mr. Dan Koenig of the Federal Transit Administration, the FTA. Mr. Koenig?

And we also have other members of our Metro staff here today. Next to me on my left is John Thomas, the Project Manager; and Jim Ashe, our Manager of Environmental Planning. Jim is in the back.

This hearing is convened to receive comments from the public regarding the environmental assessment and general plans for the proposed Southern Avenue Bus Garage replacement, which would be located in Prince George's County, Maryland. These documents

1 are available for inspection at the back of
2 the room. A sheet summarizing the impacts is
3 also available for review.

4 Notice of this hearing was made by
5 publication in the Washington Post and the
6 Washington Hispanic. And notice was also
7 posted on wmata.com.

8 Briefly I will cover the procedure
9 that we will following during the hearing.
10 First, we will hear a staff statement on the
11 proposal.

12 Second, we will hear from public
13 officials, who will be allowed five minutes.

14 Third, we will hear form those
15 persons who registered in advance to speak at
16 this public hearing. And they will be heard
17 in order of registration and allowed three
18 minutes each.

19 Finally, we will hear from anyone
20 present who did not register in advance but
21 indicates a desire to be heard and will be
22 allowed three minutes each. Please see Ms.

1 Peña, whose hand is raised, to our left over
2 here if you wish to speak tonight.

3 Further testimony must be received
4 by 5:00 p.m. on Monday, August 8th, 2011. The
5 testimony may be emailed to
6 writtentestimony@wmata.com. Alternatively,
7 statements may be faxed to WMATA at (202)
8 962-1133 or mailed to the Office of the
9 Secretary at WMATA, 600 Fifth Street,
10 Northwest, Washington, D.C. 20001.

11 Following a review of all
12 testimony received for the public hearing
13 record, Metro staff will prepare a report on
14 the public hearing for the Metro Board of
15 Directors. Changes to the plan represented
16 here tonight may be proposed in response to
17 testimony received and subsequent staff
18 analysis. Your comments will become part of
19 the public record that will be examined by the
20 Metro Board of Directors.

21 Following a review of the findings
22 and the testimony received for the public

1 record, the Federal Transit Administration
2 will close the NEPA process with the
3 appropriate action.

4 Please note that the use of
5 profanity will not be tolerated during this
6 public meeting. In addition, if you have not
7 already done so, please silence all cell
8 phones.

9 A verbatim transcript will be made
10 of this hearing. And a copy of the
11 transcript, when available, may be reviewed at
12 the Metro headquarters building or purchased
13 from Neal R. Gross Court Reporters and
14 Transcribers, whose telephone number is (202)
15 234-4433.

16 Let me introduce John Thomas
17 again, who will now give the staff
18 presentation. John?

19 MR. THOMAS: Good evening. WMATA
20 proposes construction of a new bus garage to
21 replace the bus garage located on Southern
22 Avenue in Prince George's County, Maryland.

1 The existing structure is 89 years
2 old and does not currently support modern bus
3 technologies. The program requirements for a
4 new garage are shown at the bottom of this
5 slide.

6 Three alternatives, identified as
7 alternatives A, B, and C, are under
8 consideration. These alternatives will be
9 discussed in detail later in the presentation.

10 WMATA and the FTA have prepared an
11 environmental assessment to identify the
12 potential impacts of each alternative. No
13 decision has been made at this time. No
14 preferred alternative has been identified.

15 After completion of the public
16 hearing, WMATA will review the comments as
17 well as the relative merits of each
18 alternative to identify the alternative to be
19 recommended for approval by the WMATA Board of
20 Directors. During the same time, WMATA staff
21 will work with FTA representatives to close
22 the NEPA process.

1 For each site, WMATA analyzed the
2 potential impacts of construction of each
3 alternative on the resources listed here. We
4 have documented the results in the
5 environmental assessment. I will identify
6 those impacts in a moment.

7 Alternative A. Alternative A is a
8 36-acre site located on an undeveloped parcel
9 of land that is part of what is known as
10 Andrews Federal Campus. Currently the Andrews
11 Federal Campus site is planned for future
12 development as an industrial park. However,
13 the development of the larger industrial park
14 is not part of this proposed action. The
15 entire development is shown in the red
16 outline. Alternative A is within the yellow
17 outline.

