AGENDA ITEM # 6
PGCPB MEETING OF 11/21/13

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Countywide Planning Division
301-952-3650
Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm

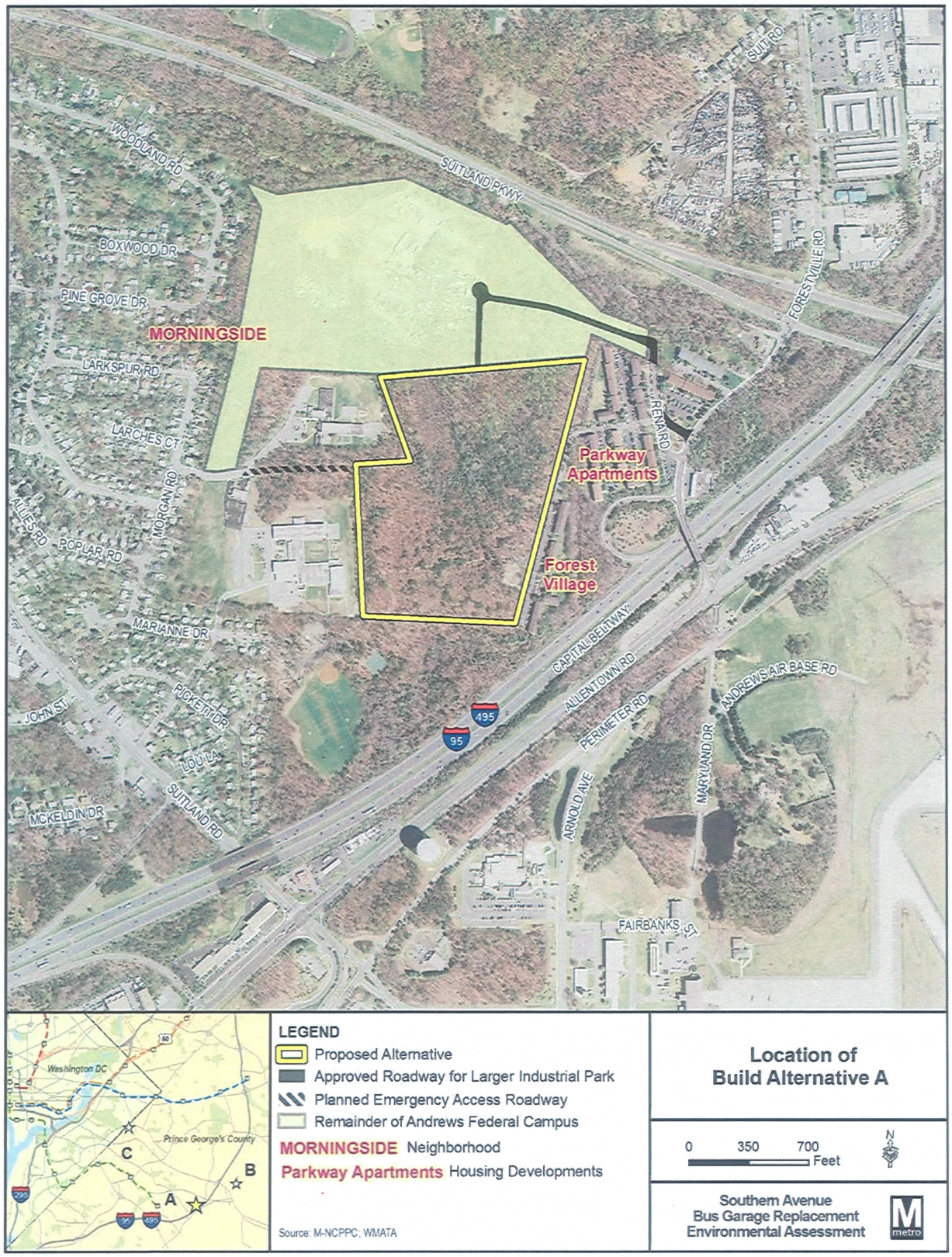
Mandatory Referral MR-1320F

Application	General Data	
Project Name: Southern Avenue Bus Garage Replacement	**Planning Board Hearing Date:**	11/21/13
Location: Southern Ave/Boones Road	**Staff Report Date:**	11/17/13
Applicant/Address:	**Date Accepted:**	09/27/13
Property Owner: Andrews Federal Campus	**Mandatory Action Timeframe:**	60-Day Review
Contract Purchaser: WMATA	**Acreage:**	35 acres
	Zone:	I-4
	Planning Area:	76A
	General Plan Tier:	Developing Tier
	Council District:	District 8
	Adjacent Municipality:	Town of Morningside

Purpose of Application	Notice Date
Replace an existing bus garage	**Acceptance Mailing:** October 11, 2013

Staff Recommendation	Staff Reviewer
Transmit Staff Report to WMATA/Applicant	Christine A. Osei, Project Manager
	Phone Number: 301-952-3313
	Email: Christine.Osei@ppd.mncppc.org

Map 1 - Project Site – Alternative A



MR-1320F Staff Report – Proposed Replacement of the Existing Southern Avenue Bus Garage

MANDATORY REFERRAL BACKGROUND

The Land Use Article §20-301 through 305 of the Maryland Annotated Code requires the Planning Board to review public construction projects for all federal, state, county and municipal governments, and publicly and privately owned utilities through the Mandatory Referral review process.

PROJECT SUMMARY

The Washington Metropolitan Area Transit Authority (WMATA) has selected a preferred site for the replacement of the existing Southern Avenue Bus Garage after a lengthy review of other sites. The preferred Alternative A site is a 35-acre site within an employment park known as Andrews Federal Campus. A Preliminary Plan of Subdivision was approved by the Planning Board in 2012 with conditions outlined in PGCPB No.11-68. The new bus garage will be developed to accommodate the minimum requirement of 150 buses; the site has the potential to expand up to 250 buses. Alternative A site is located within the Joint Base Andrews Interim Land Use Control (ILUC) impact area and Imaginary Surface D, establishing a height limit of 150-feet above the runway surface. This property is outside of the 65 dBA and above noise contours, so noise attenuation is not required. The property is not in an Accident Potential Zone, so no controls on use or density are required.

STAFF RECOMMENDATIONS

- Applicant should adhere to all Preliminary Plan of Subdivision 4-1002 conditions approved by the Planning Board for the Andrews Federal Campus pursuant to Prince George's County Planning Board Resolution No. 11-68.

- The applicant should submit a Mandatory Referral application to the Prince George's County Planning Department (Administrative Review) to comment on other aspects of the development plan that were not included with the current review:
    - A landscape and lighting plan
    - Transportation study
    - Architectural renderings for proposed buildings
    - Construction schedule and staffing

- Andrews Federal Campus development should be coordinated with the National Park Service to address Suitland Parkway (National Historic Site) viewshed concerns.

