

Appendix C: Supplemental Correspondence

SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD

Written Testimony Received for Alternative A:

- Petition Opposed to Alternative A
- Colonel David W. Koontz, U.S. Air Force
- Colonel Ken Rizer, U.S. Air Force
- Mayor Karen Rooker, Vice Mayor James Ealey, Councilman Terry Foster, Councilman Kevin D. Kline, and Councilwoman Sheila V. Scott; Town of Morningside
- Councilman Kevin D. Kline, Town of Morningside
- Chief Eugene C. Mills, Jr., Morningside Police Department
- Councilwoman Karen R. Toles, District 7, Prince George's County Government

We the undersigned, and citizens of Prince George's County Maryland, are strongly against the proposed placement of the Washington Metropolitan Area Transit Authority Bus Garage at the Rena Road, Andrews Federal Campus facility location. We feel this is not an appropriate location for a fleet of up to 250 Metro buses and a service, fueling, washing and maintenance facility. This proposed facility will negatively impact our entire community.

PRINTED NAME: SIGNATURE: ADDRESS:

Amy Wade Amy Wade [REDACTED]

Ruth Anthony Ruth Anthony [REDACTED]

Debbie Rrhburg see [REDACTED]

Charity White Charity J White [REDACTED]

Kenneth C. Wade Kenneth C. Wade [REDACTED]

Stacie M. Wade Stacie M. Wade [REDACTED]

Leon Lewis Leon Lewis [REDACTED]

Andre + Tiffany Barber [REDACTED]

Dianne Currie Dianne Currie [REDACTED]

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PRINTED NAME:

SIGNATURE:

ADDRESS:

Dakota Tyree

Dakota Tyree

[REDACTED]

Monique Burns Monique Burns

[REDACTED]

Tanice Diggs

Tanice Diggs

[REDACTED]

Kevin D. Kline

Kevin D. Kline

[REDACTED]

Dustin K. Sears Dustin K. Sears

[REDACTED]

Jeremy M. Tyree Jeremy M. Tyree

[REDACTED]

Louise L. Sears Louise L. Sears

[REDACTED]

S V SCOTT

[REDACTED]

Bradley C. Wade

BRAD WADE

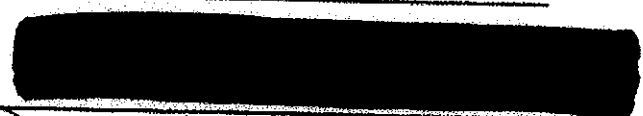
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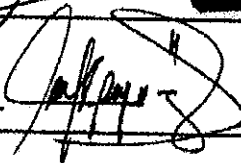
John Anthony John Anthony

[REDACTED]

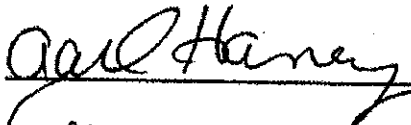
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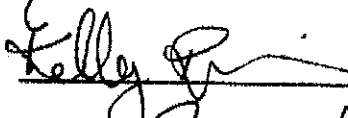
PRINTED NAME: SIGNATURE: ADDRESS:

Tom Kidd  

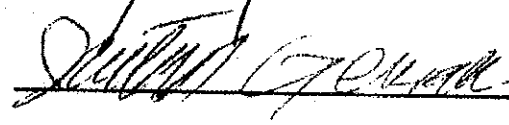
Nilson O. Canenguez  

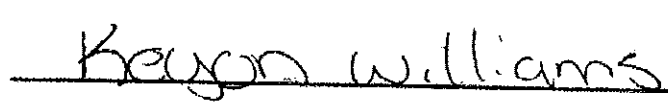
Judit R Leon  

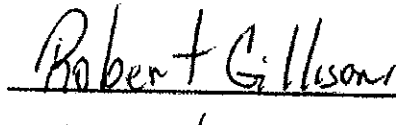
Gail Haney  

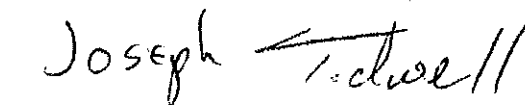
Kelly  

 Raymond Brown Jr 

 Judith Green 

Keyon Williams  

Robert Gillson  

Joseph  

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PRINTED NAME:

