

Washington Metropolitan Area Transit Authority

ENVIRONMENTAL EVALUATION

Gallery Place Vent Shaft Modification

**GALLERY PLACE – CHINATOWN
METRORAIL STATION
WASHINGTON, DC**

November 15, 2024

Gallery Place Vent Shaft Modification

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| Table of Contents | Page |
|---|-------------|
| A. DETAILED PROJECT DESCRIPTION | 3 |
| B. LOCATION | 4 |
| C. LAND USE AND ZONING | 5 |
| D. TRAFFIC IMPACTS | 6 |
| E. HISTORIC RESOURCES | 7 |
| F. VISUAL QUALITY | 9 |
| G. NOISE | 9 |
| H. VIBRATION | 9 |
| I. ACQUISITIONS & RELOCATIONS REQUIRED | 9 |
| J. HAZARDOUS MATERIALS | 10 |
| K. SOCIAL IMPACTS AND COMMUNITY DISRUPTION | 10 |
| L. ENVIRONMENTAL JUSTICE | 10 |
| M. USE OF PUBLIC PARKLAND AND RECREATION AREAS | 10 |
| N. IMPACTS ON WETLANDS | 10 |
| O. FLOODPLAIN IMPACTS | 11 |
| P. IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES | 11 |
| Q. IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES | 12 |
| R. IMPACTS ON SAFETY AND SECURITY | 14 |
| S. IMPACTS CAUSED BY CONSTRUCTION | 15 |

| List of Figures | Page |
|---|-------------|
| Figure 1: Gallery Place and Vent Shaft (EXISTING) | 3 |
| Figure 2: Gallery Place and Vent Shaft (AFTER CONSTRUCTION) | 4 |
| Figure 3: Area Map | 5 |
| Figure 4: Zoning Map | 6 |
| Figure 5: DC Downtown Historic District | 7 |
| Figure 6: Pennsylvania Avenue National Historic District | 7 |
| Figure 7: Chinatown District | 8 |
| Figure 8: USFWS - IPaC Area of Review | 13 |
| Figure 9: USFWS - IPaC Results | 14 |

Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

A. DETAILED PROJECT DESCRIPTION:

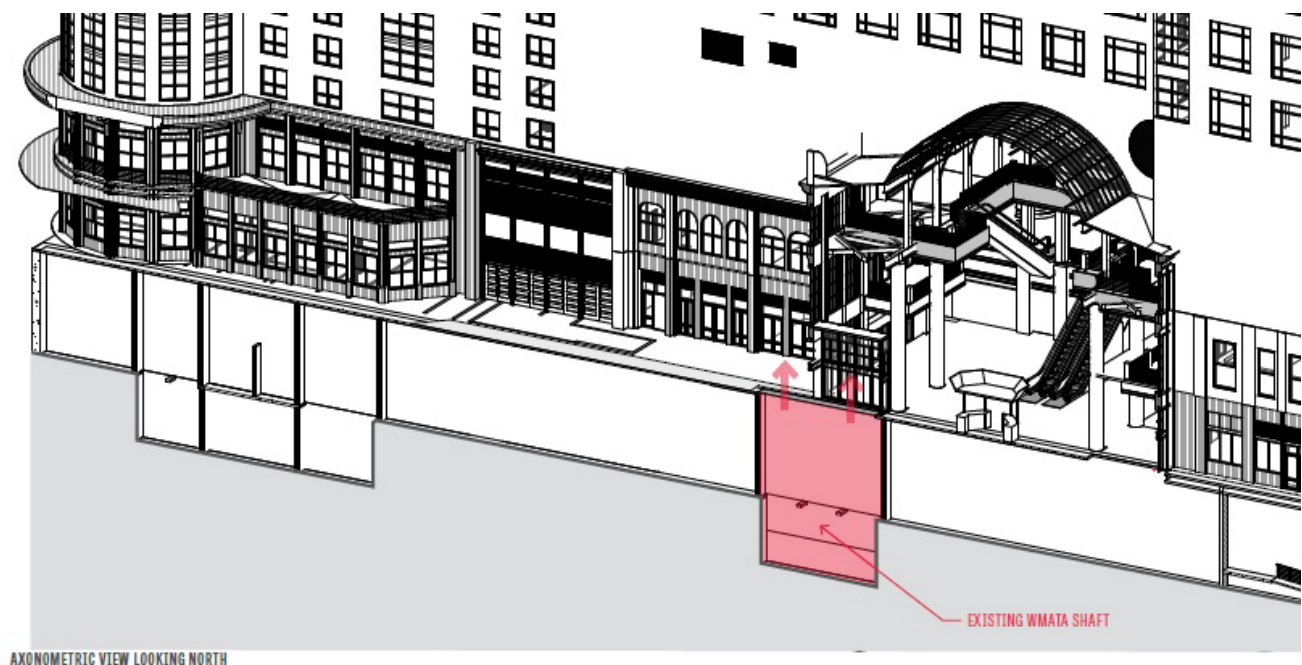
- Describe the project including the type (such as bus storage, maintenance, and/or administration facilities).