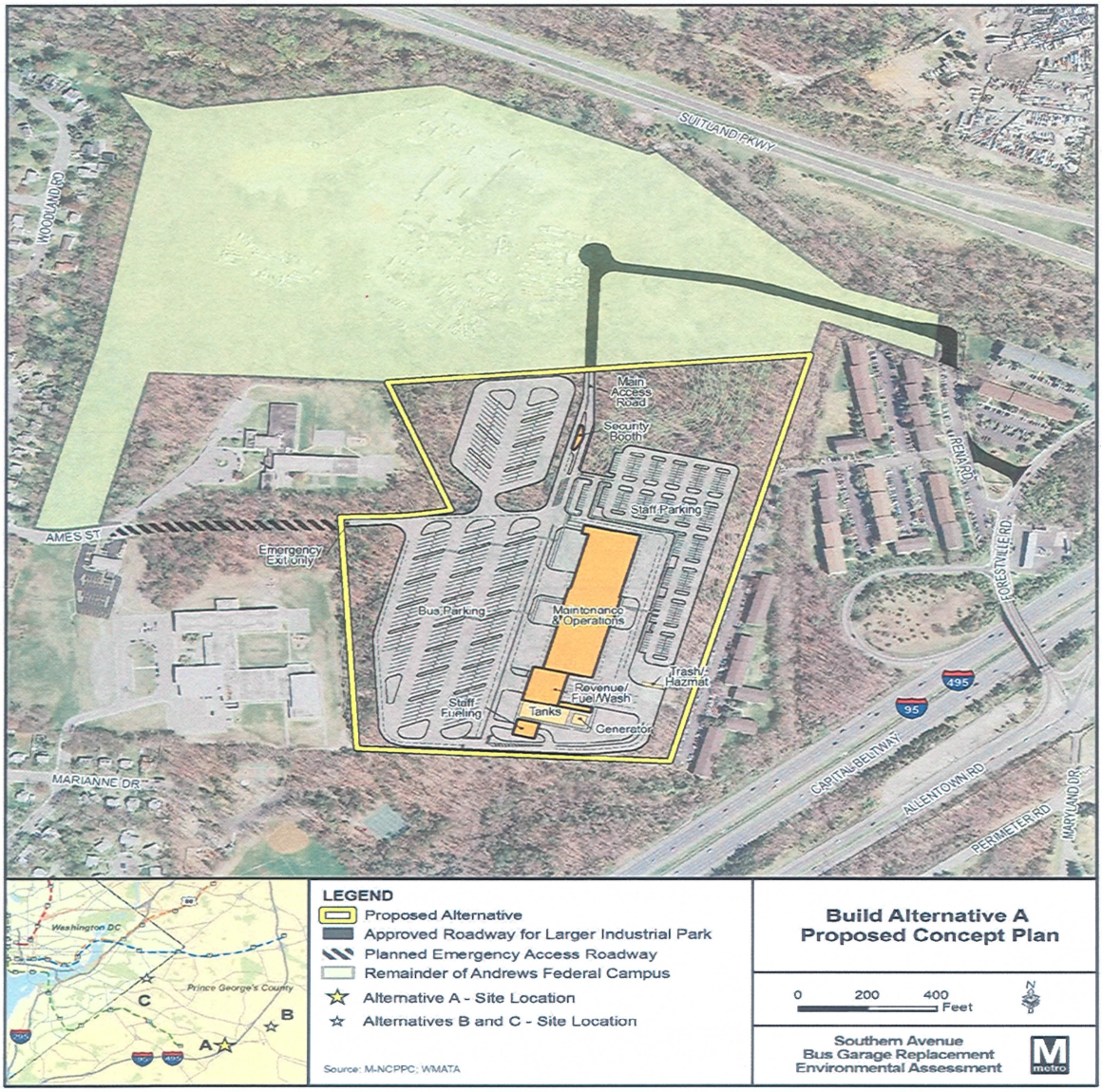
- Applicant should work with the county Department of Housing and Community Development to coordinate the relocation of residents from the affected apartment building adjacent to the proposed development site.

- Applicant should work with the county Department of Public Works and Transportation to address any impacts on existing Rena Road.

PROJECT LOCATION – ALTERNATIVE A

The site is located within the larger Andrews Federal Industrial Park, northwest of Joint Base Andrews, and southwest of the intersection of Suitland Parkway and the Capital Beltway (I-95/I-495). The replacement of the Southern Avenue Bus Garage will improve bus service to communities throughout the southern portion of Prince George's County and the District of Columbia. The proposed development site is located adjacent to the existing Parkway and Forest Village apartment complexes to the east, Benjamin D. Foulois Creative and Performing Arts Academy to the west, and Douglass Patterson Park to the south. The proposed access to the site is through an existing residential street (Rena Road). The new site could accommodate up to 250 Metro buses.

Map 2 - Andrews Federal Campus/WMATA Proposed Site



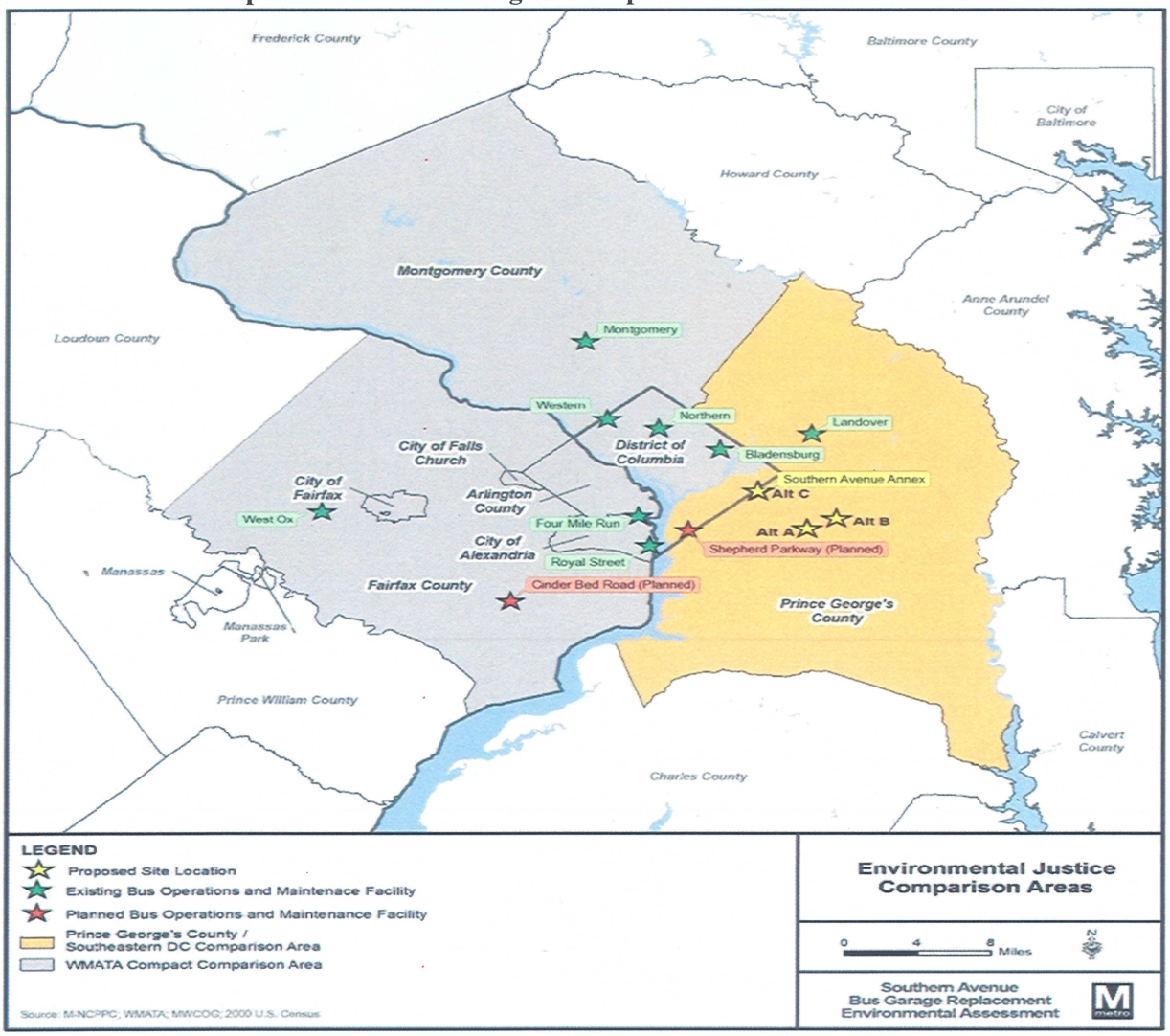
PROJECT DESCRIPTION – ALTERNATIVE A

The proposed 35-acre development is part of a larger 83-acre industrial development complex known as Andrews Federal Campus. Map 1 and 2 show the location of Build Alternative A. WMATA plans to use a portion of the industrial park for the new facility. The development will include a combined maintenance and administration building with approximately 103,300 square feet of total space on the first floor and approximately 17,000 square feet on the second floor. The entire site could accommodate up to 250 bus parking spaces and 320 employee parking spaces.

