Northern Bus Garage Reconstruction

Community Meeting

11/18/2019

Welcome to WMATA's Community Meeting on the Northern Bus Garage

November 18, 2019
7:15 PM

Safety Minute

Overview of Facility Layout

In Case of an Emergency

- Safety Contact Minute for the day:

"Winter is approaching, make sure that your vehicle is winterized to get to and from your destinations safely".

INTRODUCTIONS

- Introduction of tonight's presentation team
  - —John Thomas, VP WMATA
  - —David Wehe, PE, CCM, LEED A/P, SPM WMATA
  - —Roz Doggett, Office of Real Estate WMATA
  - —David Michels, VP Office of Bus Maintenance WMATA
  - —Phil Sheridan, PE, DBIA - SVP Clark Construction Group, LLC
    Officer in charge for the Design-Build team
    - Members of Clark's Design and Environmental team

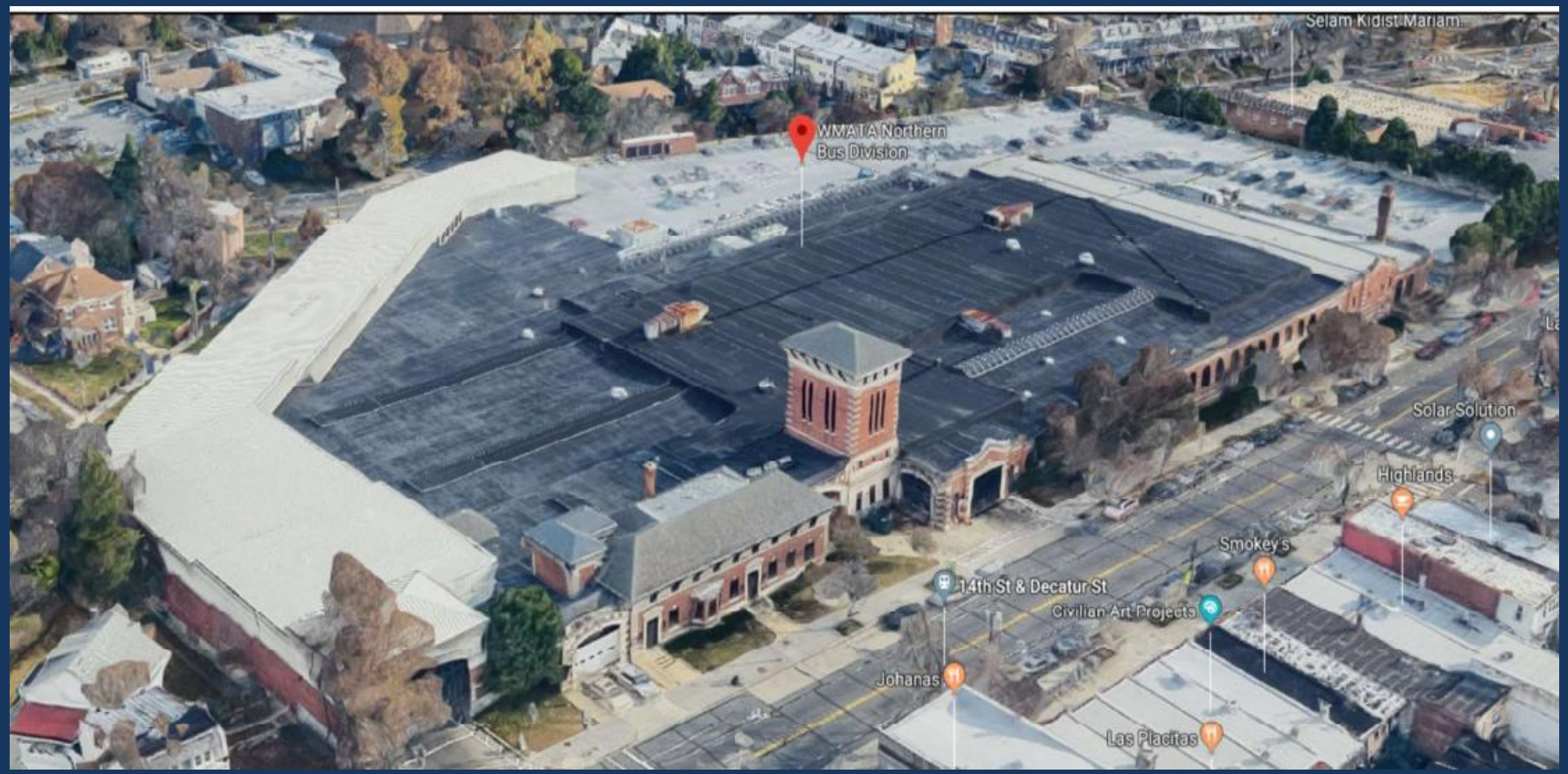
AGENDA

- Welcome/Introductions/Purpose of meeting
- Project Overview
- Introduce Design Builder and Capabilities
- Design Process
  - Permitting - Environmental Screening
  - Geotechnical Exploration - Environmental Exploration
  - Test Pitting - Historic Preservation
- Community Information
- Questions