18 The site is located near the
19 intersection of Forestville Road and Suitland
20 Parkway.

21 As proposed, the site would have
22 276 bus parking spaces and 300 employee

1 parking spaces as well as maintenance,
2 fueling, service, and revenue collection
3 facilities. Buses and vehicles would access
4 the site via Forestville Road and an extension
5 of Rena Road. The access roads would be
6 developed as part of construction of the
7 larger industrial park. An emergency entrance
8 would be located on the west side by extending
9 Ames Street.

10 Here is a rendering of alternative
11 A.

12 Anticipated environmental effects
13 include traffic delays resulting from an
14 increase in vehicular traffic from both buses
15 and employees; water quality degradation
16 resulting from an increase in impervious
17 surface; forest and habitat losses resulting
18 from forest clearing; temporary
19 construction-related effects, such as fugitive
20 dust, noise, and site runoff; and the
21 cumulative effects from the larger industrial
22 park development when combined with the

1 proposed bus garage.

2 Alternative B is a 52-acre site
3 located at a former industrial facility. The
4 site is located on Westphalia Road near the
5 intersection of Westphalia Road and
6 Pennsylvania Avenue.

7 As proposed, the site would have
8 250 bus parking spaces and 275 employee
9 parking spaces as well as maintenance,
10 fueling, service, and revenue collection
11 facilities. Buses and vehicles would access
12 the site via Westphalia Road. An emergency
13 entrance would be located on the east side.

14 And here is a rendering of the
15 build alternative B.

16 Anticipated environmental effects
17 include traffic delays resulting from an
18 increase in vehicular traffic for both buses
19 and employees; water resource impacts
20 resulting from proximity of the project to
21 waters of the U.S. and buffers; traffic delays
22 resulting from an increase in vehicular

1 traffic from both buses and employees; forest
2 and habitat losses resulting from forest
3 clearing; mitigation of recognized
4 environmental conditions; and temporary
5 construction-related effects, such as fugitive
6 dust, noise, and site runoff.

7 Alternative C is located at the
8 site of the existing Southern Avenue Bus
9 Garage. This alternative includes an increase
10 in the site footprint from six acres to eight
11 acres. Southern Avenue Bus Garage is located
12 at the intersection of Southern Avenue and
13 Marlboro Pike.

14 As proposed, the site would have
15 250 bus parking spaces, 370 employee parking
16 spaces, and 27 commercial parking spaces, as
17 well as maintenance, fueling, service, and
18 revenue collection facilities. Buses would
19 access the site via Boones Hill Road.
20 Employees would access the site via Southern
21 Avenue. An emergency entrance would be
22 located on Marlboro Pike.

1 Here is a rendering of build
2 alternative C.

3 Anticipated environmental effects
4 include traffic delays resulting from an
5 increase in vehicular traffic from both buses
6 and employees; acquisition of 11 parcels
7 abutting existing facility's parcel owned by
8 WMATA; displacement of six businesses, one
9 church, and the occupants of one residence;
10 moderate noise impacts; mitigation of
11 recognized environmental conditions; and
12 temporary construction-related effects, such
13 as fugitive dust, noise, and site runoff.

14 As stated earlier, a summary of
15 the impacts of each alternative is available
16 over here at the table at the side of the
17 room.

18 This concludes the staff
19 presentation.

20 MODERATOR REQUA: Thank you, John.

21 We will now move to the public
22 comment portion of the meeting. So let's

1 review the procedure.

2 I will call your name to come
3 forward to speak. If you would like to speak
4 and have not signed up, please see Ms. Pera
5 over to my left at the side of the room.

6 Please come forward when I call
7 your name. You will have three minutes to
8 speak. Elected officials will be allowed five
9 minutes. There is a timer here that will
10 count down how much time you have left to
11 speak. It will give you a warning beep when
12 you get to 20 seconds and will beep when your
13 time is up.