SIGNATURE:

ADDRESS:

ERIC MOORE

[Signature]

[Redacted Address]

Christena Asbel Christena Asbel

[Redacted Address]

Joseph D. Asbel Joseph D Asbel

[Redacted Address]

CHARLES WALKER, Charles Walker

[Redacted Address]

EDWARDS, Simon Edward Simon

[Redacted Address]

James Cox

[Signature]

[Redacted Address]

Louis Brooks

[Signature]

[Redacted Address]

Fredrick Burrill

[Redacted Address]

Walter Green

[Redacted Address]

Donta Bowen

[Signature]

[Redacted Address]

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PRINTED NAME: SIGNATURE: ADDRESS:

Anthony T. McLane Anthony T. McLane [REDACTED]

Yvonne Marie Parks [REDACTED]

Tami Jones Tami Jones [REDACTED]

Anna Betton Anna Betton [REDACTED]

Rick Hackett Rick Hackett [REDACTED]

Patrick Coates Patrick Coates [REDACTED]

Andre' Pitts Andre' Pitts [REDACTED]

C. Goldring C. Goldring [REDACTED]

William Benjamin W. Benjamin [REDACTED]

Karen Oakley Karen Oakley [REDACTED]

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PRINTED NAME: SIGNATURE: ADDRESS:

Louis Williams *Louis Williams* [REDACTED]

Nicholas A Dailey *Nicholas A Dailey* [REDACTED]

Carolyn Davis *Carolyn Davis* [REDACTED]

Denise Williams *Denise Williams* [REDACTED]

Autumn Williams *Autumn Williams* [REDACTED]

Billy Smith *Billy Smith* [REDACTED]

Michael Hlatky *Michael Hlatky* [REDACTED]

Michael Johnson *M Johnson* [REDACTED]

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PRINTED NAME: SIGNATURE: ADDRESS:

Eugene C. Mills, Jr. 

Mural E. Baker 

Donna H. Nipper
Doreen D. Nipper 

Yarnie Scott 

Barbara Crawford 

Dorey Crawford 

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PRINTED NAME: SIGNATURE: ADDRESS:

Connie Humphrey Connie Humphrey [REDACTED]

Ed Anderson Edward Anderson [REDACTED]

John Monts

John Monts John Monts [REDACTED]

Walter McKeown - MD [REDACTED]

Charles George Charles George [REDACTED]

Monnique Williams-Pendrak [REDACTED]

Malloy Baker Malloy Baker [REDACTED]

Frederick Frederick [REDACTED]

Paul Williams Paul Williams [REDACTED]

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PRINTED NAME: SIGNATURE: ADDRESS:

ALEX FREDERICK Alex Frederick

Nicole Brown Nicole Brown

ALEX KNOX-LEWYARD

MATTIE KNOX

Morgan Knox

MIKE JEDENIK

Jose Blanca

Leonidas Chavez

John See

Bruce Jackson

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PRINTED NAME: SIGNATURE: ADDRESS:

MATTHEW A NGUYEN

Matthew A. Nguyen

[REDACTED]

[Signature]

[REDACTED]

[Signature]

R. Kraz

[REDACTED]

[Signature]

[REDACTED]

CHUCK FRAYER

[Signature]

[REDACTED]

[Signature]

[REDACTED]

[Signature]

[REDACTED]

[Signature]

[REDACTED]

[Signature]

[REDACTED]

[Signature]

Jonathan Hunter

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PRINTED NAME: SIGNATURE: ADDRESS:

[Handwritten Signature]

LORENZO BAKER

RON HOWARD

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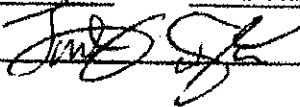
PRINTED NAME: SIGNATURE: ADDRESS:

Margaret Brown	Margaret Brown	[REDACTED]
Sean White	[REDACTED]	[REDACTED]
Chris Walker	[REDACTED]	[REDACTED]
Kim Dwyer	[REDACTED]	[REDACTED]
Marina [unclear]	[REDACTED]	[REDACTED]
[unclear]	[REDACTED]	[REDACTED]
Kim [unclear]	[REDACTED]	[REDACTED]
R. Chan	[REDACTED]	[REDACTED]
Carl Chubert	[REDACTED]	[REDACTED]

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PRINTED NAME: SIGNATURE: ADDRESS:

James Cunningham





Kirk Sacke

Kirk Sacke



Michael Asbell

Michael Asbell



Shaera Burton

Shaera Burton



Shantra Wiggins



Camilla Richburg



Brittney Pitter



Denell Williams



Lasheile Jones



From: Koontz, David W Col MIL USAF

Sent: Monday, August 08, 2011 4:57 PM

To: Thomas, John D.