Northern Bus Garage Reconstruction

Northern Bus Garage in the Past

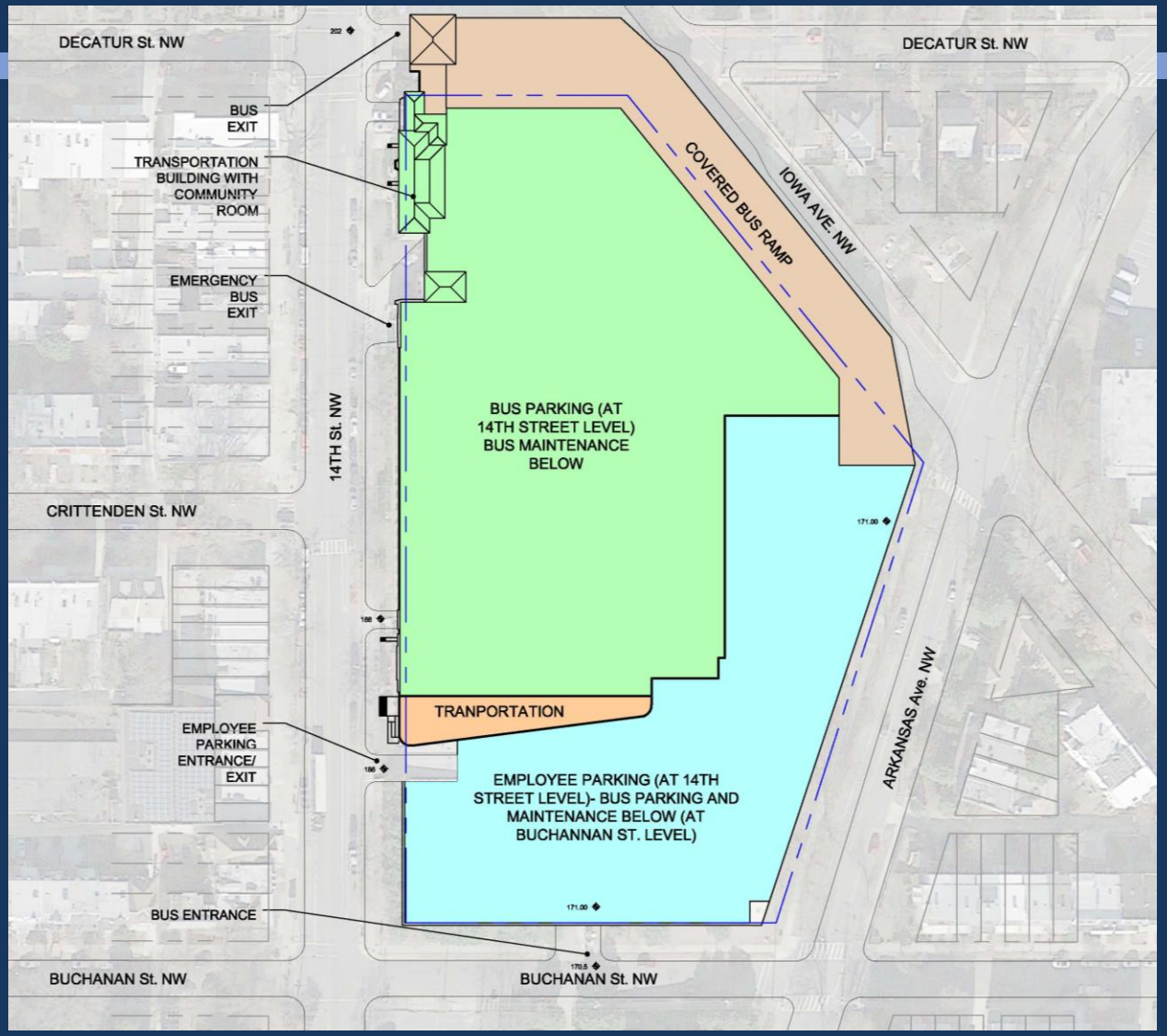
Northern Bus Garage Reconstruction



Northern Bus Garage Today

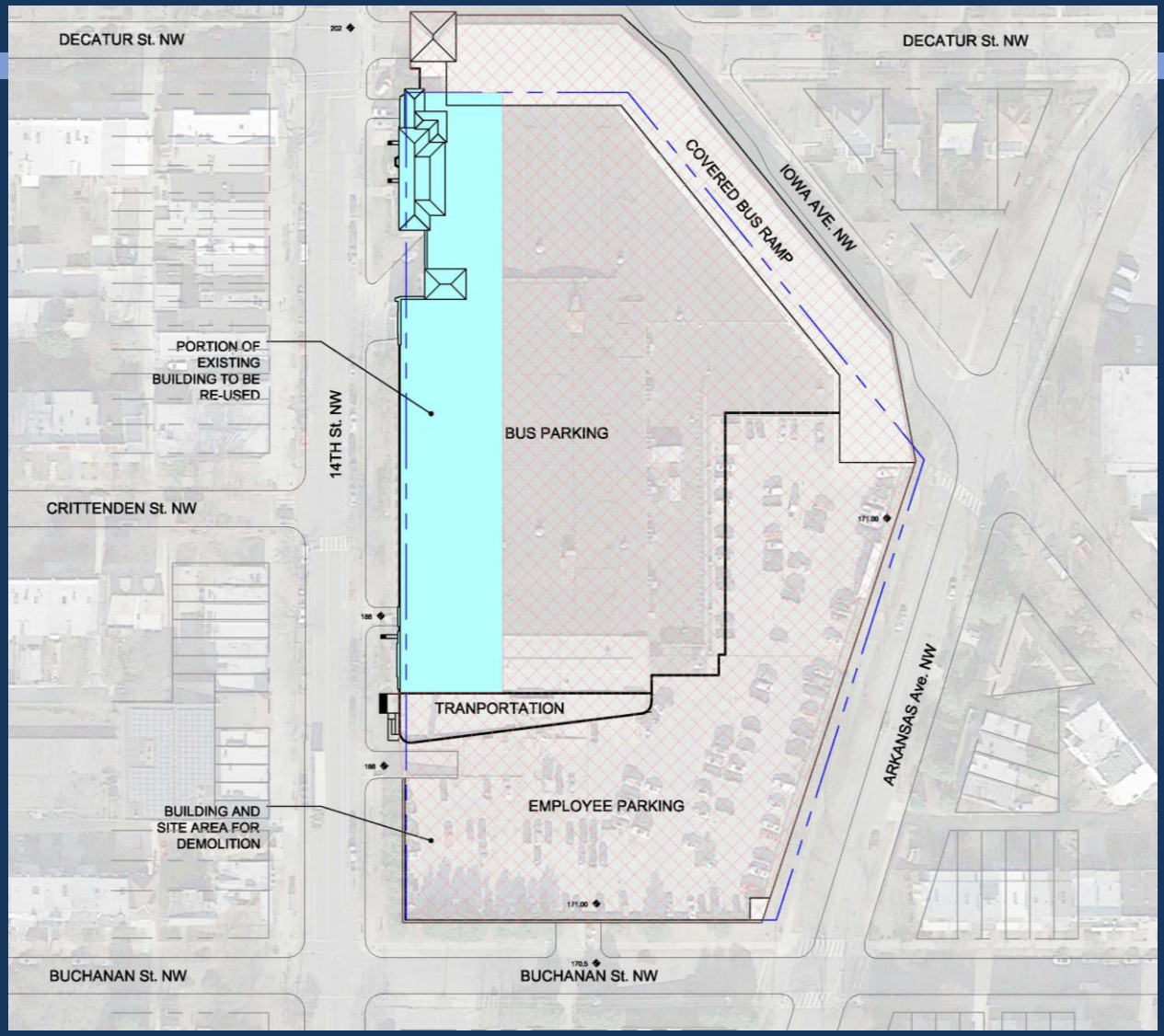
Northern Bus Garage Reconstruction

Northern Existing Space Programing



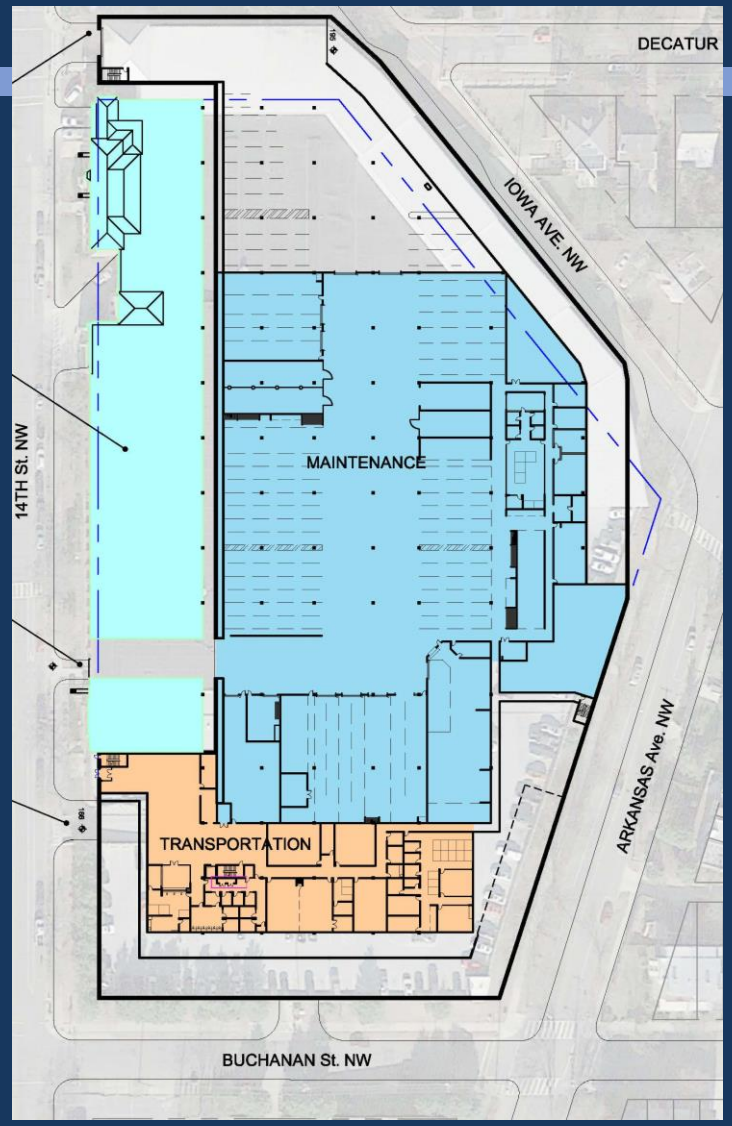
Northern Bus Garage Reconstruction

Northern Demolition with Proposed Reuse

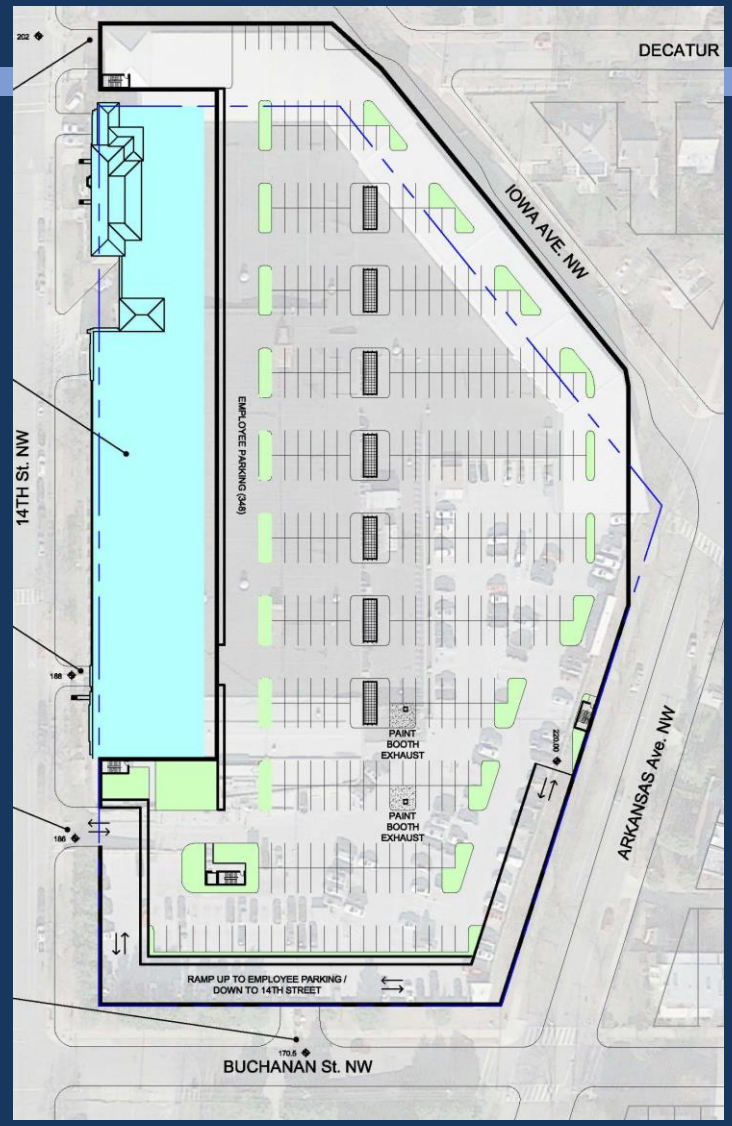


Northern Bus Garage Reconstruction

Basement Level



Intermediate Level



Roof Level

Northern Bus Garage Reconstruction

Implementation

- Location of Replacement Garage (why here?)
  - Existing site is near high ridership corridors (lower deadhead, fast support response)
  - WMATA controls the site
  - Obtaining approval to build a garage on a new site is extremely difficult

- Proposed actions
  - Close the garage (June 2019)
  - Save the 14th Street façade and demolish the structure behind it
  - Rebuild the garage behind the façade
  - Reduce the number of buses from 175 to 150 but increase the number of articulated buses from 20 to 75

Northern Bus Garage Reconstruction

Features

- Infrastructure included for future electric bus fleet
- Architecture of the building consistent with WMATA's high standards
- Rebuild the streetscape along all sides of the building
- Art-in-transit along one or more building sides
- LEED Platinum
- Environmentally Self-Contained
- Include 50,000-55,000 sq. feet of commercial space along 14th Street

Northern Bus Garage Reconstruction

Coordinated Approach with Bus Garage "Commercial" Redevelopment

Spring 2020
- Work with real estate broker and consultant to develop commercial strategy

Summer 2020
- Broker outreach to retailers, companies and organizations to determine interest level

Fall 2020
- Decision and RFP to either master lease or direct lease

Winter 2020
- Selection of and negotiations with retailers (on-going)

2020-2021
- (2020) Garage demolition begins
- Design coordination between bus garage and tenant(s)

2021-2024
- Building construction
- Tenant Improvements
- Commercial business permits
- Grand opening of bus garage & commercial

COMMERCIAL STRATEGY

What

- Commercial concepts (14th St)
- Streetscape enhancement (14th St)

How

- WMATA has Hired a Consultant
- Community engagement

When

First of 4 meetings early in 2020

First meeting:

- Goals, process
