

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](http://www.mncppc.org/pgco/planning/plan.htm)*

## Mandatory Referral

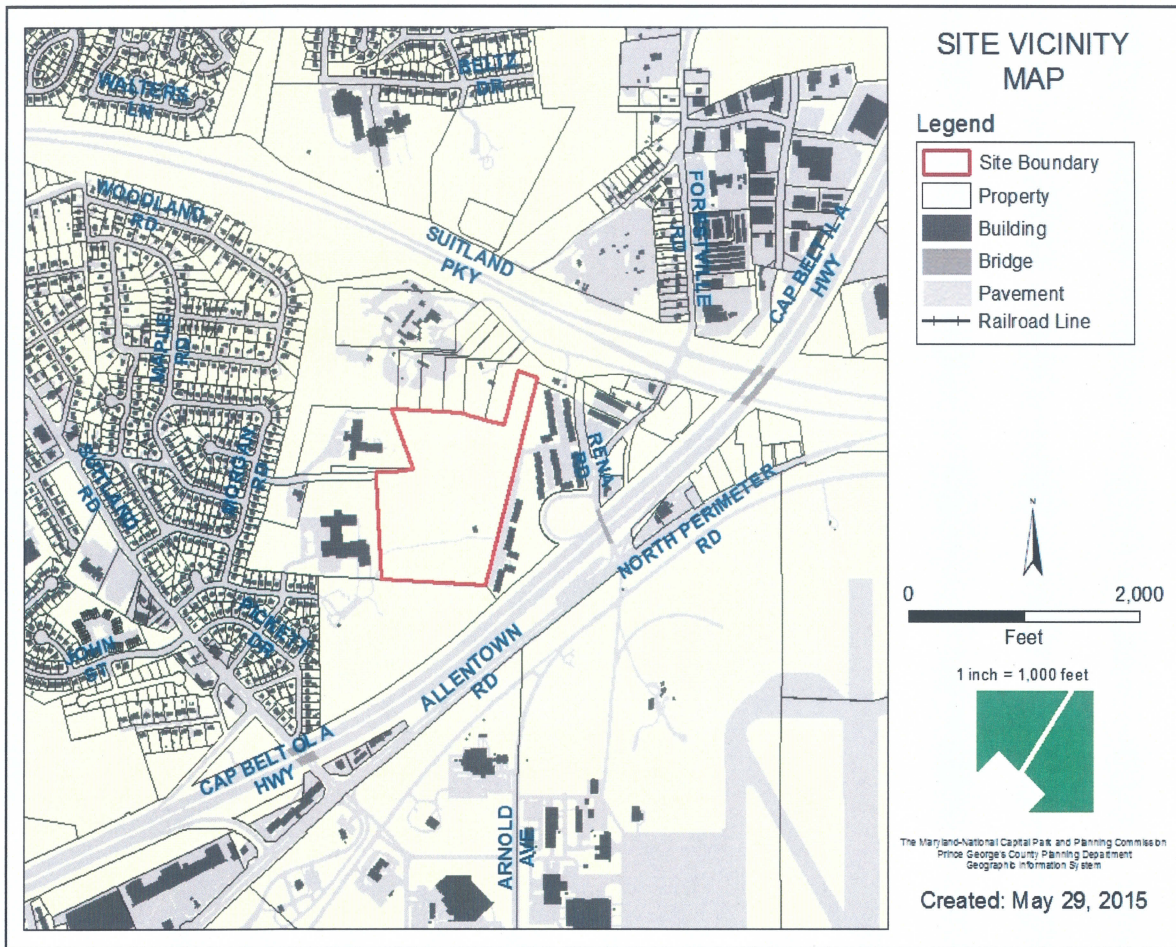
**MR-1512F**

Application	General Data	
<b>Project Name:</b> Andrews Federal Campus - Southern Avenue Bus Garage Replacement Project  <b>Location:</b> Southern Ave/Boones Road  <b>Applicant/Address:</b> Southwest intersection of Suitland Parkway and the Capital Beltway  <b>Property Owner:</b> Washington Metropolitan Area Transit Authority (WMATA)	<b>Planning Board Hearing Date:</b>	07/30/15
	<b>Staff Report Date:</b>	July 30, 2015
	<b>Date Accepted:</b>	June 03, 2015
	<b>Mandatory Action Timeframe:</b>	60-Day Review
	<b>Acreage:</b>	35 acres
	<b>Zone:</b>	I-4
	<b>Planning Area:</b>	76A
	<b>General Plan Tier:</b>	Established Communities
	<b>Council District:</b>	District 8
	<b>Adjacent Municipality:</b>	Town of Morningside

Purpose of Application	Notice Date
Replace an existing bus garage	<b>Acceptance Mailing:</b> June 25, 2015

Staff Recommendation	Staff Reviewer:
Transmit Staff Report to: Mr. Ed Shepperson c/o Mr. Jim Ashe Washington Metropolitan Area Transit Authority 600 Fifth Street, N.W. Washington, DC 20001	Christine A. Osei, Project Manager
	<b>Phone Number:</b> 301-952-3313
	<b>Email:</b> Christine.Osei@ppd.mncppc.org

Map 1 - Project Site



# **MR-1512F 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. The Washington Metropolitan Transit Authority (WMATA) is a public utility company and subject to Mandatory Referral review.

## **PROJECT SUMMARY**

Applicant is proposing to construct a bus garage on a 35-acre site in the Andrews Federal Campus, located at the southwest intersection of Suitland Parkway and the Capital Beltway, with access off the existing Forestville Road. This new garage will replace the existing Southern Avenue bus garage, and accommodate more storage capacity and incorporate new building features to serve a modern bus fleet. There are two elementary schools adjacent to the site—Benjamin Foulois Creative and Performing Arts Academy and Morningside Elementary School.

The project was first presented to the Planning Board in 2013 but the Planning Board requested a second review because other aspects of the development plan were not included in the 2013 review. Also, in 2013, WMATA had not purchased the site to present a complete development plan. The Board's second review is to focus on the following:

- A landscape and lighting plan
- Transportation study
- Architectural renderings for proposed buildings