Cc: Koontz, David W Col MIL USAF AFDW 11 SFG/CC; Rector, Joseph L CIV USAF AFDW 11 SFG/DD

Subject: Urgent Information from Joint Base Andrews--Docket R11-02

Mr. Thomas,

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

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

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

These two areas of concern are not all inclusive since we only became aware of this project on Friday, 5 Aug 11. As such, additional time and details of the project are required to ascertain the total impact on the Joint Base Andrews antiterrorism/force protection program in addition to daily operations. Request your consideration to allow a comprehensive review of this project to ensure an accurate and thorough assessment by Joint Base Andrews agencies. If you need to reach me, I can be contacted at I look forward to hearing from you.

Col Koontz

DAVID W. KOONTZ, Colonel, USAF
Commander, 11th Security Forces Group

From:

Sent: Saturday, August 06, 2011 11:42 AM

To: writtentestimony@wmata.com; info@southernavebusgarage.com

Cc:

Subject: Urgent Information from Joint Base Andrews--Docket R11-02

To Whom it May Concern,

It has just recently come to my attention that you are considering relocating the Metro Bus Garage Maintenance Facility to the Andrews Federal Campus development near Joint Base Andrews. Upon first blush, I have significant concerns over having this type of facility so close to the Maryland Gate of Joint Base Andrews. As you know, the Maryland Gate is where our senior national and international leaders enter/exit the base, and having a fleet of 250 buses parked and transiting close to that gate could present an antiterrorism/force protection concern.

I've directed my Security Forces Group Commander, Colonel David Koontz, to meet with Secret Service personnel on Monday to ascertain whether or not this facility might actually pose a problem. Until that review is completed, I would ask that you delay making an irreversible decision that might put our senior leaders at risk.

Please understand that we are strong supporters of local development consistent w/ the needs of the local and base communities, and we strive to be good neighbors. We have no intention of interfering w/ local political or business decisions, but we have an obligation to partner w/ the community to protect our senior leaders.

We look forward to presenting the results of our review, and ask who we might contact to do so.

My POC for this is Col David Koontz (cc'd above), who will gladly touch bases w/ your POC prior to Monday's 1700 deadline for testimony submission on this proposal.

V/R,

Colonel Ken Rizer, USAF



Town of Morningside

6901 Ames Street
Morningside, MD 20746
301-736-2300 Administration Office
301-516-0610 Fax

Office of the Secretary
WMATA
600 Fifth Street, NW
Washington, D.C. 20001

Monday August 8, 2011

Ref: Docket R11-02

To whom it may concern:

This letter is in reference to the proposed relocation of the WMATA bus maintenance garage and facility into the Andrews Federal Campus, Alternative "A" (Rena Road).

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

We as a council, have reviewed the provided traffic studies, have taken into consideration the testimony from our constituents, and have been recently informed by the commander of Joint Base Andrews of their serious national security concerns with bus traffic on Forestville Road and its close proximity to the dignitary Maryland Gate of Joint Base Andrews. Having considered all the evidence, we cannot support the relocation of WMATA into Alternative "A".

Please understand that the Town of Morningside does support smart growth and development within and around our community, and greatly appreciates the services that WMATA provides to the entire Washington DC metropolitan area, however, we strongly feel this proposal will have detrimental affects to the quality of life and the security and safety of our entire community, the surrounding schools and parks and the already established residential communities that this proposed relocation will directly impact.

The Mayor and Council of the Town of Morningside implore that you strongly consider one of the other two alternative locations for the relocation of the WMATA Bus Facility. Thank You.

