

# Northern Bus Garage Reconstruction Project

Summer Community Update  
Meeting




June 14, 2022

**This meeting is being recorded**



# Meeting Etiquette

**Metro wants to hear from you. Here are a few guidelines to keep this meeting productive and to maintain respect for all participants:**

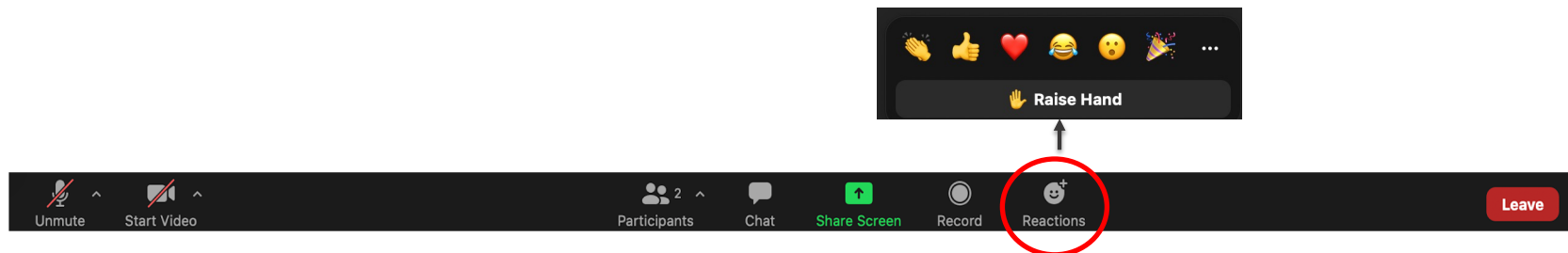
- You will have an opportunity to ask questions following each section of the presentation.
- To ensure we hear from as many community members as possible, please adhere to the Q&A protocol:
  -  Request to speak by typing your name in the chat
  -  Type questions directly into the chat
  -  Use the raise hand feature in Zoom
- When speaking:
  - Maintain a civil tone
  - Be mindful of time so that your fellow community members can share their feedback

**Anyone in violation of the meeting etiquette guidelines will be muted for the duration of the meeting.**

# Raise Hand Feature

To ensure we get to as many people as possible, we ask that you use the raise hand feature.

- You can find this feature in your Zoom toolbar in the “Reactions” section. We will call on those to speak in the order they appear.
- To raise your hand while dialing in, press \*9



# Agenda

- Introductions
- Project Overview and Updates
- Environmental Management Update
- What to Expect for the Remainder of 2022

# Introductions

Northern Bus Garage Reconstruction Project

## Project Team

- ❑ Diana Levy, Director, Capital Delivery WMATA
- ❑ Phil Sheridan, Clark Construction
- ❑ Jim Ashe, Environmental Coordinator WMATA

# Project Overview and Updates

Northern Bus Garage Reconstruction Project

## Project Events Since the Last Meeting:

### **Department of Consumer and Regulatory Affairs**

- Post Card Permits received for all temporary construction offices
- Foundation to Grade Permit – Pending

### **DC Water**

- Large Plan review approved

### **Construction Contract**

- Bid evaluations under review with WMATA
- Initiated early limited subcontract awards to help mitigate market escalation risk



# Outlook for Q2/Q3 2023

## Construction contract

Start "early enabling" activities in June 2022, which will include:

- Removal of all underground and above ground storage tanks
- Removal of old bus maintenance and service equipment
- Removal of other waste
- Pre-construction surveys
- Installation of instrumentation equipment and collection of baseline data
- Re-support of the historic tower

## Q3 – Initiate mobilization to the site

- Set up construction fencing, site security and Maintenance of Traffic (MOT) around perimeter of site
- Set up construction field trailers along Arkansas Avenue
- Q3 - Conclude discussions on Phase 2 contract
- Prepare site for start of demolition



# Agency Collaboration & Permitting Status

Agency	Status
Department of Consumer and Regulatory Affairs (DCRA)	<ul style="list-style-type: none"> <li>Permits issued for Construction Field Offices</li> <li>Foundation to Grade permit – <b>approval pending</b></li> <li><b>Building Permit in pre-screening</b></li> </ul>
Federal Transportation Administration	<ul style="list-style-type: none"> <li>Determination of Categorical Exclusion (DCE) Issued</li> </ul>
The District Department of Transportation (DDOT)	<ul style="list-style-type: none"> <li>Sheeting and shoring permit – <b>approved</b></li> </ul>
DC Water	<ul style="list-style-type: none"> <li>New water/sewer plans approved</li> </ul>
PEPCO	<ul style="list-style-type: none"> <li>Coordination of battery electric bus (BEB) electric service requirements ongoing</li> </ul>
Department of Energy & Environment (DOEE)	<ul style="list-style-type: none"> <li>Erosion &amp; sediment control (ESC) plans – <b>approved</b></li> <li>Stormwater management plans – <b>approval pending</b></li> </ul>
U.S. Environmental Protection Agency (EPA)	<ul style="list-style-type: none"> <li>National Pollutant Discharge Elimination System (NPDES) - Notice of Intent (NOI) <b>Issued</b></li> </ul>
Washington Gas	<ul style="list-style-type: none"> <li>Coordination of new low-pressure service ongoing</li> </ul>