14 Before you begin your remarks, I
15 will ask that you state your name and the
16 organization you represent, if any.

17 Our first speaker this evening is
18 Karen Rooker, Mayor of the Town of
19 Morningside.

20 MAYOR ROOKER: Good evening. As
21 you stated, my name is Karen Rooker. And I'm
22 the Mayor for the Town of Morningside.

1 After hearing our constituents and
2 have many, many conversations regarding this,
3 we would hope and pray that alternative A
4 would be taken off the board considering the
5 fact that it is in between several highly
6 densely populated areas, two elementary
7 schools, and a highly used park, plus the fact
8 it would create undue burden of traffic on
9 Forestville Road, which is already congested,
10 it does flood, plus the fact that it just
11 seems that there are other areas that you are
12 offering that would be better suited to the
13 purpose of this.

14 Thank you.

15 MODERATOR REQUA: Thank you.

16 Our second speaker is Councilman
17 Kevin Kline from the Town of Morningside.

18 COUNCILMAN KLINE: Thank you.

19 Over the next five hours, I will be giving my
20 -- five minutes, right? Five minutes. I hate
21 to have my back turned to everybody, but --

22 MODERATOR REQUA: Could you state

1 your name?

2 COUNCILMAN KLINE: I'm sorry.

3 Kevin Kline. I'm Councilman of the Town of
4 Morningside.

5 MODERATOR REQUA: Thank you.

6 COUNCILMAN KLINE: First off, I
7 want to thank the Board for allowing us the
8 opportunity to speak here. And also I want a
9 real quick thank you to Jackson Shaw, who is
10 the developer of our project here behind
11 Morningside.

12 A quick history of the project.
13 It was proposed to the Town of Morningside as
14 a low-impact, low-density, high tech
15 industrial park mainly used for government
16 facilities and for defense contractors in
17 regards to Andrews Air Force Base, which is
18 our neighbor.

19 Over the course of the past year,
20 the idea of proposal of relocating the Metro
21 maintenance bus facility has recently been
22 just thrust upon us. So that's why

1 obviously the community, which is just finding
2 out about it, didn't take long to rumble
3 through the neighborhood. And, of course, as
4 a Council member, I get to hear all of those
5 complaints. So they come right to me.

6 So I am here to bring the concerns
7 of our residents and the surrounding community
8 to you and also maybe open up some concerns of
9 things that you might not have thought about
10 that may directly impact your services of
11 Metro in regards to putting it into this I
12 believe alternative A, which is the Andrews
13 Federal Campus.

14 If you choose to relocate to
15 Andrews Federal Campus, allow me to introduce
16 you to some of your neighbors that will be
17 surrounding you. And some of those neighbors
18 are also your potential complainers. And,
19 again, as a Council member, I get to hear and
20 know all of them as well.

21 I ask that we quickly broaden our
22 horizons of not just the development itself

1 but what lies around it. And that is most
2 important to our constituents and to our
3 citizens.

4 To the north, which is not
5 directly against the -- where WMATA is
6 proposed to be but this development is, is
7 approximately 35 to 40 homes backed up
8 directly to this project.

9 Next to that and below it is
10 Morningside Elementary School. Now it is a
11 new proposed charter school, which will open
12 up in September, starting first through third
13 grade. So we have a field and playgrounds
14 right backed up to this development and to
15 this proposed WMATA.

16 Followed by that is our Town Hall.
17 So I get to look out my window and see this if
18 it's there, our Municipal Center next to that.
19 And, again, I am going around in a circle.
20 This is all surrounding this development.

21 Next to that is the Benjamin Floyd
22 Academy School, which is, again, I believe,

1 six through -- K through 8. And it's a full
2 school, active playgrounds, fields. All the
3 kids are right up against that as well.

4 Next to Benjamin Floyd coming
5 around the circle is Patterson Park. It is a
6 park that has been there for many years. The
7 citizens use it on a very consistent basis.
8 It has baseball fields, football fields,
9 tennis courts, basketball courts. It is
10 highly used by the citizens. And, again, that
11 is right up against the back end of this
12 proposed WMATA facility.

13 And to the top is our friends,
14 which is not incorporated into the Town of
15 Morningside, is the Forest Village Apartments,
16 which the proposed entrance to this will cut
17 right through a neighborhood.

