

Northern Bus Garage Reconstruction

Community Meeting

04/02/2019



Northern Bus Garage Reconstruction



Existing Conditions

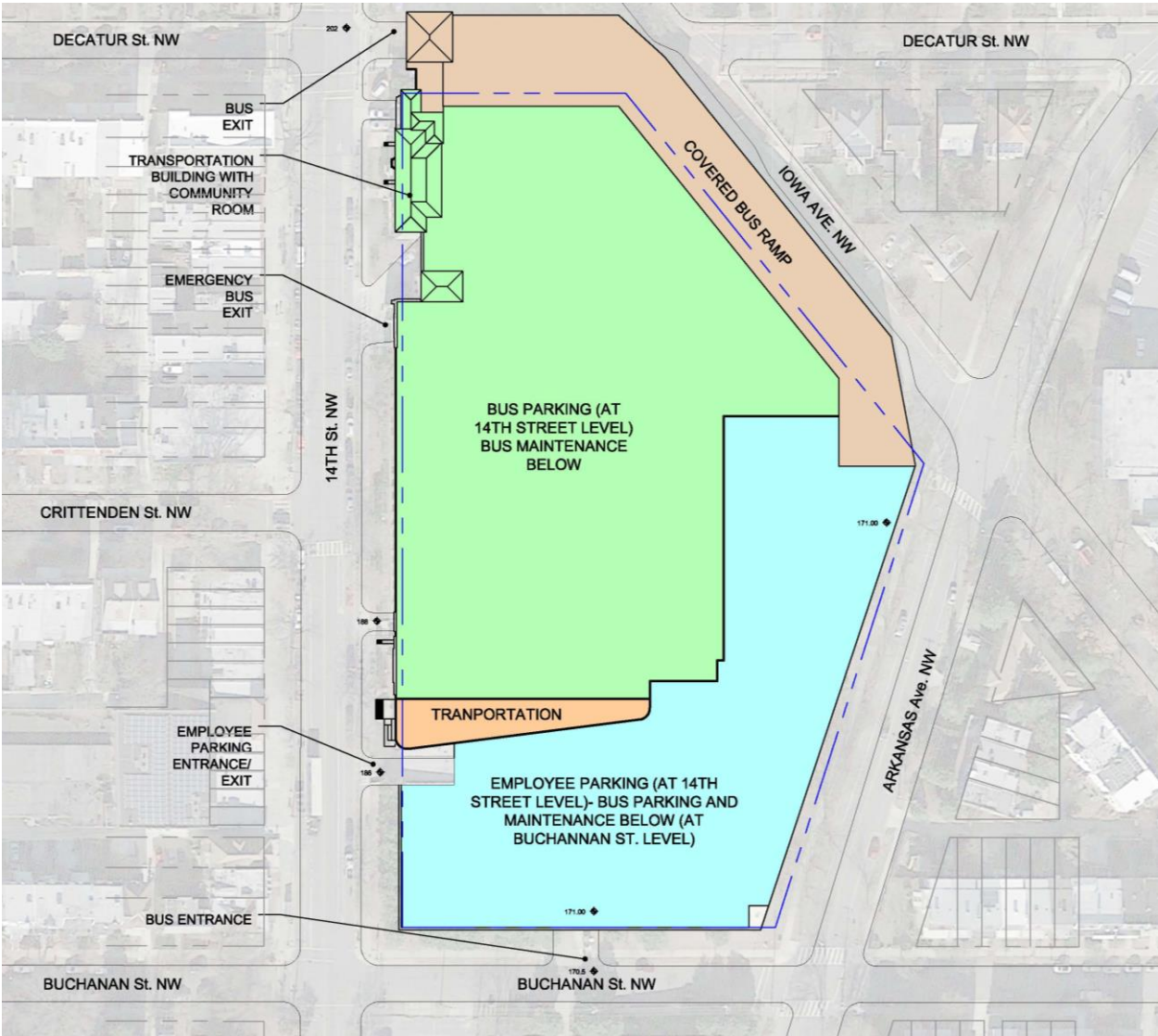
- Old/obsolete (~1907)
- Facility in poor and deteriorating condition
- Concrete failures have forced closure of sections/rooms and safety netting has been installed
- Undesirable working environment for employees



