

**Public Facilities Review Committee
ART Bus Maintenance Facility
Meeting Summary
Wednesday, January 30, 2013**

Attendees

<i>PFRC Members (√ = present):</i>	<i>County Staff:</i>
√ Charles Monfort, Chair	Rami Natour, DES
√ Lander Allin, Schools	George May, DES
Jeff Certosimo, Housing Commission	Steve Del Giudice, DES
Elizabeth Gearin, Parks & Rec. Commission	Kathleen Youngbluth, DES
Brian Harner, Planning Commission	Robert Gibson, DES
Eric Harold, E2C2	Freida Wray, DCPHD
Jana Lynott, Transportation Commission	
√ Inta Malis, Planning Commission	<i>County Consultants:</i>
John Miller, At-Large	Neil Freschman, Atkins
Heather Obora, Schools	Tom Flournoy, STV
Betty Siegel, At-Large	Harry Sherrill, STV
√ Jason Widstrom, Fiscal Affairs Adv. Comm.	
	<i>Observers:</i>
<i>ART Bus Maintenance Facility Project-Specific PFRC Members (√ = present):</i>	Joe Ben Garza, Resident
√ Susan English, Arlington Ridge CA	Santiago Vaca, Resident
√ Bernie Wixon, Arlington Ridge CA	E. Sahle, Resident
√ Jim Oliver, Aurora Highlands CA	Don Morks, Resident
Ed Hilz, Urban Forestry Commission	Mary Ann Morks, Resident
	Neal Goodson, Resident
	Jean Goodson, Resident
	Louise Garris, Resident
	Sandra Wixon, Resident
	Cas Blanchard, Resident
	Michael Dowell, Resident
	Patty Joyce, Resident
	David Litman, Resident
	Tom Lundstrom, Resident
	Chris Thomas, Resident
	Lorna VanderZanden, Resident
	Joe Petty, Crystal City BID

Project Overview and Concept Plans

DES staff and consultants provided an overview of the proposed facilities that would be constructed on the north and south lots, as well as temporary use of the 31st Street lot. The improvements would include a bus fueling, wash and light duty maintenance facility on the south lot, bus parking/storage on the north lot, and temporary bus parking/storage on the 31st Street lot during the approximately 15-month period that the north and south lots are under construction. The 31st Street lot is owned by the County and has been used by the Water Pollution Control Plant in the past to park vehicles. Improvements would be made to accommodate ART bus parking, including construction of two curb cuts for bus ingress and egress to the existing graveled lot, and installing additional layers of gravel to support the weight of the buses. Staff does not anticipate removing existing trees. The ART bus fleet will consist of approximately 45 vehicles. Over time the fleet

could grow to 60 vehicles, in which case additional lots to park the vehicles would have to be identified.

Plans for “complete street” improvements on South Eads Street include: widened sidewalks, replacing dead and planting new and additional street trees with improved soil panels, undergrounding utilities, adding north- and south-bound bike lanes, installing high visibility crosswalks, constructing traffic calming measures such as nubs, as well as constructing ADA ramps on both South Eads Street and 32nd Street South.

The site and building designs for both lots were presented, including building elevations and façade materials for the maintenance facility, bus parking and circulation, and site fencing. The building façade would consist of brick veneer, precast, and metal panels, with a saw tooth roof to take advantage of the solar water heating panels and the building’s orientation. The saw tooth roof offers ventilation advantages in the summer with passive cooling. Shading overhangs are above the windows on the east side of the building. Site fencing would consist of metal railings with brick and precast posts. Environmental considerations for the proposed facilities include: water recycling for the wash facility, rainwater storage, rooftop solar water heating system, maximized natural lighting, natural ventilation for temperature control and CNG ventilation, underground storm water management, trash recycling, and downward site and building lighting. Both lots would include two curb cuts for one-way vehicle ingress and egress. On-site landscape improvements would comply with the standards of Section 32A of the Zoning Ordinance.

The PFRC inquired about the potential of vacating 32nd Street South in order to combine the north and south lots and potentially park additional buses, sharing bus fueling and washing at the WMATA facility, noise impacts, safety concerns regarding potential gas leaks, and impacts of site and building lighting. DES is currently in negotiations with VDOT to acquire the 32nd Street South right-of-way, which may take several years to resolve. The County is currently contracting with WMATA for bus fueling and washing services and is pursuing its own facility to improve operations and reduce associated costs. The County pays a high premium to fuel at the WMATA site and is subject to WMATA discretion as to when it can access the site for these services. One PFRC member asked the County to provide a report on the cost/benefit analysis of the proposed County facility. Potential noise impacts from the facility would be mitigated through provision of landscaped screening and a fire-rated enclosure for the CNG compressor, maintenance that would occur wholly within the interior of the building, and on-site vehicle circulation designed to minimize vehicles backing up. Concern was expressed about noise impacts from the 31st Street lot. The south site facility would be designed with sensor devices to detect gas leaks. All lighting, including interior building lighting, would be cast down-ward to minimize impacts. One of the project goals is to comply with the LEED Silver requirements. The project will not be submitted for LEED certification but will be evaluated for sustainability compliance. The Fuel Station and the CNG Compressors do not qualify for LEED 2009 but elements of sustainable design will be provided for these amenities. Staff agreed to identify facility(s) with similar LED security lighting technology to show limited impacts on surrounding properties.

For the next meeting, staff and consultants were asked to provide the following:

- Colored preliminary/conceptual landscape plans shown in plan view
- Conceptual plan showing site design of proposed facilities on north and south lots without circulation information
- Larger size (11"x17") hard copy graphics, including street cross-sections
- Details on the building materials and colors
- Details on site and building lighting
- Details on site fencing
- Information on the cost-benefit analysis of providing own service vs. continued use of WMATA facility.

Public Comment

Community residents expressed concerns about the various impacts of parking buses on the 31st Street lot. They requested a second walk-through of the site. Some of the concerns included:

- Use of the lot for bus parking will negatively impact the aesthetics and property values of adjacent single family homes.
- The County should consider alternative locations for temporary bus parking.
- The unused lot provides a buffer from nearby industrial uses.
- The impacts of long term use of the lot for vehicle parking and storage.

The meeting adjourned at 9:00 pm.