18 The buses and the employees
19 obviously will be driving basically right
20 through the community, past all of these homes
21 or apartment complexes as well as past the
22 parks. Although they are not in the town,

1 they have called and shown concern as well.

2 I thought I would just mention that as well.

3 Maybe one consideration that you
4 have not considered is that Forestville Road
5 ends at the Maryland gate of Andrews Air Force
6 Base. And that is after 9/11 used on a
7 consistent basis for the President, Vice
8 President, congressional dignitaries, and
9 foreign dignitaries, what they use through a
10 motorcade.

11 At any one time, we're used to it
12 at Morningside. It will shut down the road
13 completely. It could be anywhere from 5 to 10
14 minutes, anywhere from 25 to 30 minutes. They
15 will completely shut down the road as they
16 wait for the President to come through. That
17 could seriously impact whether or not your
18 buses could get out of your facility on time
19 considering there is only one exit.

20 It is my understanding that the
21 proposed access road was taken out of the
22 zoning hearing. I noticed that you mentioned

1 it. I want to check into that to see whether
2 or not that access road is still in the plans.
3 I know the Town of Morningside does not want
4 these buses coming through our town directly.

5 In consideration, I just ask
6 whether or not WMATA is prepared for the
7 inevitable amount of complaints that are going
8 to come from the citizens. And I was very
9 pleased to have presented to me this morning
10 -- several of our citizens pounded the streets
11 over the last few days and got over 150
12 signatures against or opposed to having WMATA
13 come. I would like to submit this to you as
14 well.

15 I also want to really quickly -- I
16 know I have 20 seconds. I want to mention
17 this is not a "not in my backyard" concern.
18 This is a concern of whether or not this is a
19 right fit for our community. And I truly
20 believe this is not a right fit for our
21 community. And I would please implore that
22 you would consider another one of the

1 alternative locations for this bus facility.

2 Thank you.

3 MODERATOR REQUA: Thank you for
4 your comments.

5 Our next speaker is Mr.
6 Christopher Brown. You have three minutes.

7 MR. BROWN: Hello. My name is
8 Christopher Brown. I live on ,
9 right adjacent to the site proposed, where
10 you're going to expand at. And I've lived
11 there since '85. So I'm pretty familiar with
12 the facility.

13 Basically I've got an engineering
14 background. So I looked through all of your
15 documents from an engineering perspective, a
16 Bachelor's and Master's in all of this. So I
17 found some things were of concern.

18 I'm not opposed to, you know, the
19 expansion of the facility right there, but
20 there are a couple of things that need to be
21 addressed. The additional construction, it's
22 a dead end street. And basically it's at the

1 bottom of a valley. So we have to come
2 straight up that street. We can't turn off on
3 the side street.

4 So if you block it off when you're
5 doing initial construction, we're going to be
6 trapped. So that has to be taken care of:
7 noise control and parking while the initial
8 construction will be going on.

9 After that, then noise will be a
10 problem. I noticed there was a vague
11 statement that says you were going to optimize
12 the facility to include acoustical treatments
13 to shield nearby residents, but it doesn't
14 mention any proposed goals for noise decibel
15 reduction. It doesn't really have any details
16 of any kind of planned materials, how you
17 would mitigate it. It's just a very vague
18 statement. And we already have problems with
19 noise. What are you going to do if it is not
20 achieved?

21 Also, the models that were used,
22 there is no reference to ASTM, ANSI standards

1 in any of the appendices. I do modeling. So
2 how do you even know they're valid? So it's
3 nice that it's in there, but there's nothing
4 to say they're valid models to me.

5 Also, some of the data that was
6 collected on noise is not necessarily in the
7 report because I have a sound sensor in my
8 yard. And on your table, 3.19, it's not
9 there. I didn't see anything.

10 There's also the runoff. You
11 mentioned because there is an impervious
12 surface, there will be substantial runoff.
13 Right now it's uncontrolled runoff. We had
14 some flooding when they built the houses next
15 door. So the design removes the shrubbery at
16 the bottom so you can get saturation down
17 there. So it can be a lot of flooding.