Karen D. Rooker, Mayor

Terry Foster, Council-Member

Kevin D. Kline, Council-Member

Sheila V. Scott, Council-Member

James Ealey, Vice Mayor

*Not available for signature at time of submission. Has authorized his name on this letter.



Town of Morningside
Office of the Council
6901 Ames Street
Morningside, MD 20746
301-736-2300 Administration Office
202-630-3301 Home Office
301-516-0610 Fax

Kevin D. Kline
Council Member

Monday August 8, 2011

Ref: Docket R11-02 Proposed Relocation of WMATA Bus Garage Facility into Alternative "A".

Office of the Secretary
Washington Metropolitan Area Transit Authority
600 5th Street, NW
Washington, DC 20001

Dear WMATA:

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

I am in favor of smart development and smart growth within our surrounding community. However, after a great deal of research and investigating on my part, listening to and considering constituent testimony, several discussions with our Chief of Police regarding traffic and police concerns and the new concerns from our neighbors at Joint Base Andrews in regards to their security concerns with this proposal; all the evidence clearly shows that Alternative "A" does not demonstrate smart development for this particular WMATA facility and proposal to relocate into the Andrews Federal Campus.

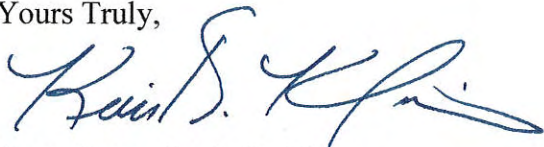
My findings have shown that this relocation proposal will burden already established residential communities, will compromise pedestrian and traffic safety, will severely disrupt the flow of traffic on Forestville Road and the surrounding streets and roads, could pose a real safety risk with the proposed compressed natural gas refueling facility just a few hundred feet from two schools, a large park and our Town Municipal Center. According to the initial reports, this might also pose a national security risk to our senior leadership and neighbors at Joint Base Andrews with regards to the close proximity of the dignitary Maryland Gate Entrance. It could disrupt timely service to WMATA and its customers by being held up with these security concerns and adding an extra burden on the United States Secret Service and the Joint Base Andrews Security Forces. Overall, this proposal is an extremely bad choice of a location for the type of facility that is being proposed by WMATA and the developers.

Just viewing the proposed plans gives a quick and clear answer that this facility is not a right fit for this particular business park. It's not an issue of "Not in my Backyard" but a clear and simple issue of "it just does not fit". The cons clearly out weigh the pros and this will be a wrong fit for the community and its citizens. I have already been bombarded with complaints from the community concerning this proposal. The Mayor and Council of the Town of Morningside are unanimous in their decision to strongly oppose this facility into this location. The citizens and surrounding community are clearly against this proposal as well, and have clearly defined the future problems that this facility may cause. I hope that WMATA can have as much foresight in regards to these problems as well. Other than the developers, I have yet to find one organization, group or citizen that would support this relocation proposal into Andrews Federal Campus.

Again, I **strongly oppose** Alternative "A" and the WMATA bus maintenance garage and facility relocating into the Andrews Federal Campus. (Rena Road) As an elected official, maintaining the safety, security and quality of life of the citizens and businesses of the Town of Morningside, the surrounding communities and our neighbors at Joint Base Andrews is my first and only priority.

If you have any questions as to my testimony, please feel free to contact me anytime.

Yours Truly,

A handwritten signature in blue ink, appearing to read "Kevin D. Kline", with a stylized flourish at the end.

Councilman Kevin D. Kline



Morningside Police Department

6901 Ames Street
Morningside, MD 20746
301-736-7400 Phone 301-516-0610 fax



Col. E.C. Mills, Jr.
Chief of Police

Office of the Secretary
WMATA
600 Fifth Street, NW
Washington, D.C. 20001

Monday, August 08, 2011

Ref: Docket R11-02

To Whom It May Concern:

This letter is in reference to the proposed relocation of the WMATA bus maintenance garage and facility into the Andrews Federal Campus, Alternative "A" Rena Road.

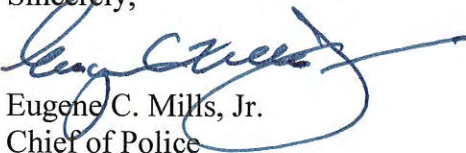
I have reviewed the facts regarding this issue and as the Chief of Police for the Town of Morningside, I **strongly oppose** the relocation of the WAMTA bus facility to the Andrews Federal Campus location.