- Preliminary market findings
- Preliminary streetscape ideas
- Community Feedback

- **Streetsense**

  Our Work Connects with People on an Emotional Level

  Streetsense is Experienced Focused, multidisciplinary design and strategy firm specializing in retail, restaurant, hospitality, and real estate solutions.

  https://streetsense.com/

OVERVIEW OF ELECTRIC BUS PROGRAM

This analysis will serve as a “road map” to determine the viability and plan to move towards a Zero Emissions Bus (ZEB) fleet. This analysis will be comprehensive and determine planning, maintenance, training, financial, infrastructure, environmental considerations as well as the future fleet make up. This analysis is intended to address this issues in relation to the WMATA service area. Based on recommendations from this analysis a test and evaluation fleet will be procured. Based on the success of this pilot, WMATA will determine an implementation strategy. This program consists of two phases.

- Phase 1. Electric Bus Alternative Analysis (nine months)
  - Phase 1 will cover Infrastructure, planning, electric bus fleet, and financial costs and requirements
  - The task order statement of work for Phase 1 was issued to AECOM and kicked off March 15, 2019
  - Phase 1 is scheduled to complete December 30, 2019

- Phase 2. Electric Bus Evaluation Fleet (3 years)
  - Procurement process estimated to take six months
  - Process to build the buses and infrastructure is estimated to take 16 months
  - Pilot fleet will run in service for approximately one year
  - Based on the pilot results future rollout will be determined

ELECTRIC BUS TIMELINE

Phase 1

Start: March 15, 2019
Finish: December 30,2019

Phase 2:

- Solicitation process: January 2020 - July 2020
- Build Electric buses and complete Infrastructure upgrades: July 2020 –December 2021
- Run Pilot: December 2021 – December 31, 2022

Future Phase 3

- Based on the results of the pilot and Analysis a roll out plan will be determined

CLARK TEAM INTRODUCTION & WORK APPROACH

NORTHERN BUS DESIGN-BUILD PARTNERS

wendel

BEYER BLINDER BELLE

Tadjer·Cohen·Edelson·Assoc.
CONSULTING STRUCTURAL ENGINEERS

InterAgency

STV 100 Years

CLARK CONSTRUCTION

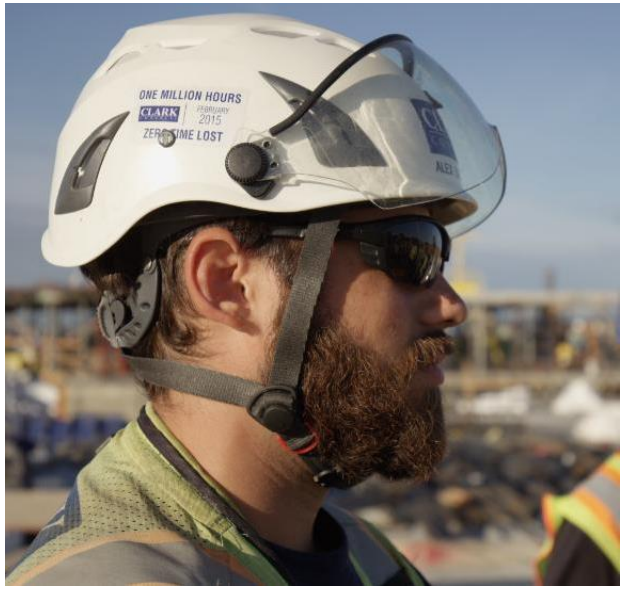
CLARK CIVIL

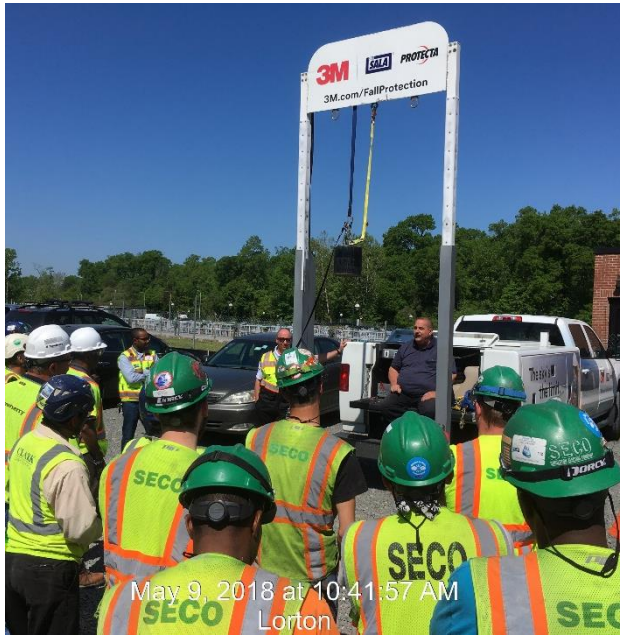
EPCM INC

MIN ENGINEERING, INC.
Consulting Engineers

Precision Measurements, Inc.