18 We were able to mitigate it with
19 some personal work to our property, but we
20 have a lot of concern about that because you
21 are going to make more of an impervious
22 surface and you are going to remove the

1 shrubbery down there.

2 The emissions. You mentioned you
3 are going to use green technology. You are
4 going to double the number of buses, but you
5 are going to go green technology. So you are
6 going to reduce the particulates. And you
7 also are going to reduce the CO and all of
8 that.

9 But what guarantees do we have
10 that you won't go back and to diesel and then
11 to double the number of buses? Then we've got
12 more of a problem.

13 The appearance. We were hoping
14 that you could do something with the shrubbery
15 down there. Like we were saying before, not
16 only does it mitigate the flooding, but it
17 would look a little nicer, maybe a sidewalk up
18 there.

19 Also, at one point, some of the
20 employees were coming by buying drugs on the
21 street. And I was told this by one of the
22 policemen that worked there. So I want to

1 make sure we don't have another problem.

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

9 And that's pretty much most of
10 what I was concerned with.

11 MODERATOR REQUA: Thank you, Mr.
12 Brown.

13 MR. BROWN: Okay.

14 MODERATOR REQUA: The next speaker
15 is Sandy Washington.

16 MS. WASHINGTON: Good evening. I
17 am Sandy Washington. I am here representing
18 Community Outreach and Development. First of
19 all, we would like to thank you for the
20 opportunity to speak.

21 Our organization's goal is to
22 provide community services to the Capitol and

1 District Heights communities.

2 We are excited about the work we
3 have been able to accomplish within the few
4 years within the Green Hill Plaza, which is
5 adjacent to the bus garage on Marlboro Pike.

6 We have been awarded funding from
7 the U.S. Department of Health and Human
8 Services to provide a Labor of Love Learning
9 Center for 120 infants, toddlers, and children
10 through before and after-school programs.

11 As a part of the Learning Center
12 that will open in September of 2012, this
13 project will create careers for at least 20
14 persons and bring quality education services
15 to our community.

16 In addition, we assist over 20 to
17 25 families per day at our Human Services
18 Center, providing emergency food, clothing,
19 financial assistance, and summer meals for
20 children.

21 We are excited about the progress
22 the organization has made in the past three

1 years, building a sense of community. While
2 we know for years that our property served as
3 a blight for the community, we are working
4 hard to address this issue. And as funding is
5 acquired, then beautification and renovation
6 efforts are put into place.

7 As part of building a sense of
8 community, we understand that transportation
9 plays a key role in the sustainability of
10 communities.

11 When we initially met with WMATA
12 several years ago, we were hopeful about a
13 potential partnerships that we could have,
14 considering the close proximities of our
15 property. However, within the past few
16 months, we have become increasingly
17 frustrated.

18 Staff from this depot has been
19 informally told that with the renovations that
20 are currently taking place at their depot,
21 that public parking is available on our
22 property. As a result, this has prohibited

1 parking being available for our patrons and
2 the adjoining church: Free Gospel Deliverance
3 Temple.

4 When trying to communicate with
5 WMATA management regarding the concern, our
6 correspondence was somewhat ignored. We
7 believe the services we provide to this
8 community are vital for its continued health
9 and revitalization. We want to make every
10 effort to maintain friendly relationships with
11 our neighbors.

12 One of the proposed plans is to
13 acquire our property as part of the renovation
14 of the bus garage. We are not in agreement
15 with this plan and hope that you will consider
16 an alternative solution to renovating your
17 property.

18 We are glad to continue assisting
19 our community in providing quality programs
20 and services in a central location. We are
21 working hard to renovate Green Hill Plaza so
22 that it will not continue to be a blight to

1 our community. We hope that you will be
2 willing to seek an alternative plan.

3 I thank you for your time.

4 MODERATOR REQUA: Thank you for
5 your comments.

6 Our next speaker is Arthur Horne,
7 Jr.

8 MR. HORNE: Good afternoon. Good
9 evening, I should say. Yes. My name is
10 Arthur Horne. I am with the law firm of
11 Shipley and Horne in Largo, Maryland. I am
12 here to speak on behalf of several property
13 owners in the Westphalia sector plan, which
14 alternative B is the alternative we're
15 speaking on today.