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

Another item that should be considered is traffic. In addition to 250 buses, there are approximately 15,000 people that commute to Andrews Air Force Base daily for work. With this occurrence, this will increase the work load of the Town of Morningside Police Department. At the present time, we are currently a small 7 man police force and at times we may only have one officer on duty. Responding to traffic accidents is part of our responsibility, but when an officer is handling an accident, this means that the rest of our residents are without service until the accident scene is cleared.

I request that you consider an alternative location for the WMATA bus facility.

Sincerely,



Eugene C. Mills, Jr.
Chief of Police
Town of Morningside



THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3690

August 8, 2011

KAREN R. TOLES

Council Member, District 7

Office of the Secretary
WMATA
600 Fifth Street, NW
Washington, DC 20001

Regarding: Docket R11-02

Dear Sir or Madam:

I hope this letter finds you well.

At this time, I am in stalwart opposition to the Southern Avenue Bus Garage Project. I am asking that you not move forward with the plans to redevelop the existing site at Alternate Site C (Southern Ave and Coral Hills location). I am also strongly opposed to the construction of Alternate Site A (Suitland Road and Suitland parkway/Morningside location).

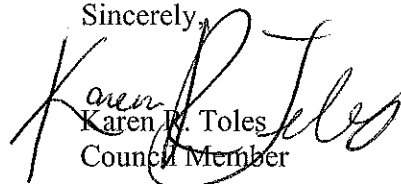
I have received many calls from constituents opposing having this site located in their community. Secondly, there was staunch opposition from the community at the community meeting held on July 27, 2011 at Andrew Jackson in Forestville. There was also opposition from residents at the community meeting held in June at the John Edgar Howard Community Center in Capitol Heights. Lastly, there was a petition sent to your office on July 29th, 2011 via email with over 100 signatures from residents in the immediate Southern Avenue neighborhood opposing an expansion of Alternate Site C (southern ave).

There is a major concern of businesses being displaced, the level of noise and traffic flow that will greatly be interrupted to the expansions and/or development of the two aforementioned sites.

Lastly, it has not been stated how the community will benefit from the development of these sites, for example, how many Prince Georgians will be considered for jobs on the construction of these sites and/or with your agency (WMATA).

Again, I am writing this letter to strongly oppose the reconstruction of the Southern Avenue location (Alternative C) as well as the possible development of the site on Suitland Parkway/Morningside location (Alternative A).

Sincerely,


Karen R. Toles
Council Member

Written Testimony Received for Alternative B:

- Marva Jo Camp (on behalf of the Owners and Developers of the Smith Home Farm)
- Redell Duke, Chairman, Westphalia Sector Development Review Advisory Council
- Melvin Henderson (representing the Little Washington Civic Association)
- Alexander D. Williams, Jr., Secretary, Little Washington Civic Association (on behalf of the Little Washington Civic Association and the residents of the Little Washington community)
- Orloff Knarr, President, Board of Directors of Westphalia Woods Condo I
- Alexander D. Williams, Jr.
- Ardania Williams

Marva Jo Camp, Esq.
BY E-MAIL

Washington Metropolitan Area Transit Authority
600 5th Street, N.W.
Washington, D.C. 20001

**RE: PROPOSED SOUTHERN AVENUE
BUS GARAGE REPLACEMENT**

Dear Sir or Madam:

I am writing on behalf of the Owners and Developers of the Smith Home Farm project to oppose the proposed relocation of the Southern Maryland Bus Garage to the Westphalia Sector. Smith Home is a 757-acre residential development located directly adjacent to the proposed bus relocation. It includes single-family homes, town homes, senior only residences and a Local Activity Center.