intertek psi





A CULTURE OF SAFETY

- Clark's safety planning always includes planning for safety for the communities that surround our worksites
- Clark is an industry leader in Safety; innovative polices; 100% gloves and Kask hard hats
- Engineer safety into the final design
- Clark team was recognized with a WMATA Safety Award for 1M manhours worked without a Lost Time Injury on the Orange and Blue Line Rehabilitation Project
  - *Ultimately, eclipsed 1.3M manhours worked without a Lost Time Injury on project*

CLARK TEAM'S WORK APPROACH

Embraced by the Community

Green / Sustainable

Reduced Risk

Ready to Start on Day 1

Historic Preservation

Enhanced Efficiency and Quality

Future Proof

Delivered On Time and Budget

CLARK TEAM'S PAST EXPERIENCE

TRANSFORMING PROJECT DELIVERY

THE CLARK TEAM

Clark Team's Advantage

- Clark's Headquarters are in Bethesda
- #1 Contractor in the Mid-Atlantic
- Our Team has delivered over 80 projects for WMATA (Clark/STV/Wendel)
- Our employees live here as well and we want to understand community concerns

WMATA Cinder Bed Road Division Bus Facility

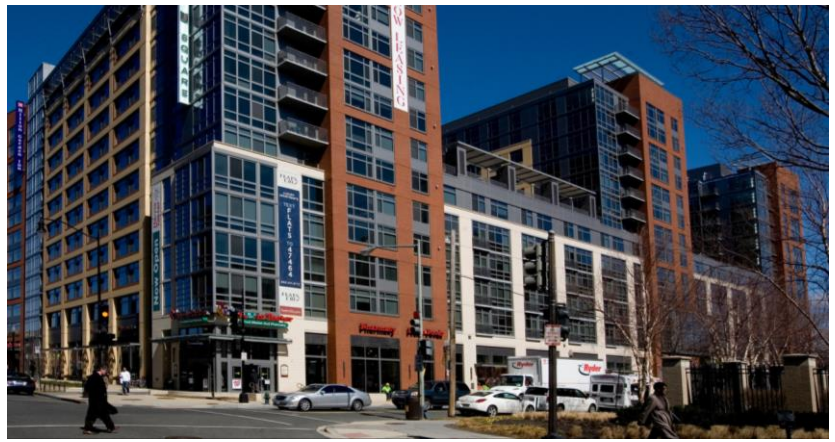
CLARK PAST EXPERIENCE
CSX VIRGINIA AVENUE TUNNEL

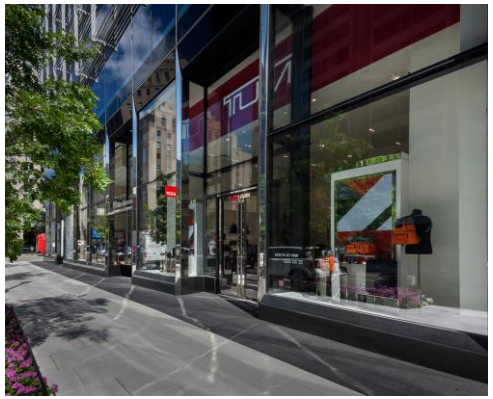
Class 1 / Freight Rail Tunnel

- Complex Progressive Design-Build with preconstruction and construction phases
- Early involvement at NEPA phase
- Full reconstruction of 3,800-foot-long (more than 10 city blocks long) tunnel
- All work performed in a densely populated location in SE DC
- Obtained over 300 Permits from District Agencies over the life of the Project

Clark mitigated schedule impacts through proactive planning and delivered the project on time and under budget

CLARK MIXED-USE EXPERIENCE IN DC





LONG HISTORY OF WORKING ON WMATA PROJECTS

- Clark has Delivered over 45 Projects for WMATA Since System Started
- STV Brings Experience as a National Leader in Bus and Transit Design
- Wendel also Brings over 30 Years of Bus Transit Facility Design with WMATA to our Team
- We all Understand WMATA's High Expectations for Quality and Professionalism from their Design Build Partners

DESIGN TEAM PAST EXPERIENCE A SIMILAR PROJECTS

Mother Clara Hale Bus Transit Maintenance Facility

STV served as Architect and Engineer of Record

Wendel WMATA and Regional Transit Experience

Carmen R. Turner Facility

Dunn Loring Metro Transit Center

Cinder Bed Road Bus Garage

PRTC Bus Facility

PERMITTING

PERMITTING FOR INITIAL FIELD INVESTIGATIONS

- All work Performed under permits issued by DOEE/DCRA with Inspection by the City Agencies
- Verify existing conditions
- Engage and educate AHJ's
- Solicit community feedback
- Develop thoughtful and thorough design solutions

Historic Preservation

Building Raze

PERMITTING STEPS TO COME

DC Environmental Review Process
DC Public Law 8-36, the Environmental Policy Act of 1989, requires that all District of Columbia agencies consider the environmental impact of all proposed major actions prior to issuing any approvals for such actions.

DCRA Raze Permit
DCRA Raze Permit is required regardless of the fact that the existing historic façade it to be preserved. The submission requires approvals from various District sister agencies (duration 4+ mo).

Large Tract Review
Large Tract Review will be required for the Northern Bus Garage Project.
Large Tract Review must be filed before a building permit is filed and will entail Public Meetings with the ANC as part of the approval process.

District Department of Transportation
Due to the scope, the project will require a Public Space Review Committee Hearing. This process is initiated with a Construction/Excavation Permit application and includes reviews from numerous internal DDOT departments and District sister organizations.

SITE INVESTIGATION APPROACH

WMATA - Northern bus facility

Environmental Decommissioning Process

ENVIRONMENTAL: DECOMMISSIONING ASSESSMENT

Assess, Sample, and Quantify Environmental Conditions

- Assess Environmental Conditions including:
  - Soil and Groundwater
  - Underground Storage Tanks
  - Asbestos
  - Lead Paint
  - PCBs
  - Universal Wastes
- Determine scope and scale of Environmental Conditions
- Follow EPA and DC guidelines for sampling, disposal, and reporting

Prepare Remediation Work Plan

- Procure Specialty Contractors
- Prepare Utility Disconnect Plan
- Obtain Remediation and Discharge Permits
- Obtain Landfill Clearances

ENVIRONMENTAL: DECOMMISSIONING REMEDIATION

Neighborhood Protection

- All Remediation Performed within Regulated and/or Air Filtrated Work Zones (Negative Air)
- All Transport Containers will be Sealed and DOT Compliant
- All Remediation Activities will be Supervised, Photo Documented, and Inspected by Certified, Third Party, Consultants and DOEE Inspectors
- Building will be given “Clear For Demolition” Once Experts Verify Remediation has been Completed and DOEE concurs

Worker Protection

- Daily Monitoring of Air Quality for Remediation Activities
- Personal Protective Equipment, Proper Rigging and Equipment
- Licensed and Trained Contractors Performing Work
- Work Activity Monitoring in all Restricted Work Areas
- Continuous Communications with Regulators and other all personnel at the site

ENVIRONMENTAL: SUBSURFACE ASSESSMENT

Regulator Review and Approval

Provide DOEE and DCRA with Soil Boring Work Plan outlining:

- Health and Safety
- Methodology for Installation of Soil Borings
- Investigation Derived Material Handling
- Boring Backfill Procedures

All permits have been approved to conduct Subsurface Assessments by DOEE and DCRA.