## Any Questions?

There are three ways to submit your questions



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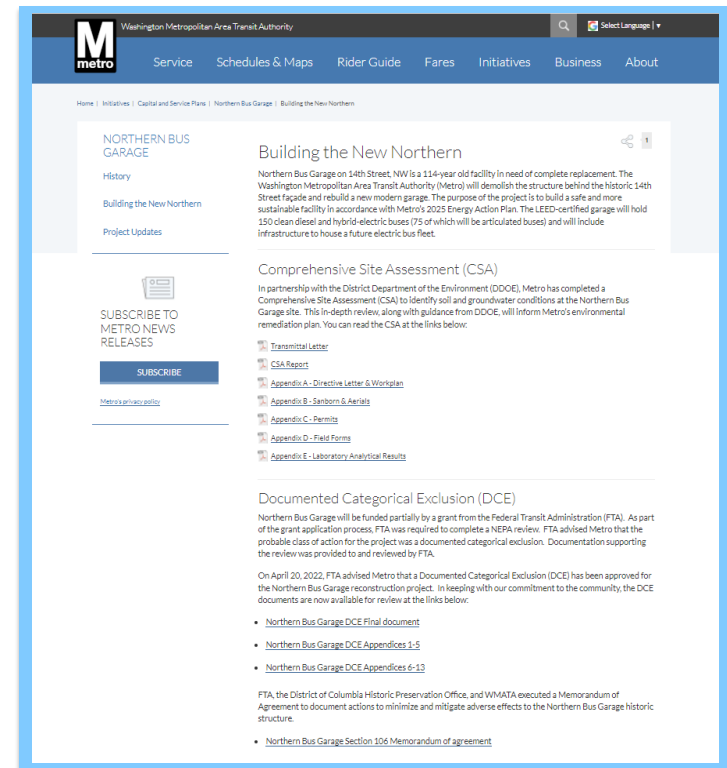
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# Environmental Management Update

Northern Bus Garage Reconstruction Project

# Documented Categorical Exclusion (DCE)

- FTA approved the DCE on April 20, 2022
- Metro's submission was more than 800 pages in length
- Available on [wmata.com/NorthernBusGarage](https://wmata.com/NorthernBusGarage)



# From February 2020 Meeting:

Topics	
Categorical Exclusion	Environmental Assessment
Detailed Project Description ✓	Introduction (including Purpose and Need) Description of Alternative
Metropolitan Planning and Air Quality Conformity ✓	Metropolitan Planning and Air Quality Conformity
CO Hot Spots ✓	CO Hot Spots
Zoning ✓	Land Use and Zoning Consistency with Local Plans
Traffic Impacts ✓	Traffic Impacts
Cultural Resources ✓	Cultural Resources
Noise and Vibration ✓	Noise and Vibration
Hazardous Materials ✓	Hazardous Materials
Acquisitions and Relocations ✓	Acquisitions and Relocations
Community Disruption and Environmental Justice ✓	Community Disruption and Environmental Justice
Public Parkland and Recreation Areas ✓	Public Parkland and Recreation Areas
Ecologically Sensitive Areas/Endangered Species ✓	Ecologically Sensitive Areas/Endangered Species
Impacts on Wetlands, Floodplain Impacts Water Quality, Navigable Waterways & Coastal Zones ✓	Wetlands, Floodplain Impacts, Wild and Scenic Rivers, Water Quality, Navigable Waterways & Coastal Zones
Safety and Security ✓	Safety and Security
Construction Impacts ✓	Construction Impacts
	Utilities
	Soils and Geologic Conditions



## Northern Bus Garage Reconstruction Project

### Detailed Project Description (Sections A and B)

Replace the existing garage at 4615 14<sup>th</sup> St NW

- Demolish and reconstruct the bus garage
- Reorganize activities within the garage
- Facilitate counter-clockwise circulation
- Incorporate a retail element
- Relocate employee parking from on-street parking to onsite parking
- Provide the space to support a future conversion to zero-emission bus fleet

### Metropolitan Planning and Air Quality Conformity (Section C)

- Project is exempt from requirements to determine conformity (40 CFR 93.126)
- HOWEVER, Project is included in conforming TIP [Transportation Improvement Program] (Amendment 5857)

## Northern Bus Garage Reconstruction Project

### Zoning (Section D)

- The site is zoned as PDR-1 – Production, Distribution, and Repair.
- Project will maintain the current zoning designation.

