

Southern Avenue Bus Garage Replacement Environmental Evaluation

PUBLIC HEARING December 17, 2012



Washington Metropolitan Area Transit Authority

INTRODUCTION

The Project / Proposed Action

- The replacement of an 89-year old WMATA bus garage in Prince George's County on its current site or at another identified site. The new facility would fulfill the following program requirements:



- Parking and storage facilities to accommodate a minimum fleet of 150 Metrobuses
- Maintenance and administrative building
- Employee parking
- Service lane facility (fueling, washing, fare box collection)
- Perimeter and other landscaping
- Security fencing or other security measures
- Storm water management measures

BACKGROUND

Existing Southern Avenue Bus Garage

- Nearly 6 acres in size and located at intersection of Southern Avenue and Marlboro Pike
- Building has reached the end of its useful life
- Lacks desired storage and maintenance capabilities

LEGEND

-  Existing Site
-  District of Columbia Boundary



BACKGROUND

Project History

- June 2011 – WMATA released an Environmental Assessment for the Southern Avenue Bus Garage Replacement and opened the public comment period
- July 2011 – WMATA held a public hearing on the project
- August 2011 – WMATA released a Public Hearing Staff Report
- August 2012 – WMATA determined need for a revised environmental document to address project changes (Environmental Evaluation)
- November 2012 – WMATA releases Environmental Evaluation for public review and comment

BACKGROUND



Project Developments

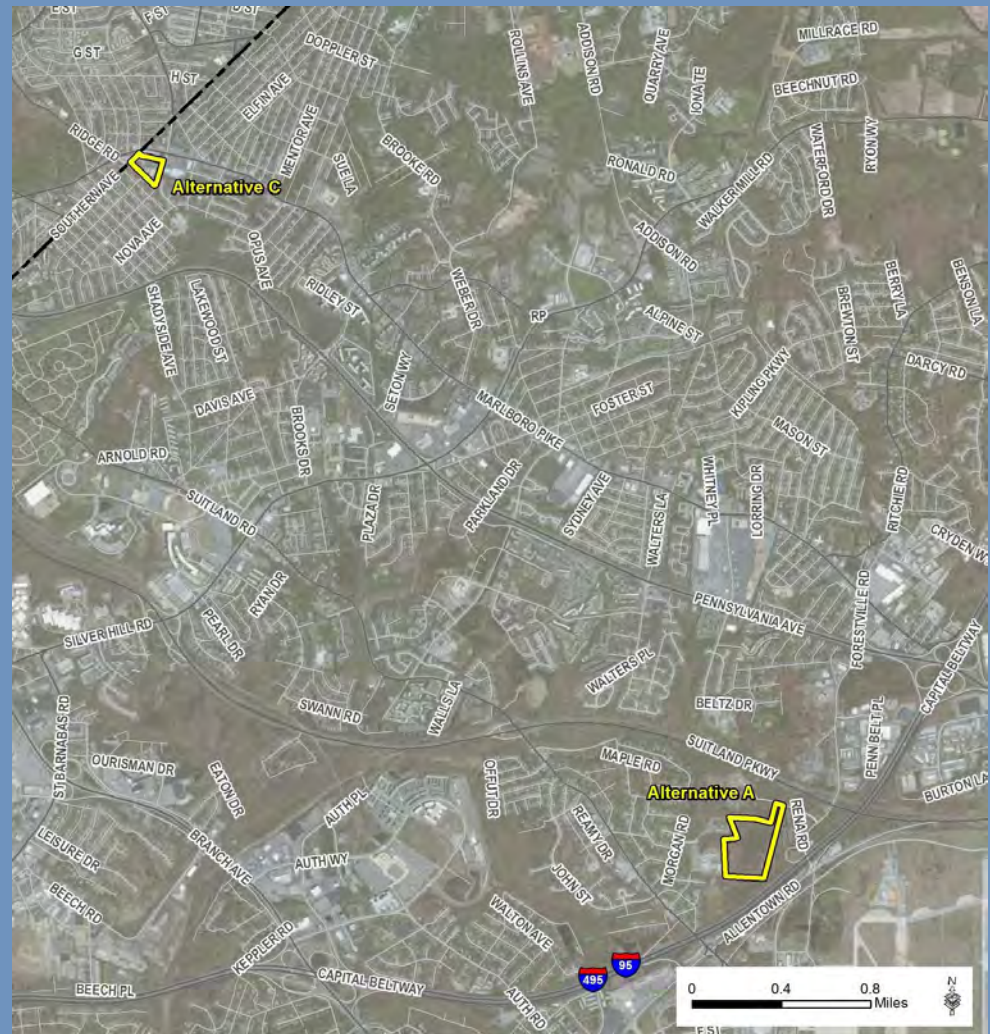
- WMATA updated its Program Requirements for the replacement of the bus garage due to the opening of the Shepherd Parkway facility in September 2012
- Proposer for Alternative A (Rena Road) revised the site plan that relocated the primary entrance to the development and also created new emergency access for the garage
- Proposer for Alternative B (Westphalia Road) withdrew its proposal
- Alternative C (Rebuild in Place) site plan was revised to meet updated program requirements and a reduced site footprint