Metrobus and Existing Facility Operations:

As of June 2009, WMATA's active revenue fleet consisted of 1,482 Metro buses serving approximately three million customers through 319 routes and 174 bus lines. WMATA maintains nine bus garages located throughout the Washington metropolitan region. Of these garages, the Southern Avenue Bus Garage is the oldest and has the lowest capacity for additional buses.

Map 3 - WMATA Existing and Proposed Bus Maintenance Facilities



PROJECT SCHEDULE: CONSTRUCTION AND STAFFING

Procurement will start in October 2013 with award in the spring of 2014. No specifics were provided on construction schedule and staffing.

[The following pages contain
The Maryland-National Capital Park and Planning Commission
staff comments on the project description]

ANALYSIS OF PROJECT IMPACT AREAS

The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department reviewed the proposed WMATA Southern Avenue Bus Garage Replacement project and provided the following comments:

1. ENVIRONMENTAL ASSESSMENT

The proposed development may have adverse impacts on environmental resources, including but not limited to air quality, noise, geology and soils, water resources, and biological resources.

2. TRANSPORTATION ASSESSMENT

Alternative A site is near Forestville Road and Rena Road just inside I-95/I-495. Transportation Planning Section offers the following comments:

- If a traffic study was done, the full study should have been provided for review.

- In the analysis of Alternative A's transportation impact, significant delays exist at the I-495 southbound off ramp/Forestville Road, at Suitland Parkway eastbound/Forestville Road, and Suitland Parkway westbound/Forestville Road under the 2015 build scenario. The following is noted:

    - Signalization is proposed at the New Industrial Access Road/Forestville Road intersection. The New Industrial Access Road was never considered in the Andrews Federal Campus traffic impact study, and if it had been considered, it would likely have necessitated a review of the Forestville Road/Suitland Parkway intersections as a part of the adequacy finding for Preliminary Plan of Subdivision 4-10012. Also, this access road appears to require the acquisition of at least one existing apartment building as noted in WMATA's Supplemental Environmental Assessment report.

    - The resolution approving Andrews Federal Campus included Condition 5a, which requires signalization and physical improvements at the Forestville Road/Rena Road intersection as a condition of development within the site. This has not been addressed.

    - The lack of consistency with Preliminary Plan of Subdivision 4-10012 and the resolution approving same is a serious deficiency in these materials. This is not necessarily an issue for the Mandatory Referral review process, but could affect the eventual permitting of Alternative Site A, and should be appropriately addressed prior to that time.

3. HISTORIC PRESERVATION/ARCHEOLOGY

Suitland Parkway (Historic Site 76A-022), was constructed from 1943–1944 and consists of nine miles of roadway (of which more than six miles are within Prince George's County). The parkway is a dual-lane road with concrete-arch bridges faced with stone. Planned before the outbreak of World War II, the project came to fruition with the entrance of the U.S. into the war in December 1941 and the establishment of Andrews Air Force Base a few months later. The parkway connects the base (now Joint Base Andrews) with Bolling Air Force Base and Washington, D.C. It has carried many diplomatic processions and official entourages, and now provides an efficient line of transportation between Washington, D.C., and suburbs in the county. The parkway was listed in the National Register of Historic Places in 1995.

The general elevations of the property to the north near Suitland Parkway are approximately 220-feet above sea level and gradually increase to the south to as much as 270-feet above sea level in certain locations. The rear of the subject property is approximately 2000-feet south of the northern property boundary adjacent to Suitland Parkway. Therefore, the visibility of new construction within the subject

property is likely to be an issue for only the northern portion of the property, and, if visible, the impact should be minimal as demonstrated by the sight line study and viewshed study submitted by the applicant for Preliminary Plan 4-10012, Andrews Federal Campus.

4. ECONOMIC ASSESSMENT

Based on the limited information provided by the applicant, staff cannot comment on the economic impacts of the proposed project in the neighborhood and the county as a whole.

5. CONSISTENCY WITH DEVELOPMENT/REGULATORY STANDARDS

The Urban Design Section has no specific comment as it pertains to the pre-planning site analysis. It is anticipated that specific design information, such as architectural elevations or a landscape plan will be provided as part of a Mandatory Referral review process.

6. CONSISTENCY WITH APPROVED PLANS

Alternative A is adjacent to Suitland Parkway, a National Register roadway. The 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity* (Planning Area 76) classified the site in the I-4 Zone. Alternative A conforms to the employment land use recommendation of the Heights Master Plan for the Morningside Industrial Center in Employment Area 3. Applicable master plan design guidelines (page 85) applicable to the proposed development are as follows:

- Employment areas should be separated from residential areas by use of appropriate buffering, designed and placed to minimize sight, sound and dust.
- Access to roads to employment areas should border or pass around, and not go through residential neighborhoods.
- Screening should be provided for outdoor storage areas for existing and future industrial properties to buffer residential properties and uses bordering roadways.

7. EXISTING PUBLIC FACILITIES

Alternative A is approximately two miles from Morningside Fire/EMS Station Co. 27 located at 6200 Suitland Road. The station is equipped with two engines, one ambulance and one rescue squad and is staffed by volunteer/career personnel. In addition, the county's Approved Capital Improvement Plan for 2013-2018 proposes the replacement of an existing station with a new three-bay Fire/EMS station. The project site is served by Police District IV, housed in the renovated Eastover Shopping Center in Oxon Hill, Maryland. District IV covers the Oxon Hill area bordering the District of Columbia, Fort Washington, Accokeek, Indian Head Highway corridor south of the Capital Beltway and the northern portion of Branch Avenue. The Adopted 2008 Water and Sewer Plan placed the property in Water and Sewer Category 3, Community System.

8. COMMUNITY OUTREACH

Notifications were mailed to adjoining property owners informing them of the project and the Planning Board hearing date. Staff did receive one inquiry from the National Park Service regarding the proposed development and its impact on the viewshed of the existing Suitland Parkway, a National Register Site.

9. SUMMARY OF STAFF CONCERNS

- Applicant (WMATA) did not provide adequate information to staff for a full evaluation of possible impacts on existing or planned development at the preferred site. No project schedule or projected construction staffing numbers were provided.

- Signalization is proposed at the New Industrial Access Road/Forestville Road intersection. The New Industrial Access Road was never considered in the Andrews Federal Campus traffic impact study, and if it were considered, it would likely have necessitated a review of the Forestville Road/Suitland

Parkway intersections as a part of the adequacy finding for Preliminary Plan of Subdivision 4-10012. Also, this access road appears to require the acquisition of at least one existing apartment building.

- The proposed new industrial access parallel to the existing Suitland Parkway may impact the viewshed of this National Register highway.

- The proposed access road is inconsistent with the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity* (pages 85).

- Possible displacement of residents in one of the existing apartment buildings adjacent to the site.

10. STAFF RECOMMENATIONS:

- Applicant should adhere to all Preliminary Plan of Subdivision 4-1002 conditions approved by the Planning Board for the Andrews Federal Campus pursuant to Prince George's County Planning Board Resolution No. 11-68.

- The applicant should submit a Mandatory Referral application to the Prince George's County Planning Department (Administrative Review) to comment on other aspects of the development plan that were not included with the current review:
  - A landscape and lighting plan
  - Transportation study
  - Architectural renderings for proposed buildings
  - Construction schedule and staffing

- Andrews Federal Campus development should work with the National Park Service to address Suitland Parkway (National Historic Site) viewshed concerns.

- Applicant should work with the Department of Housing and Community Development to coordinate the relocation of residents from the affected apartment building adjacent to the proposed development site.

- Applicant should work with the Department of Public Works and Transportation to address any impacts on existing Rena Road.