Washington Metropolitan Area Transit Authority (WMATA), proposes the modification of the vent shaft of Gallery Place Metrorail station (Proposed Project), serving the Capital One Arena/ Chinatown neighborhood of Washington, DC. The vent shaft relocation for the Gallery Place Metrorail Station would allow for future construction activity over the existing vent sidewalk grate. (See Figures 1 and 2)

This project is extending the relief vent shaft for the WMATA tunnel towards the east, to allow for future construction activity over the existing vent sidewalk grate. The tunnel will extend approximately 100 feet 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. A door, lighting, and an access ladder down into the shaft for any maintenance or cleaning needs will be constructed. 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.

The vent shaft would be modified, and a new 13 ft x 30 ft vent shaft louver would be installed in the wall of Gallery Place in the east alley. The existing 29 ft x 7 ft vent shaft grating in the pavement of the west alley would be removed and covered by the Gallery Place expansion.

Figure 1: Gallery Place and Vent Shaft (EXISTING)



Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

Figure 2: Gallery Place and Vent Shaft (AFTER CONSTRUCTION)



B. LOCATION (INCLUDING ADDRESS):

- Delineate the project and include streets and features specifically called out in the “detailed project description.”

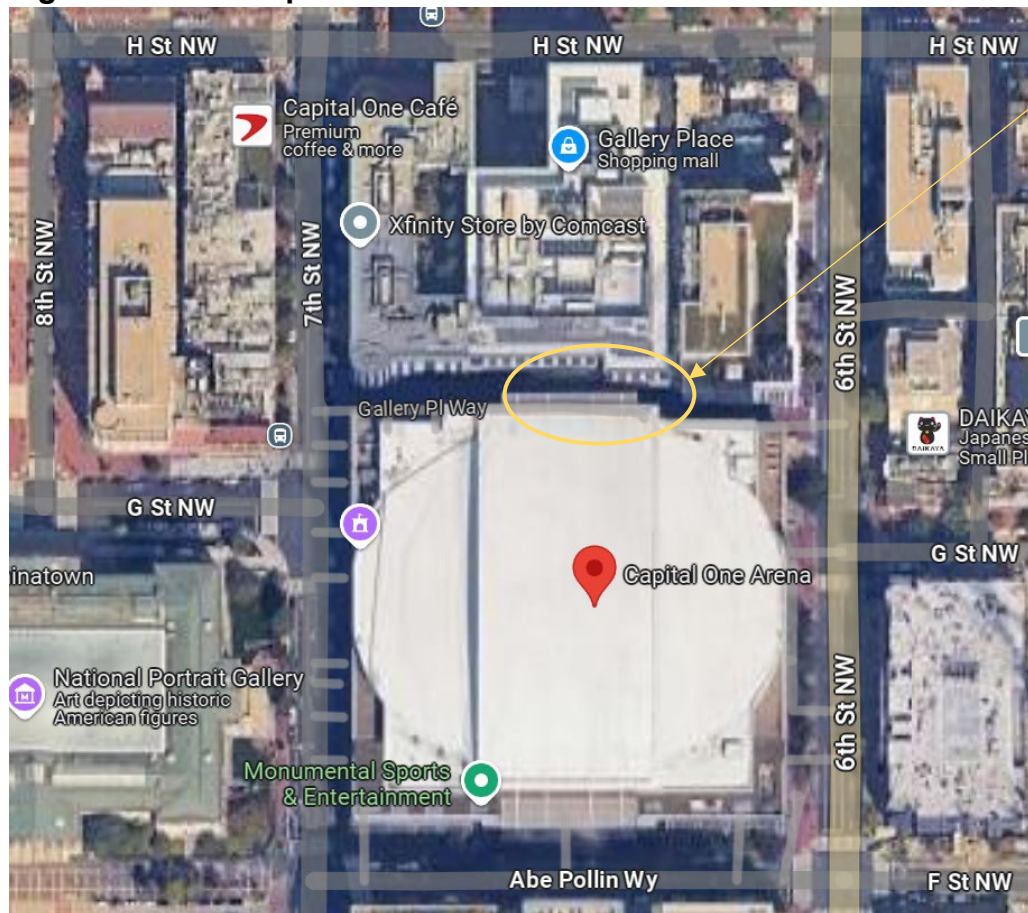
The proposed project is located within the construction perimeter of the Capital One Arena Modernization project that includes the Gallery Place Expansion. WMATA’s Gallery Place – Chinatown Metrorail Station is within the vicinity of this project. (See Figure 3)