- Construction schedule and staffing

## **STAFF RECOMMENDATIONS**

- The plans should be amended to provide shade trees in the passenger parking compounds in accordance with Section 4.3-2 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).
- The plans should be amended to demonstrate conformance to the Tree Canopy Coverage Ordinance (TCC) taking credit for both on-site existing woodland and proposed plantings to determine if the project complies; if it does not, the applicant should provide additional planting on the site. Alternatively, providing a green roof to reduce the heat island effect on the surrounding properties could substitute on a square foot by square foot basis for the TCC requirement.
- The perimeter fencing should not include chain-link fencing along the existing multi-family residential area or on the Board of Education property, and further, chain-link fencing should not include slats.

## ANALYSIS OF PROJECT IMPACT AREAS

The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department reviewed the proposed Washington Metropolitan Area Transit Authority (WMATA) Southern Avenue Bus Garage Replacement project and provides the following comments:

### 1. TRANSPORTATION STUDY

The Transportation Planning Section has reviewed the referral and determines that the proposed plan for the bus garage will not increase overall traffic in the immediate area or have a negative impact on the pedestrian and bicycle environment. The proposal does not conflict with the area and functional master plans, nor does it directly affect any capital improvement projects.

### 2. LANDSCAPE PLAN

A review of the applicant's submitted landscape plan indicates the following regarding the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual):

- a. The application does not meet the requirements of Schedule 4.2-1, Requirements for Landscape Strips Along Streets. Whereas four shade trees and 39 shrubs would normally be required, no plant materials are provided for the stated reason that the location of easements and floodplain interfere. This requirement has been met to the extent practicable.
- b. The Urban Design Section gives a detailed analysis of recommendations for the proposed landscape plan that is reflected in an attached memoranda (See attached Staff Comments of Planner Coordinator, Ruth Grover).
- c. A schedule for Section 4.9-1 of the Landscape Manual is provided indicating that the sustainable landscaping requirements of this section are to be met.