STAFF MEMOS

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Environmental Planning Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

October 28, 2013

MEMORANDUM

TO: Christine Osei, Planner Coordinator, Special Projects Section

VIA: Katina Shoulars, Supervisor, Environmental Planning Section

FROM: Chuck Schneider, Senior Planner, Environmental Planning Section

SUBJECT: MR-1320F WMATA Southern Avenue Bus Garage Replacement Project
Washington Metropolitan Area Transit Authority (WMATA)

The Environmental Planning Section has reviewed the application for Mandatory Review dated October 2, 2013 for the Southern Avenue Bus Garage Replacement Project. The proposed action was evaluated to determine the potential for significant adverse impacts on environmental resources, including but not limited to air quality, noise, geology and soils, water resources, and biological resources. The following commentary is based on a review of the Mandatory Review application package and an interpretation of aerial photographs and maps. A site visit was not conducted on the various sites. The following comments are provided for your consideration.

Proposed Activity or Action

The project is for construction of a new bus garage facility to store and repair Washington Metropolitan Area Transit Authority fleet of buses. There were three alternatives, but at this time there are only two alternatives "A" and "C". There is also mention in the Environmental Assessment (EA) of a "No Build Alternative" as part of this process.

Alternative "A" is to construct a new facility west of Rena Road in the Morningside area of Prince George's County. This site is entirely wooded with possible impacts to 100-year floodplain, wetlands, stream and associated buffers.

Alternative "B" per the EA, Alternative B is no longer considered and no detail is provided. This alternative was located near Westphalia Road and was withdrawn from this process for a new bus facility.

Alternative "C" is to demolish the existing bus facility at Southern Avenue and six residential buildings in the Capitol Heights area of Prince George's County. No woodlands or regulated features are located at the fully developed site.

Background (Both Sites)

Alternative "A"

The subject site was previously reviewed by the Environmental Planning Section beginning in 2010, referred to as Andrews Federal Campus project under the following applications: Preliminary Plans 4-10012, approved with Type I Tree Conservation Plan (TCP1-004-11). The site also has an approved Type 2 Tree Conservation Plan (TCP2-013-11).

Alternative "C"

The subject site has not been reviewed by the Environmental Planning Section for any development project or environmental permitting.

Existing Conditions – Alternative "A"

The following is a description of the existing conditions of the subject site as it relates to the soils, vegetation, water resources, noise, air quality, biological resources and special roadways.

The land area of the proposed bus garage was entirely wooded until the land was cleared, grubbed and graded for a proposed industrial facility after 2011. There are several sediment ponds and an approximately 80-foot wide wooded strip along the outer boundary line. The submitted drawing for the site shows an access road to the site from Forestville. The land where the access roadway will traverse is partially wooded with mature trees. The project area is bounded to the south by woodlands and open ball fields, the west by two elementary school facilities and a stub of Ames Street, the north by graded future industrial land and an unnamed industrial road, and the east by several apartment complexes.

Soils/Geology:

The site is located within the Coastal Plain underlain with the upland deposits formation. Since the site has been recently heavily graded to prepare the site as an industrial park, the original topography is no longer present and no current (only proposed) topography was submitted with this application.

The site contains Croom-Marr complex, Grosstown gravelly silt loam, Hoghole-Grosstown complex, Potobac-Issue complex, Sassafras sandy loam and Sassfras–urban land complex soil types. No hydric soils are listed, but Potobac-Issue complex is known to contain hydric soil inclusions. The water table in the project area is listed as being ten inches below the surface and greater throughout the site.

Ground and Surface Waters:

The entire site is within the Potomac River basin and drains into the on-site Henson Creek stream system. Henson Creek is located to the north of the proposed development and just south of the existing industrial road. Regulated impacts associated with the access road may impact Henson Creek and its 100- year floodplain. According to PGAtlas.com, there are 100-year floodplain areas identified within the project area (access road), but the EA states that there are no floodplain impacts proposed per a Department of Environmental Resources (DER) approved floodplain (FPS-2000904). This approved study was not submitted or shown on the submitted plans in the application. The on-site waters of Henson Creek are not identified within a Stronghold Watershed or a Tier II Catchment area.

This project may have 100-year floodplain stream impacts. In accordance with the Clean Water Act, these impacts would require Section 404 permits from the U.S. Army Corps of Engineers (COE) and Non-tidal Wetland Permit from the Maryland Department of Environment (MDE).

The on-site wetlands and waters were investigated in March 2010 by Ben Dyer Associates. No other known wetlands or stream systems are located onsite. According to the recent Google Maps aerial photo

of the site, there are several stilling basins on-site that contain water from either groundwater or recent storm events. There are no other visible water features located within the project area.

Vegetation:
Prior to 2011 only a portion of the property area was cleared for a former automotive junkyard. The site was 100 percent wooded. After 2011 the remaining woodlands except for an approximate 80-foot wide strip along the outside property lines was cleared of vegetation and graded for development. The site had an approved Type 2 Tree Conservation Plan to proceed with woodland removal for development. This Andrews Federal Campus development has met the Woodland Conservation requirements for TCP2-013-11.

Noise:
The site currently does not have an active use and, does not produce any significant noise levels.

Air Quality:
At this time, there are no air quality impacts associated with the subject property. The site currently consists of graded land with no development use.

Biological Resources:
The project site was formerly wooded and before the site was cleared of vegetation, a Natural Resource Inventory plan was completed on the site. The flora and fauna found on the site are typical of those found in the Atlantic Coastal Plain area. No rare, threatened or endangered **(RTE)** species were identified at this time by the Maryland Department of Natural Resources Wildlife and Heritage Division.

A sensitive joint-vetch (Aeschynomene virginica) was identified on the United States Fish and Wildlife Service website as possibly located within the subject area. The habitat conditions listed for this plant are not found on the subject property.

This site has been cleared of a majority of the woodlands, but PGAtlas.com shows the 2011 aerial photo (not cleared) and identifies the site as having potentially forest interior dwelling bird habitat present. This woodland habitat is no issue.

Special Roadways:
The subject site has frontage on an unnamed industrial road which intersect Forestville Road. These roadways are not designated by Prince George's County as Scenic and Historic Road. Scenic and Historic Roads contain natural and cultural resources that should be preserved and protected to the fullest extent possible.

Existing Conditions – Alternative "C"
The following is a description of the existing conditions of the subject site as it relates to the soils, vegetation, water resources, noise, air quality, biological resources and special roadways.

Alternative "C" is situated on Southern Avenue in Capitol Heights, Maryland, where the existing bus maintenance facility is located. This alternative would expand the existing site and add the parcels that front Southern Avenue down to the Quinn Street intersection. The on-site impervious surface areas within the project area include the large existing bus maintenance building, parking lots and six other residential/commercial buildings. Currently, the bus capacity for the maintenance facility is 103 buses. No on-site woodlands are present, just small patches of maintained lawn grass are found within the overall project area. This overall site has not changed since 1977, and before that the project area had several

more buildings along Quinn Street. The project area is bounded to the south by Quinn Street, west by Southern Avenue (Washington D.C. boundary line), north by several buildings containing a church and retail shops and east by Boone Hill Road and single-family residential dwellings.

Soils/Geology:
The site is located within the Coastal Plain underlain with the Upland Deposits formation. This area of Prince George's County is heavily developed with few undeveloped areas. The project area is over ninety percent developed with the county topography showing that the site varies from 292 to 250 above mean high sea level (msl). The site is draining to the southeast corner of the site towards the end of Quinn Street.

The site contains Croom-Urban land complex, Grosstown-Urban land complex, Marr-Dodon-Urban land complex, and Urbanland soil types. No hydric soils are listed within the project area. The water table in the project area is listed as being ten inches below the surface and greater throughout the site.

Ground and Surface Waters:
The entire site is within the Potomac River basin in the Lower Potomac sub-watershed, and drains into the on-site Mattawoman Creek. The site contains no wetland, streams, and 100-year floodplain and their associated buffers.