### Traffic Impacts (Section E)

- Project is not anticipated to create unacceptable conditions on the regional roadway network
- Number of buses stored and maintained at the garage will be reduced from 175 buses to 150 buses
- Employee arrivals and departures are broadly dispersed throughout the day and evening, and parking on site

### CO Hotspots (Section F)

- Because this project is entirely located in areas that are in attainment for CO, PM2.5, or PM10, hot-spot analysis is not required



# Cultural Resources

## (Section G)

- Northern Bus Garage listed in the National Register of Historic Places and the DC Inventory of Historic Landmarks
- Mayor's Agent cleared project on September 17, 2021
- Memorandum of Agreement (Dec 2021)
  - Analysis and documentation of historic fabric;
  - Restoration of the primary Fourteenth Street elevation;
  - Replacement of the non-historic roofing materials for the Car Barn with historically appropriate materials;
  - Replacement of non-historic windows of the Car Barn with historically more appropriate windows;
  - Newly constructed elements to be compatible with the historic building
  - Setbacks for newly constructed wings to accent the historic building;
  - Installation of replica streetcar tracks in the area where streetcars used to enter and/or exit the building along 14th Street NW; and
  - Installation of one to three exterior interpretive signage exhibits and up to five interior interpretive signage exhibits for the building's community room

# Noise and Vibration

(Sections I and J)

- No moderate or severe noise impacts are expected during operation
  - Noise levels would decrease by up to 0.3 dBA at some of the closest receptors (due to the decreased bus capacity and facility usage)
  - Maximum existing and future noise levels would remain at 67.3 dBA (Ldn)
- No operational vibration impact

# Acquisitions and Relocations

(Section K)

- No acquisition of property or relocation of any existing, adjacent land use
- District of Columbia Public Space Committee approved construction in public space for project-related street fixtures (e.g., driveways and curb cuts, sidewalks, street trees, streetlights, traffic signals, and other improvements) [July 26, 2021]
- Continued use of Decatur Street

# Hazardous Materials

(Section L)

- Contaminants (petroleum, lead, arsenic, chlorinated solvents, PCBs) have been detected in soil and/or groundwater
- [CSA status discussed in next block]
- Underground storage tanks (USTs) closed and scheduled to be removed
- Asbestos and other materials likely present in building
- Materials will be removed and transported to a licensed disposal facility
- Paint booth originally proposed has been removed from project

# Community Disruption and Environmental Justice

(Section M)

“After the consideration of all avoidance, minimization, and mitigation measures and a balancing of off-setting benefits of the project, no disproportionately high and adverse effects are expected to occur on minority and low-income populations.”

# Public Parkland and Recreation Areas

(Section N)

- No impact to public parkland or any recreational area was identified
- No park or recreational area will be used for the project

## Impacts on Wetlands, Floodplain Impacts, Water Quality, Navigable Waters & Coastal Zones

(Sections O, P, and Q)

- No naturally occurring water features, including wetlands or waters of the United States are present
- No impact to floodplains will occur and the facility is not located within a floodplain
- No impact to water quality is anticipated as a result of the project
- No coastal zone issues

## Ecologically Sensitive Areas/ Endangered Species

(Section R)

- No effect to federally-protected species or habitat is expected as a result of this project



# Safety and Security

## (Section S)

- Proposed improvements are not anticipated to cause any negative impact to the safety or the security of the adjacent community, or at the bus garage facility itself.
- Following measures will be incorporated to improve safety and security at the project site:
  - Metro Transit Police Department (MTPD) office at corner of 14th Street NW and Buchanan Street NW;
  - Windows on 14th Street NW and Iowa/Arkansas Avenues NW;
  - Sidewalk added along Iowa Avenue NW;
  - Sidewalk along northern side of garage building widened and equipped with increased lighting;
  - Sidewalk along 14th Street NW widened; and
  - Traffic signal at 14th and Decatur Streets reconstructed to improve pedestrian safety

# Construction Impacts I

## (Section T)

- Project will begin in 2022 with a total duration of three to four years.
- Contractor will comply with all required environmental regulations and permit requirements
- No projected impacts to adjacent retail business along 14th Street NW
- Develop a Maintenance and Protection of Traffic Plan
- Vibration Impacts:
  - Rock removal only on the 14th Street side
  - No blasting; rock will be removed via mechanical methods
  - Vibration will be monitored via seismographs
  - All properties within 200 feet of the bus facility's property boundary will be offered the opportunity to receive a pre-existing condition survey prior to the start of construction
- Noise:
  - Noise levels at 25 feet from the boundary of the facility would typically be 75 dBA (Leq)
  - Noise levels are below the District noise ordinance of 80 dBA during the daytime
  - Construction will occur Monday - Saturday from 7 am to 7 pm. Work outside of these hours will be conducted only after receiving an after-hours permit from DCRA.