**Comment:** In view of the impactful nature of this Mandatory Referral project and its proximity to residential land use, a park and a school, the Urban Design Section suggests that the addition of sight-tight fencing or walls on portions of the periphery be utilized, combined with the proposed and existing plant materials which would add a softening effect to the subject project.

### 3. TREE CANOPY COVERAGE

This application would be subject to the Tree Canopy Coverage Ordinance (TCC) as it proposes to disturb a land area of 5,000 square feet or greater. The subject site measures 35 acres or 1,524,600 square feet, and is zoned I-4 and is required to provide 10 percent, or 152,460 square feet, of tree canopy coverage. Staff suggests that the applicant demonstrate conformance to the TCC ordinance, taking credit for both on-site existing woodland and proposed plantings to determine if the project complies. If it does not comply, the applicant should provide additional plantings on the site. Another option would be to provide a green roof to reduce the heat island effect on the surrounding properties, which could serve as a substitute on a square foot by square foot basis for the TCC requirement.

### 4. LIGHTING

The staff has reviewed the proposed lighting plan for the development and found that the proposed foot-candles at the perimeter of the site adjacent to the existing multi-family development to the south and the Board of Education property to the north are at zero levels of light or near zero levels of light. Therefore, the staff is not recommending any changes to the lighting plan.

### 5. FENCING

The staff has reviewed an anti-climb chain link fence located at the perimeter of the site. It should be noted that chain-link fencing with slats has long been strongly discouraged in the County, particularly along the boundary of streets, and residential and instructional uses.

## **6. CONSTRUCTION SCHEDULE AND STAFFING**

The construction of the facility will take approximately two years. Site preparation and grading to commercial operation is expected to take place from August 2015 through December 2015. Construction of foundation; utilities; structural steel framing and roofing; and other interior finishing, including paving. Equipment installation will follow thereafter. The facility will open for business in November 2017. Temporary construction offices will be placed on the site. These offices will house approximately 35 construction staff and will provide management and craft supervision during the construction period. The construction facilities will include office trailers, shipping storage containers for small parts and expendable materials, tool storage vans, warehouse facilities, field time office and brass alley, toilet trailers, change trailers, craft lunchroom, and safety and first aid trailers. Temporary construction power will be installed or upgraded to support construction activities. Power distribution centers will be placed at strategic locations for construction usage. It is likely that some of the temporary power facilities will be maintained to facilitate maintenance needs of the project site.

## **STAFF RECOMMENDATIONS**

- The plans should be amended to provide shade trees in the passenger parking compounds in accordance with Section 4.3-2 of the Landscape Manual.
- The plans should be amended to demonstrate conformance to the Tree Canopy Coverage Ordinance (TCC) taking credit for both on-site existing woodland and proposed plantings to determine if the project complies; if it does not, the applicant should provide additional plantings on the site. Alternatively, providing a green roof to reduce the heat island effect on the surrounding properties could substitute on a square foot by square foot basis for the TCC requirement.
- The perimeter fencing should not include chain-link fencing along the existing multi-family residential area or on the Board of Education property and further, chain-link fencing should not include slats.

## **STAFF COMMENTS**

July 8, 2015

**MEMORANDUM**

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

**VIA:** Susan Lareuse, Interim Supervisor, Urban Design Section

**FROM:** Ruth Grover, Planner Coordinator, Urban Design Section

**SUBJECT:** Mandatory Referral MR-1512F (formerly MR-1320)  
Andrews Federal Center Bus Garage (formerly known as the Southern Avenue  
Bus Garage Replacement)

A memorandum from the Urban Design Section was previously provided regarding the subject project on June 17, 2015. This memorandum is intended to entirely supersede that previous memorandum.