- Work Scheduled to Begin on November 20, 2019

Soil and Groundwater Assessment

Obtain clearer understanding of extent of impact(s) from current and past uses at the facility

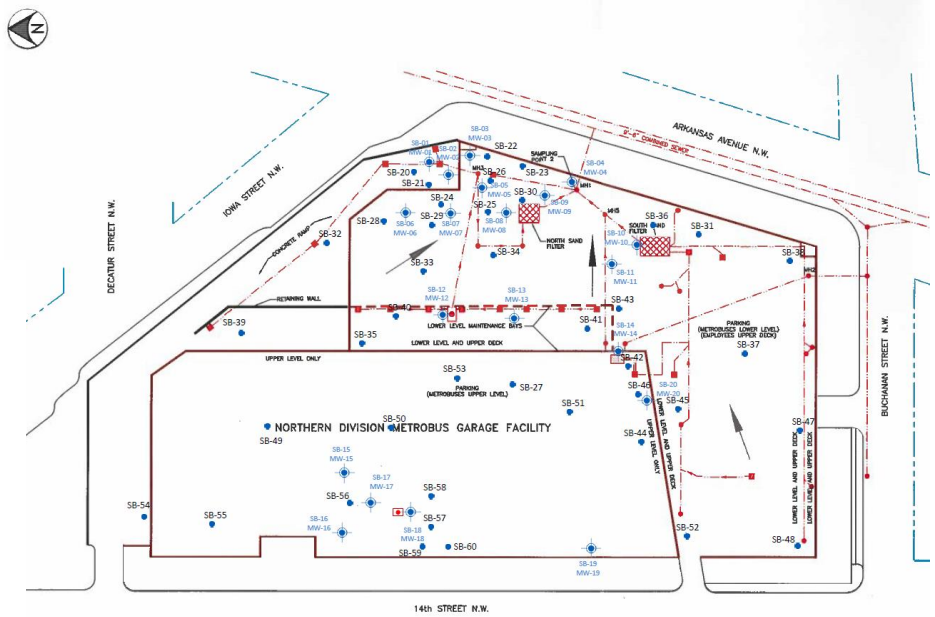
Supplemental Assessments as required by DOEE

Necessary to obtain accurate estimates for handling of impacted media appropriately

Communication with DOEE

Develop monitoring system and remediation program as needed

DEPARTMENT OF ENERGY & ENVIRONMENT



Underground Storage Tanks

All new tanks will be double wall installed in concrete vaults

ENVIRONMENTAL: INVESTIGATIVE DERIVED MATERIALS

Investigative Derived Materials

- Soil and other materials derived from test borings will be containerized in sealed and labeled drums
- All containerized materials will be temporarily staged on-site following secondary-containment procedures
- Representative samples will be collected from containerized materials for analytical characterization and proper disposal at a designated receiving facility

Borehole Backfill Procedures

- All borings will be backfilled within 24 hours of completion following regulatory guidelines, as per the approved DOEE Boring Permits
- All borings will be backfilled with bentonite and grout

Containerized, Labeled Investigative Derived Materials and stored in secured area

RMD LP-1 XRF Analyzer

Asbestos and Lead-Based Paint Sampling Process

- **Asbestos Bulk Sampling** – A small portion (usually thumbnail size) of suspect asbestos containing building material collected for laboratory analysis.
  - Sampling tool must be cleaned with amended water after every sample is collected.
  - Area being sampled must be sufficiently wet before collecting sample.
  - Object or material sampled will be minimally disturbed during sampling process.
  - Personnel are trained and licensed to collect bulk samples pursuant to the requirements of Code of Federal regulations (CFR), Title 29 (OSHA), Part 1910 (Occupational Safety and Health Standards), Section 1001 (Asbestos).
  - Samples to be submitted to Laboratory that is National Voluntary Laboratory Accreditation Program (NVLAP) accredited.
- **Lead-based Paint Sampling** – Paint chip laboratory analysis and X-ray Fluorescence (XRF) analyzer.
  - A paint chip of approximately one (1) to two (2) square inches is extracted and submitted to an accredited American Industrial Hygiene Association (AIHA) laboratory for analysis.
  - XRF analyzers are portable machines that can determine lead-based paint is present and does not damage painted surfaces. XRF analyzers will be used primarily to limit disturbance.
  - Personnel are trained, licensed, and sampling will be pursuant to the Renovation, Repair and Painting Rule (RRP) 40 CFR Part 745.

ENVIRONMENTAL: REGULATORY OVERSITE

Environmental Regulatory Oversite

- District Department of Energy and Environment (DOEE) oversite during all phases of the project.
- Environmental Protection Agency (EPA) Laws and Regulations
  - Asbestos Hazard Emergency Response Act (AHERA)
  - National Emission Standards for Hazardous Air Pollutants (NESHAP)
  - Toxic Substances Control Act (TSCA)
  - Resource Conservation and Recovery Act (RCRA)
  - Clean Air Act (CAA)
  - Clean Water Act (CWA)
  - Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)
  - Underground Storage Tank Compliance Act
- Occupational Safety and Health Administration (OSHA)
  - Asbestos – 29 CFR 1910.12(b)
  - Lead – 29 CFR 1926.62
- Follow EPA and American Society for Testing and Materials (ASTM) Guidelines While Conducting Assessments
  - Soil Sampling Procedures
  - Groundwater Sampling Procedures
  - Asbestos and Lead-based Paint Procedures
  - Geotechnical Procedures
- Assessment teams will be comprised of Experienced, Trained, and Licensed Personnel
  - Asbestos Inspector License
  - Lead Inspector License
  - Certified Industrial Hygienists
  - Professional Engineer
  - Professional Geologists

ENVIRONMENTAL: NEIGHBORHOOD PROTECTION FOR SIMILAR PROJECTS

Neighborhood Protection

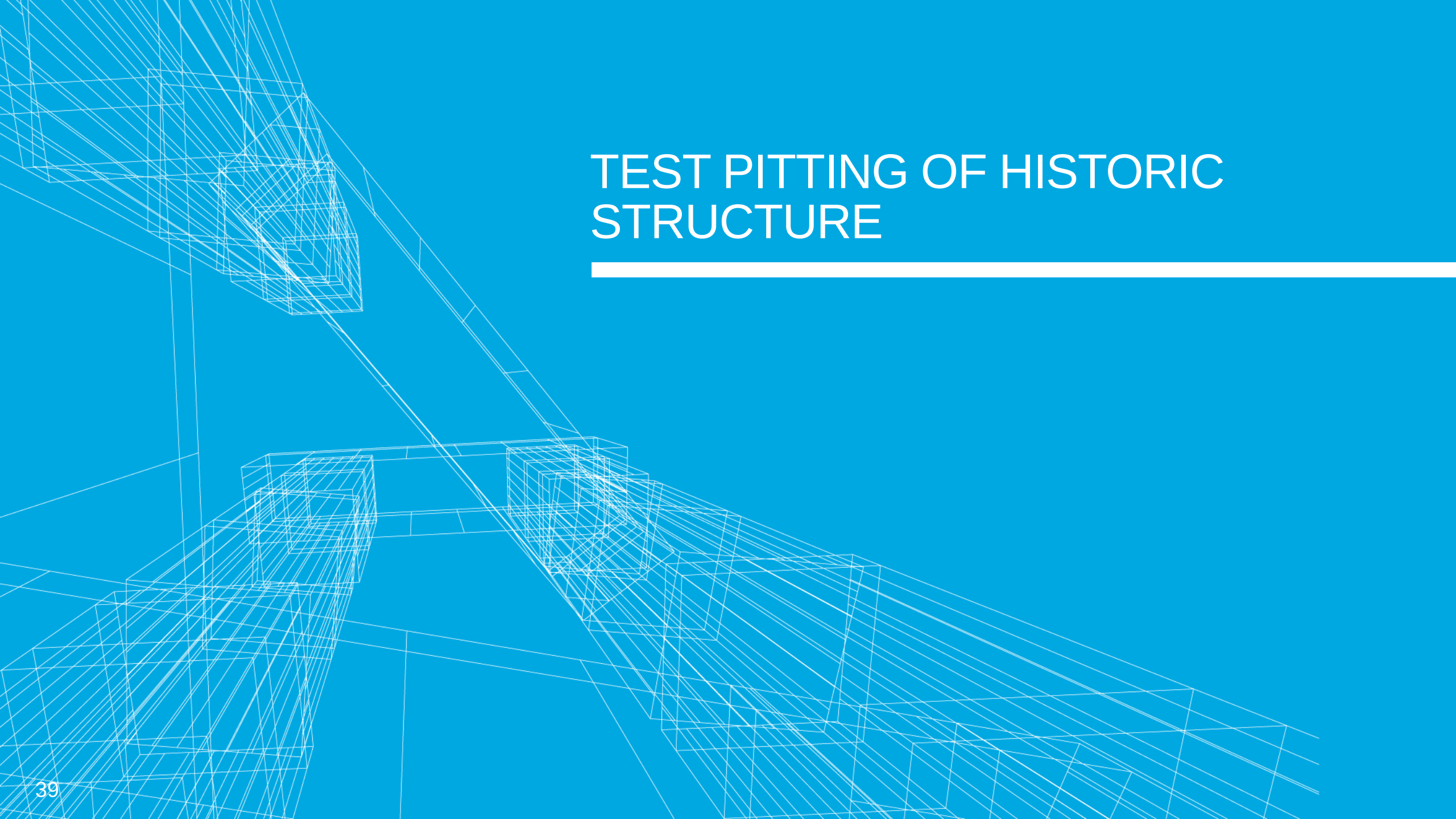
- Dust Suppression Activities will be Monitored and Controlled to Ensure Air Quality Surrounding the Site.
- Transportation of Demolition Debris will be Routed to Minimize Traffic and Noise Disruption.
- Site Access will be Restricted, and Barriers will be Constructed to Eliminate Risk of Public Exposure.