# Construction Impacts II

## (Section T)

- Utilities: Construction operations are not projected to disrupt any energy utility
- Disposal of debris, solid waste, and hazardous materials:
  - Debris from the construction process will be minimized and reused when feasible
  - No waste will be disposed of or incinerated on site
- Water Quality: Stormwater runoff will be managed in compliance with Federal and DC regulations
  - A stormwater management plan and erosion and sediment control plan will be prepared for use during construction activities. A stormwater pollution prevention plan will be developed
  - Temporary management facilities for the control of construction stormwater runoff will be erected and the design-build contractor will obtain all appropriate permits and approvals
- Access and Distribution of Traffic: Contractor will prepare a management plan for construction-related traffic in accordance with DDOT's Temporary Traffic Control Manual (2006)
- Air Quality:
  - Increases in fugitive dust or construction emissions are not expected to adversely impact air quality either locally or regionally
  - Control measures to limit fugitive dust may include minimizing the length of exposure of disturbed lands, sprinkling water and/or wood chips on exposed earth, and using tarpaulins on loaded trucks

## Any Questions?

There are three ways to submit your questions



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## Comprehensive Site Assessment

- Submitted to DOEE on May 2<sup>nd</sup>
- 3000 pages in length
- Posted to Northern Bus Garage website on May 24
- Met with DOEE to discuss next steps on June 2<sup>nd</sup> and June 3<sup>rd</sup>

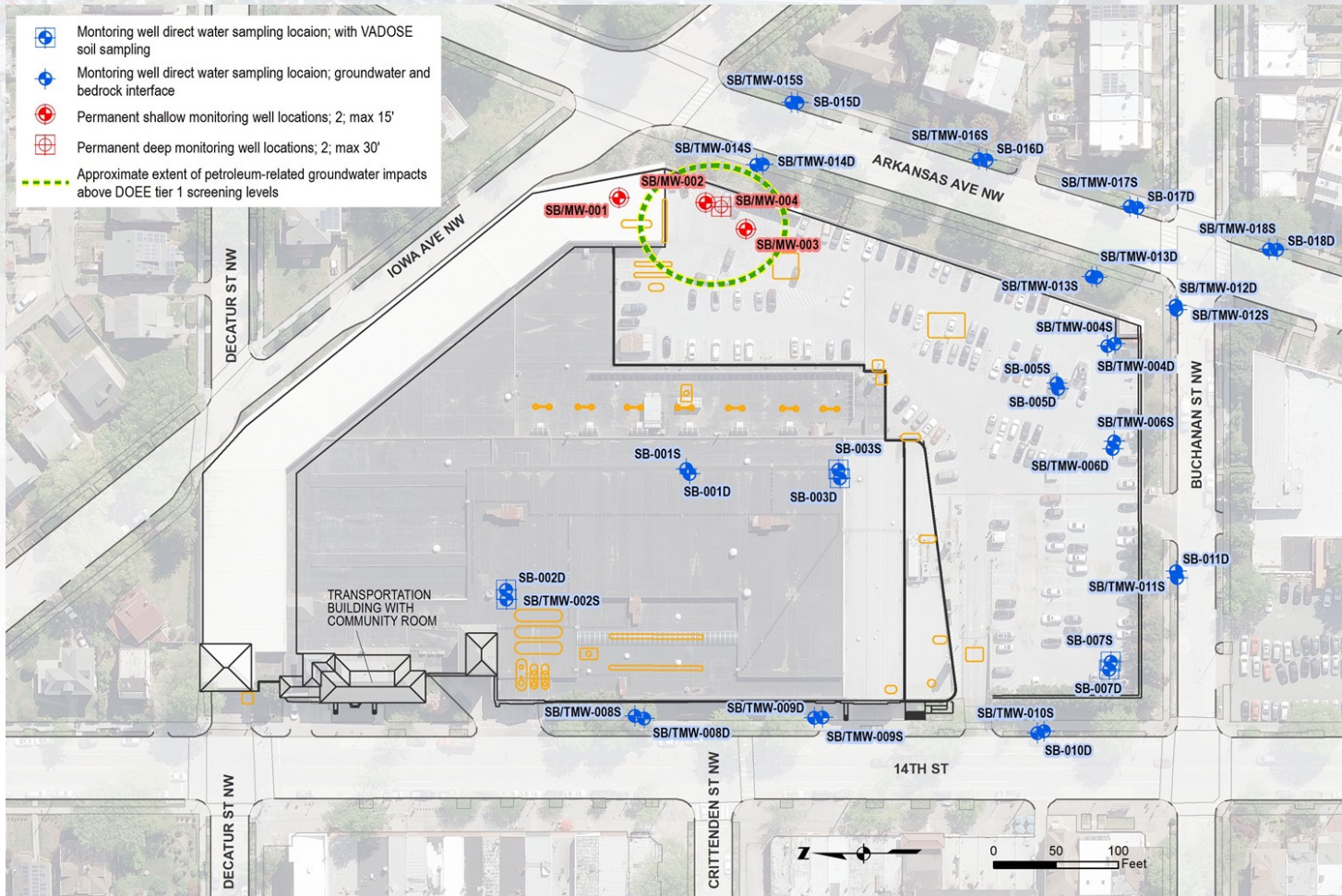
# Northern Bus Garage Reconstruction Project