As you may be aware, the property being proposed for the bus relocation was rezoned by from I-1 to M-X-T as part of Westphalia Sector Plan and Master Plan Amendment. The vision of the Plan was to reduce and restrict industrial development and replace it with a Regional Urban Center comprised of a mixed-use urban town center and smaller mixed-use activities centers that include residential, office and retail development. The proposed bus garage is inconsistent with the vision of the Sector Plan and the site plan has several deficiencies. Specifically:

- The M-X-T Zone requires that any uses in the zone be specifically delineated in the Table of Uses as a permitted use or a use that may be allowed by special exception. The proposed bus garage is not specifically enumerated as a permitted use in the Table of Uses nor have the current owners requested a special exception to allow the proposed use.
- The Site Plan for the proposed bus garage shows a relocation of a Master Plan road from its approved location on the western portion of the proposed bus garage site to a location along the boundary between the proposed bus garage site and the Smith Home Farm residential development site. The proposed new location was selected by the current owners of the proposed bus garage site without input from the affected adjacent property owners and developers or other key stakeholders in the Sector. Moreover, the proposed new location has not received any of the approvals required for the relocation of a Master Plan road. If approved, the proposed change would place the full burden of any negative impacts of the proposed use on the neighboring residential development. In addition, the Right of Way (ROW) for the proposed relocation of the Master Plan road shown on property that is not owned by the current owners of the proposed bus garage. The Owners of the affected property have not given authorization to take a portion of their land for this purpose. As a result, the road cannot be built as proposed.

- The location of the proposed bus garage is directly adjacent to an approved residential development. There is no buffer indicated between the proposed bus garage and the residential development. In fact, the proposed plan indicates that the fuel storage and portions of the actual parking lot for the buses will be located in what would have been the buffer between the two properties. As a result, the proposed buffer would be between twenty and forty feet as opposed to the original buffer of approximately three hundred feet. The absence of a larger buffer is inconsistent with the development of industrial uses, particularly heavy industrial uses as is being proposed. The lack of an adequate buffer also reflects a total disregard for the approved adjacent residential development and will have a severe economic impact on the adjacent property that will amount to a condemnation of the property
- It appears that no studies or analysis have been done by the current owners of the proposed bus garage property to determine the impact that the proposed use will have on neighboring properties. Such analysis has been required for other property owners within the Westphalia Sector. Accordingly, studies would need to be completed for the noise that would be caused by the buses and the relocation of a Master Plan road. In addition, an analysis would be required to review the impact of moving buses early in the morning and late in the evening. An analysis would also have to be made regarding the overall impact of the traffic that would generate by the buses the impact of locating a fuel station so close to residential units..

Based on the issues raised, above, the Owners and Developers of the Smith Home Residential Development are opposed to the proposed relocation of the Southern Avenue Bus Garage to the Westphalia Sector. The proposed plan for the bus garage totally ignores the nauseous impacts of the proposed use and a lack of sensitivity to neighboring properties. Moreover, the process by which the site plan was developed is inconsistent with the cooperative and collaborative process that has been a hallmark of the Westphalia Sector deliberations.

In addition, based on conversations with homeowners in and around the Westphalia Sector, other developers of projects in the Westphalia Sector, and comments articulated during the June 11, 2011 Westphalia Sector meeting with public and private sector stakeholders, there is strong opposition to the proposed relocation to the Westphalia Sector. I trust that the concerns and issues raised in this letter and by others will result in another site being selected for the relocation of the bus garage.

Sincerely,

Marva Jo Camp

Marva Jo Camp, Esq.
Counsel
Smith Home Farm Development

Sent: Monday, August 08, 2011 4:56 PM

To: writtentestimony

Subject: Docket # R11-02

This is in response to the public hearing held on JULY 26, 2011 concerning the relocation of WMATA as it relates to the Westphalia Sector. The communities Within the 6000 acrea Westphalia Sector is strongly oppose to any type of Bus Depot in this corridor. We urge Wmata to seriously consider another location rather than 8711 Westphalia Road. We will continue to voive our strongest objection to wmata locating here in Westphalia. Redell DUKE, Chaيمان Westphalia Sector Development Review Advisory Council.