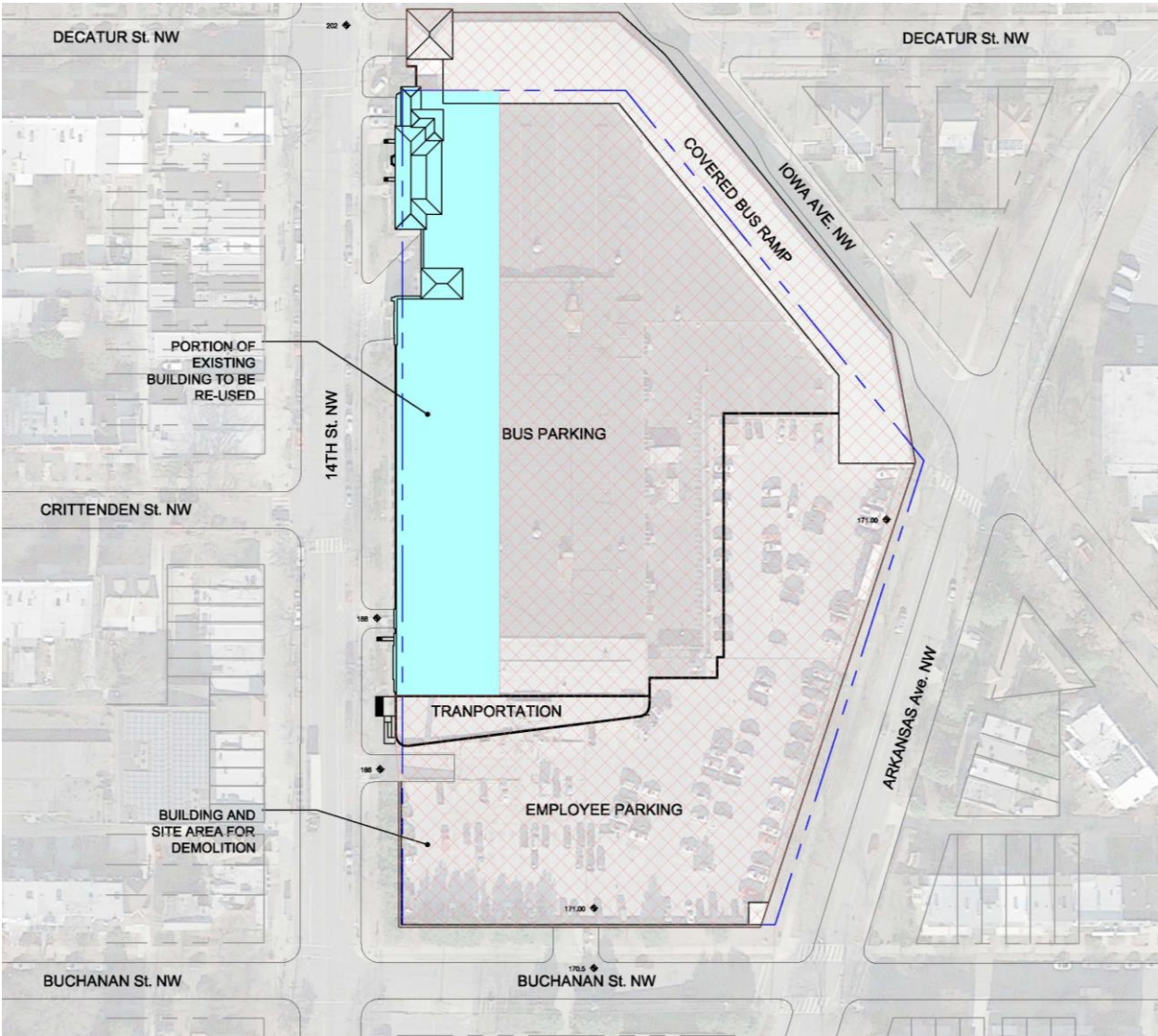
Implementation

- Location of Replacement Garage
 - 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 action
 - Close the garage
 - 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
 - Include 50,000-55,000 sq. feet of commercial space along 14th Street