Detroit Building Authority

Orlando Airport – Fueling and Washing Facility

Maryland Stadium Authority – Project C.O.R.E.

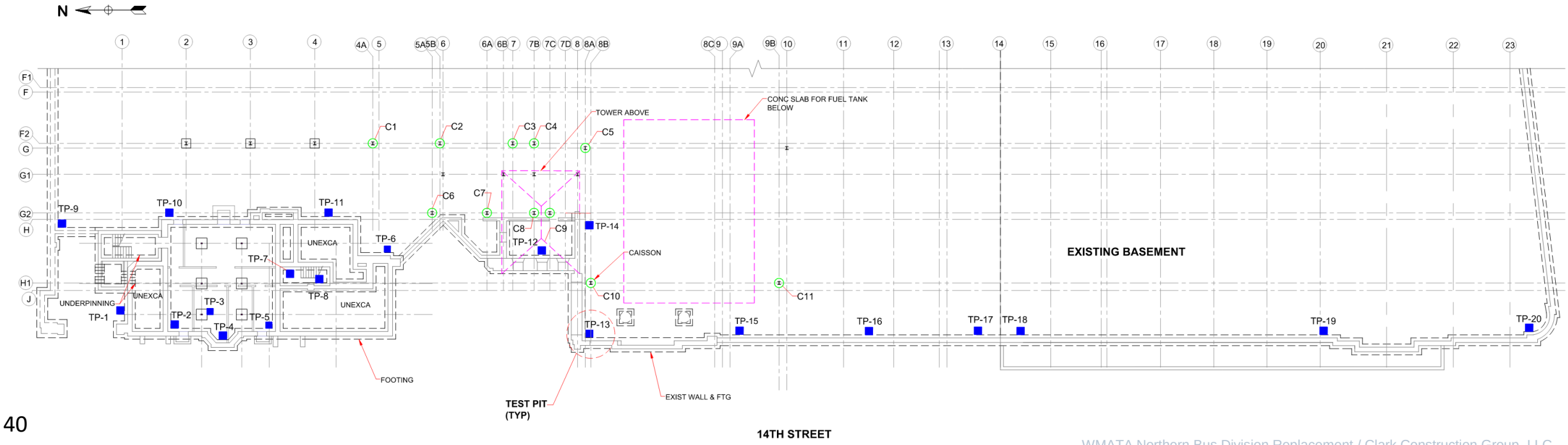
SCPS Transportation Services Center



TEST PITTING OF HISTORIC STRUCTURE

HISTORIC STRUCTURE- TEST PITTING

- Early Progress
  - Proposed locations determined based on as-builts and site visits
  - All test pits will be performed from inside building
  - All excavated material from test pits will remain on site
- Look Ahead
  - Complete 20 test pits at historic structure footings, 6 pile integrity tests at existing caissons supporting tower
  - If contaminated material is discovered during test pitting environmental specialist and DOEE will be contacted to determine next steps



HISTORIC PRESERVATION

EXISTING HISTORIC STRUCTURES SURVEY

Early Progress:

- Laser scanning of all elements of building to create a 3D model

Look Ahead:

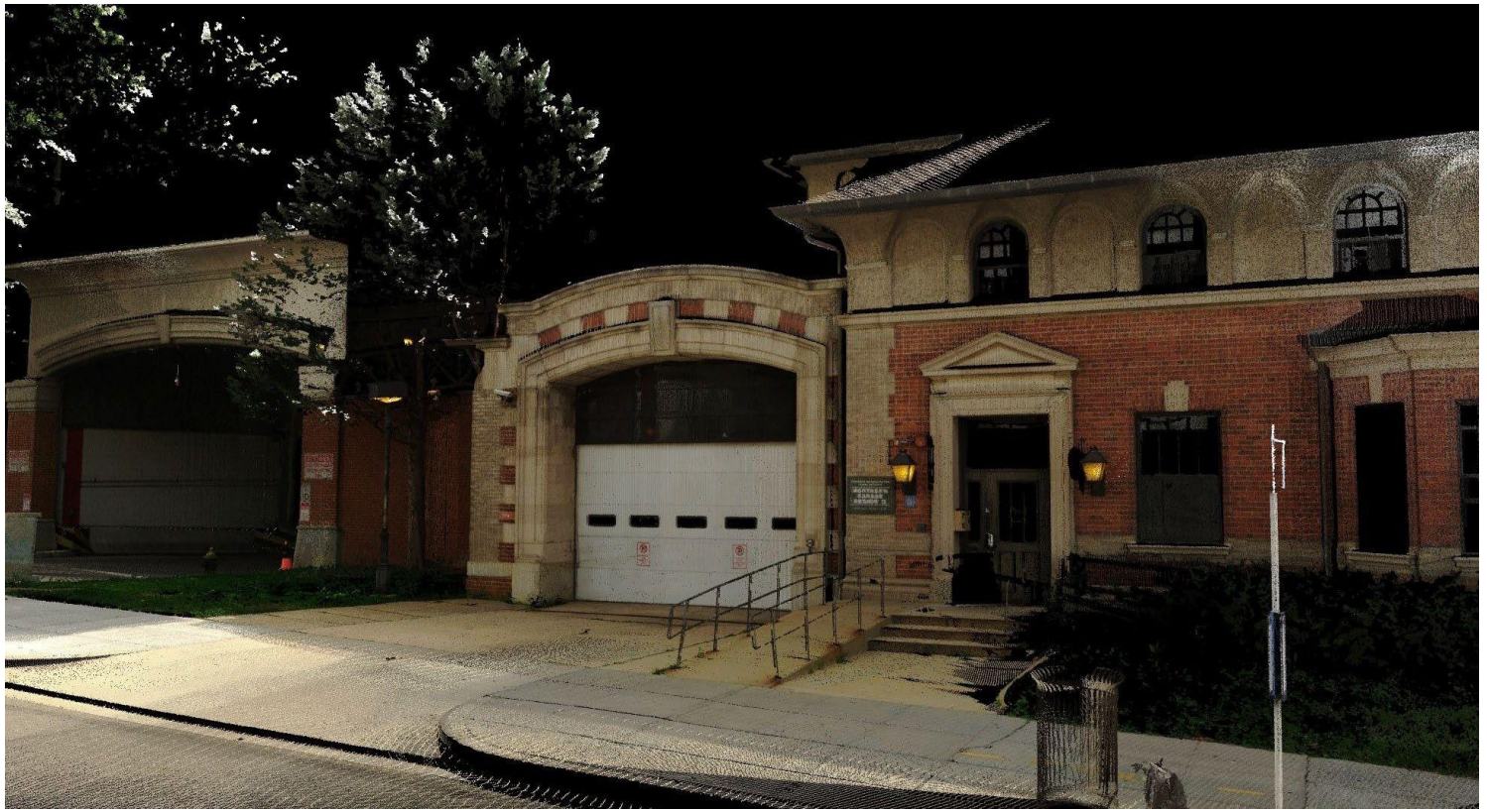
- Complete visual survey of existing conditions (all walls, floors & roof):
  - Administration Building
  - Remaining adjacent façade behind Administration Building
  - Remaining 14th Street façade
  - Tower
- Building envelope conditions:
  - Brick and stucco masonry
  - Load bearing structure
  - Windows and doors
- Roof and gutter conditions
- Document structural integrity
- Document integrity of historic building fabric

INDUSTRY EXPERT ON OUR TEAM

- ***Gretchen Pfaehler*** with ***Beyer Blinder Belle Architects (BBB)*** is a recognized industry expert for Historic Preservation.
- Brings vast experience in the District on some of the most notable preservation projects in recent years.
- Past chair and current sitting member of the District Historic Preservation Review Board.
- Gretchen & BBB will maximize the extent of historic rehabilitation as agreed to in the Section 106 memorandum of agreement (MOA) as their foremost goal working with the Clark team.