Vegetation:
The site contains no woodlands, but it contains scattered trees and maintained lawn grass areas.

Noise:
The site currently houses the Washington Metropolitan Area Transit Authority bus maintenance facility. This operation goes around the clock with buses coming to park and to be worked on. The ambient noise conditions at this site are affected by the traffic found on Southern Avenue, and on-site noise from buses idling are the loudest to adjacent uses. The Mandatory Referral application included a noise study to determine the existing noise levels in the vicinity of the site. This site was given a mixed-use commercial land uses rating which has a maximum noise level of 65 dBA. There were three monitors set up adjacent to the existing facility. One of the noise stations (4219 Quinn Street) elevation was caused by bus idling. All the other numbers were comparable and under the maximum threshold.

Air Quality:
At this time, there are no air quality impacts associated with the subject property. The EA looked at the two closest monitoring stations looked at by the MDE and District Department of the Environment (DDOE) for routine pollutant air quality reporting. Current ambient air conditions in the region do not exceed air quality concentrations and no mitigation is required.

Biological Resources:
The project area contains no woodlands and is 90 percent developed. There are no rare, threatened or endangered **(RTE)** species or forest interior dwelling bird (FIDS) habitat present.

Special Roadways
The subject site has frontage on Southern Avenue, which is located within the District of Columbia. According to www.propertyquest.dc.gov, Southern Avenue is not designated as a Scenic or Historic Road nor is Alternative "A" adjacent to any historic District of Columbia properties.

Environmental Consequences - Alternative "A"

Soils/Geology:
No long-term impacts on soils are expected as part of the construction and building of the site.

Ground and Surface Waters:
A review of the site layout included in the applicant's submittal package indicates that there may be impacts to Henson Creek and its associated floodplain for an access drive off of an existing unnamed road for the development. This impact usually requires mitigation from the permitting section of the Maryland Department of the Environment. No other regulated features will be impacted as part of this development. Any fill or impacts to non-tidal wetland or waters of the U.S. must be in accordance with the Clean Water Act. The proposed impacts would require Section 404 permits from the U.S. Army Corps of Engineers (COE) and Non-tidal Wetland Permits from MDE.

The site layout shows a large stormwater pond located to the north of the proposed building and parking areas. No details of this structure were shown on the plans. Construction will be conducted in accordance with erosion control and stormwater runoff regulations to prevent any adverse effects on water quality. National Pollutant Discharge Elimination System (NPDES) permits for stormwater associated with construction activities would be obtained as well as the approval from the Maryland Department of Environment (MDE) of a Stormwater Management Plan before any construction activity would begin.

Vegetation:
The overall project area has an implemented Type 2 Tree Conservation Plan and has met at the Woodland Conservation requirements. All that is left of the on-site woodlands within the project area is an approximate 80-foot wide wooded buffer left along the exterior property line. There are also woodlands adjacent to the unnamed industrial road that may be cleared for an access road for the subject project. This woodland clearing will be under review from the Maryland Department of the Natural Resources.

Noise:
Currently, the site has been recently cleared, graded and used for soil excavations purposed. The ambient noise at the site is affected by the traffic from the Capital Beltway and from flight activities from Andrews Air Forces Base. The proposed plan shows that the apartment complex to the east will be approximately 80-feet from employee parking areas, single family dwellings to the west will be over 650-feet from bus parking, and the Benjamin Foulds Elementary School is located approximately 80-feet from a bus parking area. There will be a short-term occurrence of noises due to the use of construction equipment for the site preparation and building of the site.

The Federal Transit Administration (FTA) has determined what the acceptable levels are for transit system ancillary facilities adjacent to various types of uses such as commercial and residential. The FTA looks at what the 24-hour impacts are to residences during nighttime sleeping hours and during peak business hours at schools. A noise model used three areas and analyzed them to determine if the site needed any noise mitigation from the proposed development. This study determined that no noise mitigation is required from the residential areas and two schools adjacent to Alternative "A" location.

Air Quality:
The Clean Air Act, as amended, gives the Environmental Protection Agency (EPA) responsibility to establish the primary and secondary National Ambient Air Quality Standards (NAAQS) that set acceptable concentration levels for six criteria pollutants (measured as particulate matter and fine particulate matter, sulfur dioxide, carbon monoxide, nitrogen oxides, ozone, and lead). While each state

has the authority to adopt standards stricter than those established under the federal program, Maryland accepts the federal standards.

Federal regulations designate Air Quality Control Regions (AQRSs) in violation of the NAAQS as nonattainment areas. Federal regulations designate AQCRs with levels below the NAAQS as attainment areas. According to the severity of the pollution problem, ozone nonattainment areas can be categorized as marginal, moderate, serious, severe or extreme.

Prince George's County and the proposed Mattawoman Energy LLC facility is within the National Capital Interstate Air Quality Control Region (AQCR 47). AQCR 47 is in the ozone transport region that includes 12 states and the District of Columbia. The Environmental Planning Section (EPS) has designated Prince George's County as follows: Moderate nonattainment for the 1997 eight-hour ozone (O3); nonattainment for the 1997 fine particulate matter (PM 2.5); and attainment for all other criteria pollutants.

The proposed action could affect air quality through airborne dust and other pollutants generated during construction and demolition. Air quality impacts would be considered minor unless the emissions would contribute to a violation of any federal, state or local air regulations.

Alternative "A" is expected to house 250 buses that only use "green technologies" and will reduce pollutants from diesel emissions by over 90 percent. This technology will help reduce the diesel emissions from 76 percent of what is currently at the existing bus facility.

Biological Resources:
The project site was formerly wooded and before the site was cleared of most of the on-site vegetation. An approximate 80-foot wide wooded buffer was left along the exterior property line. There are no areas that contain any biological resources other than near Henson Creek left on-site.

Special Roadways
Alternative "A" is proposing to use an unnamed roadway to the south of Suitland Parkway as the entrance road to the site. This roadway currently traverses several wooded parcels and parcels that were used as an automotive junk yard. The unnamed road is not identified as scenic or historic; nor does it have a master plan roadway designation (such as collector or arterial). The bus garage project will have a driveway that goes to the adjacent unnamed road to intersect with Forestville Road, a collector roadway.

Environmental Consequences - Alternative "C" (Southern Avenue Ex. Site)
Soils/Geology:
No long-term impacts on soils are expected from grading and constructing the site.

Ground and Surface Waters:
The site has been impacted by previous development and no impacts to ground and surface waters will occur as part of this alternative design. All stormwater is currently going into Prince George's County and Washington D.C. storm drain systems.

Construction will be conducted in accordance with erosion control and stormwater runoff regulations to prevent any adverse effects on water quality. NPDES permits for stormwater associated with construction activities would be obtained as well as the approval from the MDE of a Stormwater Management Plan before any construction activity would begin.

Vegetation:
There is currently no vegetation on the existing WMATA bus site, but there are several properties that will be purchased as part of the project that contain scattered trees and maintained lawn.

The proposed project is for a public utility that is expected to operate under a Certificate of Public Convenience and Necessity issued under the Natural Resources Article 5-1603(f), which could exempt the project from the requirements of the Maryland Forest Conservation Act administered by the Department of Natural Resources (DNR).

Noise:
Short-term increases in noise would result from the use of construction equipment for the demolition and building of the site. Since the existing facility is at this location, the noise levels from starting the buses should remain at the current sound levels.

Air Quality:
The Clean Air Act, as amended, gives the Environmental Protection Agency (EPA) responsibility to establish the primary and secondary NAAQS that set acceptable concentration levels for six criteria pollutants (measured as particulate matter and fine particulate matter, sulfur dioxide, carbon monoxide, nitrogen oxides, ozone, and lead). While each state has the authority to adopt standards stricter than those established under the federal program, Maryland accepts the federal standards.