## Northern Bus Garage – Potential Sources



# Northern Bus Garage Reconstruction Project

## Northern Bus Garage – Soil Sample Locations



# Results I

- Petroleum soil contamination and petroleum groundwater contamination (Figures 6 and 7 of the report), including some detections above Tier I levels
  - Past investigations show petroleum contamination in soil and groundwater south of Buchanan (See Figures 1 and 2 of the Work Plan), although it is not clear these detections originated from the Northern Bus Garage site
  - One detection of petroleum in soil across Arkansas Avenue in the current sampling
- Chlorinated solvent groundwater contamination (See Figure 7 of the report)
  - Past investigations have identified chlorinated solvent contamination in soil and groundwater south of Buchanan Street (See Figures 1 and 2 of the Work Plan), although it is not clear these detections originated from the Northern Bus Garage site
  - Chlorinated solvent contamination was not detected across Arkansas Avenue in the current sampling



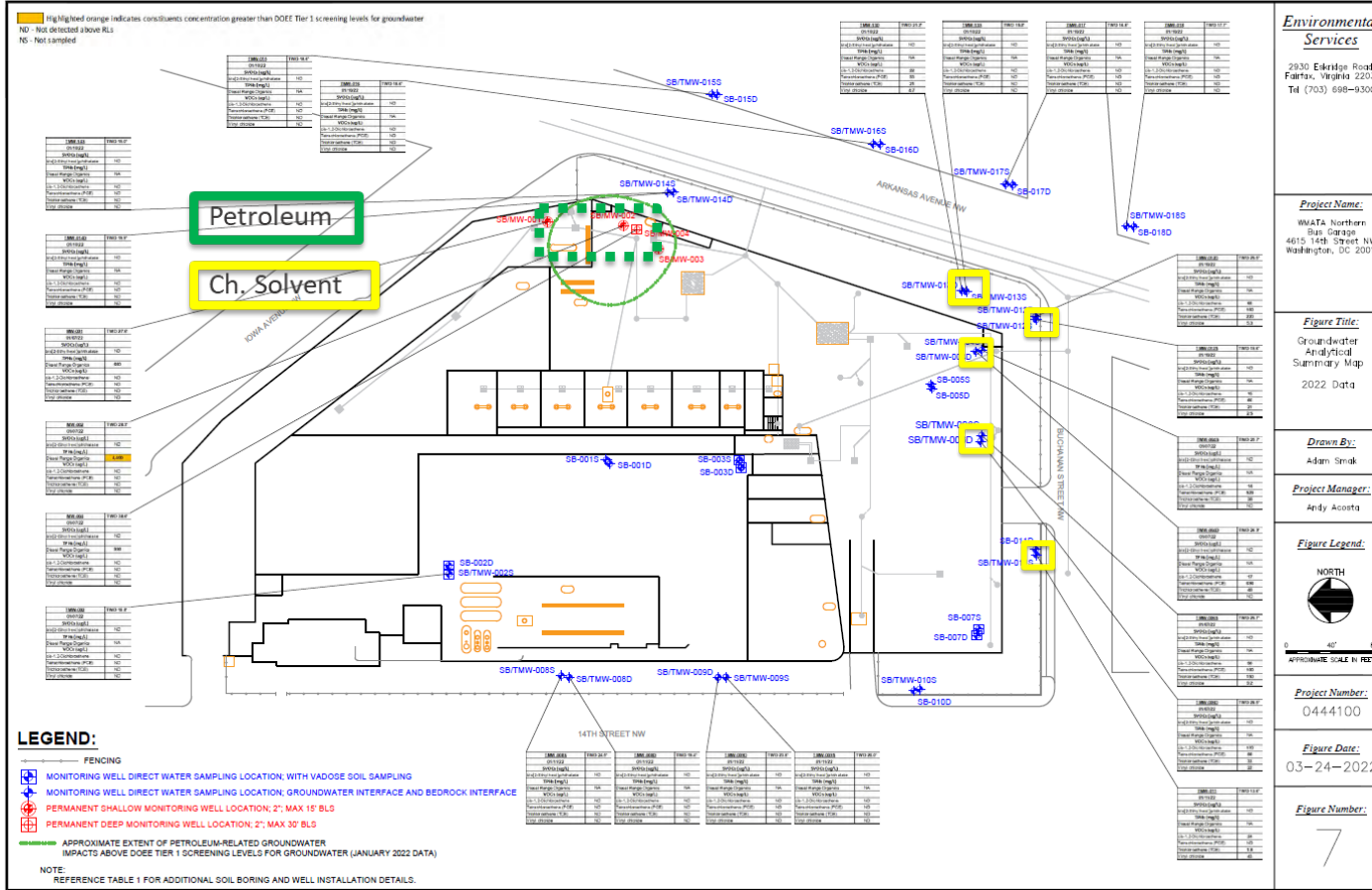
# Results II

- An elevated lead detection was identified in a soil sample collected east of Arkansas Avenue (from a sample in public space). The project team has not identified any linkage to the Northern Bus Garage site
- Light non-aqueous phase liquid (LNAPL) was observed in the vicinity of previously-observed petroleum contamination (within the garage footprint).
- No dense non-aqueous phase liquid (DNAPL) was observed



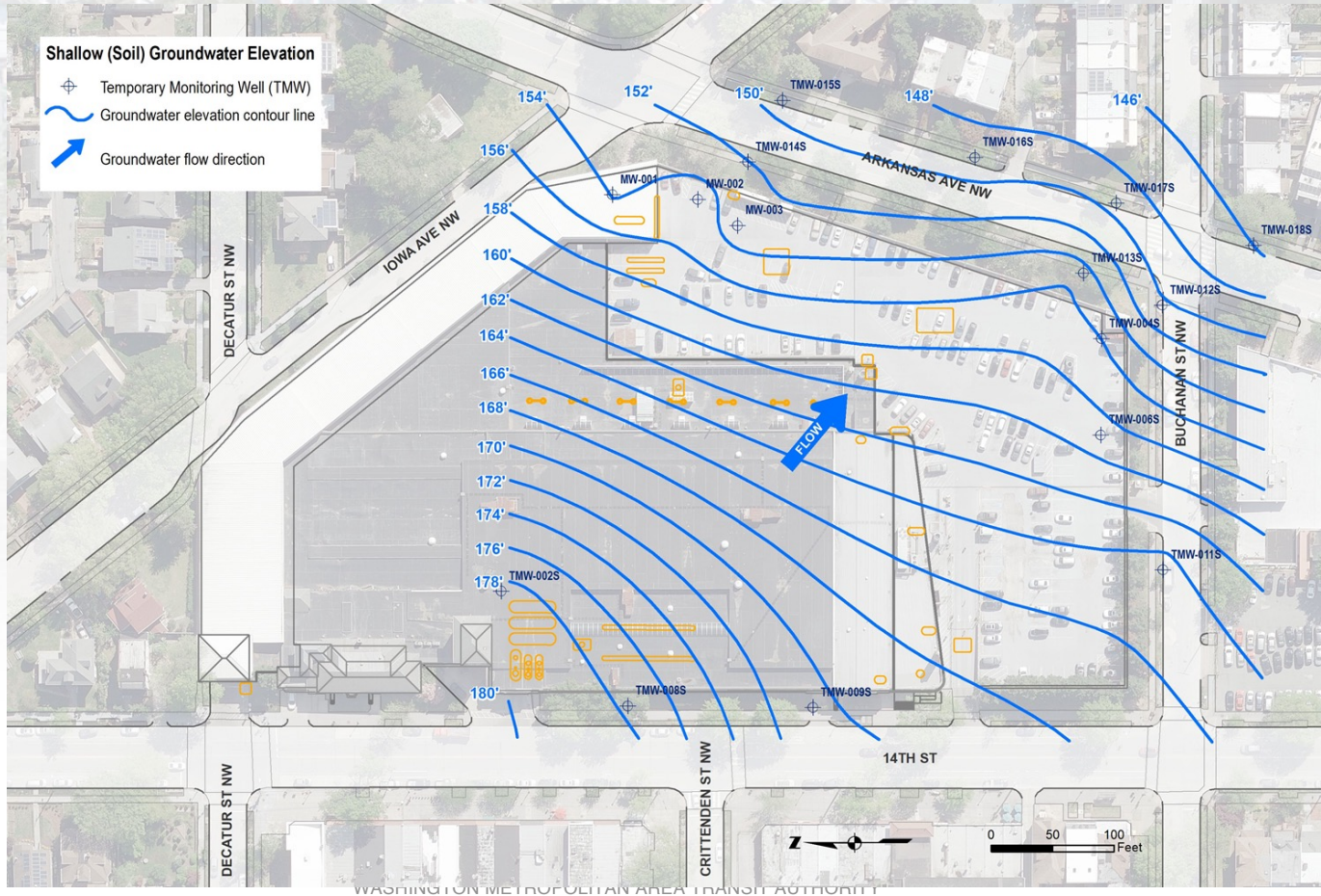
# Northern Bus Garage Reconstruction Project