EXISTING HISTORIC STRUCTURES SURVEY

Existing conditions documentation pre-work and post work at regular intervals



HISTORIC PRESERVATION - SECTION 106

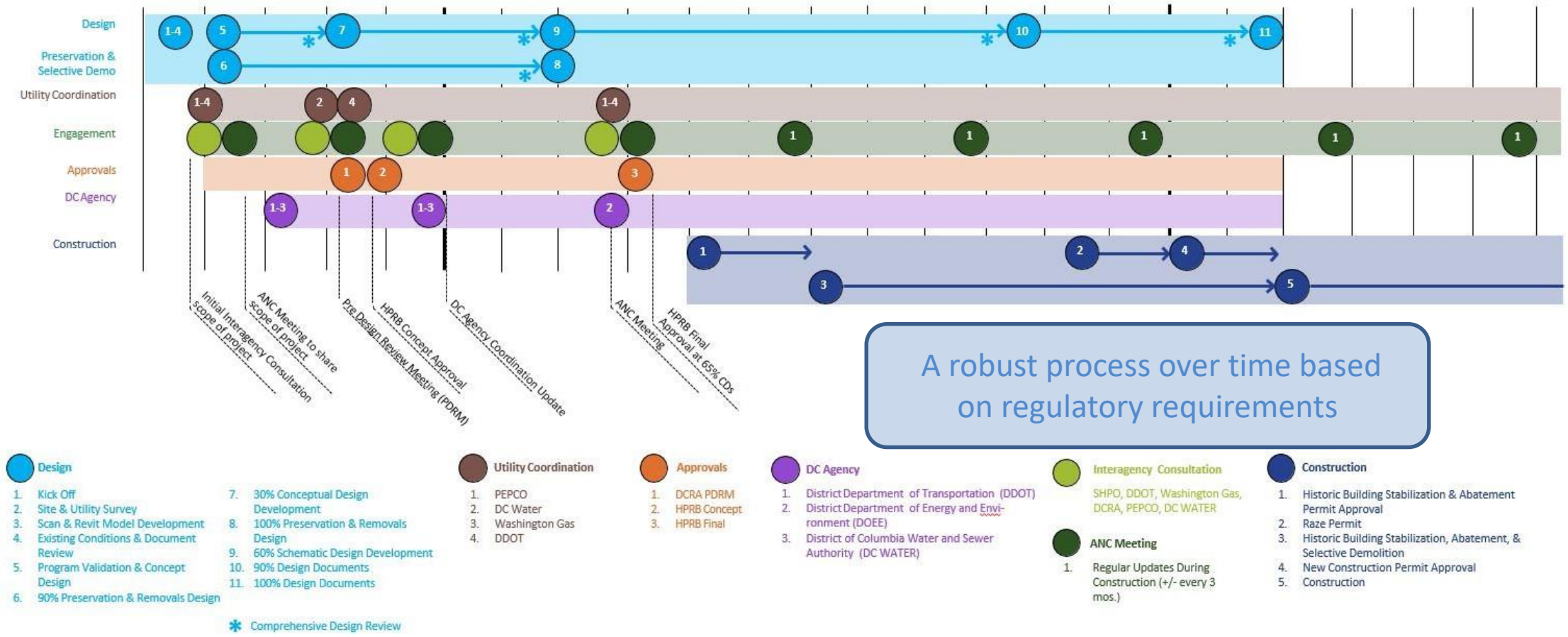
Work Completed to Date

- Initiated Section 106 process with DC SHPO
- Identified proposed Area of Potential Effects (APE) and historic properties

Next Steps

- Visual survey the historic building fabric to assess condition and integrity
- Confirm S106 Milestones and Schedule
- Write draft Assessment of Effects (AOE) Report
- Hold Consulting Parties meeting to review (APE and AOE)
- Develop mitigation for any adverse effects and draft Memorandum of Agreement (MOA)
- Hold Consulting Parties meeting to review mitigation and MOA
- Finalize MOA with SHPO and signatories

HISTORIC PRESERVATION - APPROVALS SEQUENCE



CLARK'S COMMITMENT TO YOU

WARD 4 COMMUNITY SERVICE

- Each Clark Project team performs a community service project each year
- These are some of the programs Clark teams have supported in Ward 4 in the past
- We want to hear from you on what programs you would like to partner on with our NBG Team

STAKEHOLDER & COMMUNITY INVOLVEMENT

- Clark will Support WMATA Through-out Design and Construction
  - Public Hearings/Meetings
  - ANC/ Civic Association Meetings
- Clark and WMATA Will Work to Assure We Understand Community Concerns and Receive Feedback to Inform the New Bus Garage's Final Design and Work Approach
  - Concerns affecting Design
  - Concerns affecting Construction

COMMUNITY NOTIFICATION TOOLS

- Project Web Page Coming Soon
  - Project Updates
  - Meeting Notices
  - Reports and Studies
  - Team Contact Information
  - Monthly Progress Photos

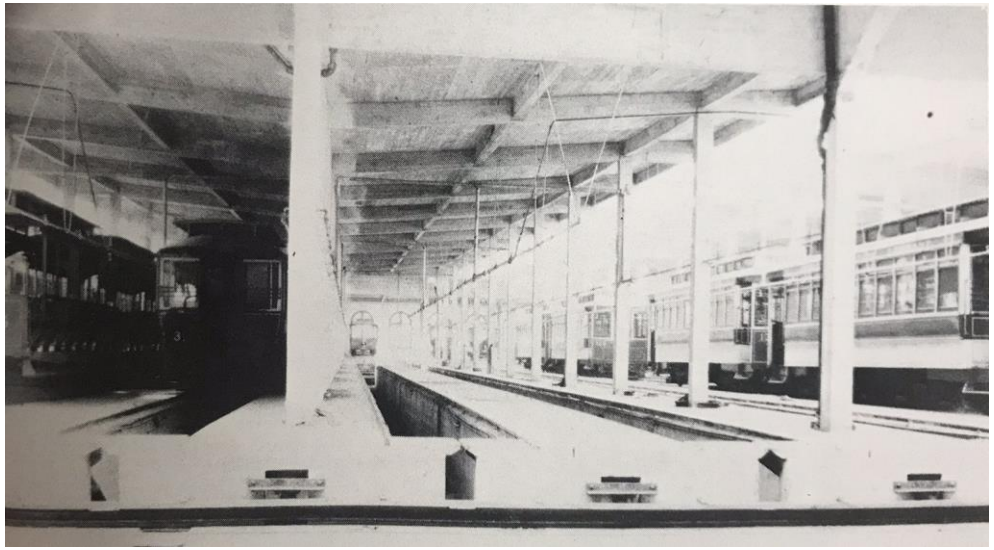
WMATA Point of Contact
Project Manager - David Wehe
301-955-4457
dcwehe@wmata.com