The Urban Design Section is in receipt of the additional and revised materials submitted regarding the development of the Andrews Federal Center Bus Garage (formerly known as the Southern Avenue Bus Garage Replacement). The project is located at the intersection of Southern Avenue and Old Marlboro Pike and the project is being reviewed as part of the Mandatory Referral review process pursuant to the Land Use Article Section 20-301 through 305 of the Maryland Annotated Code which 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. The application was previously reviewed by the Urban Design Section and comments were reflected in a memorandum dated November, 2013. This memorandum is intended to entirely supersede that prior memorandum.

Initially, two alternatives were under consideration 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. It was indicated in the earlier submittal that the Washington Metropolitan Transit Authority (WMATA) Board of Directors had identified Rena Road as its preferred alternative.

At that time, the Urban Design Section commented that, as the Rena Road site is adjacent to Forest Village Apartments, landscaping should be utilized extensively to screen it from view and landscaping should be utilized in the parking area to provide visual relief from the large expanses of asphalt and that fencing choice should be carefully considered and chain-link and barbed wire fencing be avoided. WMATA was at that time also considering rebuilding the existing building, but have abandoned that alternative in their revised submission.

The submission of revised plans was prompted at least in part by the Urban Design Section's request for color architectural elevations, a scaled site plan, and information regarding the zoning, land use and location in the vicinity of the project site.

Though the architectural elevations provided in the resubmittal were in black and white, and detail regarding all adjacent properties was incomplete, the Urban Design Section offers the following review of site design, the quality of its architecture and visibility from the surrounding area:

1. There are two buildings proposed on the site, the primary one is called the Maintenance Building and includes functions such as vehicle overhauling and servicing, engineering, and operations and warehousing. The smaller building is called the Fuel/Wash building and provides exactly those functions. The architecture of both is similar, employing primarily a combination of precast concrete wall panels and aluminum screen walls. The Maintenance Building includes a complementary clerestory window feature which adds to the design of the building and, together with a series of aluminum screen walls, adds visual interest to an otherwise predominantly flat roofline and renders natural light into the center of the building.
2. Fenestration of the first story of the buildings includes utilitarian doors for pedestrian entry and a series of multiple overhead coiling doors for vehicle entry and the two buildings are connected by a pedestrian bridge. Where the pedestrian bridge connects to the second story of the north elevation of the larger building, the façade includes additional fenestration in the form of an aluminum/glass storefront system, which provides access out to what appears to be a balcony area. Noting that a 50 foot wide woodland preservation strip provides buffering between the project and the Forest Village Apartments to the east, the Urban Design Section finds the architecture for the bus garage generally acceptable.
3. A review of the applicant's submitted landscape plan indicates the following regarding the requirements of the 2010 *Approved Prince George's County Landscape Manual* (Landscape Manual):
  - a. The application does not meet the requirements of Schedule 4.2-1, Requirements for Landscape Strips Along Streets, whereas four shade trees and 39 shrubs would normally be required, no plant materials are provided for the stated reason that the location of easements and floodplain interfere. This requirement has been met to the extent practicable.
  - b. Conformance of the project to the requirements of Schedule 4.3 (c)(1), Parking Lot Perimeter Landscape Strip for Parking Lots 7,000 Square Feet or Larger, requires that the strip be three feet wide and that 236 shrubs be required and not exceeded by the provision of 239 shrubs.
  - c. The application does not meet the requirements of Section 4.3-2, Interior Planting for Parking Lots 7,000 Square Feet or Larger, whereas 87 shade trees are required, and only 56 are shown. Additionally, the requirements that a planting island on average be located at every 10 spaces, and that curb or wheel stops be provided for all parking spaces abutting a planting or pedestrian area are not met. Also, the requirement that planting islands that are either parallel or perpendicular to parking spaces on both sides should measure a minimum of nine feet wide, is not being met. Lastly, these requirements should apply because the parking lots measure approximately four acres of land, and neither the nine feet wide planting islands perpendicular to parking for every two bays, nor the number of shade trees increased per Section 4.3 (c)(2), as normally would be required on the plans are provided. The plans should be amended to provide shade trees in the passenger parking compounds in accordance with Section 4.3-2.
  - d. The application does not meet the requirements of Section 4.7, Buffering Incompatible Uses of the Landscape Manual. In the submitted plans, the schedules are provided where the bus storage and maintenance facility have common boundaries with a school, a park, and a multi-family residential area. The schedules demonstrate that the shared boundary with the school meets the Section 4.7 requirements only in part, and the buffers along the shared property lines with both the park and the multi-family land uses do not meet these requirements. However, existing woodland to remain on either the subject site or off-site