## CSA Figure 7 -- Groundwater



# Northern Bus Garage Reconstruction Project

## Northern Bus Garage – Shallow (Soil) Groundwater Elevation



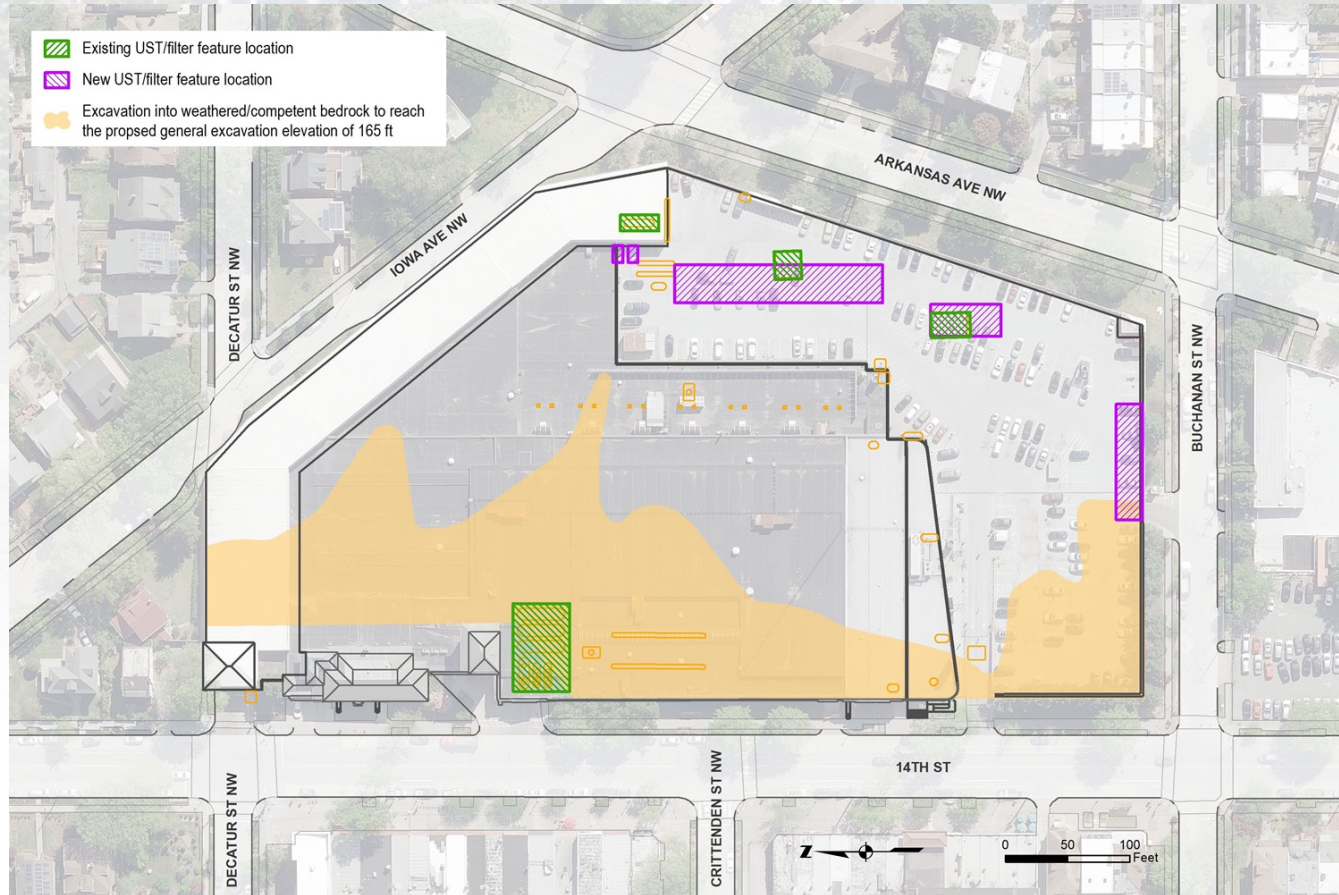
# Northern Bus Garage Reconstruction Project