BACKGROUND

- **Alternative A:** SW of the intersection of Suitland Parkway and Capital Beltway
- **Alternative C (Rebuild in Place):** At the intersection of Southern Ave and Marlboro Pike

LEGEND

-  Proposed Alternative
-  District of Columbia Boundary



S

SA1

Replace figure to remove Site B

Anderson, Susan, 11/14/2012

BACKGROUND

The Environmental Evaluation





Identifies and documents the existing conditions and environmental consequences of the No Build Alternative and the proposed build alternatives for the listed resources.

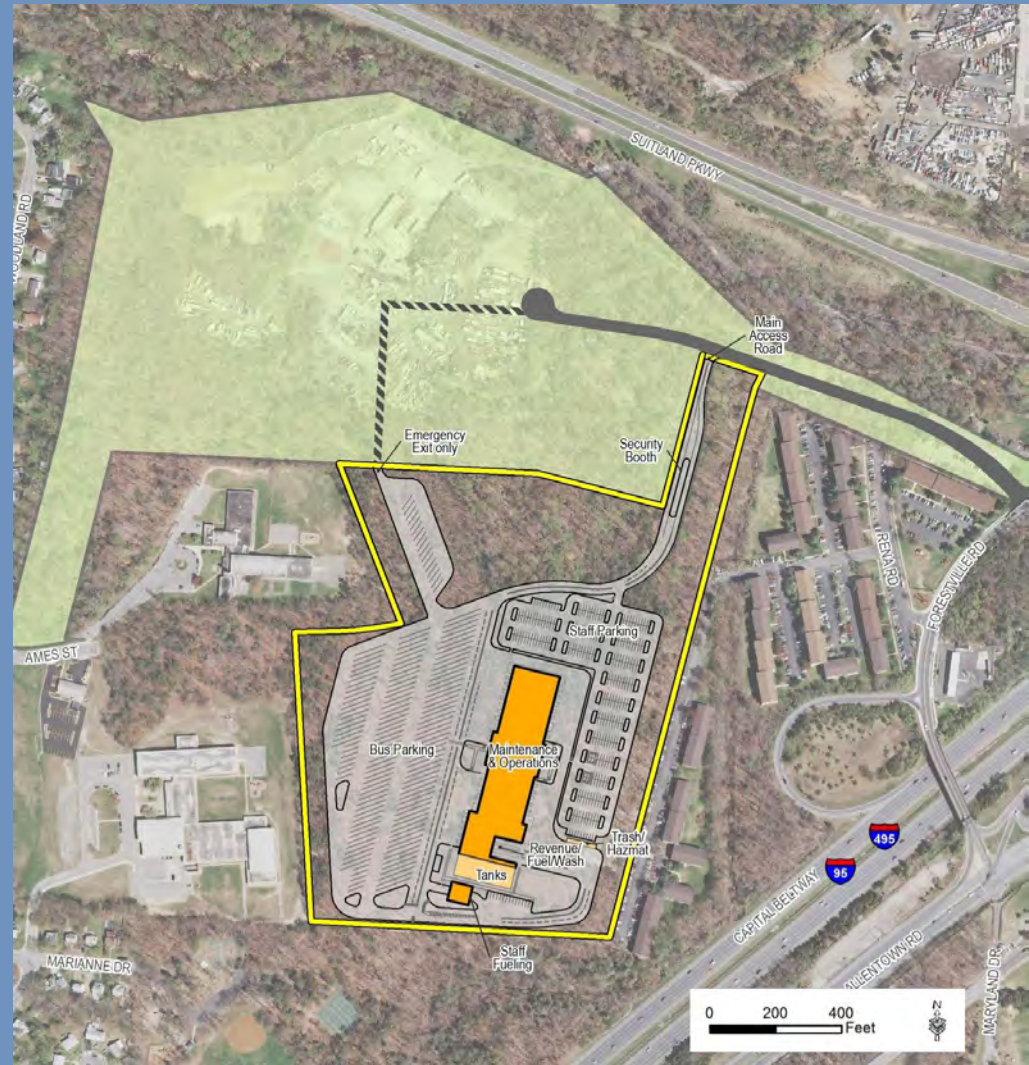
- Transportation
- Zoning
- Land Acquisitions and Displacements
- Neighborhoods and Community Resources
- Environmental Justice
- Consistency with Local Plans
- Cultural Resources
- Parklands
- Air Quality
- Noise and Vibration
- Water Quality
- Coastal Zones
- Water Resources
- Floodplains
- Ecosystems and Endangered Species
- Soil and Geologic Resources
- Contaminated Materials
- Secondary and Cumulative Impacts
- Construction Impacts