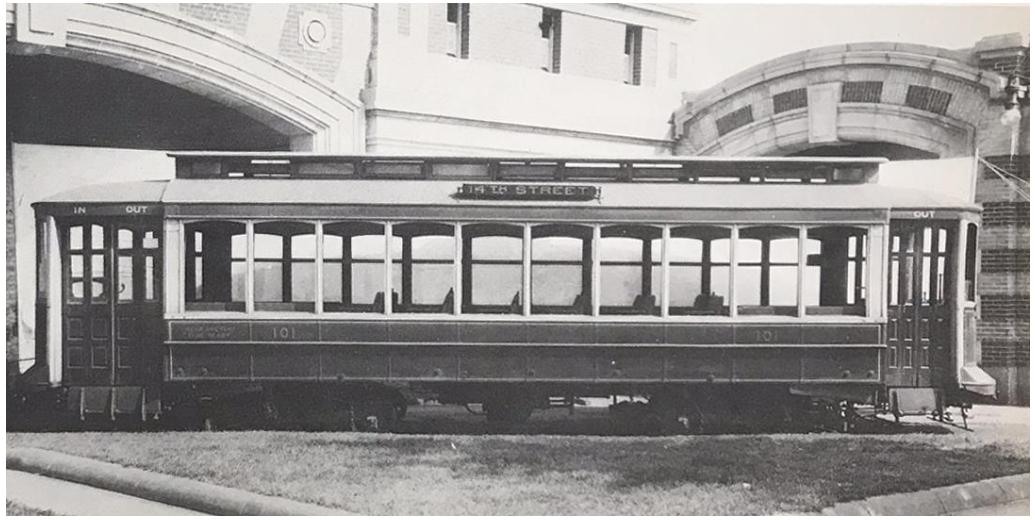
PHASE 1 SCHEDULE MILESTONES

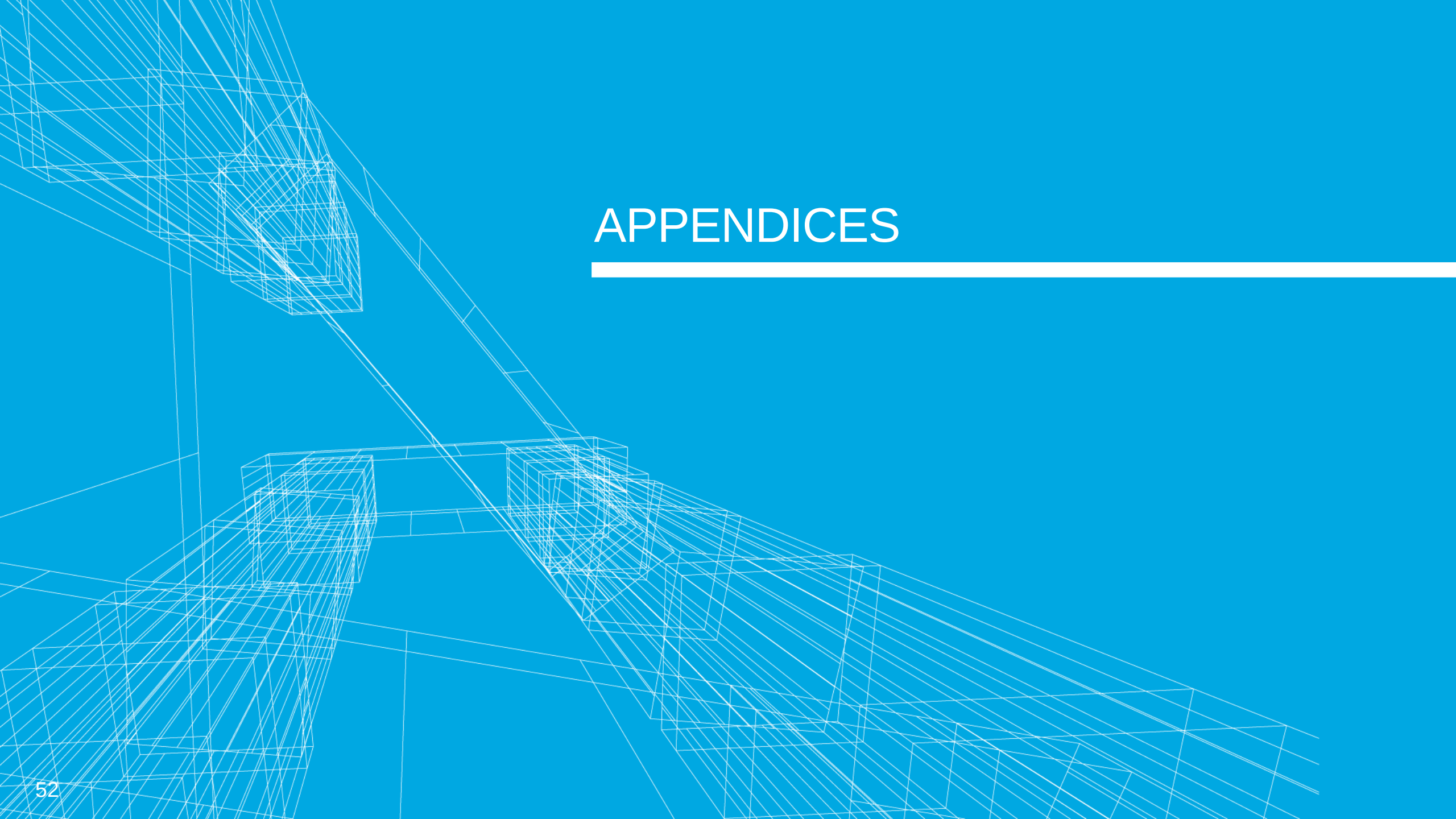
• Complete design for 90% demolition submittal & Large Tract Review Application draft submitted to DCRA	Feb 2020
• Complete design for 100% demolition package & 60% design package for new construction	Mar 2020
• Submit Cost and Schedule proposals for demolition & new construction	Apr 2020
• Complete contract negotiations for demolition & final design & new construction	Jun 2020
• Attend ANC/ Civic Meetings to Present Project Updates and Solicit Community Inputs	As Invited

Comments/Questions?


HUGE STRUCTURE OF CAPITAL TRACTION RAILWAY COMPANY, NEARING COMPLETION







APPENDICES

PERMITTING

DC Environmental Review Process

DC Public Law 8-36, the Environmental Policy Act of 1989, requires that all District of Columbia agencies consider the environmental impact of all proposed major actions prior to issuing any approvals for such actions.

DCRA Environmental Intake Form (EIF) will require 1 of the following

- Categorical Exclusion (issued by FTA)
- Environmental Assessment (issued by FTA)
- Environmental Impact Statement or functional equivalent (issued by WMATA)

IF the District determines that it is required, the team will be obligated to develop an Environmental Impact Screening Form (EISF). This submission will be reviewed and commented on by several agencies (4-6 mo duration):

- DC Water
- Office of Planning
- Department of Public Works
- Department of Energy and the Environment
- District Department of Transportation

PERMITTING

DCRA Raze Permit

DCRA Raze Permit is required regardless of the fact that the existing historic façade it to be preserved. The submission requires approvals from various sister agencies (duration 4+ mo):

- Office of Zoning (OZ)
- Green Building
- DC Water
- Department of Energy and the Environment (DOEE) Air Quality (Asbestos)
- DOEE Sediment Erosion Control
- District Department of Transportation (DDOT)
- Department of Housing and Community Development (DHCD)
- Department of Health (DOH) (Vector Control)
- Office of Historic Preservation (OHP)
- PEPCO
- Verizon
- Washington Gas

PERMITTING

Large Tract Review

Large Tract Review is required when the proposed development is:

- On a site of three or more acres in area;
- A commercial or mixed-use development exceeding 50,000 square feet in area; OR
- For a subdivision on a site of three to ten acres in area, if warranted.

Large Tract Review must be filed before a building permit is filed and will entail Public Meetings with the ANC as part of the approval process

PERMITTING

District Department of Transportation

Due to the scope, it is highly likely that the project will require a Public Space Review Committee Hearing. This process is initiated with a Construction/Excavation Permit application and includes reviews from various internal departments and sister organization as follows:
DDOT Administrations

DDOT Divisions

- Public Space Regulation Admin (PSRA)
- Infrastructure Program Management Admin (IPMA)
- IPMA/Stormwater
- Policy Planning and Sustainability Admin (PPSA)
- Public Space Inspections (PSI)
- Traffic Work Zone Technician (TWZT)
- Urban Forestry Administration (UFA)
- Transportation Operations Admin (TOA)