Properties include:

- Capital One Arena, 601 F Street NW, Washington, DC 20004
- Gallery Place, mixed-use development, 616 H Street NW, Washington DC 20004
- Gallery Place-Chinatown Metrorail Station, 630 H Street NW, Washington, DC 20004

Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

Figure 3: Area Map



C. LAND USE AND ZONING:

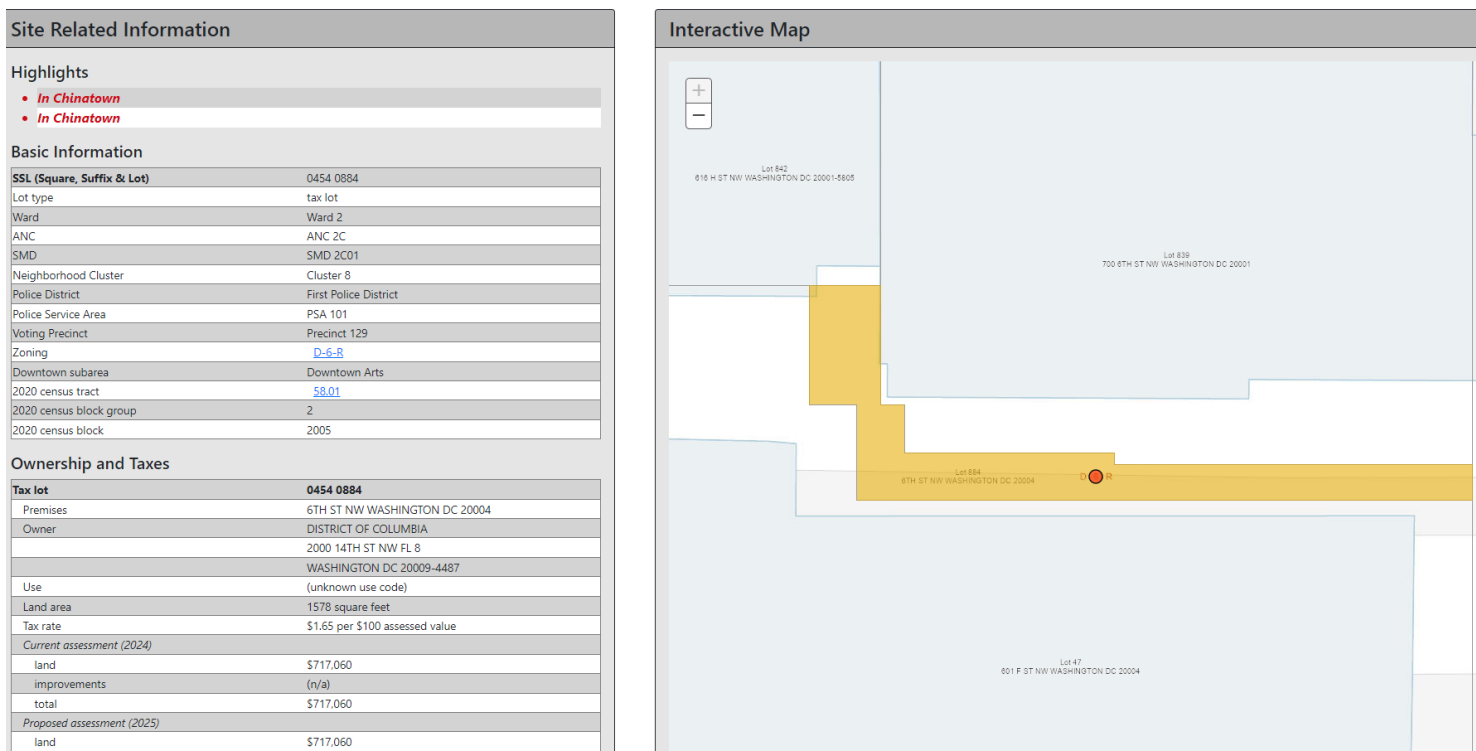
- Describe property zoning and consistency with proposed use.
- Attach a zoning map of the project area and surrounding area.

The location of the new vent shaft louver will be in an area zoned D-6-R, which permits, “high-density commercial development in the Downtown core while promoting residential development throughout the zone with residential requirements and incentives.”