16 I am and my firm are the attorney
17 of record for several properties in
18 Westphalia. Westphalia is 6,000 acres where
19 the Prince George's County just finished a
20 seven-year rezoning of the entire Westphalia
21 area.

22 I represent Darcy North and South,

1 which is 56 acres and 72 acres, respectively;
2 Rock Creek Baptist Church property, which is
3 80 acres; the Rolhe and Dorothy Washington
4 property, which is 80 acres; the Thomas Bean
5 property, which is 66 acres; Woodside Village,
6 which is 4 farms totaling 370 acres; Armstrong
7 Lane, which is 4 and a half acres; the PB&J
8 and Beale properties, which were 25 acres; and
9 the Cabin Branch property, which is 23 acres.
10 All those properties were rezoned during the
11 sector plan to achieve what the sector plan
12 wanted, which is more upscale residential
13 development creating a city.

14 The subject property, where
15 condition 2 is located, alternative,
16 alternative B, is property that was rezoned as
17 well.

18 I think the gentleman in his
19 introduction said it well. It's a former
20 industrial facility. It is now zoned mixed
21 use. And it is not industrial anymore.

22 If you read the Westphalia plan,

1 the plan talks about mitigating and
2 eliminating activities that will adversely
3 impact the neighborhood and lower the
4 residential property values by rezoning and
5 redeveloping incompatible land uses. That's
6 what the county did for the last seven years,
7 spent their time doing that.

8 Darcy North and South property I
9 represent, they have a class 3 field, a sand
10 and gravel operation, which is permanent,
11 which they are allowed to do that, but because
12 the community said, "We do not want these
13 types of uses anymore," they have agreed to
14 hold off. They have been holding off for over
15 seven years in doing these types of activities
16 so that the vision of Westphalia can be met.

17 And it is our opinion and the
18 opinion of the property owners that if, in
19 fact, WMATA locates there and goes back to
20 what it was before, that, all of a sudden,
21 it's the beginning of the unraveling of the
22 Westphalia plant.

1 So alternative A or C or any other
2 alternatives, but the Westphalia sector plan
3 dictates that a use like this does not fit in
4 that area anymore.

5 Thank you.

6 MODERATOR REQUA: Thank you for
7 your comments.

8 Our next speaker is Mr. Bill
9 Orleans.

10 MR. ORLEANS: Good evening. I
11 don't have --

12 MODERATOR REQUA: Mr. Orleans,
13 could you identify yourself, please, for the
14 record?

15 MR. ORLEANS: I'm sorry. I'm Mr.
16 Bill Orleans. I thought you did that
17 accurately.

18 MODERATOR REQUA: I just want to
19 make sure.

20 MR. ORLEANS: I don't have any
21 specific comments per A, B, or C. I have some
22 questions and some comments ultimately,

1 although not this evening, in answers to these
2 questions.

3 It is interesting Mr. Horne
4 immediately proceeded to make reference to the
5 changed zoning status in the area of
6 Westphalia and the area roughly of alternate
7 B. And one of the questions I had wanted to
8 ask was, in WMATA's outreach, has it spoken
9 with anybody in the Planning Department,
10 National Park and Planning Commission in
11 Prince George's County?

12 I understand that some
13 conversations have occurred with DPWT in
14 Prince George's County. It is unclear to me
15 what the range of those discussions was.

16 Has anybody spoken with the
17 Department of Environmental Resources in
18 Prince George's County? I don't know. I'd be
19 interested in knowing who in the country among
20 the executive departments WMATA has spoken to.

21 It is my understanding that there
22 has been limited discussion with the county

1 council. I don't know if it's been
2 collectively with all nine members or maybe
3 some of the members sitting on a committee,
4 presumably Transportation, Housing, and the
5 Environment, or if maybe there were individual
6 conversations, which I understand may have
7 taken place.

8 I would like to know who in the
9 County Executive's office; executive
10 departments; the County Council, whether
11 individual members or all of them together.
12 I would like to know how much outreach has
13 been engaged in and with whom.

