

Consent Item (A) 11-21-2024

Washington Metropolitan Area Transit Authority Board Action/Information Summary

☒ Action ☐ Information

Document
Number:
211873

Resolution:
☒ Yes ☐ No

Presentation Name:

Public Hearing Gallery Place Vent Shafts

Project Manager:

Tariq Bushnaq

Project Department:

Joint Development and Adjacent Construction (JDAC)

Purpose/Key Highlights:

At the November 21, 2024, Board of Directors meeting, staff will seek authorization via a consent agenda item to transmit proposed Mass Transit Plan changes to the enumerated agencies and hold a public hearing on the proposed changes to the Gallery Place Metrorail Station.

Interested Parties:

District of Columbia
Monumental Sports and Entertainment
DC Arena, L.P.
MRP-GFI Venture LLC (Gallery Place)
Kimley-Horn (designers)
Gensler (Engineers)
Clark Construction (constructors)

Background:

In March 2024, the District of Columbia and Monumental Sports and Entertainment committed to the transformation of the Capital One Arena, which includes, in part, expansion of the Capital One Arena into the adjacent Gallery Place facility. DC Arena Limited Partnership ("DCALP"), which operates Capital One Arena, will be leasing a portion of Gallery Place from the property owner, Gallery Place MRP-GFI Venture, LLC ("MRP-GFI"), as part of the overall transformation project. MRP-GFI has consented to the improvements. Because of the proximity of the proposed

improvements to the WMATA Metrorail system, coordination between DCALP and WMATA is necessary.

On August 5, 2024, DCALP entered into a letter agreement with the JDAC office for the review and coordination of proposed improvements to the arena and a determination of any impacts to WMATA, specifically the Gallery Place Metrorail Station. This agreement and the review is being executed under PCN 252449 and funded by DCALP (JAA 0605). As part of this review process, it was determined that in order to install the proposed foundations, a vent shaft that currently exists at the surface of Gallery Place Way between 6th and 7th Streets (between the arena and Gallery Place) will have to be relocated. The proposed conceptual vent shaft relocation design has been reviewed and tentatively approved by the appropriate WMATA Infrastructure engineering offices.

This project scope as reviewed extends the relief vent shaft for the WMATA tunnel towards the east, to allow for future construction activity over the existing vent sidewalk grate. The new shaft will extend approximately 100' and limits the changes of direction as much as possible, to limit the pressure drop added to the system. Rather than a sidewalk grate to discharge the air from the vent shaft, there will be a sidewall louver at the face of the building. There will be a door, lighting, and an access ladder down into the shaft for any maintenance or cleaning needs. The vent will be maintaining the free area of the existing vent as it extends to the new louver. The construction of the extension will take place while the existing relief vent is active, and it is anticipated there will be no down time to the system.

JDAC and the development team have been meeting bi-weekly and WMATA has provided the following coordination:

- Processed Owner/Developer/Contractor (ODC) and Designers of Record (Kimley Horn and Gensler) WMATA as-built documents requests in mid-September 2024.
- Testing of existing air flow at all WMATA vent shafts in the vicinity of proposed VB3 vent shaft modifications was conducted in early October 2024 to establish baseline.
- Site visit of station electrical room for panel and circuit verifications was conducted on October 29, 2024.
- Received initial design package in mid-October, 2024; WMATA review comments were sent to the ODC on November 1st, 2024.
- Badging and scheduling of CRWP training for contractor's personnel are ongoing.
- Applicable WMATA specifications were provided to the ODC on November 1st, 2024.

Discussion:

Counsel has advised that the relocation of the vent shaft constitutes a change to the Mass Transit Plan and as such, requires a public hearing before the relocation of the vent shafts can be agreed to and commenced.

Because of the necessary sequencing of construction and the need to complete certain work between sports seasons, MSE has asked for expedited consideration of its design and a determination of impacts, including approval of the vent shaft relocation.

The proposed board resolution seeks approval to conduct a public hearing and prepare and publish a Staff Report on the proposed modification and results of the hearing.

Funding Impact:

There will be no costs to WMATA. Currently the developer, DCALP, has executed an agreement for the conduct and reimbursement for WMATA design reviews and associated costs. If the relocation is approved, this agreement will be modified for costs associated with design reviews, construction coordination and inspection, in accordance with applicable resolutions, policies and the Adjacent Construction Project Manual.

In addition to the costs cited above, the developer DCALP will be responsible for all construction costs.

Previous Actions:

No previous board actions.

The Joint Development and Adjacent Construction Office (JDAC) and DCALP entered into a letter agreement for execution of, and payment for, WMATA administration, coordination, design review and operational support of the proposed modification of the existing WMATA VB3 vent shaft project.

Next Steps:

Consideration and approval of the proposed resolution to hold a Compact public hearing.

Advertisement and conduct of a public hearing, including solicitation of public comment.

Preparation of a staff report; publishing and public comment of said report, and presentation of the report and any amendments to the board in early 2025.

Recommendation:

Approval to: hold a compact public hearing concerning the relocation of a vent shaft at the Gallery Place Metrorail Station.

SUBJECT: APPROVAL TO HOLD A COMPACT PUBLIC HEARING FOR CHANGES TO THE
MASS TRANSIT PLAN AT GALLERY PLACE METRO STATION

RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Compact Section 15 requires the Board of Directors to transmit proposed changes to the Mass Transit Plan to certain enumerated agencies and to conduct a public hearing on the proposed changes; and

WHEREAS, We understand that the District of Columbia and Monumental Sports and Entertainment are in discussions to transform and improve the Capital One Arena, which includes expansion of the arena into Gallery Place; and

WHEREAS, We further understand that DC Arena Limited Partnership ("DCALP") operates Capital One Arena and intends to lease a portion of Gallery Place from the property owner, Gallery Place MRP-GFI Venture, LLC, which has consented to the proposed improvements; and

WHEREAS, Pursuant to Resolution 2006-52, WMATA's Joint Development and Adjacent Construction Office ("JDAC") has entered into an agreement with DCALP to review the proposed improvements and JDAC has determined that relocation of one of the vent shafts at the Gallery Place Metro Station is necessary for the proposed arena improvements; and

WHEREAS, The proposed vent shaft relocation will result in a change to the Mass Transit Plan;

NOW, THEREFORE, be it

RESOLVED, That, in accordance with Compact Section 15, the Board of Directors authorizes staff to transmit the proposed Mass Transit Plan changes to the enumerated agencies and to hold a public hearing on the relocation of one of the vent shafts at the Gallery Place Metro Station; and be it further

RESOLVED, That the Board authorizes the General Manager and Chief Executive Officer to release the Public Hearing Staff Report to the public for comment prior to approval by the Board of Directors; and be it further

RESOLVED, That to expedite the hearing schedule to accommodate necessary sequencing of construction, this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,

/s/
Patricia Y. Lee
Executive Vice President, Chief Legal Officer,
and General Counsel

WMATA File Structure No.:
12.7.2 Master Plans/Mass Transit Plan (including transit zone modifications)