The change will be consistent with current zoning. No major change to building use is planned. (See Figure 4)

Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

Figure 4



D. TRAFFIC IMPACTS:

- Describe potential traffic impacts; including short-term impacts during construction or demolition, and whether the existing roadways have adequate capacity for increased bus and other vehicular traffic as part of the proposed project.
- Examples of construction-related impacts include lane closures, detours, or dust abatement requirements.
- Briefly describe traffic control measures required to minimize impacts of construction.

Traffic changes for the vent shaft modification are not anticipated to be significant. During construction several traffic control measures may be implemented, as needed, including the following:

- **Clearly posted signs should inform drivers about lane closures, detours, and any potential hazards ahead. Advanced warning signs can help prepare drivers for changes in traffic patterns.**
- **Temporary speed limits can be enforced in construction zones to enhance safety for both drivers and workers. This should be accompanied by appropriate signage.**
- **Scheduling construction work during off-peak hours or at night can minimize disruption to traffic.**

Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

- Keeping the public informed through local media, social media, and community bulletins about ongoing construction activities and expected impacts can help prepare drivers and reduce frustration.

By implementing these measures, the construction project can minimize disruptions and enhance safety for both drivers and workers.

E. HISTORIC RESOURCES:

- Describe any cultural, historic, or archaeological resources located in the immediate vicinity of the proposed project and the impact of the project on the resources.

The existing facilities and infrastructure affected are not historic properties. The existing Gallery Place, a mixed-use development, was built in the early 2000s and opened in 2004. The Capital One Arena, which originally was named MCI Center, was built in 1997. WMATA opened the Gallery Place Metrorail station in 1976.

No historic district will be affected by the project. The Gallery Place Vent Shaft Modification is outside of any DC historic district. The adjacent historic districts are the DC Downtown and Pennsylvania Avenue National Historic Districts.

DC Historic District Maps are shown below. (See Figures 5 and 6)