Federal regulations designate AQRSs in violation of the NAAQS as nonattainment areas. Federal regulations designate AQCRs with levels below the NAAQS as attainment areas. According to the severity of the pollution problem, ozone nonattainment areas can be categorized as marginal, moderate, serious, severe or extreme.

Prince George's County, and the proposed Alternative "C" bus facility, is within the NAQCR 47. NAQCR 47 is in the ozone transport region that includes 12 states and the District of Columbia. The Environmental Planning Section has designated Prince George's County as follows: Moderate nonattainment for the 1997 eight-hour ozone (O3); nonattainment for the 1997 fine particulate matter (PM 2.5); and attainment for all other criteria pollutants.

The proposed action could affect air quality through airborne dust and other pollutants generated during construction and demolition. Air quality impacts would be considered minor unless the emissions would contribute to a violation of any federal, state or local air regulations.

Alternative "C" is expected to house 150 buses that only use "green technologies" and will reduce pollutants from diesel emissions by over 90 percent. This technology will help reduce the diesel emissions from 85 percent of what is currently at the existing bus facility.

Biological Resources:
The site is totally developed with commercial and residential buildings and parking areas. There are no natural biological resources remaining on-site due to the amount of development.

Special Roadways
The subject site has frontage on Southern Avenue, which is located within the District of Columbia. According to www.propertyquest.dc.gov, Southern Avenue is not designated as a Scenic or Historic Road nor is Alternative "A" adjacent to any historic D.C. properties.

Conclusion
Thank you for the opportunity to comment on the WMATA project application package for the alternative design construction project of the Southern Avenue Bus Garage Replacement Site in the Capitol Heights and Morningside areas of Prince George's County Maryland. If you have questions regarding these comments, please contact the Environmental Planning Section at 301-952-3650.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Community Planning Division

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

301-952-3972

October 22, 2013

MEMORANDUM

TO: Christine Osei, Special Project Section, Countywide Planning Division

VIA: Cynthia Fenton, Planner Coordinator, Community Planning Division

FROM: Chidy Umeozulu, Planner Coordinator, Community Planning Division

SUBJECT: **MR # 1320F – Mandatory Referral, Southern Avenue Bus Garage Replacement**

DETERMINATIONS

Master Plan: This application conforms to the employment land use recommendation of *The Heights and Vicinity Approved Master Plan and Sectional Map Amendment.* However, there appear to be transportation, environmental and compatibility issues that need to be determined and addressed.

BACKGROUND

Location: South of Suitland Parkway, approximately 1200 feet southwest of its intersection with Forestville Road

Size: 34.87 acres

Existing Uses: Undeveloped/forested

Proposal: WMATA Bus Garage – Relocation of Southern Avenue Bus Garage to this site

GENERAL PLAN, MASTER PLAN AND SMA

2002 General Plan: The site is located in the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhood.

Master Plan: *The Heights and Vicinity Approved Master Plan and Sectional Map Amendment* (Planning Area 76A)

Planning Area/ Community:	PA 76A/Silver Hill-Morningside
Land Use:	Employment
Environmental:	Refer to the Environmental Planning Section referral for conformance with the Environmental Infrastructure Chapter of the master plan and the 2005 *Approved Countywide Green Infrastructure Plan.*
Historic Resources:	Suitland Parkway, a National Register, is adjacent to the site.
Transportation:	The plan maintains 4-6 lanes on Suitland Parkway (F-7) and recommends that the viewshed of Suitland Parkway be maintained and protected. Rena Road has been downgraded from a collector (C-166) to a residential street in the master plan.
Public Facilities:	There are two elementary schools adjacent to the site – Benjamin Foulous Creative and Performing Arts Academy and Morningside Elementary School.
Parks & Trails:	Adjacent to the site to the south is Patterson Park. The plan has a floating symbol and recommends a 50-acre parkland to create a large open space environment in the vicinity of Patterson Park. A multiuse trail is recommended along Suitland Parkway from the District of Columbia to the beltway.
Aviation:	The subject property is located within the Joint Base Andrews Interim Land Use Control (ILUC) impact area. The property is within Imaginary Surface D, establishing a height limit of 150-feet above the runway surface. This property is outside of the 65 dBA and above noise contours, so noise attenuation is not required. The property is not in an Accident Potential Zone, so no controls on use or density are required. Although these categories should not impact the proposed development, they should be noted.
SMA/Zoning:	*The Heights and Vicinity Approved Master Plan and Sectional Map Amendment* (Planning Area 76A) classified the site in the I-4 Zone.

Planning Issues:

This proposal is located in the Morningside Industrial Center in Employment Area 3. The goal of the Employment Area is:

> To provide diverse employment opportunities in attractive, well-designed settings and the locations that recognize opportunities provided by the development of Metro stations and their reduced impacts on surrounding residential areas (Page 83).

This proposal is located adjacent to an apartment complex to the east, elementary schools to the west, and parkland to the south. Design guidelines (Page. 85) in the master plan applicable to this application include:

- Employment areas should be separated from residential areas by use of appropriate buffering, designed and placed to minimize sight, sound and dust.
- Access to roads to employment areas should border or pass around, not through, residential neighborhoods.
- Screening should be provided for outdoor storage areas for existing and future industrial properties to residential properties and for property bordering roads.

The visual, transportation and environmental impacts of the proposal on adjacent public and residential uses should be determined. Adequate visual and noise buffering should be provided for apartment dwellers and students that will be exposed to the view of parked buses as well as the noise from repair operations. The proposed access road would require acquisition and demolition of one existing building. The location of this access to the garage needs to be evaluated based on the volume of traffic in and out of the garage and its proximity to the apartment complex.

c: Ivy A. Lewis, Chief, Community Planning South Division
Long-range Agenda Notebook

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

October 16, 2013

MEMORANDUM

TO: Christine Osei, Special Projects Section, Countywide Planning Division

FROM: Eric Jenkins, Transportation Planning Section, Countywide Planning Division

VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: MR-13020F, Mandatory Referral, Replacement of Southern Avenue Bus Garage

The Transportation Planning Section has reviewed the referral noted above. The referral involves the replacement of the Washington Metropolitan Area Transit Authority's (WMATA) Southern Avenue bus garage. The existing garage complex is located on Southern Avenue at Marlboro Pike.

Review Comments

A Supplemental Environmental Assessment report, dated June 2013, was submitted by WMATA along with a set of General Plans (June 2011) for the replacement of the Southern Avenue bus garage. The General Plans packet includes detailed drawings, renderings, profiles, and various other information of three sites for the bus garage. Site A is near Forestville Road and Rena Road just inside I-95/I-495. Site B is adjacent to Westphalia Road and north of MD 4 (Pennsylvania Avenue). Site C is the existing bus garage site on Southern Avenue at Marlboro Pike. The Supplemental Environmental Assessment (SEA) report contains two build alternatives (Sites A and C) and a no-build alternative. Site B is not included in the later SEA report. Environmental impacts, including transportation impacts are included in the SEA report.

Regarding the review of these materials, the following comments are based on the materials provided:

- Traffic impacts are summarized, but no traffic study was included in the submission. Future build conditions were compared to existing traffic conditions for nearby intersections within the vicinity of each site. Turning movement traffic counts were taken at nearby intersections. Synchro was used to quantify current and future traffic conditions. Synchro is a traffic analysis software package used to measure intersection delay.

- The No-Build Alternative would continue to utilize the existing Southern Avenue Bus Garage site which accommodates 103 buses. Alternative Site C would utilize the existing site plus adjacent properties and would accommodate 150 buses. Alternative Site A would have a short-term capacity of 150 buses and an ultimate capacity of 250 buses.

- Existing and future conditions for the No-Build Alternative and for Alternative Site C were summarized at the following intersections:

  -Southern Avenue and Benning Road
  -Marlboro Pike and Benning Road
  -Marlboro Pike and Boones Hill Road
  -Southern Avenue and Marlboro Pike
  -Ridge Road and Bowen Road

- The Marlboro Pike/Benning Road and the Marlboro Pike/Boones Hill Road intersections are located in Prince George's County. The remaining three intersections are located in the District of Columbia.