Sent: Friday, August 05, 2011 3:42 PM
To: info@southernavebusgarage.com
Subject: Location of wmata bus lot

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

President

Melvin P Henderson

LITTLE WASHINGTON CIVIC ASSOCIATION

President	Melvin P. Henderson, Sr.
1st Vice President	Andrea Brown
2nd Vice President	Gloria Beckett
Secretary	Alexander D. Williams, Jr.
Asst. Secretary	Denice Witten
Treasurer	Coy Fletcher
Asst. Treasurer	Yvonne Henderson

August 8, 2011

Office of the Secretary,
WMATA
600 Fifth Street NW
Washington D.C. 20001

To Whom It May Concern,

Please be informed that the Little Washington Civic Association and the residents of the Little Washington community of Upper Marlboro, Maryland, are vehemently opposed to WMATA locating and occupying the old PEPCO site or any area in or near the Westphalia/Little Washington communities. The Little Washington community is made up of approximately 120 homes.

Traversing our immediate county roads of our residential community are an inundation of commercial vehicle traffic due to Ritchie Land Reclamation, ETW, F. O. Day, as well as Department of Public Works, notwithstanding other Commercial businesses near the intersection of Pennsylvania Ave. & Westphalia Road. These businesses include Miller & Long Construction, Alban Tractor, Sunbelt Rentals, and others.

Some of the business operations are supposed to have specific travel routes which were defined to bypass the immediate residential streets. However to no avail as residents we are subjected to excessive 10, 20, and 30 or more ton vehicles constantly traveling our community streets. Important to note is that constant travel consists of weekends including Sundays, as well as, evening, and night time hours. Our properties, and our quality of life, have been severely impacted because of hazardous air quality and noise pollutions.

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

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

Respectfully submitted,
Alexander D. Williams, Jr., Secretary
Little Washington Civic Association

Sent: Monday, August 08, 2011 4:32 PM
To: writtentestimony
Subject: Written response Docket R11-02 Hearing No 563

Docket R11-02 Hearing No 563

For the record my name is Orloff Knarr and I am the President of the Board of Directors of Westphalia Woods Condo I, a property in immediate proximity to Alternative B (Westphalia Road).

I would first like to question the posting of your "Notice of Public Hearing" for Hearing NO. 563 as it pertains to the Westphalia neighborhood. To be quit frank, I cannot identify anyone in the immediate Westphalia Rd / Chester Grove Rd community, (Westphalia Woods Condo I, Westphalia Woods Condo II, Chester Grove Community, and Crispin Woods, which collectively is a community representing approximately 500 homes in the immediate area your Option B (Westphalia Rd)), who were aware of this Hearing, or for that matter had any Idea of your consideration for the use of this property. Furthermore, when I finally obtained a copy of your notice, the description of the location of the property was not referred to by its address (8711 Westphalia Rd) but rather as a vague location that is 1.2 miles away as the crow flies, driving mileage is more like 1.9 miles.

It appears that WMATA has already selected this site and stacked the deck for the least resistance, while going through the motions to satisfy the public hearing requirement.

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

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

We've all witnessed the 24/7/365 operation of your Bus garages. They're noisy, smelly, and generally very unsightly. I've yet to witness a fleet maintenance facility that is compatible with anything even remotely akin to a reasonable quality of life. On visits to your current facility at mid-night, on more than one occasion, I witnessed dozens of busses sitting in the lot idling, the smell of diesel fuel and exhaust was evident for several blocks. Given the existing land use in the area, the residential components of this area already carry more than their fair share of industrial contamination. Your proposed re-development of this property would not only exacerbate the intolerable injustice of past and present land uses along the Westphalia Road corridor but would serve to undermine the Westphalia Sector Plan, thereby putting desirable future development in jeopardy.

Alexander D. Williams, Jr.

Office of the Secretary,
WMATA
600 Fifth Street NW
Washington D.C. 20001

August 8, 2011

To Whom It May Concern,

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

The immediate county roads of the residential community, already has a significant travel amount of commercial vehicle traffic. Some of the business operations are supposed to have specific travel routes which were defined to bypass the immediate residential streets. It has been all but impossible to live up to those standards. As a result, the residents are subjected to many commercial vehicles, some in excessive of 30 tons constantly invading our community streets during the week, on weekends, as well as evening, and night time hours impacting our sleep.

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

Respectfully submitted,
Alexander D. Williams, Jr.

-----Original Message-----

From: Ardania Williams

Sent: Monday, August 08, 2011 10:19 AM

To: writtentestimony

Subject: No to are area

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

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

Ardania Williams