14 I am inclined to agree with WMATA
15 that its location on Southern Avenue should be
16 replaced and likely be relocated.

17 I don't know if the people from
18 the community where the Southern Avenue Bus
19 Garage is now favor it being continued or
20 being relocated. That's pretty much for them
21 to decide. I would be interested in knowing,
22 and I hope to talk with a couple of them after

1 the meeting.

2 When I first heard about this,
3 several questions occurred. And one of them
4 has not been answered. The Board approved to
5 each of two development teams \$500,000 each to
6 facilitate the selection of a site to replace
7 Southern Avenue Bus Garage.

8 I have asked frequently and many
9 people the nature of that \$500,000
10 disbursement appropriation to each of two
11 development teams. I would like to know what
12 was done with that money.

13 Between A and B as alternative to
14 C, I am inclined initially to think B was
15 better because it would be less trees cut
16 down. And I'm always in favor of cutting less
17 trees down.

18 So for the moment I am siding with
19 alternative B. And I guess that's it. Time
20 is up.

21 MODERATOR REQUA: Thank you, Mr.
22 Orleans. Thank you for your comments.

1 Our next speaker is Eunice Jones.

2 Ms. Jones?

3 MS. JONES: Good evening,
4 everyone.

5 MODERATOR REQUA: Could you state
6 your --

7 MS. JONES: My name is --

8 MODERATOR REQUA: Thank you.

9 MS. JONES: My name is Eunice
10 Jones. I am an individual. I am just a
11 neighbor from over in the alternative C area.

12 Okay. I am going to take C off
13 the project, alternative list. We are already
14 experiencing the terminal already over the
15 garage that is over on Southern Avenue. It's
16 menacing. And I agree with my neighbors, with
17 all the positive comments they have made thus
18 far.

19 The existing bus terminal is noisy
20 all the time. And the buses when they warm up
21 in the mornings or in the evenings or at night
22 or in the wintertime, you can always smell the

1 diesel fumes, although that has been reported
2 over and over again. And the bus terminal,
3 it's an eyesore.

4 And I think it's a shame that you
5 have to replace a church or homes because no
6 alternatives thus far, no one in any home or
7 church or facility had to be misplaced.

8 That's all. Thank you.

9 MODERATOR REQUA: Thank you for
10 your comments. Ms. Jones is the last speaker
11 that had signed up to speak. Is there anyone
12 else that's interested in making comments on
13 these proposals? Please?

14 MS. LYLES: I would like to speak.

15 MODERATOR REQUA: Just state your
16 name, and you will have three minutes.

17 MS. LYLES: Okay.

18 MODERATOR REQUA: Thank you.

19 MS. LYLES: Hello, everyone. My
20 name is India Lyles. And I am owner of Colors
21 of Nails Barbershop and Beauty Salon. I am
22 also the notary for Marlboro Pike,

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I'm a little nervous. So excuse
me.

I am also speaking for the liquor
store, Super Liquors. Okay? And you all are
trying for -- and for the church hall. So I'm
speaking for them also.

Now, they're revitalizing. And
they're making things look much better. Okay?
And I also -- I service a lot of people in the
area. I'm the notary for the area. And I
service a lot of clients in the area.

I'm really nervous. So please
excuse me.

But the bus barn that's behind me,
it causes a lot of problems.

I've been here for eight years.
Okay? And in the eight years I've been there,
the accidents that I have seen with the buses
turning that corner, I do ask you all, please,
to put the bus depot somewhere else and leave
us alone. Okay?

1 Thank you.

2 MODERATOR REQUA: Thank you.

3 Is there anyone else who has not
4 spoken that wishes to provide comments?

5 (No response.)

6 MODERATOR REQUA: Again, is there
7 anyone else that has comments?

8 (No response.)

9 MODERATOR REQUA: If not, then I
10 will close this hearing and thank you. Good
11 evening. And there are staff that would be
12 available to review the proposals with you out
13 in the lobby area.

14 Thank you very much. Appreciate
15 your attendance.

16 (Whereupon, the foregoing matter
17 was concluded at 7:33 p.m.)

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In the matter of: Public Hearing

Before: WMATA

Date: 07-27-11

Place: Washington, DC

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