ALTERNATIVE A: PROPOSED CONCEPT PLAN

- Combined maintenance and administration building
- Fare collection, fueling, wash facilities, maintenance bays, parts storage
- Total capacity of 250 bus parking spaces, 392 employee parking spaces
- Main access provided by development of larger industrial park (via Forestville Rd.)

LEGEND

-  Proposed Alternative
-  Approved Roadway for Larger Industrial Park
-  Planned Emergency Access Roadway
-  Remainder of Andrews Federal Campus



ALTERNATIVE A: PLAN RENDERINGS



Alternative A plan rendering – Facing Northwest

ALTERNATIVE A: PLAN RENDERINGS

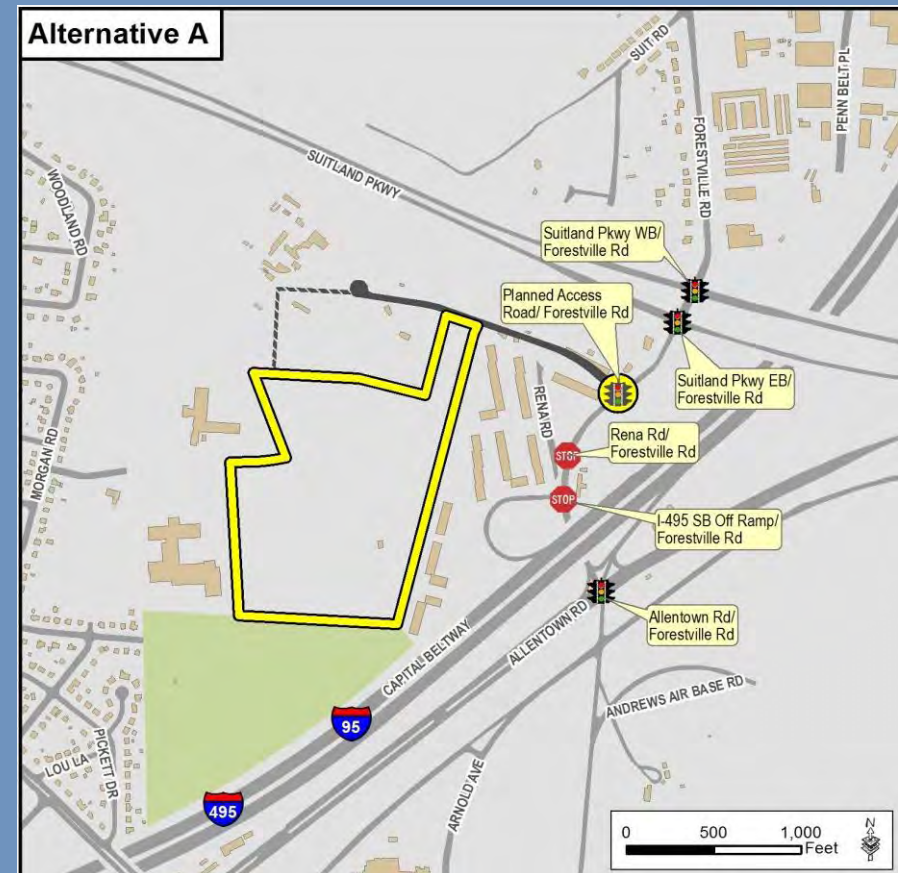


Alternative A plan rendering – Facing Southwest

ALTERNATIVE A: POTENTIAL ENVIRONMENTAL EFFECTS

Potential effects:

- Minor traffic delays resulting from an increase in vehicular traffic (buses & employees)
- Changes in the visual environment
- Temporary construction-related effects
- Cumulative effects, combined with other development within the Andrews Federal Campus, resulting from traffic, noise, residential displacements and loss of forested areas



ALTERNATIVE C (REBUILD IN PLACE): PROPOSED CONCEPT PLAN

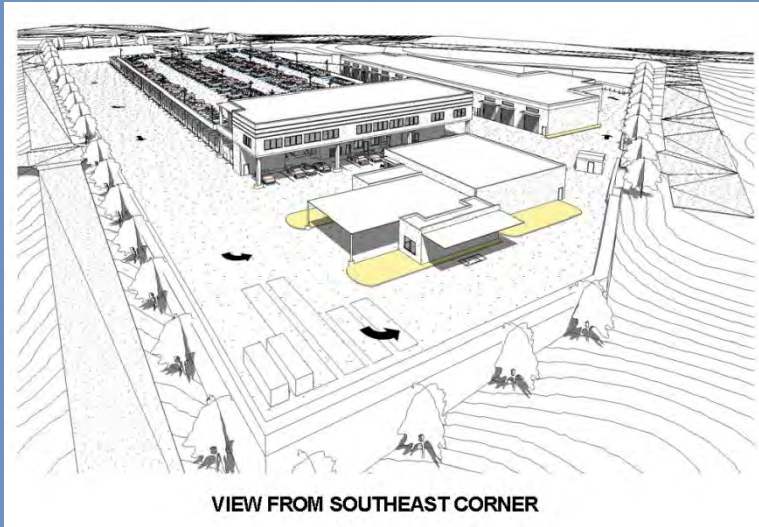
