



February 21, 2020

District of Columbia  
Office of Planning  
Attn: Joel Lawson  
1100 4<sup>th</sup> Street SW, Suite E650  
Washington, DC 20024  
Email address: joel.lawson@dc.gov

Subject: WMATA Northern Bus Garage Replacement – Large Tract Review Application

Dear Mr. Lawson:

This letter is to inform the Office of Planning regarding the attached application for the Large Tract Review of the proposed new WMATA bus division facility that is planned to be reconstructed at the site of the existing facility at 4615 14<sup>th</sup> Street NW. Enclosed are the completed application and supporting design documents intended to provide context regarding existing site conditions, the proposed site plan, and the overall scope of the new facility. Please note that all of these design documents are marked preliminary and are still under development in coordination with WMATA and various District Agencies and other stakeholders.

WMATA has engaged Clark Construction Group, LLC (Clark) to advance the design documents for demolition, historic preservation and the new facility. The new facility is intended to occupy the same footprint as the existing facility, with modifications to existing curb cuts that will generally maintain the existing traffic flow in and out of the facility, as well as some new building egress elements that will project into public space that are needed in order to meet current code requirements. All curb modifications and other encroachments into the public space will be reviewed and coordinated with the District Department of Transportation (DDOT). The intended curb cut modifications will reduce the available parking along the northbound side of 14<sup>th</sup> Street NW between Decatur and Buchanan Streets from 21 to 17 spaces.

As part of the project, portions of the historic fabric, primarily along 14<sup>th</sup> Street, will be preserved and restored. The effort to define the limits of demolition and preservation are being closely coordinated with WMATA, the Federal Transit Administration (FTA), and the DC Historic Preservation Office. As part of this coordination, the Clark team is scheduled to present on the project to the Historic Preservation Review Board (HPRB) in March 2020.

The new facility is being planned to serve approximately 150 clean-diesel buses. The basement level is being expanded to encompass the entire building footprint, whereas the current facility's basement level extends over roughly two thirds of the building footprint. The bottom level of the new building will serve as the bus parking level for all buses when not in service, and will also house fueling and bus wash lanes. Buses will continue to enter the facility from Buchanan Street, although the entrance is planned to be shifted further east toward Arkansas Avenue to best align with the new finished floor elevations inside the facility. This level is also being designed with consideration for a future conversion to battery

electric buses (BEB), in support of WMATA's and the District's zero emission goals. There will also be an outdoor fuel unloading area for tanker trucks to replenish the underground storage tanks that feed the fueling lanes for the buses. This re-fueling area will be located along Buchanan Street within the property line and is identified on the proposed site plan.

The second level, which is generally near grade in relation to 14<sup>th</sup> Street at the north end of the parcel, will house the bus maintenance bays, many of the primary electrical and mechanical support spaces for the facility, as well as all the offices and amenities for the facility's employees. The office and amenity spaces have been strategically located along the perimeter of the building to maximize daylighting opportunities, support worker health and wellbeing, and allow for a more pleasing exterior aesthetic. The area directly behind the historic fabric on 14<sup>th</sup> Street is being programmed for future retail opportunities. This planning is being done in coordination with WMATA and the community to identify best possible uses to serve the upper 14<sup>th</sup> Street corridor's needs. Buses will continue to exit the facility at the north end of the building onto 14<sup>th</sup> Street at the intersection with Decatur Street. An existing curb cut along 14<sup>th</sup> Street near mid-block will be widened to support future deliveries to the facility.

The rooftop of the facility will serve as the employee parking level with approximately 300 parking spaces, which will mitigate potential for WMATA employee and visitor parking on the surrounding neighborhood streets. Access to the roof parking will occur from 14<sup>th</sup> Street near the same location as the current facility's parking deck. This entrance will have a manned guard booth 24/7. The rooftop parking is also being configured for solar canopies, in support of the project's overall sustainability goals. While still under development, the project is striving to attain LEED Platinum certification, which would be a first for a facility of this type.

The current schedule outlined by WMATA intends for initial abatement and demolition efforts to start later this year, with the new facility being constructed and operation by the end of 2024.

We look forward to receiving your feedback and our team is available to meet with you and your staff should you have any questions regarding our application or require further information.

Should you have any questions on this matter please contact the undersigned or John Munson at (202) 439-3283.

CLARK CONSTRUCTION GROUP, LLC

Sincerely,

Philip J. Sheridan

Digitally signed by Philip J. Sheridan  
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Philip J. Sheridan, P.E., DBIA  
Senior Vice President

cc: com-inbound-northern-bus-facility@procoretech.com

John Munson

David Wehe