Northern Existing

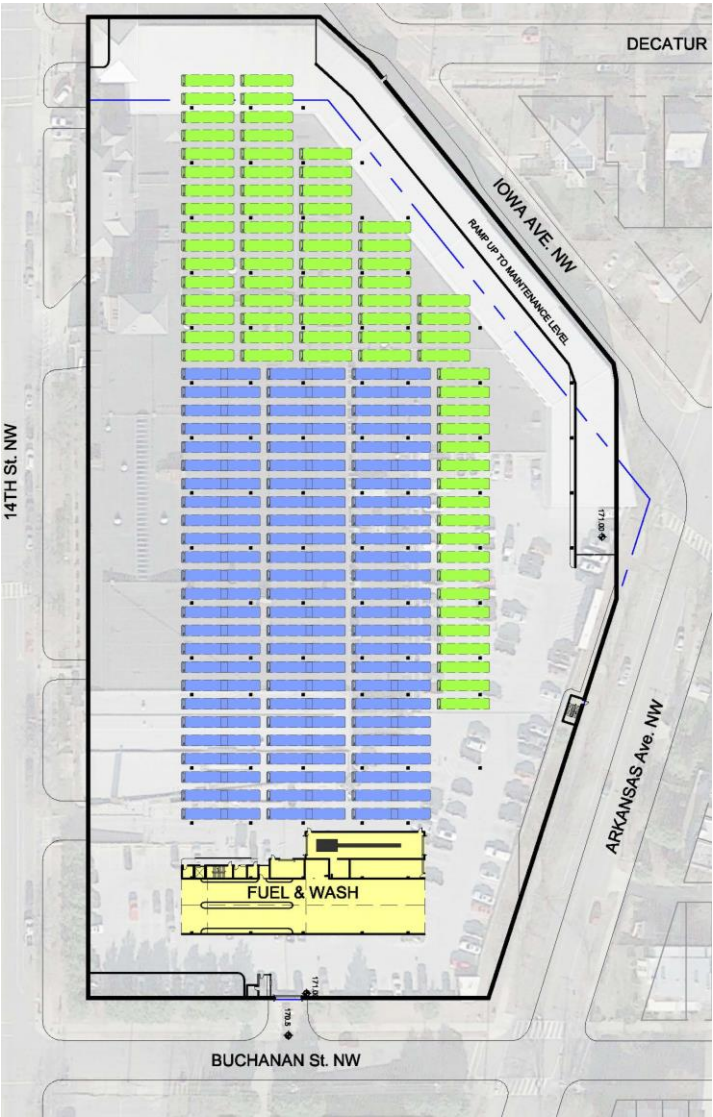


Northern Demo

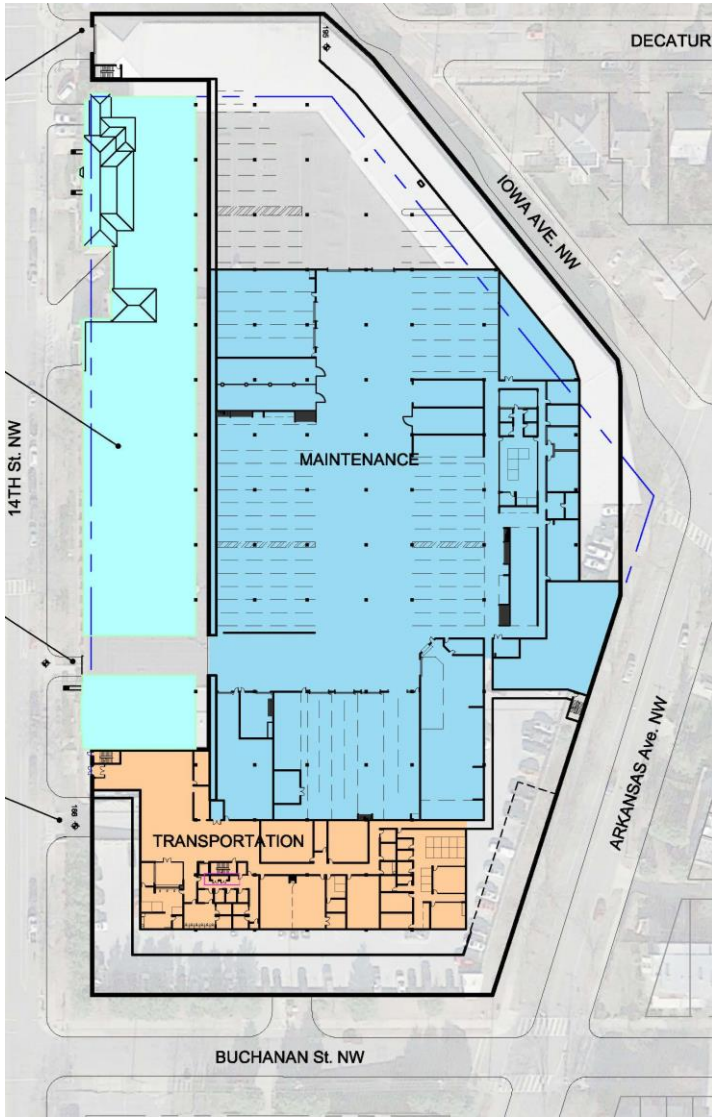


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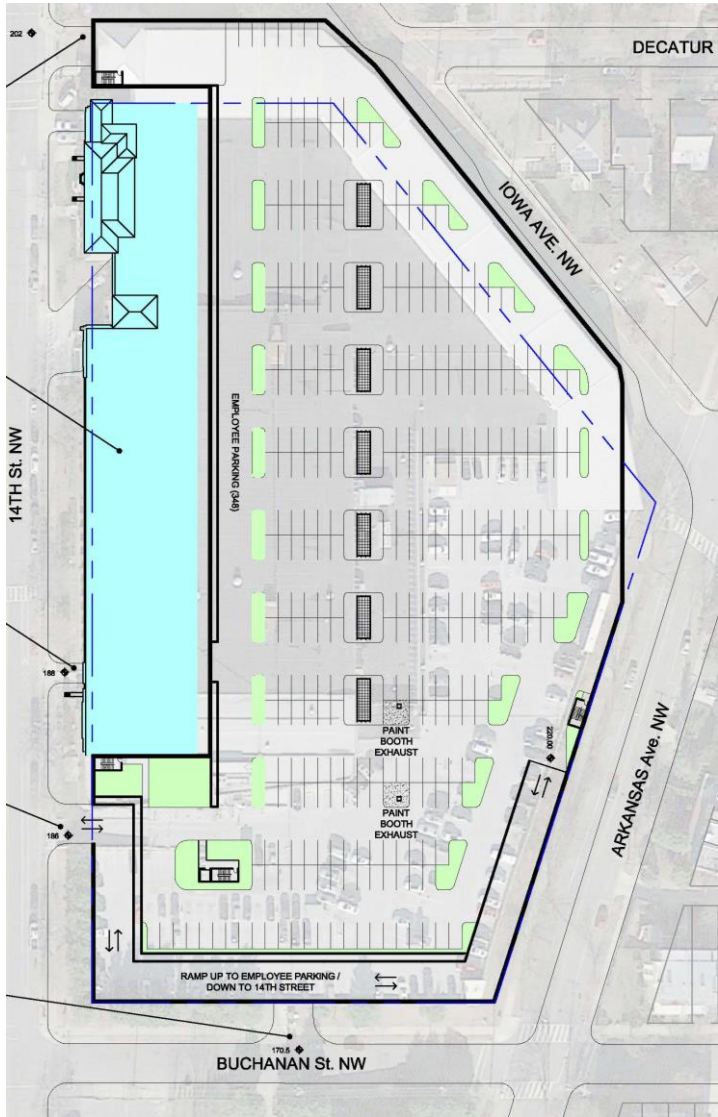
Basement Level



Intermediate Level



Roof Level



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

Schedule

- March 2019 - Advertise Contract for pre-development services
- August 2019 – Select contractor for pre-development services
- March 2020 – Finalize scope of work for demolition and construction
- June 2020 – Finalize negotiations for the scopes of work
- If negotiations are successful then demolition would start late summer/early fall of 2020 and last about 1 year
- Under that scenario, construction of the new garage would start in the summer of 2021 for 30 - 36 months

Construction Phase

- Environmental remediation precedes, and has to be completed, before demolition can begin
- Site will be enclosed in 8' high plywood fencing with limited access points
- WMATA is willing to engage the Art-in-Transit program to enhance the look of the fence
- Contractor will be prohibited from parking in the neighborhood
- A project website will be established for regular communication of the status of the project
- Community meetings will continue as long as the community desires

Results of May 2018 RFEI

- Pre-bid conference was attended by 6 development firms; received 3 responses to the Request For Expressions of Interest
 - Two said they would consider submitting a proposal
 - Both recommended staying within current zoning rather than upzoning the site
 - Existing zoning could accommodate 250,000 – 500,000 SF of additional uses
 - Specific uses mentioned:
 - Grocery (up to 50,000 SF)
 - Home improvement store (100,000 – 125,000 SF)
 - Inline retail (20,000 – 30,000 SF)
 - Urgent care facility (3,000 – 5,000 SF)
 - Fitness center (3,000 – 5,000 SF)
 - Sportsplex (60,000 – 80,000 SF)
 - Charter school (50,000 – 150,000 SF)
 - Small production businesses
 - Parking to support the above private uses
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WMATA is following RFEI recommendations:

- Stay within existing zoning
- Include additional uses
- Determine which retail strategy makes sense
- Determine to master lease (best with multiple tenants, significant on-going management, or upfront capital costs) or lease directly (best with single user with maintenance capabilities)

Coordinated Approach with Bus Garage Redevelopment