- Rebuilt bus garage at existing location
- Separate building for fueling, washing
- 153 bus parking spaces, 230 employee/non-revenue parking spaces
- Bus access via Boones Hill Road; employee access via Southern Avenue



LEGEND

- Proposed Alternative
- District of Columbia Boundary

ALTERNATIVE C (REBUILD IN PLACE): PLAN RENDERINGS



VIEW FROM SOUTHEAST CORNER



VIEW FROM SOUTHWEST CORNER



VIEW AT BUS ENTRY ON TO SITE

ALTERNATIVE C (REBUILD IN PLACE): POTENTIAL ENVIRONMENTAL EFFECTS

Potential effects:

- Minor traffic delays resulting from an increase in vehicular traffic (buses & employees)
- Acquisition of 7 parcels abutting existing parcel owned by WMATA
- Displacement of 5 businesses, 1 church, and the occupants of 1 residence
- Potential for noise impacts
- Mitigation of recognized environmental conditions
- Temporary construction-related effects



COMMENTS

Written statements & exhibits must be received by 5:00pm on **December 28, 2012**. Reference the Southern Avenue Bus Garage Replacement Hearing and/or Docket Number R12-02 in your submission.

Via mail	Office of the Secretary Washington Metropolitan Area Transit Authority 600 Fifth Street, NW Washington, D.C. 20001
Via e-mail	writtentestimony@wmata.com