appears to provide sufficient buffering along the perimeter of the property. The property is adjacent to park property, and the Landscape Manual does not require a bufferyard where there are no existing recreational facilities.

- e. Lastly, a schedule for Section 4.9-1 of the Landscape Manual is provided indicating that the sustainable landscaping requirements of that section are met.

#### 4. **TREE CANOPY COVERAGE**

This application would be subject to the Tree Canopy Coverage Ordinance (TCC) as it proposes to disturb a land area of 5,000 square feet or greater. The subject site measures 35 acres or 1,524,600 square feet, and is zoned I-4 and is required to provide 10 percent or 152,460 square feet of tree canopy coverage. Staff suggests that the applicant demonstrate conformance to the TCC ordinance, taking credit for both on-site existing woodland and proposed plantings to determine if the project complies. If it does not comply, the applicant should provide additional plantings on the site. Another option would be to provide a green roof to reduce the heat island effect on the surrounding properties, and this could substitute on a square foot by square foot basis for the TCC requirement.

#### 5. **LIGHTING**

The staff has reviewed the proposed lighting plan for the development and found that the proposed foot-candles at the perimeter of the site adjacent to the existing multi-family development to the south and the Board of Education property to the north, are at zero levels of light or near zero levels of light. The staff is not recommending any changes to the lighting plan.

#### 6. **FENCING**

The plans indicate an anti-climb chain link fence located at the perimeter of the site. It should be noted that chain-link fencing with slats has long been strongly discouraged in the County, particularly along the boundary of streets, for residential and institutional uses.

#### **RECOMMENDATIONS:**

1. The plans should be amended to provide shade trees in the passenger parking compounds in accordance with Section 4.3-2 of the Landscape Manual.
2. The plans should be amended to demonstrate conformance to the Tree Canopy Coverage Ordinance (TCC) taking credit for both on-site existing woodland and proposed plantings to determine if the project complies; if it does not, the applicant should provide additional plantings on the site. Alternatively, providing a green roof to reduce the heat island effect on the surrounding properties could substitute on a square foot by square foot basis for the TCC requirement.
3. The perimeter fencing should not include chain-link fencing along the existing multi-family residential area or on the Board of Education property and, further, chain-link fencing should not include slats.

June 26, 2015

**MEMORANDUM**

**TO:** Christine Osei, Mandatory Referral Project Manager, Special Projects Section  
**FROM:** Katina Shoulars, Planning Supervisor, Environmental Planning Section  
**SUBJECT:** **MR-1512F WMATA Bus Garage Facility**

The Environmental Planning Section (EPS) has reviewed the above referenced Mandatory Referral MR-1512F for the Washington Metro Area Transit Authority's (WMATA) proposed Bus Garage Facility at Andrews Federal Campus. The Environmental Planning Section offers the following comments.

**Background**

The Environmental Planning Section previously reviewed this site for a Natural Resource Inventory NRI-029-10, Type II Tree Conservation Plan TCP11-044-92, Preliminary Plan of Subdivision (4-10012), Type 1 Tree Conservation Plan (TCP1-004-11) and Type 2 Tree Conservation Plan (TCP2-013). All of the applications were approved.

This Mandatory Referral application proposes a Bus Garage Facility on a 34.9-acre Parcel in the I-4 zone.