- Detailed analysis results were not provided in the June 2013 Supplemental Environmental Assessment; rather, the June 2013 document referred back to a June 2011 document that was not provided.

- Existing and future conditions for Alternative Site A were summarized at the following intersections:

  -Suitland Parkway WB and Forestville Road
  -Suitland Parkway EB at Forestville Road
  -Forestville Road and New Industrial Access Road
  -Forestville Road and Rena Road
  -Forestville Road and I-495 SB Ramp
  -Forestville Road and Allentown Road

It should be noted that this study area is slightly smaller than the study area for Preliminary Plan of Subdivision 4-10012 for the Andrews Federal Campus, and Alternative Site A encompasses a portion of that subdivision. It should also be noted that a new roadway connecting Rena Road with Forestville Road at the site access was never contemplated by that Preliminary Plan.

The future no-build condition was estimated using an annual growth rate of one percent per year up to the year 2015. The future build condition would add an additional 616 trips (to account for combined buses and employees).

Regarding the analyses presented, the Transportation Planning Section offers the following comments:

1. If a traffic study was done, the full study should have been provided for review.

2. In the cases of the two build options plus the no-build option, the study areas are generally acceptable.

3. The SEA states that impacts and mitigation measures were based on the Prince George's County Planning Department's "Guidelines for the Analysis of Traffic Impact of Development Proposals" from September 2002; however, the Guidelines were updated in October 2012 and published as *Transportation Review Guidelines, Part 1, 2012.*

4. The primary criterion for evaluation is delay that is computed using Synchro. While the Mandatory Referral process does not require that studies conform to the Planning Board's *Transportation Review Guidelines, Part 1, 2012* when a non-standard tool such as Synchro is used, there is no local standard used by the Board to evaluate the results. For that reason, the results are not presented in this review.

5. The development of the future no-build scenario is not consistent with *Transportation Review Guidelines, Part 1, 2012*. The Guidelines prescribe the use of a growth rate plus the use of the impact of approved but unbuilt development. Given that the Andrews Federal Campus was actually referenced in the SEA, with the impact of the site subsequently ignored, it should be questioned whether the analysis is realistic.

6. The analysis did identify (what appears to be) significant delays at the I-495 southbound off ramp/Forestville Road, at Suitland Parkway eastbound/Forestville Road, and Suitland Parkway westbound/Forestville Road under the 2015 build scenario. The following is noted:

- No improvements were proposed at the two signalized intersections along Suitland Parkway. There is no information to confirm that determination. It is noted that these intersections were never reviewed in the Andrews Federal Campus traffic impact study.

- Signalization is proposed at the I-495 SB off ramp/Forestville Road intersection. The resolution approving Andrews Federal Campus included Condition 5b, which required signalization and construction of a dedicated right-turn lane on the off-ramp.

- Signalization is proposed at the New Industrial Access Road/Forestville Road intersection. The New Industrial Access Road was never considered in the Andrews Federal Campus traffic impact study, and if it had been considered, it would likely have necessitated a review of the Forestville Road/Suitland Parkway intersections as a part of the adequacy finding for Preliminary Plan of Subdivision 4-10012. Also, this access road appears to require the acquisition of at least one existing apartment building. The SEA refers to an earlier document dated June 2011, and provides no insight in this regard.

- The resolution approving Andrews Federal Campus included Condition 5a, which required signalization and physical improvements at the Forestville Road/Rena Road intersection as a condition of development within the site. This has not been addressed.

The lack of consistency with the Preliminary Plan of Subdivision 4-10012 and the resolution approving it is a serious deficiency in the material. This is not necessarily an issue for the Mandatory Referral review process, but could affect the eventual permitting Alternative Site A, and should be appropriately addressed prior to that time.

Regarding the No-Build Alternative and Alternative Site C, Marlboro Pike is a listed as a two- to four-lane collector in the *Approved Marlboro Pike Sector Plan and Sectional Map Amendment.* Southern Avenue is wholly within the District of Columbia and is not designated in any Prince George's County master plans. Both Alternatives have frontage on Southern Avenue, but are not otherwise within or adjacent to a facility of the Prince George's County Master Plan, and therefore would not affect the master plan recommendation.

Regarding Alternative Site A, Forestville Road is listed as a two- to four-lane collector and Suitland Parkway is listed as a four- to six-lane freeway in the *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment.* Alternative Site A is not within or adjacent to these facilities, and therefore would not affect the master plan recommendations.

Conclusion

The Transportation Planning Section has reviewed the referral, and has determined that the proposal for the Southern Avenue Bus Garage Replacement is consistent with the area and functional master plans that govern transportation.

Nonetheless, minimal information has been supplied, and this information raises more questions than answers. The most significant issue relates to the consistency of access and proposed improvements associated with Alternative Site A with the underlying Preliminary Plan of Subdivision 4-10012. It is advisable that the issues discussed in this memorandum be addressed prior to the finalization of plans in moving forward with Alternative Site A.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
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November 4, 2013

MEMORANDUM

TO: Christine Osei, Mandatory Referral Project Manager
Special Projects Section, Countywide Planning

VIA: Ruth Grover, Planner Coordinator, Urban Design Section

FROM: Meika Fields, Senior Planner, Urban Design Section

SUBJECT: Mandatory Referral MR-1320F
Southern Avenue Bus Garage Replacement

The Urban Design Section is in receipt of a supplemental Environmental Assessment (EA) for the future rebuilding or replacement of the Southern Avenue Bus Garage, currently located at the intersection of Southern Avenue and Marlboro Pike, which is being reviewed as part of the Mandatory Referral review process pursuant to Maryland Annotated Code, Land Use Article, Section 7-112 and Section 27-294 of the Prince George's County Zoning Ordinance. The EA outlines two alternatives for the replacement of the Southern Avenue Bus Garage: (1) Building a new garage on Rena Road, or (2) Rebuilding the garage at its current location on Southern Avenue. The report indicates that the Washington Metropolitan Transit Authority (WMATA) Board of Directors identified Rena Road as its preferred alternative. The Urban Design Section offers the following general comments in response to the provided preliminary site analysis:

a. The Rena Road site is adjacent to Forest Village Apartments, an existing multi-family development. If the bus garage is placed on this site, landscaping should be utilized extensively to make the appearance of the garage more attractive, provide visual relief from the large expanses of asphalt parking surface and to screen the garage as effectively as possible from the adjacent multi-family development.

b. If the rebuild option is pursued, WMATA should consider placing the proposed building along the site's Southern Avenue frontage to serve the dual purpose of defining the street edge and screening the parking garage. Landscaping should be utilized to soften and enhance all views of the parking garage from all street frontages. Fence choices should be carefully considered due to their visual impacts, and chain-link fencing or fencing with barbed wire avoided.

In order for the Urban Design Section to provide specific comment on the project, including site design, the quality of the architecture and its visibility from the surrounding area, we would need more precise plans including a scaled site plan including details of the proposal, color architectural elevations of the four sides of the proposed buildings, and information regarding zoning, land use and location of buildings in the vicinity of the project site.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Historic Preservation Section

(301) 952-3680
www.mncppc.org

October 16, 2013

MEMORANDUM

TO: Christine Osei, Planner Coordinator
Special Projects Section
Countywide Plannig Division

FROM: Howard Berger, Supervisor
Jennifer Stabler, Archeology Planner Coordinator
Historic Preservation Section
Countywide Planning Division

SUBJECT: **MR-1320F Southern Avenue Bus Garage Replacement**

Background

The subject property comprises approximately 35 acres located south of Suitland Parkway, west of its intersection with Rena Road in District Heights, Maryland. The property is bounded on the north by Suitland Parkway (76A-022), a Prince George's County Historic Site and National Register property. The applicant proposes to replace the existing Southern Avenue Bus Garage with a site that would provide a cost-effective maintenance, operations and storage facility to support existing and modern bus technologies and to provide additional capacity.