## Northern Bus Garage – Bedrock Contour Map



# Northern Bus Garage Reconstruction Project

## Northern Bus Garage – Planned Underground Structures



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

# Proposed Remediation Actions

- Additional investigation in two areas (near Arkansas and Iowa Avenues—for petroleum) and in the southern part of the garage footprint—for chlorinated solvents.
- Removal and disposal of underground structures, including oil/water separators, USTs, and associated piping
- Removal of petroleum from MW-003 until the free product is no longer observed in the well
- Excavation of contaminated soils down to the base of Tier 1 levels. Contaminated soils will be segregated, tested, and sent to a facility capable of managing the type of contamination observed. A defined area of excavation will be identified in the Remediation Plan, which may increase in size.
- Installation of a PVC air collection system with stub up during sub grade construction, if vapor space is present.
- Installation of a 15-mil polyethylene vapor barrier above subgrade below concrete.
- Treat contaminated groundwater removed from the site before release or moved to a facility for treatment. A permanent monitoring/extraction well will be installed in the vicinity of the free product.
- Regular monitoring, including sentinel wells.

## Next Steps

- Additional investigation of petroleum at Arkansas and Iowa Avenues and chlorinated solvents in the southern portion of the garage
- Submission of draft Remediation Plan to DOEE



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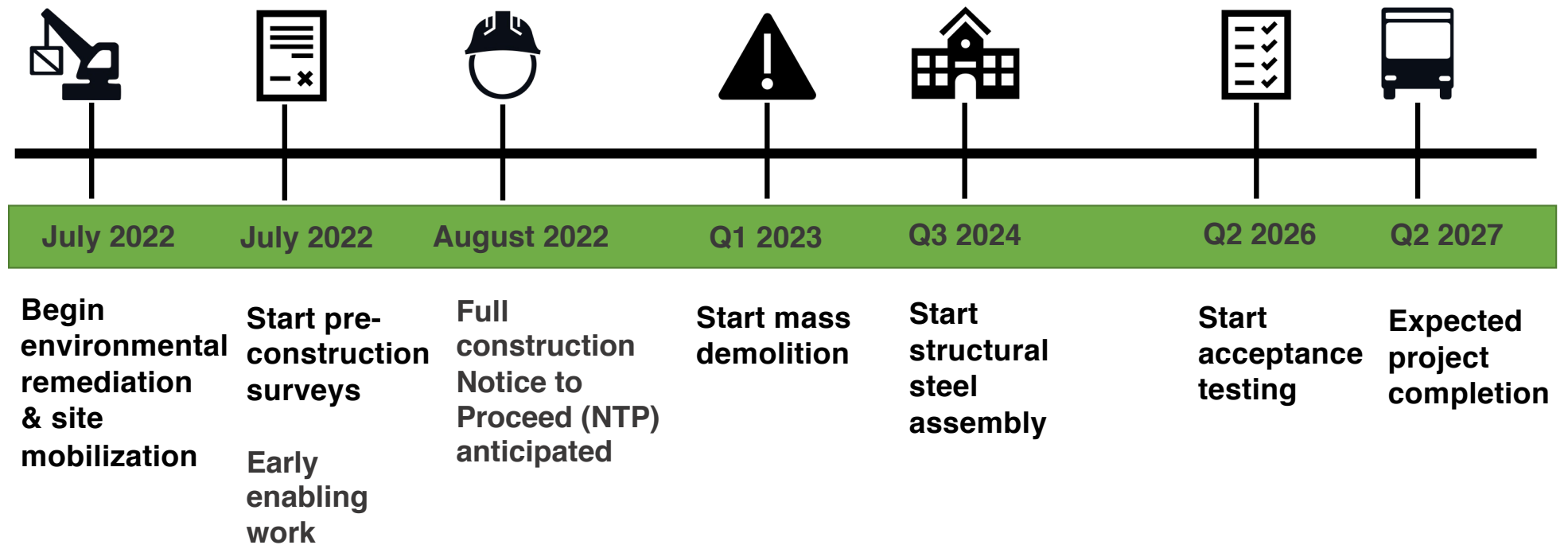
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# What to Expect for the Remainder of 2022

Northern Bus Garage Reconstruction Project

# Northern Bus Garage Reconstruction Project

## Schedule



## 2022 Community Engagement Meetings

**Fall**

\*September 2022

**Winter**

\*December 2022

- Updates posted to [wmata.com/NorthernBusGarage](https://wmata.com/NorthernBusGarage) and shared via email
- Email [MCAP\\_NBG\\_Reconstruction\\_Project@wmata.com](mailto:MCAP_NBG_Reconstruction_Project@wmata.com) to join the project's community contact list or request additional information

***\*Dates may be subject to change***

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# Thank You!

Northern Bus Garage Reconstruction Project