**Grandfathering**

The project is subject to the environmental regulations contained in Subtitles 24 and 25 that came into effect on September 1, 2010 and February 1, 2012 because the application has an approved preliminary in accordance with the current regulations.

**Environmental Review**

1. The site has a signed Natural Resource Inventory (NRI-029-10-01) that covers an overall area of 71.13 acres. Although the overall site contains streams, wetlands, and 100-year floodplain which is comprised of the Primary Management Area (PMA), only a small portion of the PMA occurs within the project area. Impacts to that area were approved with the preliminary plan.

**Comment:** No additional information is required with respect to the Natural Resource Inventory (NRI).

2. This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the gross tract area exceeds 40,000 square feet, and contains more than 10,000 acres of woodland, and has previously approved tree conservation plans.

A Type 2 Tree Conservation Plan was previously approved and the site has been graded in accordance with the TCP2.

An application for a revision to the TCP2 has been submitted. The proposed revision is to clear an additional 0.21 acres of woodland along the southern boundary of the site. The overall site has a woodland conservation threshold of 7.5 acres and a woodland conservation requirement of 17.35 acres. The TCP2 proposes to meet the requirement with 9.74 acres of on-site preservation, 0.34 acres of on-site planting/natural regeneration, 0.41 acres of fee-in-lieu and 6.86 acres of off-site woodland conservation.

The TCP2 appears to be in conformance with the Woodland Conservation Ordinance; however, some minor revisions are required.

**Comment:** The TCP2 is currently under review by the Environmental Planning Section. No additional information is required for the mandatory referral review at this time.

3. The site contains Primary Management Area (PMA) that is required to be preserved to the fullest extent possible (Section 24-130(b)(5)) in accordance with the approved preliminary plan.

The approved impacts have been implemented through previously issued grading permits.

**Comment:** No additional information is required with regard to impact to regulated environmental features.

4. This property is located on the south side of Suitland Parkway and on the north side of the Capital Beltway (I-95), master planned freeways. Both roadways have been identified as transportation-related noise generators; however, this application does not propose residential or residential-type uses at this time.

**Comment:** No additional information regarding transportation-related noise or mitigation is required.

5. An approved stormwater management concept plan was reviewed with the TCP1 at the time of preliminary planning; however, that review did not include the proposed development. Additionally, the previously approved TCP2 did not show the proposed development for the site. Prior to the approval of the recently submitted TCP2 application, a copy of the approved stormwater concept plan should be submitted.

**Recommended Condition:** Prior to the approval of the recently submitted TCP2 application, a copy of the approved stormwater concept plan should be submitted.

If you have any questions concerning these comments, please contact me at 301-952-5404 or by e-mail at [Katina.shoulars@ppd.mncppc.org](mailto:Katina.shoulars@ppd.mncppc.org)



# 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

June 23, 2015

## **MEMORANDUM**

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

FROM: Daniel Janousek, Planner Coordinator, Transportation Planning Section, Countywide Planning Division

SUBJECT: MR 1512F WMATA Bus Garage

### **Background**

The Transportation Planning Section has reviewed the subject proposal for the construction of the Washington Metropolitan Area Transit Authority's (WMATA) bus garage near Forestville Road and Rena Road south of Suitland Parkway and north of the Capital Beltway I-95/I-495.

### **Traffic Study Information**

New information provided by WMATA conforms to the Board's request for a Transportation Planning Study in 2013. The traffic study information that was requested by the Planning Board was provided, and traffic impacts are summarized by WMATA. Technical staff is interested in the following information:

- The number of vehicles by type entering and exiting the site on a typical weekday by hour.
- The hours of operation of the facility.
- Some idea of Saturday and Sunday operations.
- The planned routes to be taken by buses and trucks entering and leaving the facility.