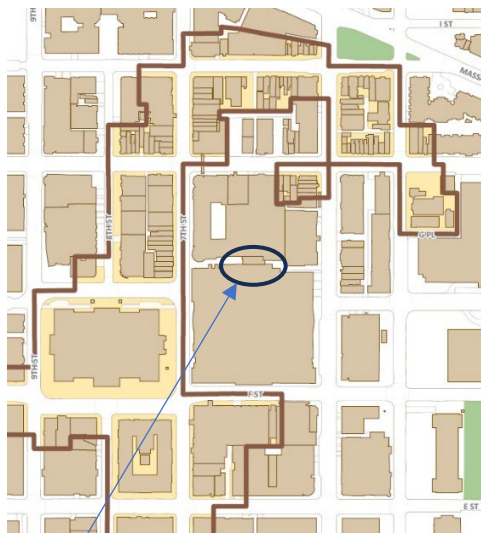


Figure 5: DC Downtown Historic District

Vent Shaft Modification Location

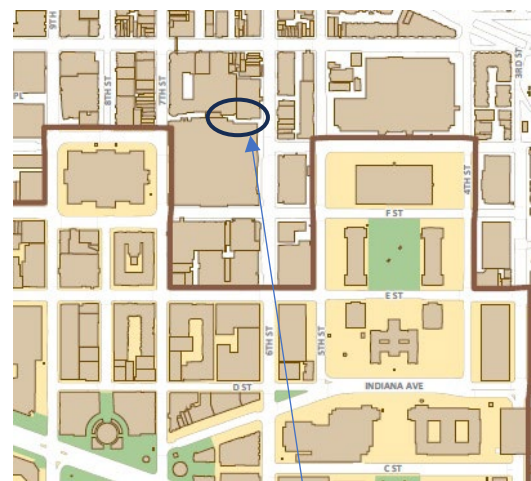


Figure 6: Pennsylvania Avenue National Historic District

Vent Shaft
Modification Location

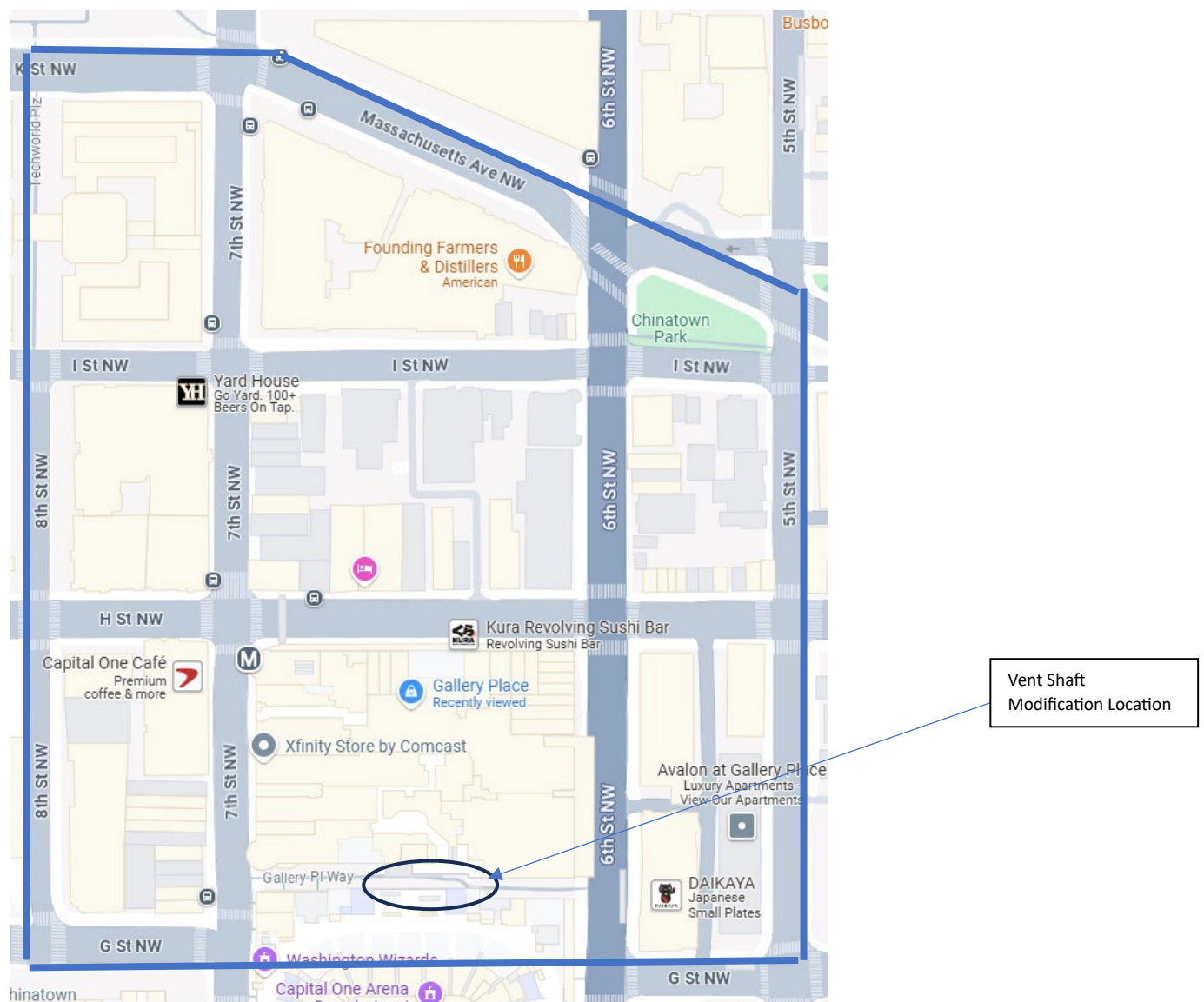
Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

The Downtown Historic District includes the Chinatown Design Review area and is roughly bounded by Massachusetts Avenue NW, 5th Street NW, G Street NW, and K Street, NW (Mount Vernon Square). Gallery Place Way alley falls within the area of the Chinatown district.

Monumental Sports will be responsible to consult the DC Office of Planning during planning, design and permitting stages of the project to ensure that the project is in compliance with applicable laws and regulations.

Figure 7: Chinatown District

(Approximate boundaries are shown)



Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

F. VISUAL QUALITY:

- Describe the existing visual setting, identify any sensitive views/viewers, and describe the visual impact of the proposed project.

No impacts to visual or aesthetic resources will occur.

The project could impact visual perception. The design and materials used for the additions will influence the facility's visual integration with its surroundings. Newer materials might clash with existing structures, or create a more cohesive look, depending on the design choices.

The vent shaft would be modified, and a new 13 ft x 30 ft vent shaft louver would be installed in the wall of Gallery Place in the east alley. The existing 29 ft x 7 ft vent shaft grating in the pavement of the west alley would be removed and covered by the Gallery Place expansion.

G. NOISE:

- Provide an overview of noise impacts.

No noise impact is anticipated as result of the modification of the vent shaft.

Construction noise monitoring would be implemented to ensure compliance with WMATA noise limits and DC regulations. Nighttime work will be minimized to the extent possible.

H. VIBRATION:

- Provide an overview of vibration impacts.

No vibration impact is anticipated.

I. ACQUISITIONS & RELOCATIONS REQUIRED:

- Describe land acquisitions and displacements of residences and businesses.
- Include current use, ownership, and the date and type of property transaction (such as lease or purchase).

No land acquisition is anticipated. Monumental Sports will provide WMATA required property easements including necessary access easements and maintenance easements. WMATA will be compensated for any property rights that are released.

Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

J. HAZARDOUS MATERIALS:

- What steps will be taken to ensure that human and ecological receptors in the project area are protected from contamination encountered during construction and operation of the project?

Hazardous materials are not anticipated. Monumental Sports will protect the existing vent shaft to prevent contamination from entering the system. If environmental contamination is encountered, Monumental Sports will coordinate remediation.

K. SOCIAL IMPACTS AND COMMUNITY DISRUPTION:

- Provide a socio-economic profile of the affected community.
- Describe the impacts of the proposed project on the community.
- Identify any community resources that would be affected and the nature and extent of the effect.

No impact to the community is anticipated as a consequence of this project. Social impacts and community disruptions are of concern with this project. There are no community resources anticipated to be affected by this project.

L. ENVIRONMENTAL JUSTICE:

- Identify the concentrations of minority and low-income populations in the area.

Minority communities are present in this area.

No adverse impact from the project on minority or low-income populations is anticipated.

M. USE OF PUBLIC PARKLAND AND RECREATION AREAS:

- Indicate parks, recreational areas, wildlife refuges, and/or trails on a project location map.
- Describe how the activities and purposes of these resources will be affected by the project.

No park or recreation area will be affected by this project.

N. IMPACTS ON WETLANDS:

- Show potential wetlands and boundaries on a map. Integrate data from the National Wetlands Inventory.

Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

- Describe the project's impact on on-site and adjacent wetlands.
- If the project impacts wetlands, provide documentation of consultations and permits from the U.S. Army Corps of Engineers, as well as, minimization and mitigation efforts.
- If applicable, provide documentation to demonstrate that wetlands are not present, or the proposed project will not impact any wetland areas.

No wetlands area will be affected by this project.

O. FLOODPLAIN IMPACTS:

- Determine if the project is within a 100-year floodplain. Review FEMA 100-year FIRMs on the FEMA website. Include a FIRM floodplain map, if available.
- Include all floodplain FIRM numbers that occur in the project area and the effective or revision date for each FIRM. Include the FEMA FIRM numbers for the project area, even if the 100-year floodplain has not been delineated.
- If the proposed project is located within the 100-year floodplain describe what will be done to address possible flooding of the proposed project location and flooding induced by the project due to reduced capacity to retain storm water runoff.
- Provide documentation on how the project will be designed to restore floodplain capacity.
- If applicable, provide documentation to demonstrate that the project is not sited in a floodplain.
- If a determination cannot be made whether or not the project is within a 100-year floodplain, contact the county flood control district or the local floodplain manager for assistance.

No FEMA-designated floodplains will be affected by this project.

P. IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES:

- If any of these resources are implicated, describe the project's potential impacts. Determine if National Pollutant Discharge Elimination System (NPDES) permits are applicable as a result of ground disturbance or point sources that will discharge pollutants into waters of the United States. Refer to BMPs at the U.S. EPA website.
- How will storm water be treated during and after construction?
- How will wastewater from bus washing facilities be treated? Determine if project area is in a sole-source aquifer, if not document in narrative (refer to the U.S. EPA website).

Temporary stormwater management measures throughout construction, including erosion and sediment control measures, shall comply with all inspection requirements, with prior approval with authorities, and shall be removed after construction is completed.

Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

Temporary stormwater management measures are essential during construction to minimize the impact of runoff and sedimentation. Typical stormwater management measures to be used include:

- **Silt Fences** installed around the perimeter of the construction site, these fences filter sediment from runoff.
- **Erosion Control Blankets** that provide temporary cover for disturbed soil, helping to prevent erosion while vegetation is established.
- **Inlet Protection** by installing filters or barriers around stormwater inlets prevents sediment from entering the drainage system.
- **Stabilized Construction Entrances** with gravel pads or other materials can reduce the amount of sediment tracked off-site by vehicles.
- **Temporary Seedings** for quick-growing plants can stabilize soil and reduce erosion during construction.
- **Regular Maintenance and Inspections** for routine checks ensure that all measures are functioning correctly and are maintained.

Monumental Sports will be responsible for compliance with applicable laws and regulations.

Q. IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES:

- Describe any natural areas (woodlands, prairies, wetlands, rivers, lakes, streams, designated wildlife or waterfowl refuges, and geological formations) on or near the proposed project area.
- If present, state the results of consultation with the state department of natural resources and, if appropriate, the U.S. Fish and Wildlife Service on the impacts to critical habitats and on threatened and endangered fauna and flora that may be affected. Refer to the U.S. Fish and Wildlife Service website.

No impact anticipated on the woodlands and wetlands. No rare, threatened, or endangered species is known to be present.