Findings

Historic Preservation

1. Suitland Parkway (Historic Site 76A-022) was constructed from 1943–1944 and consists of nine miles of roadway (of which more than six miles are within Prince George's County). The parkway is a dual-lane road with concrete-arch bridges faced with stone. Planned before the outbreak of World War II, the project came to fruition with the entrance of the U.S. into the war in December 1941 and the establishment of Andrews Air Force Base a few months later. The parkway connects the base (now Joint Base Andrews) with Bolling Air Force Base and Washington, D.C. It has carried many diplomatic processions and official entourages, and now provides an efficient line of transportation between Washington, D.C., and suburbs in the county. The parkway was listed in the National Register of Historic Places in 1995.

2. The Historic Preservation Commission (HPC) reviewed Preliminary Plan 4-10012 Andrews Federal Campus, which contains the subject property, at its May 17, 2011 meeting. The applicant proposed to subdivide the subject property into 10 parcels. A new access road from the northeast corner of the property was proposed to lead to Rena Road and from there to Forestville Road. Much of the property frontage adjacent to Suitland Parkway will retain its existing topography and vegetation. An existing

landscaped berm within the right-of way of the Parkway will obscure views to the subject property's northeast corner. The HPC recommended that the Planning Board approve Preliminary Plan 4-10012, Andrews Federal Campus, without conditions.

Archeology

1. Henson Creek runs along the northern boundary of the property and several tributaries to Henson Creek extend south through the subject property. Prehistoric sites have been found in similar settings and the probability of identifying prehistoric archeological resources is moderate.

2. The subject property was part of a larger farm owned by Kelita Suit during the late nineteenth century. The 1861 Martenet map does not show any houses on this tract. The 1878 Hopkins map indicates the location of the Kelita Suit house on a tract that is proximate to, but not included within the subject property. The Suit house was likely destroyed by later construction. The standing structures on the subject property were built in the 1950s and 1960s. The probability of identifying historic archeological resources is moderate.

3. There are three previously identified archeological sites, two historic and one multi-component prehistoric and historic, located within one mile of the subject property. There are two county Historic Sites, Suitland Parkway (76A-022) and Belle Chance (77-014), located within one mile of the subject property.

4. A Phase I archeological survey was conducted on the subject property from February to March 2011. A draft Phase I report was submitted to Historic Preservation staff on May 4, 2011. No archeological sites were identified and no further work was recommended on the property.

Conclusions

Historic Preservation

1. The general elevations of the property to the north near Suitland Parkway are approximately 220 feet above sea level and gradually increase to the south to as much as 270 feet above sea level in certain locations. The rear of the subject property is approximately 2000 feet south of the northern property boundary adjacent to Suitland Parkway. Therefore, the visibility of new construction within the subject property is likely to be an issue for only the northern portion of the property and, if visible, the impact should be minimal as demonstrated by the sight line study and viewshed study submitted by the applicant for Preliminary Plan 4-10012, Andrews Federal Campus.

Archeology

1. Historic Preservation staff reviewed the draft Phase I archeology report and no archeological sites were identified. Staff concurs with the report's recommendations that no further archeological investigations are necessary on the subject property.

Recommendation

Historic Preservation staff recommends that the Planning Board approve MR-1320F, Southern Avenue Bus Garage Replacement, without conditions.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department **(301) 952-3650**
Countywide Planning Division **www.mncppc.org**

October 10, 2013

MEMORANDUM

TO: Christine Osei, Planner Coordinator, Countywide Planning Division

VIA: Maria Martin, Supervisor, Countywide Planning Division

FROM: Jay Mangalvedhe, Senior Planner, Countywide Planning Division

SUBJECT: **MR-1320F WMATA: Southern Avenue Garage Replacement**

Project Description

The Washington Metropolitan Area Transit Authority (WMATA) had three alternatives "A", "B" and "C" to construct a new bus facility to store and maintain fleet of buses. Alternative "A" is chosen to construct the new facility west of Rena Road in the Morningside area.

The proposed project site is located on a approximately 35-acre parcel northwest of the Joint Base Andrews facility and southwest of the intersection of Suitland Parkway and the Capital Beltway (I-95/I-495). The closest intersection is Rena Road and Forestville Road.

The parcel is located in Councilmanic District 7 and is in the area classified as Developed Tier.

Evaluation of Existing Public Facilities

The proposed project is approximately two miles from Morningside Fire/EMS Station Co. 27 located at 6200 Suitland Road. The station is equipped with two engines, one ambulance and one rescue squad and is staffed by volunteer/career personnel. In addition, the County's Approved Capital Improvement Plan for 2013-2018 proposes the replacement of an existing station with a new three-bay fire/EMS station.

In addition, the project site is served by Police District IV, housed in the renovated Eastover Shopping Center in Oxon Hill, Maryland. District IV covers the Oxon Hill area bordering District of Columbia, Fort Washington, Accokeek, Indian Head Highway corridor south of the Capital Beltway and the northern portion of Branch Avenue.

The 2008 *Approved Water and Sewer Plan* placed the property in Water and Sewer Category 3, Community System, which is consistent with the Developed Tier.

2008 Water/Sewer Plan

The Sewer Envelope is depicted on the Category Maps as a boundary beyond which no community water and sewer facilities will be approved. The Sewer Envelope boundary is based on topography, existing sewer service areas, and proposed development density according to the Area Master Plans. The Sewer Envelope boundary was established in 1994. The County Council reaffirmed the envelope boundary by adopting it as the template for the Rural Tier boundary adopted in the Commission 2000 *Biennial Growth Policy Plan* and the 2002 *Prince George's County Approved General Plan.*

Category 3- Community System

Areas within the Sewer Envelope (Developing and Developed Tiers) – land developed on public water and sewer, and undeveloped properties with valid preliminary plans approved for public water and sewer.

Office of the Chairman
Prince George's County Planning Board

(301) 952-3561

Mr. John Thomas, P.E.
Director, Major Capital Projects
Washington Metropolitan Area Transit Authority
600 5th Street, N.W.
Washington, DC 20001

RE: Prince George's County Planning Board Recommendation – Proposed Southern Avenue Bus Garage Replacement (MR-1320F)

Dear Mr. Thomas:

The Prince George's County Planning Board had the opportunity to review the proposed Southern Avenue Bus Garage Replacement project during its regular meeting on November 21, 2013. A copy of the staff report is enclosed for your information. The staff recommendations are as follows:

STAFF RECOMMENATIONS:

- WMATA should adhere to all Preliminary Plan of Subdivision 4-1002 conditions approved by the Planning Board for the Andrews Federal Campus pursuant to Prince George's County Planning Board Resolution No. 11-68.

- Applicant should submit a Mandatory Referral application to the Prince George's County Planning Department (Administrative Review) to comment on other aspects of the development plan that were not included with the current review:
  - A landscape and lighting plan
  - Transportation study
  - Architectural renderings for proposed buildings
  - Construction schedule and staffing

- Applicant should work with the National Park Service to address Suitland Parkway (National Historic Site) viewshed concerns.

- Applicant should work with the Department of Housing and Community Development to coordinate the relocation of residents from the affected apartment building adjacent to the proposed development site.

If you have any questions regarding our Mandatory Referral review process, please contact Christine A. Osei, Project Manager, at 301-952-3313 or via email at Christine.Osei@ppd.mncppc.org.

Sincerely,

Elizabeth M. Hewlett
Chairman

Enclosure

c: Fern Piret, Planning Director, Prince George's County Planning Department
Derick Berlage, Chief, Countywide Planning Division
Maria Martin, Planning Supervisor, Special Projects Section, Countywide Planning Division
Christine A. Osei, Mandatory Review Project Manager, Countywide Planning Division
Redis C. Floyd, Clerk of the Council, Prince George's County Council