### **Hours of Operation and Vehicle Trip Generation**

The facility will be open 24 hours per day, seven days per week. The vehicle trip projections for the year 2040 are included and show that peak hour vehicle (bus and staff vehicles) activity will occur in three peak periods:

Time Period	Peak Bus and Employee Generated Traffic
6:00 AM to 7:00 AM	180 vehicles
2:00 PM to 3:00 PM	286 vehicles
7:00 AM to 8:00 PM	85 vehicles

On an average weekday, the a.m. peak period of 6:00 a.m. to 7:00 a.m. will generate approximately 180 vehicle trips. The 2:00 p.m. to 3:00 p.m. time period will generate as many as 286 vehicles (e.g., 65 bus and 221 staff vehicles). The 7:00 p.m. to 8:00 p.m. time period will generate approximately 85 vehicles.

According to WMATA, activities on weekends are estimated to be at two-thirds of the volume of weekday operations.

Buses traveling from the garage begin at the intersection of the garage driveway and Forestville Road. Bus routes surrounding the facility include:

- Forestville Road (MD 337) in both directions.
- Allentown Road in both directions (primarily toward south and connection to Auth Road).
- Suitland Parkway in both directions (primarily toward north).

- Pennsylvania Avenue in both directions (primarily north).
- MD 4 intersection with I-495/Beltway in both directions.
- Suitland Road primarily toward north.
- Suitland Road intersection with I-495/Beltway in both directions.

### **Traffic Impacts and Master Plan Right of Way**

A formal traffic impact study has not been provided with the application. However, the applicant did provide information regarding the utilization of the facility, including the types of vehicles using the facility and time pattern of that usage. This information is summarized earlier in this memorandum.

The proposal does not include major road improvements. In examining the proposal, it does not appear that the project would add additional traffic to the area in any substantial way during the peak hour traffic periods. For that reason, and because the amount of parking would not be increased over the previously approved subdivision, it is determined that a traffic study is not needed, and that the building would not increase overall traffic.

No subdivision application is associated with this proposal. Road frontage improvements are proposed. The proposal does not conflict with the 2009 *Approved Countywide Master Plan of Transportation* recommendations for area roadways. 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 2013 *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment*. The site is not within or immediately adjacent to these facilities and, therefore, would not physically affect the master plan recommendations.

### **Transit, Sidewalks, and Crosswalks**

The area is served by Metrobus K-12 along Forestville Road. The nearest transit station is the Branch Avenue Metrorail Station. Forestville Road can be accessed by new concrete sidewalks on the entrance road to the campus. Sidewalks have also been improved along Forestville Road, with the Americans with Disabilities Act (ADA) ramps (See attached images).

### **Parking and Paving**

The site plan was not evaluated for concurrence with local parking standards, which can be enforced during the permitting process.

### **Bicycle Use and Master Planned Trails and Bikeways**

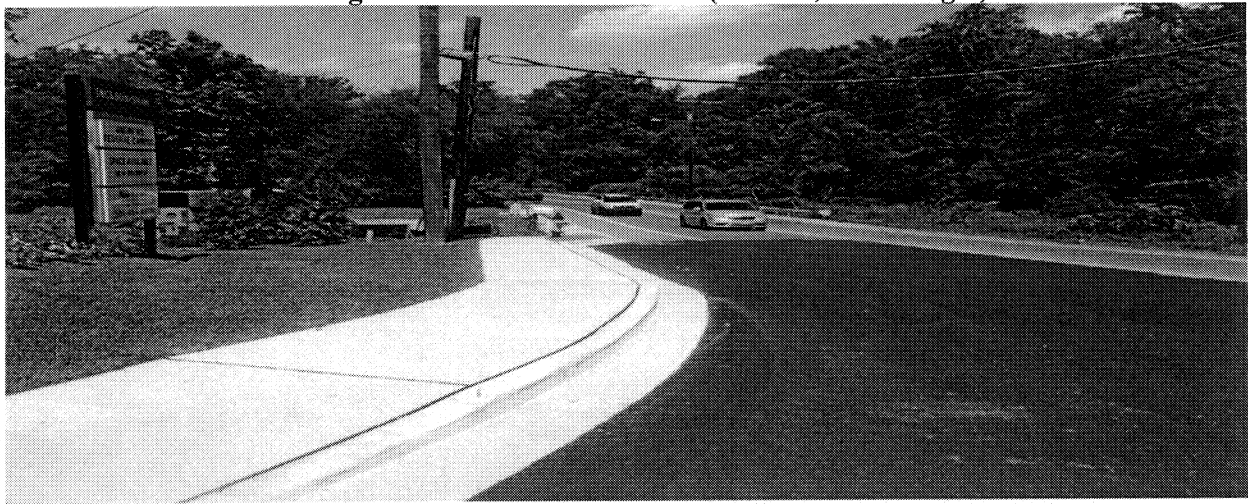
Bikeways are recommended in the functional master plan for area roads and may be constructed in the future by the County or the State Highway Administration (SHA). This does not affect the subject application.