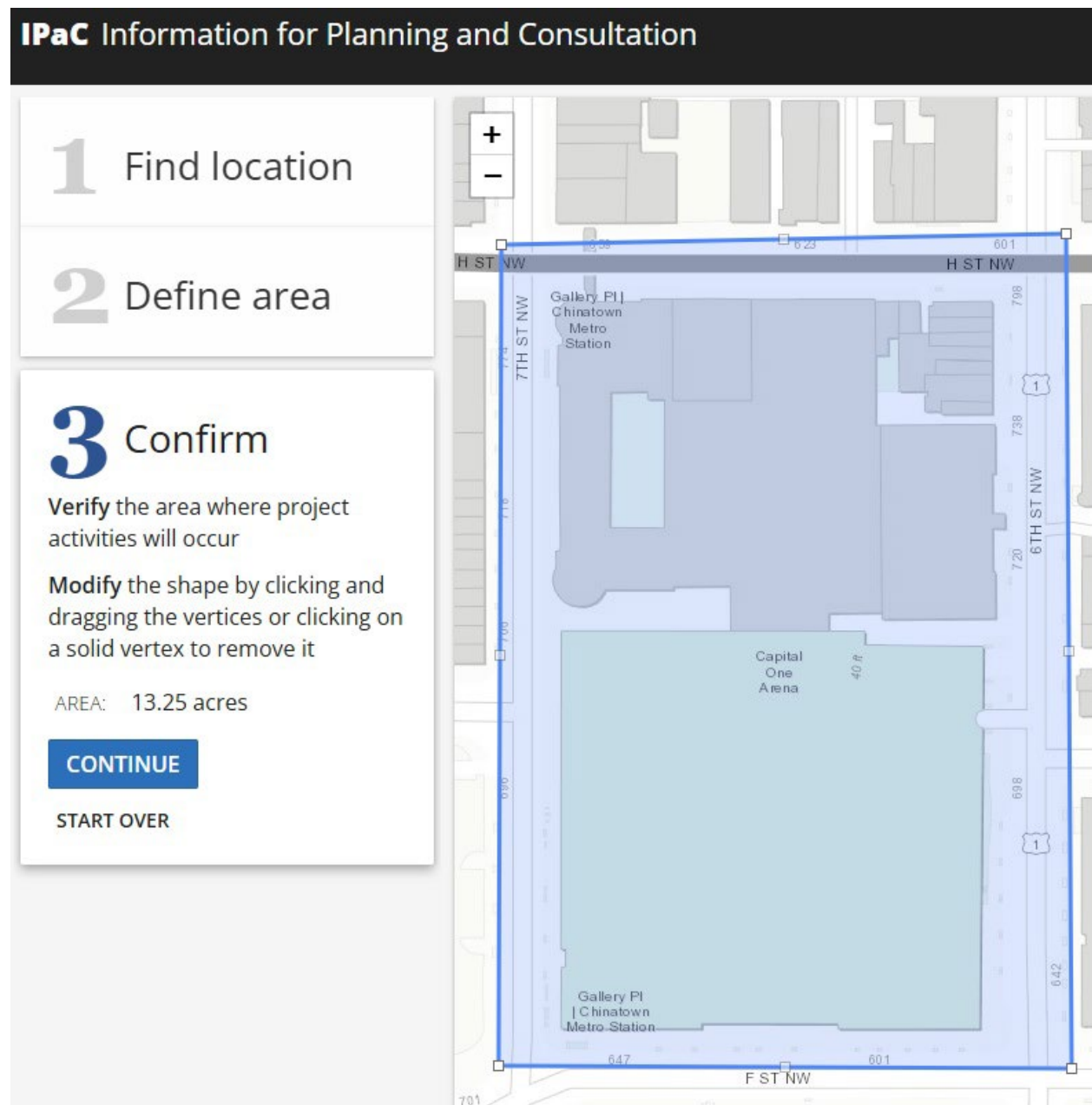
According to the information received from the U.S. Fish & Wildlife Service (USFWS), the project site is within the habitat of the Northern Long-eared Bat and the Tri-Colored Bat which is an endangered species.

No tree removal is planned as part of the site development and building construction activities. During the planning phase, a bat survey may be performed, in accordance with USFWS guidelines, to confirm that there is no threat to the Northern Long-eared Bat and Tri-Colored Bat habitats.

Monumental Sports will be responsible for compliance with the Endangered Species Act.

Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

Figure 8: USFWS - IPaC Area of Review



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Figure 9: USFWS - IPaC Results

Endangered species

Listed species[?] and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[?]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

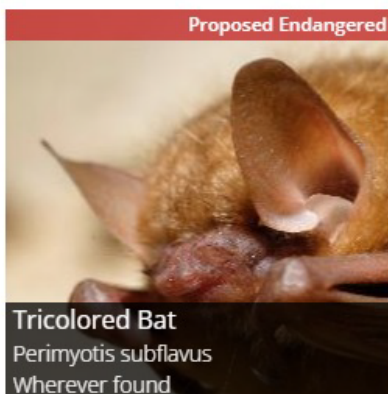
Additional information on endangered species data is provided [below](#).

The following species are potentially affected by activities in this location:

THUMBNAILED LIST

LIST

Mammals



R. IMPACTS ON SAFETY AND SECURITY:

- Describe the measures that would need to be taken to provide for the safe and secure operation of the project after its construction.
- List any security measures that are planned as part of the project (e.g., security guards, fencing, secured access, lighting, cameras, etc.)

The existing vent shaft would remain functional and would not be covered until the new vent shaft modification is constructed, deemed satisfactorily functional, and commissioned for use by WMATA.

Current safety and security measures are contained in WMATA's System Safety Program Plan (SSPP). WMATA's SSPP identifies the procedures and design features that are intended to ensure the safety and security of employees and patrons of the WMATA system.

Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

In addition, WMATA design criteria specify that the design of facilities be consistent with National Fire Protection Association (NFPA) 130, which is an industry standard intended to ensure the safety of passengers and employees in the event of an emergency. WMATA ensures compliance with its safety and security procedures and policies through training, coordination, and periodic audits.

It is anticipated that the project will pursue a Safety and Security Certification, in compliance with the SSPP:

- Design, construction, fabrication, installation, testing, and commissioning of all safety critical facility and system elements to be evaluated for compliance with the safety and security requirements, including applicable codes and standards, and to verify their readiness for operational use.
- WMATA's rail facilities and systems will be operationally safe and secure for customers, employees, and the public.

The objective is to achieve an acceptable level of safety and security risk through a systematic approach to safety hazard and security vulnerability management through adherence with the design criteria, compliance with technical specifications, and testing verification.

For security measures during project construction (e.g., security guards, fencing, secured access, lighting, cameras, etc.); no impact is anticipated, although this area will be reviewed during the design phase.

S. IMPACTS CAUSED BY CONSTRUCTION:

- Describe the construction plan and identify construction impacts with respect to noise, dust, utility disruption, debris and spoil disposal, air quality, water quality, erosion, safety and security, and disruptions of traffic and access to businesses or residential property.
- Identify steps that will be taken to provide alternatives or mitigate the impacts of construction impacts.

Construction will be monitored in accordance with WMATA rules, and local and federal regulations. Proper planning and proactive measures will be carried out to minimize the construction impacts on the surrounding environment and community. Continuous monitoring and communication with stakeholders will ensure a smoother construction process.

Potential construction impacts include:

1. Noise

- **Sources:** Heavy machinery (excavators, trucks), pneumatic tools, and construction activities.
- **Mitigation:** Use quieter equipment, limit work hours, and implement noise barriers.

Gallery Place Vent Shaft Modification ENVIRONMENTAL EVALUATION

- 2. Dust**
 - **Sources:** Excavation, material handling, and vehicle movement.
 - **Mitigation:** Watering of exposed soil, using dust suppressants, and covering trucks transporting loose materials.
- 3. Utility Disruption**
 - **Impacts:** Potential temporary outages for water, electricity, and telecommunications.
 - **Mitigation:** Coordination with utility companies, advance notice to residents/businesses, and providing alternatives where possible.
- 4. Debris and Spoil Disposal**
 - **Sources:** Excavated soil, construction waste, and packaging materials.
 - **Mitigation:** Designated disposal areas, recycling materials when possible, and regular debris removal.
- 5. Air Quality**
 - **Impacts:** Increased particulate matter and emissions from machinery.
 - **Mitigation:** Use of low-emission vehicles, implementation of dust control measures, and monitoring air quality.
- 6. Water Quality**
 - **Impacts:** Runoff from disturbed areas leading to sedimentation in local water bodies.
 - **Mitigation:** Installation of silt fences and erosion control measures.
- 7. Erosion**
 - **Impacts:** Soil loss and sediment transport due to rain and wind.
 - **Mitigation:** Vegetative cover, erosion control blankets, and maintaining natural drainage patterns.
- 8. Safety and Security**
 - **Impacts:** Risks to workers and the public from construction activities.
 - **Mitigation:** Safety training for workers, secure site fencing, and clear signage for pedestrians.
- 9. Disruptions of Traffic and Access**
 - **Impacts:** Road closures, detours, and limited access to businesses and residential properties.
 - **Mitigation:** Develop a traffic management plan, communicate changes to the community, and maintain access where possible.