### **Conclusion**

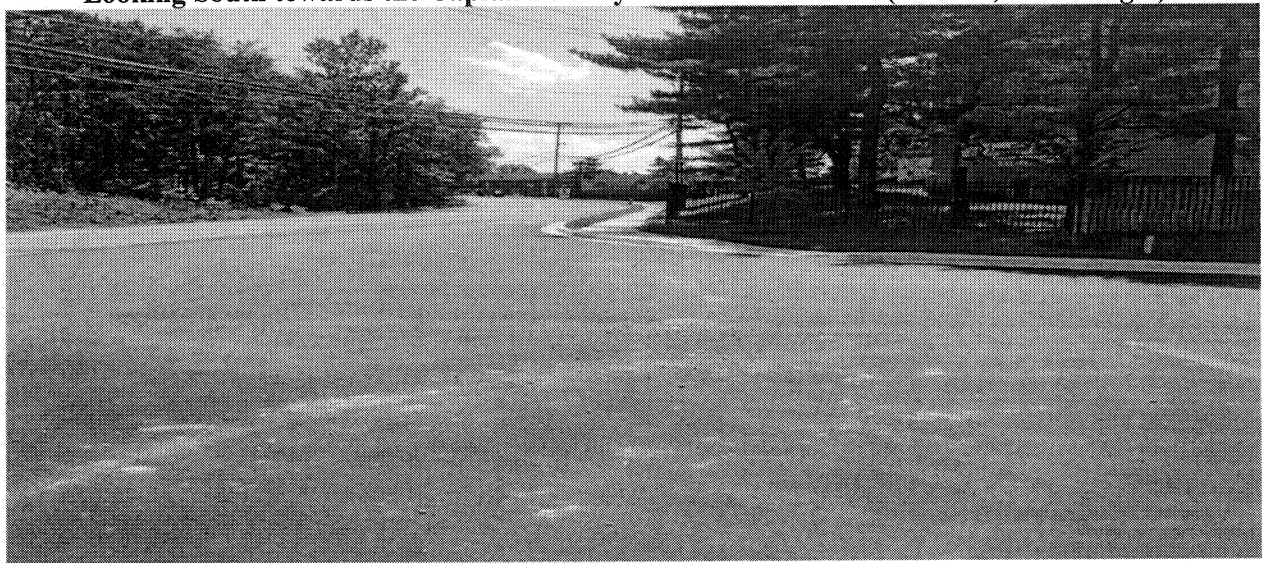
The Transportation Planning Section has reviewed the referral, and determines that the proposed plan for the bus garage will not increase overall traffic in the immediate area or have a negative impact on the pedestrian and bicycle environment. The proposal does not conflict with the area and functional master plans, nor does it directly affect any capital improvement projects.

Attachments

**Looking North on Forestville Road (June 22, 2015 images)**



**Looking South towards the Capital Beltway on Forestville Road (June 22, 2015 images)**



**Looking West into the Andrews Federal Campus (June 22, 2015 images)**

